



FLIGHT LINES

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

Merry Christmas • Happy Holidays

PREZ SEZ

By Don Fitch

Whooh, It's getting near Christmas again, happens every year. We are having days warm enough to fly, so I hope you are out there enjoying it. It seems to be a natural law that the weather only warms up on days you have to work, rainless days function in a similar manner. Time to fix your plane in front of the fire place. If you don't have a fireplace, cut a hole in the roof and build a fire in the living room, what could be cozier. A by-product could be a visit from some people with big water hoses. Please put your card on the frequency board even if you fly on 2.4. We need to know that you are not on 72 mHz and forgot to put your card up. We also need to know when non-members show up. We have to pay to fly, why should they get to fly for free? Another please is, fly in front of the safety line. I hit the flag pole once with an early electric, didn't do either one any good. If it turns out to be a person instead of a pole we got trouble and one less friend. A five pound airplane at 25 MPH is about like getting hit by a sledge hammer. Well, have fun, and don't forget to duck when needed.

Meeting December 10, 2008

By Walt Wilson

Meeting called to order at 7:00 P.M., by President, Don

Secretary's Report: *Walt Wilson, Secretary.* Last month's minutes were accepted as published in Flight Lines.

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

Field Report: *Field Chairman John Matticker, was not present.* John investigated possible acquisition of some of the pile of millings at the County Highway Department facility at Greens Bottom and Amrein. He was told the millings are recyclable and will be sold, rather than given away. Paul Geders contacted another contractor and it's still possible to get some free, when available. Paul discussed buying enough gravel to fill the area between the pavillion and the Johnny-on-the-spot. He also feels it is important that we repair cracks and re-seal the runway in the Spring. It was sealed two years ago, with inferior material, and needs it again. It is clear that we need to plan on spending some money soon to maintain our facility.

OLD BUSINESS:

Money donated as the Cecil Whitrock Memorial Fund is still in the treasury. Les asked if there was some specific

application it should be used for. It was suggested that we could donate it to the Make-A Wish Foundation of Missouri. Don Fitch will contact the Whitrock family and see if they have a preference as to it's use.



Jack Owens discussed his \$40.00 ducted fan ARF. It comes with a ball-bearing brush-type motor which provides what he calls "very exciting flying characteristics for an 80-year-old pilot". He got it down in one piece, but probably won't be flying it much!

NEW BUSINESS:

Unused Funds: Ralph Doyle made a motion that the President's Discretionary funds not used this year (\$322.81) be given as prizes to the workers to encourage helping at next year's contests. It was noted that we had a donated \$200.00 prize for participation at Four-Star 40/Warbirds Races this year and, with the exception of the first race, there was no increase in participation from previous years. The motion was defeated by a large margin.

Dues Reduction: Ralph Doyle recommended that the Board of Directors consider a dues reduction, to \$100.00, because we have some money left over after operating expenses this year. It was pointed out that, with the worldwide recession and thousands of people losing their jobs, we may have fewer members next year. This year's surplus may be needed to just meet the 2009 bills. The above mentioned field repairs and improvements may also use much of this year's excess money.

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Stolen Property: Rich Taylor was flying and helping other flyers one day last July. He had three Thunder Power 2100 mAh LiPo batteries in his flying box, left unattended. Later, when he got home, he found that his nearly new batteries had been replaced with old, defective ones. There have been no other reported thefts or other problems of this type in years. Tools and other equipment, however, should not be left unattended when a crowd of non-members, or other people you don't know, are present.



Greg Bohrer showed his GWS Chinese J-10 ducted fan ARF. It comes with a fan, but no electric's. He covered it with heavy silkspan, applied with thinned Titebond glue, and finished it with acrylic paints.



Babe Raab started building this replica of a 1938 Comet Clipper Mark VI 18 years ago. The wing was covered with "silkspan" then and is still tight. He intends to use electric power when it's finished.

Thank You! President Don Fitch presented Greg Bohrer with a plaque in appreciation of his, and wife Tina's, service as Newsletter Editors for the past six months.



Pete Stephens showed his Raptor 50 helicopter. It has an O.S. .50 SX H engine and has been flown for 18 months with no problems. He recommends that new flyers try electric power and will be glad to help anyone who wants to get into helicopters.



Greg Bohrer was presented with a plaque in appreciation of his service as Newsletter Editor for six months.

Membership Report: Membership Chairman, Gary Bregant was not present. At last report, we have 185 members, with 50 paid up for 2009. Bill Lindewirth had a quantity of Spirits' Handbooks printed and Pat Keebey purchased envelopes for mailing them. Gary wants to thank them for helping him by taking care of these tasks and will be sending each member a copy of the Spirits Handbook with their 2009 club card when they submit their dues and AMA card copy for 2009. There is one update that, unfortunately, was not included in the printed copies. Dues must be paid by the end of the March meeting, not March 1, or the applicant will be considered new, and an initiation fee must be paid. The up-to-date handbooks and other membership-related documents are also available on our web site at: <http://www.spiritsofstl.com/handbook/Handbook.htm>

Meeting was adjourned at 7:50 P.M.

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Dennis Skeeters' cut away part of a Super Tigre .61. It's electric powered and has a light to aid viewing while it's being run.

Membership Renewals Due

By Walt Wilson

Just a quick reminder that your 2008 Spirits' membership expires on December 31. Members who don't renew by the end of the March meeting will be considered new and will be required to pay an initiation fee. A membership application is included in this newsletter. A copy of your 2009 AMA card must accompany your renewal. If you joined the club for the first time in the latter months of 2008, and submitted a copy of your 2008 AMA card, you must now submit a copy of your 2009 AMA card to the membership Chairman, to continue your full membership and flying rights after December 31.

For What It's Worth

By Walt Wilson

Jack Owens uses a low-cost light and appliance timer to trickle-charge his batteries. The batteries should be fully charged in the usual manner before committing them to trickle charging. Then, he simply plugs a multiple receptacle into the timer, sets the timer to run 30 minutes per day, and plugs in as many chargers as the receptacle will hold. With trickle charging, the systems are ready to go on short notice anytime the opportunity comes up. *Walt's Note: I might add another idea to this. How many times have you started a project, only to find that the batteries are low, or dead, in your cordless electric tools? Make a trickle charger setup for them, and keep your workshop tools, Dremel, Weadeater, etc, ready to go on short notice, too.*

Proposed Contest/Event Schedule for 2009

By Paul Geders

A proposed/draft schedule is on page 4. You will notice that three slots are now open, due to last year's poor attendance and apparent lack of interest, so those contest/events have been dropped for this year.

A committee, chaired by Gary Bregant, is looking into creating some form of scale event, which may range from a fly-in to a full blown contest. All types of planes are under con-

sideration, such as ARF's, electric, stand-off scale, scratch built, modified kits, designer scale, etc..

Since this is your club we would like to hear from you on any suggested contest/events that you would like to see. If you have an idea, let Paul Geders, our Contest/Event Committee Chairman, know. Keep in mind that you may be called upon to run the contest or event.

One Way To Make a Fiberglass Cowl

By Babe Raab

My current project is a 60- size Nieuport 28. When I got the plane, the fuselage had been completed and was a good job. All that was left for me to do was build two wings and a slab tail, install the radio, and finish it. I looked at the plans and realized there was a round six-inch cowl to be made. My first thought was balsa rings wrapped in 1/32 plywood or metal. Don Fitch suggested I make one from fiberglass using foam as a mold. I first made a profile of the cowl using 1/8 plywood. I used blue foam and glued three blocks together using Gorilla glue. When this irregular block was squared up, and the approximate center of the cowl ring was located, I glued two blocks of wood so it could be mounted in a lathe. The assembly was turned to the correct size and sanded while in the lathe. Then came time for the fiberglass. This procedure is very messy, so it's best to wear rubber gloves. The glass cloth should be cut and test-fitted before applying any epoxy resin. Also, there need to be many cuts in the cloth where it goes around compound curves, otherwise you will get wrinkles. Be very careful in measuring the hardener and epoxy, or it won't cure properly. Decide how much epoxy you're going to need, then mix a little bit more. Using a credit card, or plastic spatula, spread a thin coat on the form. This is just to hold the glass cloth in place. Smooth out all wrinkles and remove any overlaps. Use a sharp razor blade or hobby knife to cut out any wrinkles. Continue adding enough resin to saturate the glass cloth. In this, I think that less resin is better than more, the weave needs to be filled but not so much that you will get runs or puddles. I let the first coat cure overnight. I then cut off any bad wrinkles and stray fibers. The second layer of glass was applied the same way as the first. On the third layer, I tried to use two pieces, one for the front curved part and one for the side. This worked okay, but it still had wrinkles that would need sanding out later. I did both second and third layers the same day, not letting the resin cure. Either because of not letting the layers cure or poor measuring of the hardeners (*Editors note: Incorrect measurement is probably the problem*) the resin did not cure correctly. I was told by other builders to put it in a 150 degree oven overnight. This I didn't do, Patsy wouldn't allow it. After several days I scraped off some of the uncured rosin and then it set. I used auto body glazing putty to fill the bad places. After sanding and priming it looks good, but far from perfect. All this was done while on the foam mold.

To remove the cowl from the mold, I was told to use gasoline or lacquer thinner. I just gouged it out with a knife and wood chisel then sanded the rest away. The cowl fits perfectly. One suggestion is to leave it on the mold until all sanding and painting is finished, as you can stick it on a screw driver for spray painting. (*Continued on the next Page*)

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Give this a try, it is not as hard as it may seem, and was fun.



The foam form is shown inside the laid-up fiberglass cowl. The foam can be dissolved or cut away after the heavy-duty cutting and sanding are completed.



The finished Nieuport cowl (right) and a cowl for Babe's replica of a 1938 Comet Clipper Mark VI (left) look very good.

The Last Word

By Walt Wilson

I'm baaack! When I retired as Newsletter Editor, in April, I fully intended to stay away from the club newsletter, except to help Tina, if asked. As time went by, since I did the meeting minutes text and many of the photos anyway, I kept thinking about things that I could be doing with the rest of the newsletter, if I were Editor, and began to miss it. I submitted some extra items to Tina, which she used. The day came when, during a casual conversation, I was asked if I would consider coming out of newsletter retirement and, after some thought, I said "yes". It's a lot of work, but I can find the time to devote and, generally, enjoy it. One thing led to another, and here I am! This is an area where I can continue to contribute to the club and feel I'm doing my part. I want to sincerely thank Tina and Greg Bohrer for their dedicated efforts in putting out Flight Lines for the past six months. Thank you, you're great people for stepping forward and doing the job, when needed! Few can appreciate the effort it takes unless they actually do it for a while. I've been wanting to start a new project, but have had trouble finding one that strikes me as "right". While mulling over the possible projects, I've been repairing hanger rash and revising some of my older planes. Building time is here, so I need to get something new and interesting started. Maybe a twin electric? That's all for this month!

Gotta get to work!

BABE RAAB PHOTOS

Proposed Spirits of St. Louis R/C Flying Club, Inc. 2009 Event Schedule

Date	Contest/Event	Contest/Event Director	Notes
Jan 1	Annual News Years Day fly-In	All	Low Key
April 25	Four-Star 40/Warbirds	Paul Geders	
May 30			
June 6	M&M/Gumball Fun-Fly	Les Richman	
June 20	Four-Star 40/Warbirds	Curt Milster	
July 11	Fun-Fly	Bob Fiely	
July 18	Four-Star 40/Warbirds	Ron Hesskamp	
July 25			
August 1			
August 22	Four-Star 40/Warbirds	Steve Cross	
September 9	Meeting at Field	Board of Directors	
September 26	Open House	Committee	
October 10	Four-Star 40/Warbirds	Paul Geders	

FLIGHT LINES



SPIRITS OF ST. LOUIS R/C FLYING CLUB, INC. MEMBERSHIP APPLICATION



FOR YEAR _____
(PLEASE FILL IN YEAR ABOVE)

PLEASE PRINT CLEARLY!

Name: _____

Address: _____

City: _____

State: _____ Zip: _____ Phone: _____

AMA No. _____

Your e-mail address: _____

Additional Family Members:

Name: AMA #	Name: AMA #	Name: AMA #
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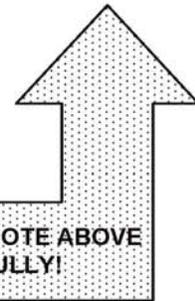
NOTE: ANY MEMBER WHO ALLOWS THEIR MEMBERSHIP TO LAPSE BEYOND THE END OF THE MARCH MEETING OF ANY YEAR SHALL BE CONSIDERED A NEW MEMBER WHEN RENEWING THEIR MEMBERSHIP. SOURCE: ARTICLE 7 SECTIONS 1 THRU 4, CLUB BYLAWS. DUES ARE PAYABLE NO LATER THAN THE JANUARY CLUB MEETING.

To become a new member or renew your membership, please do the following:

1. Fill in the above information, even if this is a renewal.
2. Photocopy this application with valid AMA license of each flying member in the spaces below.
3. Make out a check payable to SPIRITS OF ST. LOUIS R/C FLYING CLUB, INC. (**NO CASH PLEASE**)
4. Send completed application and check to the membership chairperson: →→→→→

Membership Chairperson

Gary Bregant
1129 Spencer Rd.
St. Peters, MO 63376
Phone No. 636-922-0168



If you apply at a club meeting, be sure to have all three of the above items. Meetings are held on the second Wednesday of each month, 7:00 p.m., at the Bridgeton Trails County Library Branch, 3455 McKelvey Rd.

Note: New Members shall be introduced in person OR, by their sponsor, to the club before joining. This allows new members to join the club, even though their schedule doesn't allow them to attend club meetings. New members who join in August or September will pay \$10.00 each for August and/or September, and will also pay next year's dues and initiation fee at the same time. New members who join on/after October 1st pay only the annual membership amount and the initiation fee, but get the next year and the end of the current year included.

Junior members pay no initiation fee and \$2.50 each for August and/or September!

MEMBERSHIP AGREEMENT:

I agree to abide by the SAFETY RULES and CONSTITUTION & BY-LAWS of the SPIRITS OF ST. LOUIS R/C FLYING CLUB, INC.

Signature

Date: _____

Family Member Signature

Date: _____

Membership rejected if not signed and dated, or AMA card NOT VALID FOR YEAR APPLIED FOR!

Spirits Web-site Address is: <http://spiritsofstl.com>

Place AMA card here when
photocopying

Place AMA card here when
photocopying

AMA "Introductory Membership" Program NOT VALID for membership to our club!

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COME JOIN US FOR OUR ANNUAL
New Year's Day Fly-In

At Spirits' Field!

Thursday, January 1st, 2009

10:00 A.M. - 2:00 P.M.

FREE Landing Fee

Free Coffee, Hot Chocolate & Donuts

For more information contact: Don Fitch, 636-441-0373,

E-mail at: dfit4@charter.net,

or visit our website at: <http://www.spiritsofstl.com>

Open to all AMA Members



FLIGHT LINES

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**Meeting is on
Wednesday,
January 14
at 7:00 P.M.**