



FLIGHT LINES

The Monthly Newsmagazine of the Spirits of St. Louis R/C Flying Club

Prez Sez:

By Don Fitch:

Holy macaroni, it's flying time again! Boy, that sounds like a country song, but it's true. Let's concentrate on flying and having fun—we can argue next winter about anything you want. I think we should include the meetings in that also. It seems to me that an RC club meeting should have something to do with RC and fun and by golly, that's what I did starting at the April meeting. If you enjoy RC, come on to the meeting and have pizza afterwards with us. If you want to fight, go to a biker bar. Racing time is with us again too. You don't have to be a racer to enjoy them. I don't drive an Indy car, but I sure like to see them run. I have had a number of my ideas corrected by watching the racers and talking to them. Some of them gripe a lot, but most are excellent fliers and builders (and nowadays ARF assemblers). You don't have to be rich to run in the 4-Star-40 races; you don't have to build a kit. Give it a try, if you don't win, so what. I shot Bench Rest Rifles for years and never won anything (didn't shoot myself in the foot though) and still enjoyed the camaraderie and learning from those who knew what they were doing. Same thing here, hope some day to learn to fly. If I don't, I don't care, it doesn't make me any less than any other member of the club and the same goes for everybody else. I flew a plane into the air,
It fell to earth right over there,
The wing was broke – the tail on fire,
The engine full of muck and mire.....again.

MEETING MINUTES, APRIL 9, 2008

By Walt Wilson

Meeting was called to order at 7:02pm by President Don Fitch. Don changed the format of the meeting by addressing airplanes first. Some free plans were offered to whoever wanted them. Some were taken and some weren't.



Paul Geders and Jeff Bohrer

ScanEagle Compressed Carriage (SECC): Paul Geders and Jeff Bohrer displayed, and discussed, a 1/2-scale model of the SECC in development by Boeing. The original full-scale Dominator was designed by Ken Blackburn, who is famous for designing and building paper airplanes. Paul was the designated test pilot for the preceding project known as Persistent Munition Technology Demonstrator (PMTD) a forerunner of the Dominator seen on the Discover Channel several years back. SECC is a variant of the Dominator/PMTD. Several balance and other issues were encountered during flight-testing of the PMTD, so Paul wanted to build the SECC model to prove or disprove, some of his theories. Jeff designed the foam structure and mostly, built the model. Paul finished it. It is basically Depron foam with 1/64 plywood skin on the wings and carbon fiber rods where reinforcement is needed. Wingspan is six feet. The electric pusher motor spins the scale-size prop at 19,000 rpm, weight is 30.5 ounces, and thrust is 20 ounces. The strange fling surface configurations are to allow the full-scale SECC to be retracted and/or folded into a box-like shape for launching from a bay in a full-size aircraft. The model is ready for flight-testing as soon as weather is appropriate.

Secretary's Report: Walt Wilson, Secretary

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

Treasurer's Report: *Les Richman, Treasurer.*
Treasurer's Report was accepted as presented.

Safety Report: *Lee Volmert, Safety Chairperson.*
Lee replaced the 27MHz clips on the frequency board with more 2.4 GHz places. Other than one plane crashing in the cornfield, there was no safety issues reported.

The electrician stopped at the field yesterday afternoon to check out CB # 10, and has found nothing wrong with the circuit either above or below ground. He is going to replace the GF circuit breaker in the box with a standard 20 amp circuit breaker, then install a GFI receptacle on the first of the three posts at the far end of the field. If the circuit does trip, it will have to be reset at the receptacle instead of at the main box. Yeah, I know this is a hassle but it's still better than getting someone fried. He will be out later in the week to make the changes.

Grass Cutting: Since the contractor who has been cutting our grass for the past three years raised his prices and added a surcharge for gasoline, Gene Jones solicited more bids for a mowing contractor. He received bids ranging all the way up to more than \$600.00 per cutting. The best bid is \$30.00 less than last year's contractor's with no gasoline surcharges. After some discussion, Pat Keebey made a motion to accept the bid and contract them for three years. The motion was passed unanimously.

Board of Directors: President Don realigned the BOD to reflect the current organization. Gene Jones holds both Vice President and Past President positions, with one vote. Greg Bohrer is the Newsletter Editor after Walt Wilson's retirement from that position. Greg's wife, Tina, will do most of the editing and production work on the newsletter. Bill Lindewirth is the new appointed board member.

Flying at the Munny: We have been asked to put on a Radio Control flying demonstration at the Munny Opera parking lot, in a 150' x 150' area. There was a discussion about the best format for such a small flying area. The decision was to limit the demo to electric 3D flyers and possibly helicopters. Mark Trent was mentioned as a participant as he is very much into the electric 3D format now. The date is still to be determined.

Activities Report:

Low Key Fun-Fly: Due to other commitments, Event Director Bob Fiely will have to change the date of his Fun-Fly. The new date is yet to be determined.

M&M Gumball Fun-Fly: The date was erroneously listed as June 6 in last month's Flight Lines. The actual date is June 7.

New Member: The following new member applicant submitted his application:

Pat Seibert 636-244-2371

Pat was welcomed to the Spirits.

By-Law Changes: Ralph Doyle made a motion to pass the By-Law Amendments he proposed in the April Flight Lines. The motion passed.



George Cooper at the Field April 5th

April 26 Four-Star 40 & WARBIRDS Race Report

By Paul F. Geders

Race day started off windy and chilly. Thanks to Frank Nolle who inspected and weighed each airplane. This gave the CD time to put together the race matrix. 10 contestants were entered in Four-Star 40 and 7 in WARBIRDS. There were several others who decided not to enter. We had 3 individuals come from the Mid-West Air Wing (MAW) club in Illinois. First heat and going into the very first turn...Ralph Doyle and Gene Jones tried to occupy the same air space...they are sharing the coveted Best Crash trophy. In another heat Jim Schilling went in due to a failed servo. Even the CD forgot to fuel up and glided in on the 3rd lap. The name of the game is always consistency. The eventual consistent winner was Pat Keebey followed by Bob Onori and Jim Holt (both from MAW) who had to fly off for 2nd and 3rd. In 4th place was Jeff Mueller (MAW) and 5th was Lee Volmert. Jim Holt said he really enjoyed the day and to give his winnings to the club treasury. Don Fitch was given \$20.00 to put into the treasury. WARBIRDS was interesting in that we had two electric airplanes compete. They did very well but had some difficulty penetrating the wind. They showed that they were competitive and the pilots (Rich Taylor & Chris Nenzel) had a good time. When the fast airplanes were running they were really running, especially Ron Hesskamp and his Critical Mass...he turned a 2:01 in one heat. There were several DNS's, DNF's and cuts. There was a fly-off for 2nd and 3rd between Ralph Doyle and Lee Volmert. Ralph persevered. The CD had a DNS and still won by one point.

CHARLIE BRUNNER REMEMBERED

BY: Paul F Geders



(Charlie's is on the left)

As I can recollect Charlie was always into some form of racing. In the modeling world he was always looking for ways to make his equipment better/faster. My earliest memories of watching him test fly formula 1 at Buder Park was a site to see. Charlie was into wearing the traditional (at that time) leather wide brim hat with leather braiding. He spent countless hours working on ST X-40's, the engine that finally took it to K&B all based on an idea that Charlie developed and is the father of...the tapered sleeve of about .0025. When another great speed merchant by the name of Bill Wiesnewski (father of the K&B racing engines) got wind of Charlie's idea and tried it himself...the comment heard was ".0045 taper was better". Well that started a whole new level of racing speeds in formula 1 and tapered sleeves became the standard on all racing engines.

Charlie raced nationally and was very competitive and won his share of races including the AMA NATS. He got into Quickee 500 racing very near the beginning. We used to compete locally and it was always very fast and competitive. He also raced in what was then known as 1/4 Scale Giant Racing which used O.S. 1.20 four strokes. He teamed up with Ron Hesskamp who is in his own right a superb machinist. Together they created some very fast equipment when they got involved in the Unlimited Scale Racing Association (USRA) where their aircraft went over 200 MPH. Ron even built some engines from scratch based on their collaborative efforts. Racing was definitely in Charlie's blood. You may have seen him at our races as the guy sitting in a chair at the end of the pilot's box doing what he truly enjoyed...and as Tiger Woods would say "I want to beat you"...that was Charlie! Charlie will be missed...but not forgotten...a friend, competitor, and above all a fair, generous, and genuinely fun person to be around.

RALPH AMELUNG REMEMBERED



In memory of Ralph Amelung, former Chief Instructor for the club. Ralph was always ready to cheerfully give a hand on anything that needed to be done. You could count on him to periodically bring a bunch of bananas to the field for everyone to enjoy. He would also bring down his 2 dogs to romp and roll in the grass for the girls to play with. He loved teaching and would help anyone who asked and some times (in my case) when you didn't. The permanent benches along the pits were donated and erected by Ralph. His efforts and help are missed at the field.



MEETING MINUTES – MAY 14, 2008

By Walt Wilson

Meeting was called to order at 7:00 P.M. by President Don Fitch. Twenty-five members and two new applicants were present.

New Member Applicants: The following new applicants were present:

Ryan Gilmer 636-928-4440

Jim Huff 636-623-2406

Both were unanimously accepted to the club.

Al Grossman, who joined the Spirits, last December, attended his first meeting and introduced himself.

The first order of business after introduction of new members was the showing of airplanes, brought by members.



Jim Rawlings showed and discussed a China Models P-40 Warhawk ARF he assembled for Mark Livesay. It has a fiberglass fuselage and weighs a little less than 17 pounds. Power is a Saito 1.50 four-stroke. Walt Wilson photo



Bob Fiely discussed a Sig Cougar built by Don Fitch. It has a Rossi .40 Quickee 500 engine and was too fast for Don's taste, so he traded it to Bob.



Don Fitch showed the Sig Cougar he traded for, which is powered by a Saito .56 four-stroke, and was built by Bob Fiely. Walt Wilson photo



Walt Wilson discussed a Lanier RAF S.E.5a ARF he recently assembled, powered by an Uberall Nippy Black 2410/114 electric motor and Jedi 30 amp ESC. It only weighs 30 ounces and has 560 square inches of wing area, for a very light wing loading. It has a couple of design flaws, but is a very complete kit and is generally quite well-done. Carolyn Schlueter photo

Secretary's Report: Walt Wilson, Secretary. Minutes could not be approved because the newsletter bearing the minutes had not been published at meeting time. At the April meeting, it was agreed to try bi-monthly publication.

Treasurer's Report: *Les Richman, Treasurer.* A payment of \$230 to the mowing service was questioned. Each grass-cutting is priced at \$130.00. A payment of \$230 was made for one full cutting and one partial, which was cut short by rain. The Treasurer's Report was accepted as presented. Les was applauded for his great job as Treasurer for the past ten years.

Activities Report:

Paul Geders reported that the April 26 Four-Star 40 and Warbirds races were well-attended with ten Four-Stars and seven Warbirds. Pat Keebey won the Four-Star races and Paul won Warbirds. Two Warbirds entries were electric-powered and quite competitive. Rich Taylor flew a "Voodoo" P-51 and Chris Nenzel raced with a "Miss America" P-51. Jim Holt, a competitor from another club, won \$20.00 in the Four-Star race, and donated it back to the Spirits. He said he had so much fun that he thought it was well worth the price. A very nice gesture, thank you, Jim!

Due to a lack of newsletter publicity, Paul Geders was asked to put a notice on the front page of our web site announcing the upcoming Run What You Brung Race, on May 17.

Vote for Newsletter to Go Monthly Again: There was no financial reason to cut the newsletter down to bi-monthly. Due to the lack of communication regarding activities and upcoming events, the members voted to restore the newsletter to monthly publication.

Training Report: Joe Stramaglia noted that some of our buddy boxes are getting in very poor condition and some trims don't work. He has a good Futaba transmitter he wants to replace, so will donate it for training purposes. Paul Geders suggested contacting the manufacturers to see if we could get some donated, or at a low price, since they're for club training.

Club Apparel: Pat Keebey discussed available club clothing and solicited more orders to reach minimum quantities to get published prices. Listings and order forms are available on our web site, just click on "Spirits Apparel" on the front page of our web site. We only have one new cap in stock, so Pat was asked to order a dozen more. See Don Fitch if you want to buy a cap.



Meeting Activity: Don Fitch handed out small "Mark Twain Hobby Center" balsa gliders. Each person present marked their names on their gliders and a fly-off was held in the parking lot. On command, there was some confusion, but most of the gliders were launched and Walt Wilson's flew the greatest distance. He won the \$10.00 gift card donated by Mark Twain Hobby Center.

Carolyn Schlueter photo

The meeting was adjourned at 7:32 P.M.



See how much fun you can have if you attend the
RUN WHAT YOU BRUNG RACE
MAY 17, 2008

monthly meetings.

The "Run What You Brung Race" was held on Saturday the 18th of April 2008. The weather was clear and varied from calm to windy. For the 9 contestants participating, two awards were given, one for the fastest plane and one for the slowest plane. Considering the fun that pervaded the event, a greater number is anticipated in the future. Fun was the watch word. The slowest plane was a Cadet Senior (Gene Jones), the fastest was Paul Geders' .25 size stick, or if you will, "bullet". Two heats were run, only the fastest time of the planes in the two heats was used to score. It was a fun race to run or watch. There will be more.
Don Fitch

**GREG BOHRER MEETS
DICK RUTAN**



In April, Greg's friend Jack Burnside, CEO of Empire Hobby, was the promoter for the EFX Expo at the University of Phoenix Dome in Arizona. The main guest speaker for the weekend was Dick Rutan. If you didn't know, Dick Rutan flew the Voyager aircraft non-stop around the world unrefueled. It is known as the Last First. Greg met Dick at the airport and was Dick's concierge for the day. The plane Dick is holding is the Micro-Voyager plane that Greg and Jeff Bohrer made for Dick. The plane never flew properly but Dick was pleased to see how much effort went into the plane. The week before Walt, Jeff and Greg tried to make the first flight but the plane never wanted to get off the ground.



The winners receiving their Mark Twain gift cards



4 Star 40 fly by and it was all part of the show

