



FLIGHT LINES

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

Happy Holidays

PRESIDENT'S NOTES

By Steve Cross

Just when I thought our flying season was pretty much over, last Sunday, November 16, rolled around with temperatures in the mid 60's and there were so many people at the field, there was no place to park! It was a great day to fly; clear blue skies, light winds, lots of members, several students learning on buddy boxes, and even a few spectators asking how to get into the sport. If that was truly the last great flying day of the year, then this season went out with a bang! We gave away quite a few gift certificates at our last club meeting to reward those of you that participated in some way to promote the club this year. Actually, just about every member participated in some way, it's just that some members participated a little more than others! If you were a recipient of one of the gift certificates to Mark Twain Hobby, congratulations! If you didn't receive one, you will have lots of opportunities to participate next year. In fact, we will begin setting our events calendar at the December meeting, so come to the meeting, get your ideas heard, and earn a participant point for next November's awards! I'm hearing about a lot of new planes being bought and under construction, so next spring should see quite a few maiden flights! Hope yours is one of them! Have a great Holiday season, and I'll see you at the field!

See you at the field!

Steve Cross

MEETING MINUTES: November 12, 2003

By Walt Wilson

The Meeting was called to order by President Steve Cross at 7:02 P.M.

Members signed in: 31 members and two new member applicants were present.

Secretary's Report: Minutes were accepted as published in last month's Flight Lines.

Treasurer's Report: The Treasurer's Report was accepted as presented.

Field Report: The new Field Chairman was not present. Steve Cross read his report as included on page three.

Safety Report: Vic Bunze talked briefly about using the winter months to check and repair your equipment. His report on that subject is on page three.

Activities Report:

Four-Star 40 Races: Paul Geders received an e-mail from a member of the St. Louis R/C Flying Association noting that their club is going to have two Four-Star 40 Races next year. The dates will be May 22 and August 21.

It was noted that there KTVI Channel 2 news on Monday, November 10, had a news item about neighbors of that club getting up a petition to stop R/C flying at their new field. They were complaining about the noise causing wildlife to leave the area. The club acquired all the necessary permits before building their field, and wildlife is still present in the area, so the complaints probably will be little more than an annoyance to the club. It has been recommended to some of their members that they notify the AMA legal department concerning the problem.

Training Report: Bob Gizzie read his Training Report as presented on page four.

New Member Applicants:

Name	Phone Number
Bart Canis	314-839-0516
Nelson Itterly	314-821-7485

They were unanimously accepted by the members present.

George Winter Park: Walt Wilson announced that GSLMA (Greater St. Louis Modeling Association) has obtained permission from the St. Louis County Parks Department for limited flying of float planes at George Winter Park.
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There are restrictions as follows:

1. No flying allowed on weekends or holidays from May 1 through September 30.
2. Fliers must not fly over or near boat traffic.
3. Fliers must have appropriate insurance as indicated at other approved flying areas.

GSLMA is getting flying site insurance, which will not be effective until December 1. No point of contact is mentioned in the GSLMA minutes I received so, for further information on flying there, I suggest you call Bill Hartman, President of GSLMA, at 636-464-1410.

OLD BUSINESS:

None was presented.

NEW BUSINESS:

Joe Hodge has been quite ill and was in the hospital for over a month. At present he is living with his daughter some 80 miles from the St. Louis Area and is giving up the hobby. He may be in a nursing home soon. Les Richman brought several of his planes and various building tools and ground support items to sell. After some bidding, everything was sold. Les will bring more stuff next month.



Paul Geders tells the members what NOT to do to an engine, if you expect to use it again next year.



Les Richman asks for bids on various items Joe Hodge is selling as he leaves the hobby due to illness.



Charlie Hedges shows a Control Line "Nemesis"; a survivor of the days of CL Combat.

Show and Tell: Pat Keebey proposed that we look into resuming an annual "Show and Tell", such as the club had for many years from 1969 until the early 90's. Members would bring their new projects to be shown and, under the

older format, judged for scale fidelity and/or workmanship. The event used to be held at a banquet center or other large facility and included a family dinner. Some people thought the costs for dinners and meeting rooms were becoming prohibitive and the event was dropped. There was some discussion about where a new Show and Tell could be held, everything from the old format to a picnic at the field, and probable costs.

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The Spirits also used to have an annual Christmas Party . The matter was tabled for furtuer discussion.

Participation Awards: Steve Cross and Vic Bunze awarded points based upon meeting attendance and contest/event participation. The top 10 winners are:

1. George Cooper, 2. Steve Cross, 3. Ozzie Barron, 4. Pat Keebey, 5. Gene Jones, 6. Vic Bunze, 7. Bob Fiely, 8. Ralph Amelung, 9. Paul Geders, and 10. Bob Gizzie. Prizes were given all the way to 25th place.

Meeting Activity: Charlie Hedges showed it and a discussion followed about a 20 year-old, or older Control Line Combat plane he found in his garage. It was a .15 size "Nemesis" and brought back memories of a different age in the hobby of building and flying model airplanes.

Paul Geders discussed what NOT to do to a model airplane engine, based upon an engine one of the members had given him to repair. The engine was gummed up, rusted and corroded from leaving raw fuel in it for some years. Engines should always be started and have any remaining fuel run out at the end of a flying session. Then, they should be oiled with Marvel Air Tool Oil, Marvel Mystery Oil, Automatic Transmission Fluid, or another light oil of your choice. Leaving raw fuel in an engine will assure damage over a period of time. The alcohol will attract water and the nitro methane has an acetic action. The combination will rust iron or steel parts and bearings. The acid will corrode the aluminum parts and the castor oil will gum everything up. Some fuels do not include castor oil, but it is considered by most engine experts as a better lubricant than most synthetic oils used in fuels.

If the engine is dirty, from a crash or nosing over in grass or dirt, it should be cleaned off. Paul recommended using a spray can of automotive brake cleaner. Steel parts should be oiled again after application of any cleaner of that type.

Take care of your engines and they will give good service for many years!

There was a discussion about the value of expensive glow plugs such as O.S. versus less expensive plugs from places like Tower Hobbies. The general concensus was; the more expensive plugs are worth the price, in longevity and better idling, although they all do a good job.

2004 Activities Schedule: The event schedule for 2004 will be discussed and dates set at the December meeting.

Meeting was adjourned at 8:44 P.M.

Field Report from the "New Marshall Pugh"

By Greg Pugh

The field is looking great this fall thanks to all the hard work from the Mowing Teams and Field Volunteers over the past year. I believe I speak for everyone with a "Special Thanks and God Bless" to George Cooper. George has put in many hours to help make our club field one of the best in the Midwest! I encourage each of you to take the opportunity and thank George personally for all the long hard hours.

Field business: The last mowing this season was Thursday, November 13, then the field equipment was packed away for the winter.

Vandalism: somebody shot four shotgun shells at our entrance sign and tore it up pretty good. George Cooper has already filed a report of the incident with the Sheriff. The current plan is to replace the sign next spring.



The last mowing crew for 2003; Harold Mantz, George Cooper, Bob Gizzie and Greg Pugh (and, of course, the Farmall).

As your new "Field Marshall", I'll be learning as I go and will definitely need help into next year. If you want to contact me, you have several options:

email pughzoo@charter.net, my home phone number is (636)279-1289, and cell (636)578-1447. I'll be glad to listen to problems, however be advised, I'll expect to hear your suggested solutions and will likely ask your help in resolving them.

*Have a Great Thanksgiving!
Greg Pugh*

Sage Safety Sayings

By Vic Bunze

Winter is approaching and it is time to consider spending some time getting your fleet back into order after a tough season of flying.

Take off the cowls and check out the engine compartment. Is everything tight? Is the muffler well attached? Is the firewall coming loose

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Look for de-lamination of the plywood from fuel seepage. Do a pressure test on your fuel lines and tank to see if there are any pin holes or other signs of leakage.

Check out the control system. Are the servos secure? Look for slop in the controls by holding the push rods at the servos and trying to move the control surfaces. My Four-Star 40 was leaping around the sky after doing tight turns around the pylons. I discovered the push rod was bowing and snapping back as the pressure on the surface built up and abated. The Four-Star took a leap of about 30 feet upwards coming out of turns. On one turn, when it was a bit on its back, the leap was not up! Do you still have safety fasteners on the clevises? Pull on the control surfaces to see if the hinges are coming loose. Check your wings for cracks, particularly in the center joint.

Batteries: The flight pack can be the least reliable component on your plane, and it won't fly long if it fails (It's almost as if the flight pack makes your plane fly, but I am not sure). Recycle the pack, check its capacity and see how it compares with its rating. How many seasons has it been in use? It is also advisable to check the power pack switch and wiring for any intermittent behavior.

Think about the things that plagued your flying season over the past year. For example, the nose wheel steering always twisting. This is the time to put that flat on the nose gear wire!

Stand back with your hands in your pockets and proudly stare at your bird, and think about ways to improve its reliability. This is one way to get more pleasure from your planes and have a safer flying session as well.

In the mean time, keep on building, flying, and telling stories to your buds at the field.

Training Report

By Bob Gizzie

I'm pleased to report that, during the month of October, a lot of interest was shown with walk-ups and visitors pulling into the parking lot after being approached by various club members. We found that many had models in various stages of completion and were interested in receiving help and advice from club members and instructors! Everyone was also interested in how to become a Spirits' club member. Applications were distributed and questions answered about dues, etc. Most all were pleasantly surprised to learn that our club has open membership and is accepting members! I would like to thank Gary Welch for contributing a completed training aircraft and other club members that have donated gear to enable us to add another fine plane to the training fleet. We have a total of two, which are available to

any of the club instructors to use with new or interested students and potential new club members. Club instructors please call me and planes will be available for your use! In the unfortunate event that you re-kit it, you will be responsible for fixing it.

One Futaba buddy box was thought to be inoperative, but it was found that the training cord was bad. It was repaired and returned to service.

I have a few copies of Sig's *Basics of RC Model Setup and Flying* that Ralph Amelung had obtained for the instructors to distribute to their students and I'm in the process of obtaining more! This publication is full of tips and hints, and if anyone would like any to hand out, let me know.

I also have Solo Certificates for the instructors to give out when someone solos. Contact me if you need some.

I would like to encourage instructors and club members to solicit and bring people to the field and let them fly with an instructor on a buddy box. Don't forget the young people, our most important asset to this hobby. I recently discovered that youths can be AMA members for \$1.00.

Bob Gizzie

Keep Your Butts Off Our Field!

By George Cooper

We just mowed the field for the last time this year. It was very obvious that you smokers are STILL throwing your cigarette butts on the ground all over the pit area and pilots station. Those filters do NOT disappear. The areas around the benches and in front of the pilots' station are littered with whole butts as well as frayed-out filters. It will become increasingly more littered and detract from the field appearance as time goes by. You who are throwing those butts on the ground, know I am talking to you. A lot of people have put in a lot of time making the field look good. You smokers can help simply by NOT throwing your butts on the ground. PLEASE, you bring them to the field in your pocket, TAKE THEM HOME IN YOUR POCKET! (And, it wouldn't hurt to pick up some that are already there!)

A NOTE OF APRECIATION

By Don Fitch

I have been given credit by most members for the design, building and development of the Foam Core Delta for the 'almost' contest of Build-N-Fly. That is not correct. Without the help and cooperation of the other two members of our team, Pat Keebey and Ralph Amelung, I probably still wouldn't have anything that would fly. Hooray for you guys, we won.

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A November Sunday At The Field...



Steve Ramonczuk prepares to fly his 15-year-old EZ Sport. It has an O.S. .70 four-stroke up front and is very responsive to control input.



George Kulge and his Hanger 9 Alpha. It came with the Evolution engine and radio already installed. It was ready to charge up, fuel up, and go fly, which it does very well.



Fred Switalski with his ol, but unflown, Arado trainer. a scale model of a 1930's German-built trainer. It's powered by a Fox .60.



Steve Cross flies by with his George Cooper/Dynaflite Spitfire. The O.S. .46 FX pulls it around very well.



Tim McKenna hovers his O.S. .46 FX-powered Sig Somethin' Extra. It does the job very well even though it wasn't designed as a 3-D airplane.



Kevin Olsen (right) looks on while Curtis Milster taxis his O.S. .52 FS-powered Great Lakes biplane to the runway.

A November Sunday At The Field...



Gary Welch taxis his Stearman biplane to the runway.



Ralph Amelung holds his Bell Aire 40 biplane while waiting for a clear runway. It's powered by an Enya .50 CX and this was the first flight after he had re-covered the entire airframe. Note the shorts in mid-November!



Bill Lindewirth holds his seven-year-old Four-Star 40. It has Super Tigre GS40 power, of course!

Wanted:

I need a needle valve assembly and throttle arm for an O.S. .40 FP. Or, I would buy a complete carburetor assembly if the price is right. Walt Wilson, 636-946-6167.

The Last Word

By Walt Wilson

It's November and the good flying days are getting fewer and further between. There is still a good day now and then, as evidenced by the pictures on the last couple of pages, so get out when you can! Wouldn't it be great if the weather on New Year's Day was like November 16, when the above pictures were taken? This is the traditional building season in the midwest, so that will be most Spirits' main focus for

a while. It has come to my attention that Sig is now offering Four-Star 40's in ARF form. The F-S 40 is a relatively easy plane to build but, now that it's available as an ARF, we'll be seeing them all over the place. Our racing program should continue to really grow now. The increase in Warbirds entered in the last race of the season is inspiring members to build or otherwise acquire planes for that event, too. We may soon have enough entries that the two events will have to be separated and run on different days!

At the last meeting, Pat Keebey proposed bringing the Show and Tell back. It was the Spirits' most-entered competitive event for a number of years. Some really great scale models were built specifically for Show and Tell. Then, like the Warbirds event, people who possibly didn't build all that well brought about rule changes and it fell out of favor. After that, the building of competitive scale models almost became a lost art in the Spirits. At least one modeler, who builds only scale models, actually is no longer in the club because of the demise of Show and Tell. Re-instituting that event could bring new inspiration for builders (as opposed to ARF assemblers) in the Spirits. We do have some great builders in the club and not everyone enjoys the flying. Pages seven and eight have the 2003 and 2004 rosters, as effective November 17.

It's also time to send in your dues for 2004. A membership application is included on page nine of this newsletter. Don't forget to include a copy of your 2004 AMA card!

Gotta go build!

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BOB GIZZIE PHOTOS



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