



FLIGHT LINES

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

Heli Fun-Fly Another Big Success

PREZ SEZ:

By Dave Brown

Greetings fellow aeronautical enthusiasts, I am your newly elected President. I retired from the Navy in 1999 and currently work for a rental company here in St. Charles as a Mechanic. I have been flying model aircraft since 1976 and boy, have they have come a long way since then. The reason that I have accepted this position is that I feel that I can make a difference. We have one of the best flying fields and club around and we need to keep it that way.

Fall is fast approaching and that means the days are getting quite short, which signals cold is on the way. For many, the flying season is winding down. There is still a lot of flying related activities that can be done for those who don't like to fly in cold weather. What about that ARF, the special kit or even a scratch built model that you have always wanted to build? Or, perhaps, it is just fixing up all the models in the hangar that need some extra attention?

The board and I will be looking to fill all the committee chairmanships in the next few weeks and they will be announced at our next meeting. Involvement is the key to any club and our club must strive to meet the needs of all the membership. For those of you who wish to be more involved, please contact me if you are interested in being a committee chairman. My email is:

jetmech6772@sbcglobal.net

I would like to make the non-business section of our meetings more educational and informative. With the amazing amount of experience in this club, there is a lot of knowledge to tap into. I would like to be able to announce in the newsletter the presentation(s) scheduled for the next meeting. How about engine maintenance, winterizing, battery care and cycling, etc? Please let me know ideas that you have in order to accomplish this goal, or perhaps suggested speakers we could get. Of course the Show and Tell of planes is always a highlight.

I look forward to the coming year as your club President. As a club, we can overcome any obstacles to make sure the Spirits continue to be the premier RC club in the St. Louis area. FLY SAFE!, FLY RESPONSIBLY!.

MEETING MINUTES: OCTOBER 13, 2010

By Walt Wilson

Members signed in: Twenty-seven members and two guests were present.

Do Not Cut Trees Down: Recently, a member landed a plane in a tree on the other side of the levee. Unable to retrieve it otherwise, he cut down the tree. ***It is a felony to cut trees down without the property owners' permission! Do not cut trees down!*** Walt Wilson recommended that the club purchase several lengths of aluminum drain pipe that can be slipped together to make a long pole for dislodging planes from trees. No immediate action is being taken on the recommendation.

Meeting Night Change In 2011: Due to changes in room availability, starting in **January, 2011**, our meetings will be on the **second Thursday** of each month, in the same room we currently use, or in room 2. *Meetings will continue to be on the second Wednesday of each month for the remainder of 2010.*

Secretary's Report: *Walt Wilson, Secretary.* Minutes were approved as published in last month's Flight Lines.

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

Field Report: *Paul Geders, Field Committee Chairman.* The last mowing of the season will be on Friday, October 15. Hopefully, no more mowing will be necessary this year.

Safety Report: *Duane Youngman, Safety Chairman.*
Electric Propellers: Beware when plugging in batteries, setting up, or simply turning on electric-powered aircraft. The motor may unexpectedly start up and cause serious injury or property damage. Be sure the plane is restrained and stay clear of the prop. When setting up aircraft radio systems, leave the prop off until finished with everything else. Another way to do it is use a regular 4.8 volt flight pack battery, plugged into the receiver, while setting up controls. Don't plug in the LiPo, or other motor-powering battery, until you want to run the motor.

Deer Hunting Season Starts November 13: People hunt deer in the vicinity of our flying field. Hunting is prohibited on our property, but bullets fired from as far as a mile or more away could be flying through our area. ***It is recommended that you don't fly or go to the field for the first three days of deer season!***

(Continued on the next page)

FLIGHT LINES

Club Officers For 2011

(Continued from the previous page)

Fire Extinguishers: Bob Gizzie purchased four fire extinguishers and attached them to starting tables.

OLD BUSINESS:

Election of Officers For 2011:

Walt Wilson distributed ballots to all members eligible to vote. There were two absentee ballots to be considered, along with 27 members voting at the meeting. Westy Westhoff and Carolyn Schlueter were asked to act as judges and count ballots. There were two candidates for Vice President, the other nominees were unopposed, except for a couple of write-ins for President and Treasurer. A big "thank you" to Westy and Carolyn for their efforts.

The officers for 2011 are:

President: Dave Brown
Vice president: Gary Graul
Secretary: Walt Wilson
Treasurer: Les Richman

The balance of the Board Of Directors will be appointed, or re-appointed, in the near future.

NEW BUSINESS:

Proposed Safety Rule Changes

By Paul Geders

As a result of various recommendations by the Safety Chairman and some members, I am proposing the following Safety Rule Changes:

Rule 7 will have the statement "A maximum of one (1) helicopter at a time will be permitted to fly in the Helicopter Area." removed.. It will now read:

7. A maximum of six (6) aircraft will be permitted in the air at one time in the Primary Flying Area. (Numbers 1,2,3,4 on safety fence in pilot's box/stations are for pylon racing only).

I removed "A maximum of one (1) helicopter.." from **Rule 7** and put it in **Rule 34** as stated below:

34. Helicopter flying in the Primary Flying Area is permitted and Rule 23 applies. No takeoffs from the taxiways allowed except between the safety fence and edge of runway (As is currently done). A maximum of one (1) helicopter at a time will be permitted to perform directional flight in the Helicopter Flying Area. Helicopter directional flight in Helicopter Flying Area is restricted to helicopters with a 730mm/29inch rotor diameter or smaller and is restricted to an area bordered by the Helicopter Flight Safety Line and the Primary Flying Area Flight Safety Line. (See Field Layout) Hover practice is permitted in the Helicopter Flying Area with any size helicopter, electric or fuel, within the boundaries of the Primary Flying Area and Hover Area



CAROLYN SCHLUETER PHOTO

From left: Les Richman, Treasurer (incumbent), Walt Wilson, Secretary (incumbent), Don Fitch, retiring President, who will stay on the Board of Directors for one year as Past President, Dave Brown, President, and Gary Graul, Vice President.

Safety lines.

I propose deleting the existing **Rule 36** altogether.

Current Rule 36:

36. Gliders have the right-of-way over powered aircraft. Helicopters have right-of-way over powered winged aircraft. Just as in full scale!

Rule 37 should change as proposed below, except re-number as **Rule 36**.

Current Rule 37:

37. No hunting, or discharging of firearms, on club property.

Proposed Rule 36.

36. No hunting, exhibiting or discharging of firearms, on club property.



CAROLYN SCHLUETER PHOTO

On behalf of the club, Walt Wilson (right) presented retiring President Don Fitch with a club jacket in appreciation for his efforts in that capacity for 2008, 2009, and 2010.

(Continued on the next page)

FLIGHT LINES

(Continued from the previous page)

The proposed changes will be voted upon at the November meeting.



Westy Westhoff (left) and Carolyn Schlueter count ballots to determine the new Vice-President.



Daryl Youngman discusses his recently acquired vintage Kraft radio. This was one of the finest radios available in 1976!

Proposed Rule Deletion: Les Richman proposed deleting the requirement for having a frequency number on the back of your membership card as directed in Safety Rules 5 and 27. Frequency numbers are obvious on the frequency board when cards are in place, in accordance with Rule number 5, so the number on the card is redundant. A show of hands showed that only three members out of the 27 at the meeting currently observe this rule. Paul Geders and Pat Keebey discussed why they thought the rule had value. No further action was taken at the time.

Membership Report: We now have 172 members, some of whom joined early for 2011.

Meeting Activity: Daryl Youngman showed a vintage Kraft Radio system from the 1970's. It was noted that, while a fine radio and state-of-the-art in 1976, this series of radios did not have narrow-band technology and could be dangerous as well as illegal to use today.

Gene Jones won the \$10.00 gift card donated by Mark Twain Hobby Center.

Meeting was adjourned at 7:50 P.M.

How To Convert the Size of a Two-Blade Prop to a Three-Blade Equivalent

By Paul Geders

Normally, you go down 1 inch in diameter and keep the same pitch. For example: you have a 2-blade, 10 X 6 prop, and you would go to a 9 X 6, 3-blade to achieve almost the same performance.

There is a very complicated formula for determining the load factor of a propeller. In its most simplistic form, for a 2-bladed prop, the load that a prop places on a motor is equal to the diameter cubed, times the pitch, or $D \times D \times D \times P$. For a 2 bladed 10x6 prop, the load factor would be $10 \times 10 \times 10 \times 6$ or 6,000. For a 12x8 prop it would be $12 \times 12 \times 12 \times 8$ or 13,824.

The more complete formula, which takes the number of prop blades into account is $D \times D \times D \times P \times \text{Square root}(N-1)$, where N = the number of prop blades. For a 2 bladed prop, the square root of 2-1 is the square root of 1 which is 1, so the term just drops out of the equation.

For a 3-bladed prop, the correction factor is the square root of 3-1 or the square root of 2, which is 1.414.

For a 4 bladed prop, the correction factor is the square root of 3, which is equal to 1.732

So if you have a 3-bladed 9x7 prop, then the load factor is $9 \times 9 \times 9 \times 7 \times 1.414$, which is 7,216, and this would be roughly equivalent to a 2-bladed 10x7 prop, which has a load factor of 7,000.

If you had a 4-bladed 12x7 prop, then the load factor would be $12 \times 12 \times 12 \times 7 \times 1.732$ or 20,950 This would be roughly equivalent to a 2-bladed 14x8 prop, which has a load factor of 21,952.

In the end, if the load factor of 2 props is the same, you will get similar RPMs from the two props, and similar performance.

October 10 Four-Star 40/Warbirds Race Report

By Ralph Doyle

Saturday, October 9, was one of the best days in years for racing. If you were not there to participate or watch, you missed some of the closest racing this member has ever seen. At any one time we had up to 39 spectators watching as nine Four-Star planes and seven Warbirds vied for first

WALT WILSON PHOTO

WALT WILSON PHOTO

FLIGHT LINES

(Continued from the previous page)

The only major event (read that as crash) was Pat Keebey who "won" the best crash award as he TAXIED back to the pits. Pat thinks the plane is repairable and will fly again. Another tip: I had the unfortunate experience of about half the covering peeling off the top of my wing during one of the races. The plane is an ARF so please look closely at your leading edges to verify that they are properly sealed. Several of the heats were so closely contested that it seemed the difference between first and second place was the length of the fuselage. To further prove the point, when the dust cleared, there was a three-way tie for first place in Four-Star and a tie for first place in Warbirds. This required a fly-off in Four-Star that resulted in Paul Geders finishing first, Steve Ramonczuk second, and Ralph Doyle finishing third. Steve Cross was in the money by placing fourth. Warbirds was decided by times with Paul Geders winning and Ralph Doyle coming in second.

All the contestants wish to thank the efforts of the following members who unselfishly gave up their Saturday so we could have a very entertaining contest: Will Hopkins, Don Fitch, Gene Jones, Jerry Heisley, Pat Keebey (who didn't have to stay after his crash, but generously stayed to help), Russ Watts and new member Martin Farrell who picked the unthankful task as a cut judge. We also had two new volunteers who cooked lunch as Mark Livesay was unavailable: Thanks go out to Dave Brown and Gary Graul.

Lastly, I would like to remind the members that our last event of the year is coming up. Don't miss the Helicopter Fun-Fly on Saturday, October 16.

At The Field



BOB GIZZIE PHOTO

Bob Bennett prepares to start one of the O.S. 40 LA engines in his 12-year-old Top Flite Gold Edition Ozark Airlines Douglas DC-3.

October 10 Four-Star 40/Warbirds Races



FLIGHT LINES

More October 9 Racing Pictures



October 16 Helicopter Fun-Fly

By Tom Foster

What can I say. Here at Spirits of St. Louis R/C Club we know how to throw a fun fly! The day turned out to be just perfect in many ways. The weather was cool in the morning and warmed up to 79 degrees. We had 32 pilots show up and at one time there were about 120 people here. The food was delicious, the flying was spectacular, and everyone had fun. Unfortunately, we had a few mishaps, but sometimes that happens in R/C. We had some up-and-coming 3D masters throwing their machines around like nobody's business. There were scale, sport flight and hovering going on non-stop all day. Everyone had a great time.

As most could guess, it takes a lot of work to throw an event such as this and we couldn't have done it without the great people in this club. I've said it before and have to say it again, "You all are the back bone of this club." All of your hard work brought smiles and enjoyment to many people today, myself included. I would like to personally thank each and every one of you for putting on such a great event.

In no particular order, Steve, Pete, John, Kevin, Sharon, Duane, Lee, Bob, Sean, Will, Mark, Gary, Steve, Mike, Dan, Chris, Don, Dale, Walt, Babe and Carolyn. Fantastic job, all of you! Sharon O'Connor made cookies and brownies for us to sell at the event. I want to personally thank her for all her hard work, tell her they were perfect, and thank her son Shane for not eating them all!

I'd also like to thank our sponsors for the event, which are Heli Proz, Heli Direct, Tower Hobbies, one of the pilots (sorry I forgot who you were!) and our own Mark Twain Hobby Center. Thanks for helping to make this a great event and for your generosity. Our top prize was a Blade helicopter and was won by Walt Wilson...way to go Walt.

This was our second Heli Fun Fly this year and I'm going to say, our second success. I'm going to ask the board and membership if they will allow us to do two more next year since we all love this stuff so much. If you didn't get to come out for these events, I urge you to attend next year's Fun-Flys, because you don't know what you're missing.



FLIGHT LINES

October 16 Helicopter Fun-Fly Photos



FLIGHT LINES



CAROLYN SCHLUETER PHOTO

Bob Bennett does an inverted fly-by with his "Miss Appropriation" SNJ Texan at the October 9 Warbirds Races.



www.spiritsofstl.com

FLIGHT LINES

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

Meeting is on
Wednesday,
November 10,
at 7:00 P.M.

November, 2010