



FLIGHT LINES

The Monthly Newsletter of The Spirits of St. Louis R/C Flying Club, Inc.

Open House Coming September 27

See Page 5 for details

PRESIDENT'S NOTES:

By Steve Cross

This sure has been an unusual summer, weather-wise. The unseasonably cool weather has allowed us to fly more often and longer ...we've been able to stay at the field on Saturdays, way past noon. The bad news is that summer has returned with a vengeance, and the flyers have been scarce at the field this week. The good news is the field sure does look green!

August is usually a quiet month. We don't schedule organized events because of the heat. September will be here soon, so be sure to check the website for information on upcoming events. On September 6, we will have another Four-Star 40/Warbirds race, and on September 27 we will have our Third Annual Open House.

I am the ED for the Open House, and want to remind each and every one of you that this is the biggest flying event our club hosts for the entire year. As such, it is hoped that every member will participate by volunteering to work some part of the day. This is a huge undertaking and requires lots of workers to set up the field, help with parking, work the registration/impound tent, man the concession stand, sell raffle tickets, help a new pilot learn to fly, and on and on. Please call, or e-mail, me to volunteer your services.

One final note: Walt Wilson, your Newsletter Editor and Secretary, was in the hospital recently with a serious illness. He is "back in the cockpit" now, as evidenced by the very newsletter you are reading. However, we won't be seeing him at the field for awhile, so I would like to suggest you call, or e-mail, Walt with your heartfelt wishes for a speedy recovery. You all know how important Walt is to our club, so why not tell him when you get a chance.

See you at the field!
Steve Cross

MEETING MINUTES: APRIL 9, 2003

By Paul Geders

Meeting attendance: 27; 23 members present and 4 new member applicants

<u>New members</u>	<u>Phone</u>
David Rose	636-244-6563
Justin Rose	636-244-6563
Forest Holt	Sponsored by Steve Cross
Dave Armbruster	314-521-2369

OLD BUSINESS:

Secretary's Report: Motion to accept minutes as published in the last newsletter was approved.

Treasurer's Report: Motion to accept Treasurer's report as presented was approved.

Tent: A 10' x 10' canopy was purchased by Paul Geders and is in the barn for use at contests and events.

Prize Distribution at Events: The members voted on and approved a motion that stated "The majority of the members (present at the meeting) recommended that the Contest Directors and Event Directors spread the prizes to as many participants as possible". This was to clarify a motion (undocumented in the minutes) made earlier this year by Ralph Amelung, "to foster participation in all club contests and events with a \$200.00 limit for prizes on each contest or event".

NEW BUSINESS:

Buddy Box: Ralph Amelung recommended that we look into getting a current "JR" type radio to be used as a buddy box.

Fill Dirt: It was moved, seconded, and approved by the members in attendance to get some dirt and grass to fill the three low spots in the pit area. George Cooper expects to spend approximately \$150.00.

Trash removal: Steve Cross applauded the efforts of Ralph Amelung for removing the trash at the field for the last two years without anyone even knowing who was doing this behind-the-scenes work.

Secretary: Paul Geders read a letter from Walt Wilson's wife Suzi regarding Walt's condition and current stay in DePaul Hospital. He has a very large blood clot in his right leg. (*I'm now home and putting out newsletters again, Walt*)

Activities Report:

Upcoming September Events:

Sept 6	Four-Star 40 & WARBIRDS
Sept 27	Annual Open House

Meeting Activity: Jim Rawlings showed a Sig Astro Hog with an O.S. .70 four-stroke-cycle engine that he built for Don Fitch...very nice.

(Continued on the next page)

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CAROLYN SCHLUETER PHOTO

Don Fitch and Jim Rawlings proudly show Don's Sig Astrohog. Don crashed it in a tree some time back and Jim recently rebuilt it. Good job!

FIELD REPORT

By George Cooper

The weather has been good to us this year and the grass on the field is growing. It always looks on Thursday like it won't need mowing, but when mowed on Saturday it is long and thick. The mowing teams are doing a great job and are generally finding swaps if they can't make their date. Thanks to new members, Forest Holt and Dave Rodecap, for calling and volunteering to fill in where needed.

The mowers are running good. A bolt broke on the oil bath air cleaner on one Farmall and the cup fell off and went through the mower. I have a new one on order. Mowing can continue without it as there is little dust on the field now. A wheel spindle broke on a Farmall mower. I picked one up in Warrenton and installed it; cost \$39.00

Pat and I are going to sharpen and grease the mowers tomorrow, August 14.

The trash barrel has been removed from the field due to no one to empty it. It really is not a job any club member should have to do. Any trash on the field has been brought there by someone; the club does not supply any of it. The person bringing it will have to take it back home with him. This system has been in operation for a couple of weeks now and is working fine. Thanks to Ralph Amelung for his two years of service in picking up other people's trash, and also for picking up everyone's cigarette butts.

*George Cooper, Field Chairman
Pat Keebey, Assistant*

TRASH TALK

By Walt Wilson

As most of you have probably noticed, our club provided a

trash can at the field. When we established our field, we contacted local waste haulers and found that they were not interested in servicing us at that time. For the past couple of years, Ralph Amelung has quietly been hauling the trash away and disposing of it. That's one of the many "invisible" jobs that someone does and few people give any thought. In recent weeks, someone has begun dumping large objects, such as empty fuel bottles and empty boxes into the can. The can was provided for the convenience of members who want to dispose of oily paper towels, food wrappers, broken props, etc. If large objects are dumped there, it fills rapidly and begins to be a pain in the posterior to keep emptied. Ralph feels that he's done his duty as trash man for the time being. We agree he's done more than his share! If we are to have a trash can at the field, we need another volunteer for trash disposal. You, too, can be one of the "invisible" men! Just let a member of the Board of Directors know you're taking over. If you have a better idea, let us know.

MEL VISTINE PASSES AWAY

One of our long time members, Mel Vistine, passed away on July 21. Mel was in St. Johns Mercy Hospital for 27 days in ICU and never came home. A few members visited the funeral home and the Spirits sent flowers to the family. Mel was a valued member and great guy. He will be missed by all who knew him.



GEORGE COOPER PHOTO

George Cooper and Steve Cross installed several of the above signs recently. The intent is to keep casual observers from getting in the way or being injured.

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Sunday, July 27, a very unusual day:

By George Cooper

Most Sundays there are very few people flying. This day was different. It was a bright, clear, hot day with a brisk wind blowing. Bill Lindewirth invited a potential member, Craig Warren, to bring his F-15 Regal Eagle, built from a Bob Parkinson kit, with an OS .91 ducted fan engine. Kevin Olson arrived with his brand new P-51, just completed the day before by George Cooper, for its maiden flight. And finally, Ralph Amelung arrived with his resurrected Twinstar ready to fly after his infamous one engine takeoff attempt of a week ago. Three or four other people were also present flying a mixture of their airplanes and enjoying all the first flights and unusual airplanes present. Dave Bainter made the first flight. All went



Bill Lindewirth and Guest Craig Warren with his F-15 Eagle ducted fan.



Dave Bainter with his Balsa USA Enforcer, built some 15 years ago.

well after several engine adjustments and the plane flew in a spectacular manner with a slow, nose high, soft landing. Nice demonstration,

Craig Warren did taxi tests, but did not attempt a flight. Seeing and hearing the plane taxi is a thrill in itself.

Kevin Olson prepared his P-51 for flight, then handed the transmitter to George and said "you built it, you fly it". The plane took off after a short run and, unlike many warbirds, flew beautifully. This is really a nice flying kit plane. Kevin promised no inverted low passes down the runway with this one! Ralph got both his engines going on the Twinstar this time. He taxied out for a NORMAL takeoff and it performed as if it had never been crashed. Nice quick repair, Ralph, this proves you should never give up on a plane, no

matter how bad it looks.

By noon the temperature was getting high enough to end the flying for many, but it had been a really good day. It was the kind of day one appreciates being in a club with so many varied interests and talents. The icing on the cake was all the test flights with no crashes; the best kind of flying there is!



Kevin Olson with his virgin P-51 Mustang Great Planes kit, OS .46FX engine.

Proposed By-Law Clarification

By Paul Geders

Recently while searching our By-Laws for another matter I ran across a giant loophole! The following proposal is not meant as an affront for any president, past or present. As written, though, it leaves an opening for a future renegade president to literally break the club in \$500.00 increments, legally! The change I'm proposing clarifies the By-Law to read as it was originally intended. Please consider the following, to be put into effect when our next president is elected in October. Changed areas are underlined.

Article 11 Special Funds

Now:

Section 2. The president will have discretionary spending, of up to \$500.00, without requiring Club approval.

Proposed:

Section 2. The president will have discretionary spending, of up to a total of \$500.00, in any one year that doesn't require Club approval. The treasurer will keep a running account of discretionary spending by the president.

This was the actual original intent, and wording, but somehow it didn't get written that way.

FuntanaS 3D 40 Kit review

By Ralph Doyle

Since I started flying years ago, I never owned a 'fun-fly' airplane, having always opted for racing or scale type models. So, I was impressed by a 3D plane called the 'FuntanaS 3D 40'. It fit my idea of a fun-fly plane, fit the engine size for a four- stroke OS Max .91 I had laying around the basement and, most importantly, fit my pocketbook.

I visited Mark Twain Hobby and found the plane in stock. Returning home with the kit, I opened the box to look at an ARF (also the first ARF I ever bought) and discovered a 42-page instruction manual!! After reading through the instructions, I returned to the hobby shop to buy the additional items required to complete the plane. Now another \$50 lighter, due to the need for an additional servo, servo extension leads and glue, I started the project.

Step one looked easy enough. Glue the wing hold down studs into the wing. I removed the wing from the box, promptly putting a hole in the balsa leading edge. After repairing the wing, I continued construction. The reason the instruction book is so long is due to the construction photographs. They almost remove any questions concerning completing the project.

Since the only reason for a fuselage, (a pilot can fit in a



WALT WILSON PHOTO

Don Fitch with his Big Foot Delta. The Thunder Tiger GP .42 offers plenty of power. The first flight was very brief. Back to the workshop!

wing) is to connect the engine to the tail, the next several pages in the manual and the most critical time spent on any construction, is to align the tail feathers with the wing. This procedure went without a hitch but I would like to give you all a tip; When gluing the stab to the fuselage, put the glue on the stab, not in the fuselage alignment hole, so when you slide the stab through the alignment hole you won't get glue all over the stab!! (duh)

All of the above construction, not including the trip back to Mark Twain, took about four hours.

After the glue dried, I started adding the radio, engine mounts, servos, wheels, and engine to the plane. The fuselage is quite roomy and had a servo/ radio tray already cut out. I had to expand the servo cutouts slightly to accommodate the servos. There is a misprint (several actually) in the manual, which notes that 12" servo extensions are necessary. Wrong. The extension needs to be longer. Back to Mark Twain. Again, ignoring the time lost at the hobby shop, this portion of the construction took about another 4 hours. (Continued on page 6)

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The item that gave me the most concern was the engine installation. The plane designers suggested a range of engine sizes up to .72 4-stroke. I installed an OS Max .91



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FLYING DEMONSTRATIONS
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proudly presents

JETS
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"OPEN HOUSE 2003"
SATURDAY SEPTEMBER 27, 2003
9 AM To 4 PM

⚡ Bring a plane to fly or fly a trainer with one of our instructors ⚡
NO ENTRANCE OR PARKING FEE

Bring a lawn chair, an umbrella, or a tent and enjoy our field!
Concession stand will serve hamburgers, hot dogs, cold drinks and assorted snacks.

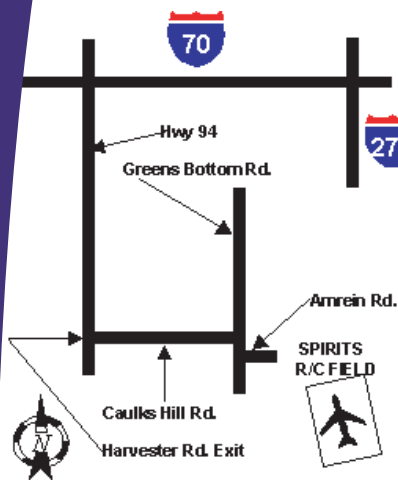
Enter the raffle for a new SIG FOUR-STAR 40 Kit!

For further information contact: **Steve Cross (President)** at **636.458.3287** or email to **sv.cross@att.net**



Pilot Notes

All pilots are required to show a current and valid AMA license. All aircraft must have been flown previously and must pass a safety inspection. All pilots must register prior to flying.



Directions to Spirits of St. Louis R/C Flying Club, Inc.
•Starting from the intersection of Interstate highway I-270 and I-70 go west on I-70 4.4 miles to the Hwy 94 exit.
•Turn left to go south on Hwy 94 for 4.1 miles to the Harvester exit.
•Turn left on Harvester Rd. and go .3 mile and bear to the left to Caulks Hill Rd. (Old Hwy 94 goes to the right)
•Stay on Caulks Hill Rd and go 2.4 miles to the second stop sign, which is Greens Bottom Rd. (The first stop sign is Towers Rd.)
•Turn right on Greens Bottom and go .2 mile and turn left on Amrein Rd.
•Go .6 mile and turn right into site.
Total distance from intersection of I-270 and I-70 to entrance of flying site is exactly 12 miles. Site is 7.6 miles from the intersection of I-70 and Hwy 94.

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four-stroke because I figure you can never have too much power. The engine fit, barely.

I spent more time cutting out the engine head, muffler, and mounting screw holes than for the previous time spent putting the rest of the plane together! After cutting out the hole to accommodate the muffler, I was pleased with my work until I discovered that I had neglected to allow for the needle valve extension to protrude from the cowl. No problem, except that I had positioned the muffler such that it blocked access to the needle valve. Fortunately, additional grinding allowed just enough room for the needle valve extension to exit the cowl.

The last step to complete the plane was to install the fuel tank that was provided in the kit. The tank is designed so that the stopper holding the fuel tubing fits through a hole in the firewall. Since I had no room, due to having the engine placement as close to the firewall as possible, and because I added a 'quick fill' fueling valve, I could not insert the tank fully into position. Still no problem - until I tried to bolt the wing to the fuselage: The tank was in the way!! I had to step down to an 8-oz. tank in order to be able to attach the wing. I'll time a flight to see if I want to try and increase tank size. But for now I want to see how the results of my work turned out. So, off to the field I went.

The manufacturer recommends control throws or low and '3D' rates. For example the elevator rates respectively are 7/8" up/down and 2-5/8" up/down. I am not a 3D flyer, by any stretch of the imagination, so I set my throws about half of the recommended ones: 1/2 inch low rate and 1 inch high rate.

With Tony Pozarich assisting, we double checked the servo throws, fired up the engine and carried the plane to the center of the runway. After affirmative nods, Tony released the plane and I was in the hands of the 'first flight' airplane gods. The plane tracked straight down the runway with a little over control of the tail wheel, due to the large amount of rudder throw, but lifted off with only a little up pressure on the stick. The plane flew like a dream with no trim adjustments. Time was well spent aligning the control surfaces. I had the rate switches on low and the plane flew like a trainer, doing one roll in about the length of the runway. Shifting to high rate increased the roll rate to about three rolls in the same distance. That's fast enough for me. I don't think I'll try the recommended throws.

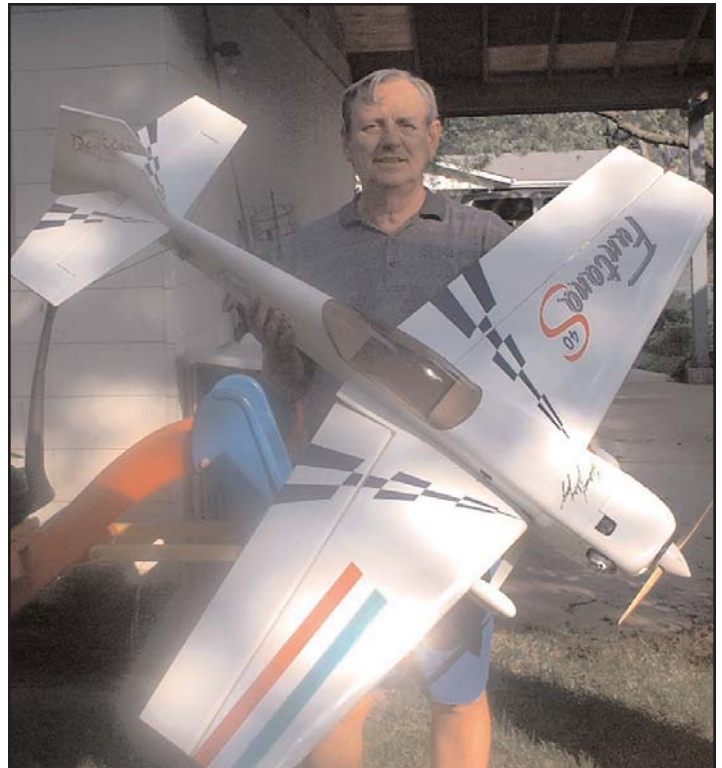
I hope to fly this plane for a lot of years to come.

The Last Word

By Walt Wilson

Once again, I want to express my sincere thanks to the Spirits for the great rubber tree plant and their visits and calls while I was in the hospital. Thanks to Paul Geders for filling in for me at the August meeting as Secretary. Thanks also to Carolyn Schlueter for taking pictures of the "show and tell" plane and owner/rebuilder. Thanks to the mem-

RALPH DOYLE PHOTO



Ralph Doyle with his FuntanaS 3D 40

bers, like George Cooper, Ralph Amelung and Ralph Doyle who have contributed photos and other material for the newsletter. I'm having a rotten year, physically. Hopefully the doctors will figure out a way to keep me from getting more blood clots and to better control my allergies. On the positive side, I'm still here to write this!

There's a new R/C magazine on the street this month, Fly R/C. I received the premier issue recently and it looks very good! The ratio of content-to-advertising is somewhat more than the leading magazines and it's very informative. There's even a pull-out half-size plan for an electric Spitfire! Advertising is where the publishers make the money, so it will probably increase quickly if the magazine is to survive. If you see it on the newsstand, take a look.

For those who may be interested, the Ozark Mountain Jets will be at Sullivan Missouri Regional Airport on September 5 through 7. People who have been there in past years say Saturday is the best day to go. Unfortunately, that's also the date of our next Warbirds/Four-Star 40 race, so members who would normally participate have a tough decision.

Gotta go lay down!

Spirits of St. Louis R/C Flying Club, Inc.



Presents

**Four-Star 40*
and**



**Silver Class WARBIRDS*
Races**



Saturday, September 6, 2003

At Spirits Field
on Amrein Road, ½ mile south of Greens Bottom Road
St. Charles County

Paul Geders, Contest Director

ENTRY FEE: **FREE**

Registration starts at 9:00 a.m.

Racing starts at ~ 10:00 a.m.

*Class rules are available on the Spirits' Web Site at:
www.spiritsofstl.com

under the Contest & Events link on the first page!

For more information call: **Paul Geders** at 314-838-1350
or e-mail him at: pgeders@charter.net

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Spirits' 2003 Activities Schedule

Date	Contest or Event	Contest or Event Director	Notes
September 6	Four-Star 40/Warbirds	Paul Geders	AMA Sanctioned Races
September 10	Club Meeting	Steve Cross	Bridgeton Trails Library
September 27	Open House	Steve Cross	The Spirits' biggest flying event of the year!
October 8	Club Meeting	Steve Cross	Election of Officers for 2004
October 11	Build 'N' Fly	Vic Bunze	First team to build and fly one lap wins
November 12	Club Meeting	Steve Cross	Participant Award Presentations
December 10	Club Meeting	TBD	Bridgeton Trails Library



www.spiritsofstl.com

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Walt Wilson
3000 Persimmon Drive
St. Charles, MO 63301-0131

*Meeting is on
Wednesday,
September 10th
at 7:00 P.M.*