



FLIGHT LINES

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

READY FOR SPRING!

PREZ SEZ

By Don Fitch

Winter has come and gone, and come and gone, along with some great winds. Before long I will run out of excuse for not flying and crash some more planes. We need to fix the runway, etc, as soon as the weather becomes more consistently warm. We are going to add a couple of handicap signs to the parking lot and prohibit parking at the entrance of the pits. Seems that we were so busy arguing about rock that we, including me, forgot about the people. John Matticker has done a great job of taking care of the field. He and Lee Volmert are the bosses at the field, Lee for safety and John for what gets done. However, I don't want to forget that Pat Keebey and Paul Geders got people and worked hard to get the rock down. Paul ordered the rock and even got us a break on the price. We need more members to bring airplanes to the meetings and give us something to share with the others. If you have solved a building problem let's hear about it and a demonstration would be great. We have a few gift cards left and those will be given to the people who do demonstrations. Well, gotta go glue my fingers together, which reminds me... needing to get a FAST bond with CA, and having no kicker on hand, I licked the surface of one of the parts, put the CA on it (no set up at that point) placed the second part against it and got an instant bond. If you try this be sure to lick the part before applying the CA, not after.

MEETING MINUTES:

FEBRUARY 11, 2009

By Walt Wilson

Members signed in: 23 members 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. Ralph Doyle submitted an alternative 2009 budget proposal for Board of Directors' review. The proposal was e-mailed to all BOD members for comment.

Field Report: John Matticker, Field Chairman. John found used curbing on Craigslist at a bargain. He got 21 curbs for \$200.00, delivered from Caseyville, Illinois. That comes out to \$7.15 each, Plus \$50.00 delivery charge. The last ones we bought were \$21.00 each. So, if we had bought new ones again, that would have cost us \$441.00 and we would have had to pay

additionally for delivery, or pick them up.

Paul Geders negotiated a discount from Fred Weber when ordering gravel, which was delivered on February 6. See Paul's article and photos on page 3. Good job, John, Paul, and everyone who came out to help!

Ralph Doyle delayed starting installation of the pavilion guttering because John Matticker noted that there is no roof overhang and rain could back up under the shingles. John will further investigate the feasibility of adding guttering.

Don Fitch and John got some estimates for repairing the runway cracks and sealing. At least one contractor says we should not seal because the asphalt doesn't need it yet. Other estimates are pending. We may only make repairs to the cracks. Ralph Doyle proposed that we do it ourselves. Others prefer a professional job. We have time to make decisions on asphalt work because that type of repair is not practical before May or June, due to low temperatures.

Membership Report: We had 100 paid-up members at meeting time and several more paid their dues at the meeting. We are just about equal to what membership was at this time last year.



WALT WILSON PHOTO

Smallest Airplane Prize: Ken Brock won the monthly \$10.00 gift card donated by Mark Twain Hobbies with a really tiny Gee Bee (see above).

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Meeting Activity: Several people brought items to show and discuss. See the photos for details.



Paul Geders discusses his new World Models Dago Red P-51 ARF. It comes with mechanical retracts installed and is a very complete kit. The plastic clevises must be replaced, however, because they don't fit the pushrods. He is using his screaming Jett .50 for racing power.



WALT WILSON PHOTOS

Dennis Skeeter completed his engine cutaway project and brought it to show the assemblage. The electrically-driven Super Tigre on the right even has the working glow plug cut away.



CAROLYN SCHLUJETER PHOTOS

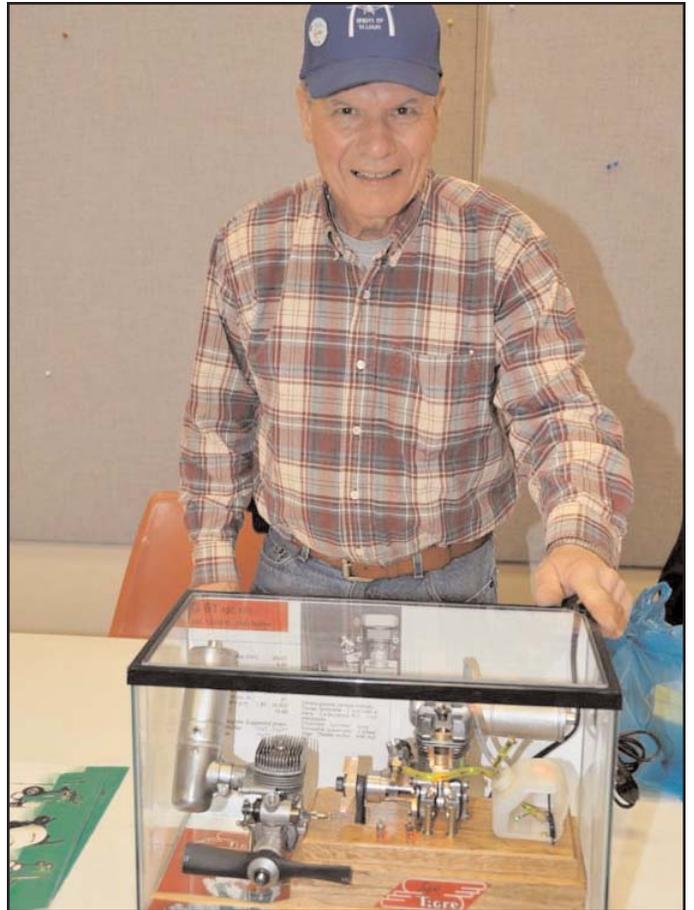
Smallest plane entries included a variety of types.

Meeting was adjourned at 7:25 P.M.

MEMBERSHIP RENEWALS

By Walt Wilson

Membership renewals must be received no later than the end of the March meeting. Renewals received after that 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.***

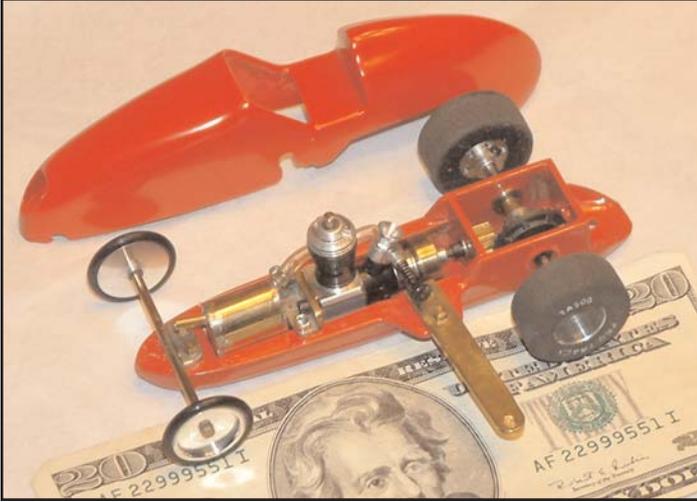


Dennis proudly shows his display. An amazing effort by a great craftsman!

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While not the smallest model at the meeting, this was the smallest with an engine! Walt Wilson designed and scratch-built the mini-Tether Car above. It features a Cox 0.010 engine, brass chassis, Slot-Car wheels, tires, ball bearings, and gears. The body and underpan are fiberglass.

New Curbs



John Matticker and a work crew unload curbs at the field on Sunday, January 18.

The Rock Party

By Paul F. Geders

It started with a proposal to the members at the January meeting to put new gravel down on the parking lot and driveway. I coordinated with Fred Weber and sent them our proposal. I asked Pat Larkin of Fred Weber if he could send it up the chain of command to see if we could get a discount. Sure enough, we did. Our original proposal was for about \$2017. A little more calculation got it down to \$1877.74. The final cost from Fred Weber was \$1542.29...for a savings of \$335.45 under the proposal. We had two loads of 1" Clean (41.2 tons) and 3 loads of 1" minus (108.02 tons) delivered.

The next thing was to find the right mix of weather where it

wouldn't be too cold to work and yet the ground would be hard enough that the trucks wouldn't rut the area. We watched the weather and it looked like Friday, February 6, was going to be the day. Once that was decided, John Matticker contacted Pat Keebey, who made all the calls to get a work party set up for that day. He started on the Tuesday before. John, got a 3-point hitch set of fork lifts, from a friend, which made moving about 34 concrete curbing's much easier. By the way...the weather was PERFECT!

The Rock Party started at 10:30 a.m. with the removal of the existing curbing by the pavilion and in front of each electrical outlet pole in the parking lot. We had it down to a science on the removal of the curbing with the help of the fork lifts on the back of the tractor and the expertise of all the workers. We even had to use the fork lift with a chain wrapped around a fork and around each reinforcing bar (re-bar), in each curb location, to extract the re-bar from the frozen ground. The ground was frozen down about 8" and without the fork lift they would not have come out of the ground until the spring thaw. Once the curbing was removed, the guys went to work with shovels, by the pavilion, and then replaced the curbing butted end-to-end. It was decided to put this down before the first load of gravel arrived. It was now 11:15 and we had originally had the deliveries starting at 1:00 p.m. A call to Fred Weber and the first load of 1" Clean was being dropped a 11:45. We were on our way. We used the tractor to blade the gravel up to the edge of the blue and white posts. The last load of 1" minus was delivered at 3:45 p.m.

Now the fun began...we had to put all the curbing's in place...so off we went. We started this after the first load was dumped and spread by the tractor. We found that trying to drive the re-bar into the ground was going to be a huge effort. So, with a lot of back-breaking work, we got the curbing all in place, but left the re-bars standing up in



John Matticker and the crew of helpers rearrange the first load of rock on February 6.

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February 6, the first load of rock is unloaded by the pavilion.



With the rock and curbing in place, the parking lot and driveway look great!

each curb till we could drive them in at a later time. Then, about 4:30, Dave Brown showed up, saw the dilemma we were in, and proceeded to pull out a Bosch electric jackhammer from the back of his truck along with what looked like a 100 foot heavy-duty extension cord. He proceeded to drive each one of the 24" re-bars down to about 6" above the curbing. Then, it was a whole lot easier to sledgehammer them in. Dave gets the "Save the Day" award! We then used the tractor again to make the final passes to evenly spread the gravel. John and I took the tractor to the barn at 5:15. We came back to the field and admired the work by all, then left at 5:30.

Now for the most important part. We can not thank the following individuals enough for all their efforts: First, John Matticker and Pat Keebey for getting it organized. Frank Nolle for doing a superb job of grading with the tractor.

Jerry Quist, Bob Fiely, and others for their expertise behind a rake. Frank Nolle for his expertise on grading with the blade on the back of the tractor. The following get the "Sore Arms and Back" awards for putting the curbing back in place; George Cooper, Ken Brock, Pat Keebey, Lee Volmert, Jerry Quist, Bob Bennett, Dave Brown, Jeff Muhs, Dennis Skeeter, Frank West, Dale Buchanan, Jeremy Klutenkamper and John Matticker. It was something to see some older guys by the names of George Cooper and Ken Brock lift those curbing's off of the forks and into position. Like I said it was almost a science and it went smoothly. No one got hurt to boot.

Lastly, Mark Livesay heard about our efforts on Wednesday and said he would prepare lunch of Bratwurst and hot dogs for everyone...we also had potato salad, baked beans and chips. Thank you Mark, you get the "Best Lunch When Needed" award. If I left anyone's name off it in no way diminishes our appreciation for your help on this project. One thing I will say is we had a few individuals that came down, flew, and to my knowledge didn't even offer to help at all...that happens and is part of the ol' 10 % rule.

All in all, it was a great Rock Party, something each member can now enjoy.

Want To Trade?

By Wayne Knaust

I am a past member of the Spirits, McDonnell Douglas, Boeing, Saints, and St. Peters RC clubs. I'm currently trying to help a few modelers out there pacify their wives. No, I'm not going to streak your R/C field but if your wife claims you have too much junk (what modeler doesn't), you have magazines strewn all over (what modeler doesn't), or you collect but never pitch (some modelers don't but I do), I may be able to help you and/or your wife. I collect model magazines and other old modeling stuff. I buy, sell, swap magazines and other things. I am looking for RCM issues from about 1990 to it's demise. I have a lot of MAN, AM, MA, FM, AAM, Scale RCM, Grid Leaks, Flying, Sport Aviation, and some foreign (Czech., French, Polish German) magazines. for trading material. If you have model Mags for donation, sell, or trade, please give me a call or write: Wayne Knaust, 2444 Hunter PI, Lake St. Louis, MO 63367. Cell phone: 636-288-9356.

I am planning on flying my RC seaplane at Lake St. Louis in the near future (please don't tell me I can't, or others couldn't, because I will). If you have interest in float planes or boats, I would like to talk to you. I am a novice at both and like sharing ideas with others. I presently have two electric R/C boats, a perfect answer when your population of planes disappears.

I have 45 years of Control Line and RC fittings, stuff, engines, junk, props, GG items (if you don't know what GG is you probably will not be interested in that stuff) for sale, trade, barter, or donations. I have too many items to list separately so if you have needs and don't mind used, call or write me.

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DON FITCH PHOTOS

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Some modelers buy only new, I'm thrifty myself, and believe in recycling. I wish to thank the Spirits Club for putting my ramblings in print.

Fly safe, have fun and try not to let your number of takeoffs exceed your number of walk away from landings.

Irish Spirit Of St. Louis

By Dave Matthews

I was looking at your club website link to my 1/10th scale C-17 (Collection of Interesting Things) and decided to do a quick model for all you guys at Spirits of St. Louis R/C Flying Club. Check at:

<http://www.leprechaunkits.com/spirit-of-st-louis.htm> for construction details.



Dave Matthews' 1/16 scale Guillows Spirit of St. Louis. A great job by a master builder!



Note the engine-turned finish on the cowling and detailed cylinders. Dave's Spirit took second place in the East Kilbride Model Flying Club Concours event, February 13, 2009, in Scotland. Not too shabby for a quick Guillows build.

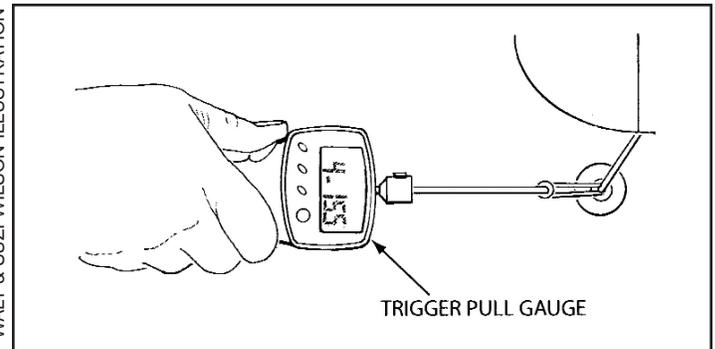
I have also been looking at the pictures of the 'Rock Party' on Friday, February 6. Man you guys are an inspiration by going out there and getting a job done. No wonder your facilities for model flying are so good with that level of 'getting it together'! Thumbs up to all of you

Dave Matthews, County Clare, Ireland

Measuring Thrust

From R/C Report's 'Here's How'

David Trabert, of Richboro, Pa, uses a Lyman (digital) trigger pull gauge to measure thrust of his airplanes. Simply attach it to the tail wheel, or other tail component strong enough to withstand the thrust of the plane. It's amazingly easy to obtain thrust readings in pounds and ounces, or metric units. Thrust with different props and batteries can easily be measured. Other brands of gauges could be used. The Lyman unit costs about \$50 and is available from stores catering to pistol and rifle shooters. One limitation of the Lyman unit is maximum measurement should not exceed 12 pounds, which will not be a problem for smaller models.



The digital Lyman gauge measures to the nearest tenth of an ounce. Several readings can be taken and the gauge will calculate an average for you if the reset button has not been pushed.

The Last Word

By Walt Wilson

Please note that this newsletter is dated February-March. That is due to the fact that I feel our newsletters should be published in advance of the dated monthly meeting. There will still be 12 newsletters this year.

This is a slow time of the year for activities to cover in the newsletter, so I'm going to delve into Spirits' history once more. During the 1970's, .15-size engines were very popular for racing. The Spirits had raced .15-powered Top Dawgs quite a bit and Quarter Midget racing, along with Formula 1, was sweeping the country. Many fine kits were available, but as usual, the Spirits had to do something a little different and innovative.

A semi-scale Spirit of St. Louis Quarter Midget, designed by West Coast modeler, Gus Morfis, was featured in the May, 1972 issue of R/C Modeler magazine. While the model was intended for open QM competition, the Spirits developed a Quarter Midget event using this model only. The 38" wingspan Spirit was quick and inexpensive to build, and flew very well. Initially, they were powered by front-intake, side-exhaust engines such as Fox, O.S, Enya, and Super Tigre .15's. Soon, the serious racers got K&B, Rossi, and Cox Conquest engines and the planes became really fast.

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WALT & SUZI WILSON ILLUSTRATION

DAVE MATTHEWS PHOTOS

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The Spirits put on a demonstration race with them at the Scott Field Open House in 1978, where the Air Force Thunderbirds also flew.

As in many racing concepts, eventually the same people won most of the time, and the event soon faded into history. I still have a QM Spirit, with a Cox Conquest, in the basement.



Some of the Spirit racers line up with their planes. From left: Al McCanney, don't know, Dick Teneau, Bob Cagle, Walt Wilson, Al Poole, Mark Been, and Art Biehl.



Helpers wait for the signal to launch in a race-horse start for a Spirit of St. Louis Quarter Midget race, in 1978. Yes, Elmo, we flew off grass in those days! Even small planes managed to take off and land without incident.



BABE RAAB PHOTO

Babe Raab Took the pavilion bulletin board down, repaired, and repainted it. Pat Keebey got new glass. Good job guys! Thank you!

It's an old design, but the little Spirit of St. Louis is still a cool, easily-built airplane and, with today's fuel prices, .15-size engines may be worth considering. Reasonably sized .15-powered planes penetrate the wind as well as much larger craft and are fun to fly. If you want to try your hand at plan-building, Plan No. 491 is still available from RCM and can be purchased on line at:

<http://www.rcmmagazine.com> for \$9.00. With some easy modifications, the little Spirit could make an interesting electric-powered subject, too. The original had a very deep fuselage to accommodate the gigantic servos that were state-of-the-art in 1972 and could be slimmed somewhat for today's technology.

As you may-or-may not know, I have been doing a column for *R/C Report* magazine for almost three years. Due to the sagging economy, reduced advertising budgets, and unpaid bills by advertisers, the publisher ended the 22-year run of the printed magazine with the March, 2009, issue. Tony Coberly, a R/CR columnist and long-time friend of publisher Gordon Banks, is starting *R/C Report Online* magazine. Tentatively, the venture will start with the April, 2009 issue, which will be free. People who contribute ideas for my Here's How column will receive one-year subscriptions to the on-line magazine, which will soon become subscription-only. Latest information is that most of the columnists, including Gordon, will move to the new on-line magazine. Information on *R/C Report Online* is available at: <http://www.rcreport.net> For those of you who are not familiar with the magazine, which is famous for brutally honest kit reviews, a sample copy of the printed February issue is available at that web site. It's not in the same format as the upcoming *R/C Report Online*, which will be more user-friendly, but will give you an idea of the content. Stay tuned...

JOE LUNT PHOTOS

Gotta go build



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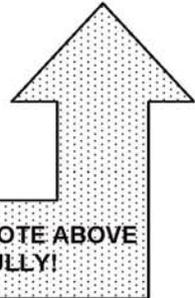
NOTE: ANY MEMBER WHO ALLOWS THEIR MEMBERSHIP TO LAPSE BEYOND THE END OF THE MARCH MEETING OF ANY YEAR SHALL BE CONSIDERED A NEW MEMBER WHEN RENEWING THEIR MEMBERSHIP. SOURCE: ARTICLE 7 SECTIONS 1 THRU 4, CLUB BYLAWS. DUES ARE PAYABLE NO LATER THAN THE JANUARY CLUB MEETING.

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!

Revised: October 8, 2008 Paul F. Geders
Microsoft Word, Office 2003

FLIGHT LINES

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

Date	Contest/Event	CD/ED	Notes
April 25	Four-Star 40/Warbirds	Paul Geders	
June 6	M&M/Gumball Fun-Fly	Les Richman	
June 20	Four-Star 40/Warbirds	Curt Milster	
July 11	Fun-Fly	Bob Fiely	Low Key
July 18	Four-Star 40/Warbirds	Ron Hesskamp	
August 22	Four-Star 40/Warbirds	Steve Cross	
September 9	Meeting at Field	Board of Directors	Member Appreciation Dinner
September 26	Open House	Committee	
October 10	Four-Star 40/Warbirds	Paul Geders	



www.spiritsofstl.com

FLIGHT LINES

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

**Meeting is on
Wednesday,
March 11
at 7:00 P.M.**