



# FLIGHT LINES

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

## SWAP MEET: MARCH 13

### PREZ SEZ

By Walt Wilson

I'm wearing three hats these days. At the February Spirits' meeting, Steve Cross resigned as President. He was succeeded by George Cooper, who also resigned. Each read letters citing their reasons. In the order of succession, as the next elected officer, I assumed temporary presidency until a replacement could be selected. In this capacity, I've appointed Pat Keebey to join the Board of Directors to fill the position of Appointed Member, which has been vacant since 2002. I also appointed Don Fitch to the board position of Contest/Events Chairman, which has been vacant since November. The membership will have an opportunity to confirm their appointments at the March meeting.

Steve Cross decided to rescind his resignation and asked the Board of Directors to re-instate him. The BOD voted unanimously that, since he had resigned at an open membership meeting, the *Spirits' membership* should decide upon reinstating or replacing him. Other candidates have stepped forward to fill both positions.

Because of the need to renew our standing as an AMA Charter club and assure no gap in AMA insurance, it is necessary to fill the vacant offices at the March meeting.



Pat Keebey discusses his Hanger 9 Cessna 180 ARF. It was given to him by a friend and has a Saito .65 for power.

### MEETING MINUTES: FEBRUARY 11, 2003

By Walt Wilson

**Members signed in:** 25 members and one new member applicant were present.

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

**Treasurer's Report:** A Treasurer's Report with a budget and cost-tracking spread sheet was circulated among the members present. The Treasurer's Report was accepted as presented.

**Field Report:** Greg Pugh is working on a contract for commercial grass cutting. Details will be available when an acceptable arrangement is made.

**Safety Report:** Vic Bunze read his Safety Report as included on page two. It concerns dangers posed by propellers and how to avoid injury.



Bob Fiely shows his Spitfire. He built it from Dynaflyte-derived plans. It's very light-weight and powered by a Webra .50.

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### Activities Report:

**SLRCFA Four-Star 40 Race Dates.** The race dates at Eureka have been changed to: May 8 and October 2.

**Club Events:** A Contest Director is needed for the June 26 Four-Star 40/Warbirds races.

### OLD BUSINESS:

**Swap Meet: The Swap Meet** will be on March 13, and has been moved to Fort Zumwalt South High School on Mexico Road at Belleau Creek in O'Fallon, Missouri. With the change to a more public location, easier access and increased available space, additional features will be added. They include static displays, flight training demonstrations and televisions running VCR tapes of hobby activities. Plans are still in a state of flux and we will be updated on current details at the March meeting. See the flyer elsewhere on the Spirits' web site for further details.

Spirits will be responsible for the concession stand, at least part of the static displays and the flight training demonstrations. Help is needed for setup on Friday night and throughout the day on Saturday. Call Greg Pugh at 636-279-1289 if you can help. Signs will be posted in the area and Walt Wilson will seek newspaper publicity.

### New Member Applicants:

Name	Phone Number
Don Hoelting	314-921-4983

Don was a member of the Spirits for many years and wants to become active again. He was unanimously accepted by the members present.

### NEW BUSINESS

**Jim Rawlings** is home from the hospital and facing a long recovery after having his leg amputated below the knee, due to circulation problems. Call or send him a card to let him know we're thinking of him. Get well soon, Jim! We miss you!

**Spirits' Caps** are available, at \$6.00, from Ralph Amelung. See him at the field or call him at 636-939-3331.

**Steve Cross** resigned as President of the Spirits. His successor, George Cooper, then also resigned from the presidency. Both read letters citing their reasons.

**Meeting Activity: Bob Fiely** discussed his Spitfire built from Dynafite-derived plans.

**Pat Keebey** brought and talked about his Hanger 9 Cessna 180. See the photos on page one for details.

**Meeting was adjourned** at 8:30 P.M.

### MEMBERSHIP RENEWALS

*By Bill Lindewirth*

Membership renewals must be received no later than March

1, 2004. Renewals received after March 1, must include the \$25.00 New Membership Application fee. ***This is the last issue of Flight Lines you will receive if you don't renew your membership.***

### SAGE SAFETY SAYINGS:

*By Vic Bunze*

Propellers! Those cute things spinning on the front of the airplane. They put Cuisinart food processors to shame. Those whirling beauties can do a number on you and, if you are alone at the time, there is a danger of passing out, or worse.

Some tips: There is an entire class of accidents that can be avoided by having the plane properly restrained. It is best to have someone hold the plane. Short of that, get a restraining gizmo from your local hobby shop, or buy one from George Cooper.

Why is that? One way it can happen is that the transmitter is sitting on the ground. You are cranking away to start the engine and the throttle is set on "low", as it should be. The engine starts and Murphy strikes! The transmitter falls over and the throttle goes to "full on". The airplane lunges forward and gets you. It happens!

Another variation is that the plane is new and the throttle is reversed. You think it's on low, but its wide open! When the engine is cowled, you can't see inside.

When the plane is restrained by the elevator, it is possible that the thrust is so great that the tail pulls loose and the rest of the plane comes at you! That's why I prefer to have someone hold on to the plane, with fingers wrapped around the leading edge of the wing. This is a must when working with large gas engines with enough power to pull stumps out of the ground. Don't count on the tail to hold that plane in place when it's being pulled by an eight horsepower engine swinging a 26-inch prop. You'll lose every time you get in an argument with one like that! Use a helper.

What else can happen? Spinners come loose and props fly into space. Back-firing four-strokes are known for throwing props, particularly when too lean. Don't throttle up until the area forward of the prop is clear. Keep people from standing in line with the propeller arc. You need to be behind the plane and other people need to be behind you, when you throttle up.

APC propellers are a wonder of efficiency. They really cut through the air and perform. They are also very nasty if you get in their way! They have very sharp edges and are very stiff and strong. They won't break away like a wooden prop.

Sometimes you just put your hand into the prop. How? You can be fiddling with the needle valve, or something, and you touch the hot muffler. Bingo! You jerk your hand away and your fingers go directly into the propeller.

Be safe, fly like you mean it, often and with proper care, abandon, and elan.

## FLIGHT LINES



GEORGE COOPER PHOTOS



*Ralph Amelung, George Cooper and Bob Gizzie brave the elements to fly on February 1. Everything from wheels to floats worked on the ice-crusting snow.*

*George Cooper has gotten a lot of good service from this Sig Four-Star 60, off land, snow and water.*

enjoyed a full afternoon of great flying. Touch and goes down the runway proved safe, so we all used the runway for landing. The thin layer of snow was just enough for soft touchdowns and "slide-outs".

Later, Kevin Olson arrived with his new (to him) Dazzler with an MDS .58 installed, and his Funtana. The test flights on the Dazzler proved very successful and Kevin is quite pleased with the performance (and price) of the MDS engine. He had no problems flying off the snow-covered runway.

Don't let the cold and snow stop your flying. The temperature was in the mid-thirties, very comfortable if you dress for it, and the flying was great. We look forward to more snow fly days before spring.

### For Sale

**Futaba 6-channel PCM radio** with trainer hookups. It also has a new battery pack installed. \$100.00. Call Bill Lindewirth at 314-839-0282 or e-mail at : [mrbillstl@aol.com](mailto:mrbillstl@aol.com).

### The Last Word

*By Walt Wilson*

Here's a really cool full-scale web site! Go to: <http://www.aeroaces.com/coolaircraftlinks.htm>.

Check out the Hughes H-1 replica, in particular, it's fantastic!

These days, in the dead of winter, we find good flying days every once-in-a-while. Some days you can interrupt your building and make it to the field for a few hours. From this point forward, the weather should improve until, in a month or so, most days will be good for flying. In the meantime, get those planes ready!

*(Continued on page five)*



*Kevin Olsen and Bob Gizzie pose with Kevin's Dazzler.*

### SNOW FLYING, 2004

*By George Cooper*

Sunday, February 1, Ralph Amelung e-mailed: "Meet at the field about 2 P.M. for snowfly". So I put the floats on the Four-Star 60 and, arriving at the field, found Ralph Amelung and Bob Gizzie with planes to fly, and David Rose and Don Fitch as spectator/helpers. The runway was ice-covered with a layer of snow on top. Ralph, with his Seamaster, and I, with a float plane, chose to use the grass with softer snow and Bob used the runway with his tri-gear trainer. We all made it into the air nicely and

**FLIGHT LINES** is the Spirits of St. Louis R/C Flying Club newsletter and is published on a monthly basis. Club members may submit personal classified ads for inclusion in the newsletter free of charge. Businesses wishing to advertise in the newsletter should contact the editor or an officer of the club for details.

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**Newsletter submissions** must be in by the Monday following the club meeting in order to make publishing deadlines. The preferred format for article submission is via e-mail. I have Macintosh and PC computers and use QuarkXpress and Microsoft Word, so send the copy as the e-mail message (not an enclosure) to avoid cross-platform or incompatible software problems if you don't have the same equipment and software. Typed or clearly written copy on paper, or a Word or Word for Windows file on a 3.5 inch 1.44MB floppy disk are acceptable if you don't have access to the internet. Photos are welcome and may be in the form of glossy prints, or if scanned or digital, in jpeg, gif or tif format. Photo credits will be given.

**General Membership** meetings are the second Wednesday of each month at the Bridgeton Trails County Library Branch, 3455 McKelvey Rd. (1/4 mi. south of St. Charles Rock Road) at 7:00 P.M.

**Membership information** can be obtained from:

Bill Lindewirth  
1046 Pinecone Trail Drive  
Florissant, MO 63031  
Phone number (314) 839-0282  
**e-mail: MrBillSTL@aol.com**

**Flying Field:** Our field is located on Amrein Road, off Greens Bottom Road in St. Charles County. It's open for flying daily from 9:00 A.M. to dusk. Flight Training may be arranged by appointment. Call Bob Gizzie at 636-441-7924 or see our web site at <http://www.spirit-sofstl.com> for a list of instructors and times when they may be available.



CAROLYN SCHLUETER PHOTO

*Don Fitch shows his newly built and very colorful "Big Foot". It's powered by an O.S. .61 and was built as part of a construction article he's doing for RC Modeler magazine.*

*(Continued from page three)*

I'm doing a kit review on the new Sig Four-Star 40 ARF for RC Modeler magazine. When compared with the plans, it's identical to the kit-built version, except for the fuselage front formers, which are different internally to provide support the supplied fuel tank, and a slot in the stabilizer to aid in alignment of the fin. Wheel pants are supplied with the ARF, but are removable to comply with racing rules by taking out two screws each. There are a couple of minor errors in the instruction book and construction, but it has a high degree of prefabrication and can be ready to fly in less than eight hours. It looks to me like a very good buy at \$149.99. For more details, call me or see my review in an upcoming issue of RCM.

This newsletter is somewhat smaller than usual, partly because of the few flying activities available at this time of the year to photograph. Next month we'll have coverage of the R/C Exposition and Swap Meet in the new location. For now.....

*Gotta Go Build*

*FLIGHT LINES*

## Spirits' 2004 Activities Schedule

Date	Contest or Event	Contest or Event Director	Notes
March 13	Swap Meet	Greg Pugh	New Location this Year. See flyer on page four
April 24	Four-Star 40/Warbirds	Paul Geders	AMA Sanctioned Races
May 8	SLRCFA Four-Star 40	Charlie Brunner	Eureka. Mo.
May 15	Fun-Fly	Les Richman	
June 5	Learn to Fly Day	Bob Gizzie	Boy Scout Introduction to Flying
June 26	Four-Star 40/Warbirds	TBD	AMA Sanctioned Races
July 17	Fun-Fly	Bob Fiely	
September 11	Four-Star 40/Warbirds	Paul Geders	AMA Sanctioned Races
September 25	Open House	Steve Cross	
October 2	SLRCFA Four-Star 40	Charlie Brunner	Eureka, Mo.
October 17	Show & Tell	Greg Pugh	Show off Planes



www.spiritsofstl.com

*FLIGHT LINES*

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