



FLIGHT LINES

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

Spring Is Sprung!

PREZ SEZ:

By President Don Fitch

Boy, did we have an interesting meeting. Lots of stuff to show and a bunch of it was free for the taking. Things got a little interesting when I brought up reducing the dues for next year. Should be fun at a BOD meeting, too. I received a call from some Engineering Students, from Parks Air College, who wanted us to test fly a plane they designed for a contest they are entering. It was an original design with twin electric motors. They brought it out on Saturday, April 11 but, after an inspection by Paul Geders, took it home for revisions. They brought it back on Easter Sunday but, unfortunately, it didn't have sufficient power to lift the weight, so wouldn't fly. Dennis Skeeters is going to show us how to make the paper airplane that he used to win the meeting contest last year, at least I hope he will. I asked him and he did not say "absolutely no". Cross your fingers. I set forth my plan for keeping the water out of the pavilion, but it was derided by some. Doesn't matter, we will do it anyway. Next month we (John Mattiker and I) will get bids on the runway, etc. I got some supposedly 123A cells from China and I have made a battery box to provide 6 Volts for my flight batteries. They seem to be working okay, so far. If they don't, I'll need someone to help me fill in the hole in the field after I dig out the plane. The idea is to have batteries ready to go even if they haven't been charged for a couple of days. Lithium are supposed to do that, I hope. If you see me crying, you'll know they didn't work. Well, back to the salt mine for another month.

MEETING MINUTES: APRIL 8, 2009

By Walt Wilson

Meeting was called to order at 7:02 P.M. by President Don Fitch. Eighteen members and three guests were present. Several people brought planes to discuss and one flyer had cleaned out his basement and brought all his discards for members to have, if they wanted them. See the pictures for details.

Secretary's Report: *Secretary Walt Wilson.* AMA insurance certificates for the club and property owners have been received. The certificates have been mailed to the property owners. Minutes were accepted as published in last month's Flight Lines.

Treasurer's Report: *Treasurer Les Richman* was not present. The Treasurer's Report was accepted as presented.

Field Report: *Field Chairman John Matticker* was not present. Some members are concerned about water running through the pavilion, from the slightly higher parking lot, during heavy rains. People who take refuge in there are still getting their feet wet. After some investigation, it was determined that the pavilion is not perfectly level and water drainage would be in the wrong place, so installation of gutters is not practical. Therefore, we are going to install a "speed bump" along the edge of the pavilion next to the parking lot, at the same time the runway asphalt is repaired. There is some question whether any action is needed at the pavilion, but Don Fitch plans to proceed.

It was reported that only two of the fans in the pavilion are operational at this time due to broken blades. Vandalism, rather than wind is thought to be responsible for the ongoing damage to the blades. Installing metal-bladed box fans horizontally between the rafters was discussed and considered to be a good idea.

Gene Jones pointed out that the field is being littered with cigarette butts and someone is dumping bottles and other trash in the Porta-Potty. **If you brought it, take it home with you! The field will be as nice as we make it and litter is not acceptable.**

Safety Report: *Safety Chairman Lee Volmert* was not present and no issues were addressed.

Membership report: We presently have 150 members.

Activity Report:

Four-Star 40 and Warbirds Races, April 25: CD Paul Geders asked for helpers to count laps and act as Pylon Judges.

OLD BUSINESS: None was presented.

NEW BUSINESS:

Dues Reduction: President Don Fitch asked who would like a dues reduction to \$100.00, and a vast majority of hands were raised. After some discussion, Paul Geders made it a motion, *(Continued on the next page)*

FLIGHT LINES

(Continued from the previous page) which passed by a wide margin. In accordance with the Club By-Laws, the Club Officers can recommend dues changes, which is then voted upon at a membership meeting, so it's official. **These changes will be effective for the 2010 membership year, starting with renewals and new members joining for 2010.** The 2010 dues will be \$100.00 for a Full Membership and \$125.00 for a Family Membership. All other dues and fees will remain the same. Full Member dues will remain at \$125.00 (\$150.00 Family) for any new 2009 members.



Wayne Knaust (left) brought many boxes of his old model airplane treasures (one man's junk, etc.) to be given away to whomever wanted it. He also donated a plane and K&B engine to be given away for a contribution to the club. Dennis Skeeters donated \$25.00 for the plane, to get the collectable engine. President Don Fitch (right) looks on.



Dennis Skeeters brought in another great cutaway engine display. this time it's a Cox Thimble-Drome .049 and many accessories. The cutaway engine is electrically powered and turns slowly to show the functions of internal parts.



Jim Rawlings discussed another method of cowl attachment he is using on an Astro Hog he's building. Screws are threaded into dowels mounted in the firewall.



Greg Bohrer discussed the many uses of an E-Flite E-Meter II. It can measure virtually anything that may be of interest to someone flying electric powered aircraft.

Meeting Activities: Several members brought airplanes, a boat, and several other model-related items. Wayne Knaust, soon to be a member, brought several boxes of stuff to be given away. Some members found useful items, but much of it went back home with him. See the pictures on this and the following page for details.

Meeting was adjourned at 8:07 P.M.

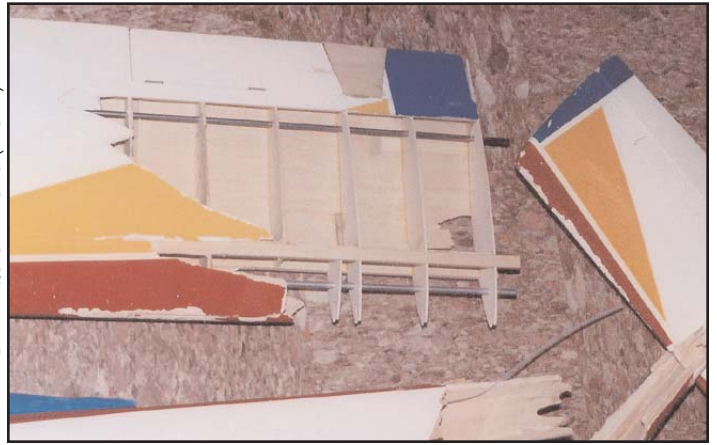
FLIGHT LINES

More Meeting Photos...



Jerry Quist discusses the 1970, plan-built "Perfection 3" he is in the process of rebuilding after an unfortunate trip into a tree. One of the "before" pictures is right, above.

JERRY QUIST PHOTO (RIGHT)



Paul Geders discusses his 4-1/2 ounce. Andrew Jesky Osiris by Fancy Foam that is flown in F3P indoor pattern. The air brakes move with the ailerons for very slow flight and hovering.

WALT WILSON PHOTOS



Rich Taylor shows a Wattage Decathalon. He says it's very fast and not easy to fly. He says it's for sale.

Bob Fiely (right) holds a boat he built from a Dumas kit. He converted it for electric power using the least expensive motor, ESC, and battery that he could find at Mark Twain. Except for bogging down from algae on the prop, it runs fine and is a lot of fun!

CAROLYN SCHLUETER PHOTO



FLIGHT LINES

Saturday At The Field...



Paul Geders (right) inspects an experimental plane designed and built by St. Louis University students for a contest. They brought it to the Spirits for assistance in test flying and resolving any design problems.



Craig Finks' Great Planes Minnow ARF is a beauty and flies as good as it looks!



Two of Mark Bamman's Yak 54 and Sundowner ARF's.



WALT WILSON PHOTOS

Gene Jones alerts other flyers that he is going to take off with his Rascal ARF.



George Cooper's BH Models T-28 Trojan ARF has a Saito 1.00 Four-Stroke up front and flies very nicely.



Greg Bohrer lands his Miss America P-51 ARF.

FLIGHT LINES

More Saturday At The Field Pictures....



Paul Geders' Dago Red P-51 has a Jett .50 up front and is very fast. He says it also handles beautifully.



Gene Jones prepares to launch Paul's Dago Red P-51.



Bob Gizzie lifts off with Tom Gilbert's trainer before handing it over to Tom and his buddy box.



Paul Geders (left) checks the radio while Chris Peck, of Parks Air College, makes adjustments to his original design aircraft. It was too heavy and underpowered to fly successfully.

WALT WILSON PHOTOS



Craig Finks taxis his great planes Minnow to the runway. That's a unique setup for a Pitts-type muffler.

St. Louis Radio Control Flying Association

SLR/CFA

St. Louis Radio Control Flying Association

SWAP MEET

&

OPEN HOUSE

Saturday - May 16th, 2009

9:00 AM - 1:00 PM

Buy-Sell-Trade: R/C Planes, Cars, Boats, Rockets, etc.
(Flying Field will be closed)

1:00 PM - DUSK

Open Flying at SLRCFA Field
(AMA Membership Required)

Location: St. Louis RC Flying Assoc Field
788 Augustine Rd

See Website WWW.SLRCFA.com for Directions

FLIGHT LINES

Thoughts About The Nitro Models Bobcat Kit

By Bill Lindewirth

Now that I've had several successful flights on my Nitro-Models Bobcat, powered by an OS-61 and an 11 x 7 pusher prop, here are the answers to several members' questions and what you need to know about this aircraft, should you decide to buy, build, and fly one.



First, and most importantly, throw away all of the supplied hardware and disregard most of the instructions! This delta wing, jetlike aircraft will obtain cruising speeds in excess of 90 MPH, and exceed 100 MPH in a dive. Therefore, there cannot be any play or slop in any of the linkages. Plastic clevises and "Z" bends are fine for your electric foamy, but not for this aircraft.



All pushrods and linkages should be replaced with 4-40 threaded rod and DuBro Swivel Ball Links.

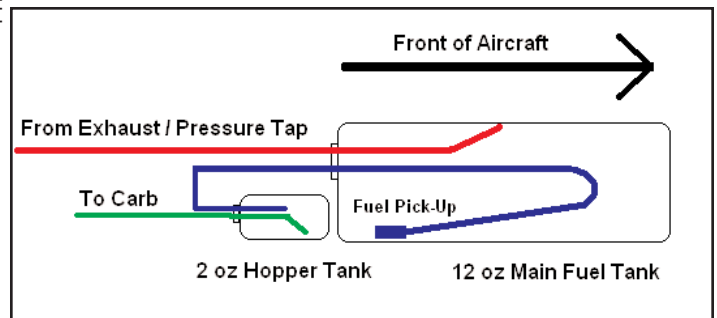
All external linkages need to be made using 4-40 threaded rod and Du-Bro # 2161 Swivel Ball Links or equivalent. Next, replace all of the blind nuts with 6-32 blind nuts, and the supplied nylon bolts with 6-32 metal cap screws. This will require some re-drilling and removing and reinstalling some of the covering. While the covering is off, re-glue as many of the balsa/plywood joints as you can with ZAP thick CA. It's a little extra work now, but it will save you from picking up the pieces later.

I chose to mount the rudder and the elevator servos on the inboard side of the tail booms. This allows for a neater appearance and keeps the 4-40 linkages much shorter than the setup illustrated in the plans. I also mounted the landing gear blocks using 6-32 cap screws and blind nuts.



Rudder and elevator servos were installed on the inside of the tail booms to keep the outside appearance clean.

The biggest problem with the instructions is the fuel delivery system. Since the engine is mounted backwards and is using a pusher prop, the fuel system must be modified accordingly. The pressure tap from the muffler feeds the 12 ounce main tank. The pickup tube from the main tank (facing rearward) feeds into the vent of the 2 ounce, hopper tank. The pickup tube of the hopper tank feeds the carburetor. With this arrangement, the hopper tank stays full of fuel at all times. An access panel will need to be cut into the bottom of the aircraft to install the hopper tank. Mount both tanks as far rearward as you possibly can. Be sure to keep the fuel lines as short as possible and use large diameter fuel line, such as Du-Bro # DUB-681 or equivalent. See the illustration for details.



Fuel tank pressure and pickup layout.

Once the aircraft is assembled, make sure the "CG" is correct and that the plane is balanced laterally, (side to side). I had to add 1 ounce of weight to the right wing tip to compensate for the muffler.

With the aid of a helper, run the engine at full throttle with the nose pointed straight up. There cannot be any hesitation or stumble, and make sure there aren't any air bubbles in the fuel line. Set the aileron throws to 3/8" up and down, on low rate, and 5/8" up and down on high rate. Elevator throws set to 1/2" up and down minimum and 1/2" both directions on the rudder.

Allow at least 350 ft. of runway for initial take off. (Continued on the next page)

PHOTOS AND ILLUSTRATION BY BILL LINDEWIRTH

FLIGHT LINES

(Continued from the previous page)

Accelerate at full throttle, then slowly add elevator until the aircraft lifts off. Since the elevator is so small, make sure you have enough "up" for slower speeds. Since there is no prop-wash over the wings and ailerons, make sure you maintain sufficient air speed to assure stable flight.

After its maiden flight, be sure to give it a thorough going over and check for loose screws, etc. I noticed on its fourth flight, an extra 100 ft. of runway was needed before it rotated for lift off. Upon inspection I noticed that the main landing gear was bent back about 1/4". I assumed this happened from previous landings. Upon further inspection I found that the landing gear rails inside the wings were never properly glued and were flexing back approximately 3/8". Add those two together and it was amazing it lifted off at all. The plane flies very well. I just wish it had been available in a kit rather than an "ARF," that I had to "fix before it was ready to fly".

If you any question or you'd like additional assistance or information, please contact me at: **MrBillSTL@aol.com**

*See ya at the field!
Bill Lindewirth*

For Sale:

Two Futaba 9ch R149DP 72mhz receivers on CH 45, \$70 each or \$120 for both.

One Futaba R5114DPS Synthesized 72MHz 14-Channel Receiver \$175. One Futaba 14MZ 72Mhz module \$60.

All three receivers for only \$270. They come with No damage, No crashes, No cut aerals, All perfect. R5114DPS was just used for four flights in my Top Gun 2008 model F-18 and the R149DP's were used for 10 flights in my Extra at the XFC in Ohio in 2005. All boxed since, as we use 35Mhz here in Ireland. The 14MZ module has only been used during setup and in the above flights. Prices include shipping to USA. Paypal accepted with 3% to be added to cover

Paypal costs or cheques sent direct to me for the above prices.

Dave Matthews, e-mail at: **daviem@eircom.net**

For Sale:

Four-Star 60 ARF, NIB, with slight monokote damage on wing. Engine looks almost new, but has been run or dropped by someone. Monokote provided for any repairs or price adjusted (Street price with no engine is \$219.00).

Big Stick 40 ARF, NIB, with slight Monokote damage on wing. Engine has been used, but appears to have good compression. Monokote provided for any repairs or price adjusted (Street price with no engine is \$149.00).

A set of GB floats, new. I will throw in a plane to put them on. Call Wayne Knaust at 636-288-9356

The Last Word

By Walt Wilson

I recently made it out to the field for only the second time this year. It was a beautiful day and I was impressed by the many great-looking planes present and the large crowd flying. Most planes were ARF's and all were glow-engine powered. Last year, the electrics seemed to me to be dominant. Has the high cost of good batteries and other components started the swing back to glow power? Even Greg Bohrer, one of our foremost electric guru's, was flying a pair of glow engine-powered planes with no electrics in sight! He was flying an E-Flite Yak 54 ARF (see page 8), designed for electric power, but with an O.S. .50 AX up front!

For those who read R/C Report, it's now available on line at: **http://www.rcreport.net**. The April issue is free. Unless something changes, subscriptions will be required to view the May issue and beyond.

Gotta go build!

Area 2009 Activities Schedule			
Date	Contest/Event	CD/ED	Notes
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	

FLIGHT LINES



WALT WILSON PHOTO

Greg Bohrer takes off with his Hyperion Yak 54. It's an electric ARF converted to glow power with an O.S. .50 AX up front. The light-weight structure is holding up very well.



www.spiritsofstl.com

FLIGHT LINES

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

**Meeting is on
Wednesday,
May 13
at 7:00 P.M.**