



FLIGHT LINES

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

First Races on April 28

Stuff:

By Gary Pyles, President

Here we are, halfway through March and it seems as if we have left Old Man Winter behind. Although it has been wet and windy, there have already been several opportunities to get out and fly. The flying field is in good condition, but will require a little maintenance in the spring. Gary Graul, our Field Committee Chairman, is putting together a list of projects that need to be accomplished at the field. In speaking with Gary, the following items have come up; crack maintenance on the runway, taxiways and run-up area, repainting of the runway stripes, repainting of the bollard posts in the parking area, spraying for weeds in the parking lot and driveway, running the lawn roller to smash the molehills in the grass, etc.

As you can see, the field requires a little bit of maintenance to stay in good condition. Within the next few weeks, Gary will be putting together a schedule to perform these maintenance activities. If you are able to help, please contact Gary and let him know what you can do and when you are available. Just because Gary Graul is the Field Committee Chairman doesn't mean he has to do all of the work himself. It is early in the flying season and I have already received several complaints about activities at the field. Our club's by-laws and safety rules are designed to provide the maximum amount of freedom for our members, in a safe environment, while complying with all insurance requirements. Here is a list of the complaints most often received:

1. No membership card on the frequency board. *Cards are placed as proof of membership and to control frequencies.*
2. Pilots flying from the taxiway and not behind the fence *The pilot station is behind the fence. Up to six pilots may fly in the primary flying area at the same time.*
3. Free taxiing of aircraft in the run-up/pit area. *Aircraft in the pit area must be physically restrained until past the concrete marker on the midfield taxiway.*
4. Members leaving trash at the field. *You are responsible for everything you bring to the field, leave nothing behind.*
5. Members leaving the lights on in the pavilion. *If you are the last to leave the field, make sure the lights and fans are off.*
6. Not placing chairs on the posts before leaving. *Place all chairs over the posts when leaving the field. Strong winds blow the chairs around and damage them.*

As members, we are all responsible for the condition and operation of our flying field. It is also our responsibility to ensure that we all follow our rules. If you have a guest at the field, they are your responsibility. Make sure they know the basic club rules. If you see another member who is not following the rules, give them a gentle reminder.

Hope to see you at the field soon!

MEETING MINUTES, MARCH 14, 2012:

By Walt Wilson

Meeting was called to order at 7:00 P.M. by President Gary Pyles. Twenty-three members, three new member applicants, and two guests were present.

New Membership Fee: The Board Of Directors recommended a vote to suspend the \$25.00 new member fee. A motion was made and passed to delete it.

Charity Contributions: In the past, the Spirits advertised that all proceeds from the Annual Tailgate Swap Meet would be donated to the Make-A-Wish Foundation of Missouri. It was decided to say, "A donation from the proceeds will be made to a charitable organization" this year. Betty Westhoff personally thanked the Spirits for past contributions to the Make-A-Wish Foundation as her grandson, who was seriously ill, was given a trip to Walt Disney World when he was six years old, and enjoyed it tremendously.

Marketing Ideas: Gary Pyles has made stickers, publicizing our club, to add to magazines to be left in doctors' offices. Gene Jones raised the concern that some doctors may object to our club leaving advertising materials in their offices. Gary will check with SSM and BJC Medical organizations to see if there is a policy against it. Please continue to bring your gently-used model airplane magazines to the meetings for this application.

Hand Washing Station: Bill Lindewirth purchased a hand-washing station to be kept at the field and used when we have events that involve cooking. There was a discussion about making such a purchase without a vote by the Board Of Directors or membership at a meeting. It was determined that this expenditure falls under the "Field Improvement" category and was approved by Gary Graul, the Field Committee Chairman.

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After a discussion, a motion was made and passed to allow Committee Chairs to determine how budgeted funds will be used. If something is needed beyond the budgeted amount for any given year, it should be brought to the Board Of Directors' attention, before the money is spent, for approval, or so alternatives may be explored.

AMA Introductory Instructors Named: Gary Pyles, *Chief Flight Instructor*, has recruited nine instructors to be appointed official AMA Introductory Instructors for the Spirits. They are the only Instructors whose non-AMA member students are covered by AMA insurance when receiving flight-training. Such students can be covered up to 60 days, while receiving instruction, before joining AMA. The following nine Instructors are the only ones in the Club who are recognized by AMA as Introductory Instructors: Gary Pyles, Steve Ramonczuk, Bill Lindewirth, Babe Raab, Mike Roederer, Bob Gizzie, Steve O'Conner, Pat Keebey, and Walt Wilson. Applications and fees have been submitted to AMA for these members.

PAUL GEDERS PHOTO

New Members: The following applicants introduced themselves:

Devlin Hogue	636-443-3700
Devlin Hogue, II.	636-443-3700
Kevin Eichleberger	636-288-8527

The membership unanimously welcomed them to the club.

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

Treasurer's Report: *Bill Lindewirth, Treasurer.* Accepted as presented.

Field Report: *Gary Graul, Field Committee Chairman,* reported that he has replaced some shingles damaged in the recent wind storms. Six fan blades will need replacement when the season for fan use gets closer. He will remove them for the winter next November to avoid unnecessary damage.

He also noted that some cracks repaired last year are opening again and will be addressed when the weather is more stable. The striping on the runway is about three years old and will need repainting this year.

The flag needs replacement and Gary will rig a lanyard to make the job easier.

This is our last year on the present mowing contract. Bids will be solicited when it runs out.

Flyers are leaving trash at the field. We purposely don't have a trash can and everyone is expected to take their trash home with them. **If you brought it to the field, take it home with you!**

WALT WILSON PHOTO

Safety Report: *Duane Youngman, Safety Chairman.* Members are flying without placing their membership cards on the frequency board. ***All flyers are to place their cards***

in the appropriate locations on the frequency board before turning their radios on! That includes those on 2.4 GHz. The presence of cards assures others that all flyers are current members of the Club and have properly identified frequencies in use, avoiding possible frequency conflict. This is a safety issue and must be observed!



Walt Wilson discussed the very inexpensive HobbyKing HK6DF, six channel, 2.4 GHz radio he recently purchased. Total cost for the transmitter and receiver, with shipping from Hong Kong, was \$42.25. See page 6 for a detailed review.

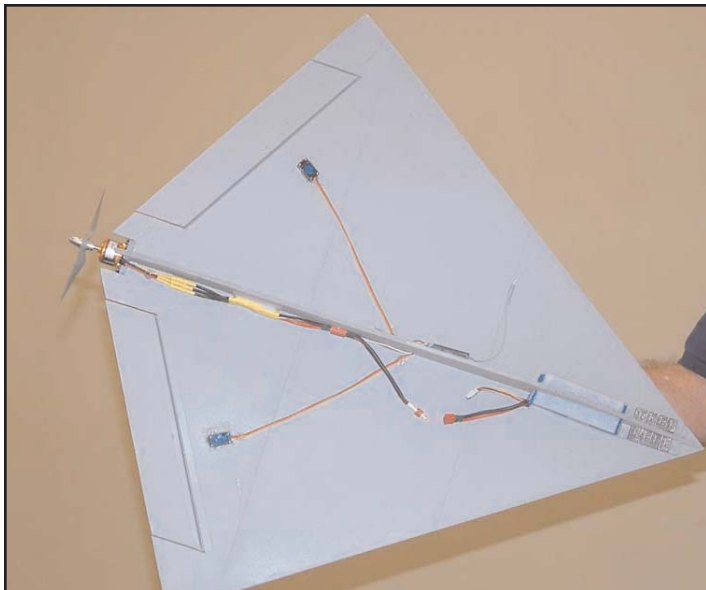


Paul Geders discussed the design concepts and problems encountered in designing and building his delta aircraft made from 6 mm Depron with carbon fiber reinforcement. It has an outrunner motor that is rated at 27,500 rpm, driving a 6-4 prop. Weight is 21.35 ounces.

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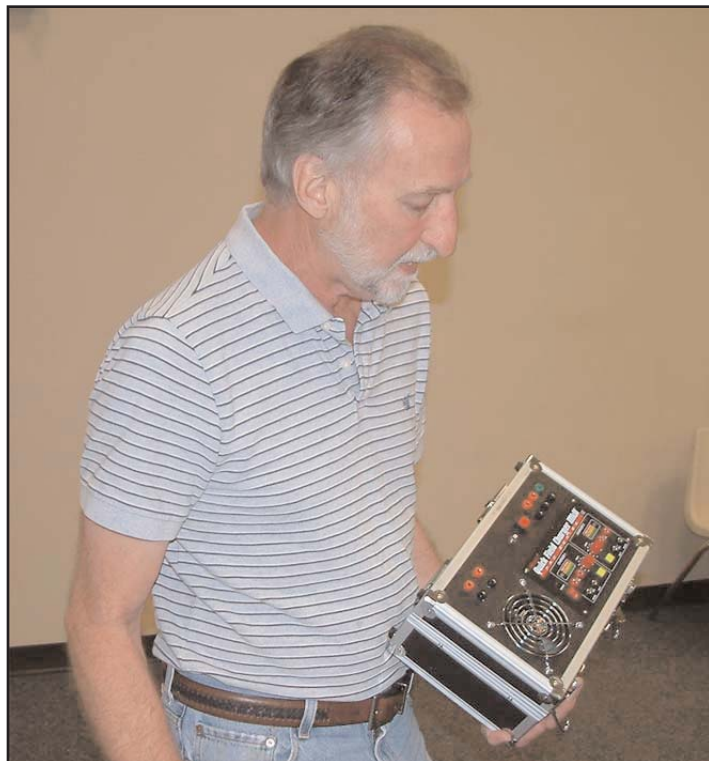
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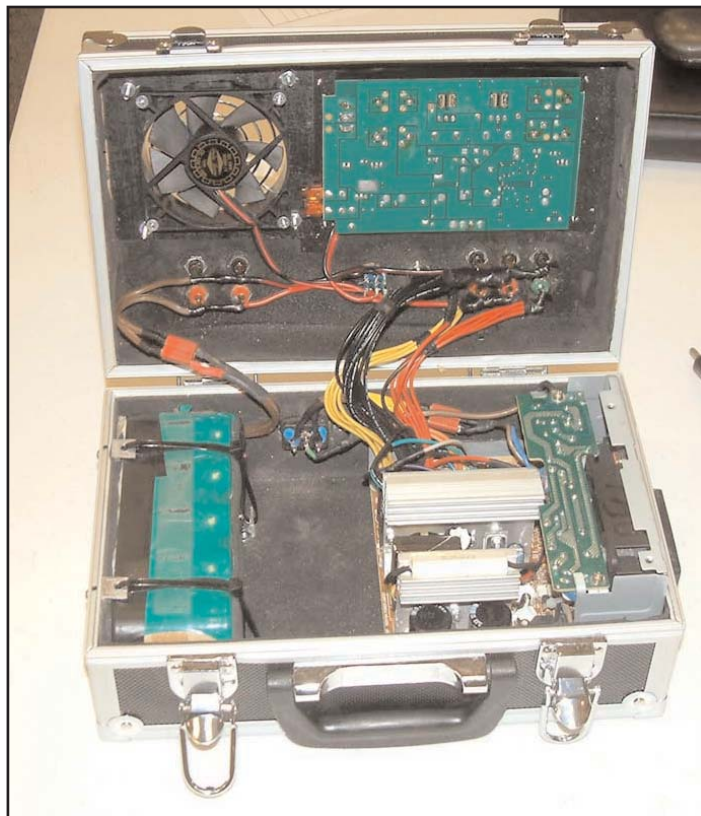
Bottom view of Paul's delta shows component locations. It has an 11.1 V, 2200 MAh , 25C, LiPo battery and a 30 amp ESC.



Bill's power panel and connectors for all the possible power applications.



WALT WILSON PHOTOS



An inside view of Bill's flight box.

Bill Lindewirth tired of carrying a big, heavy flight box to the field, so built one in a more manageable size and weight. It includes a power panel, nicad batteries, a power supply canabalized from an old computer, and cooling fans. He can drive a starter, power a glow plug, drive a fuel pump, charge batteries, and do it all with the batteries in the case or by plugging into a receptacle.

Activities Report: Tom Foster, Contest/Event Committee Chairman, was not present.

Four Star 40 and Warbirds Races, April 28: See the flyer on page 8 for full information. Pilot registration for the races starts at 9.00 A.M. and racing starts at 10:00 A.M. Rules are available on our web site. Call Paul Geders at 314-838-1350 for any other questions.

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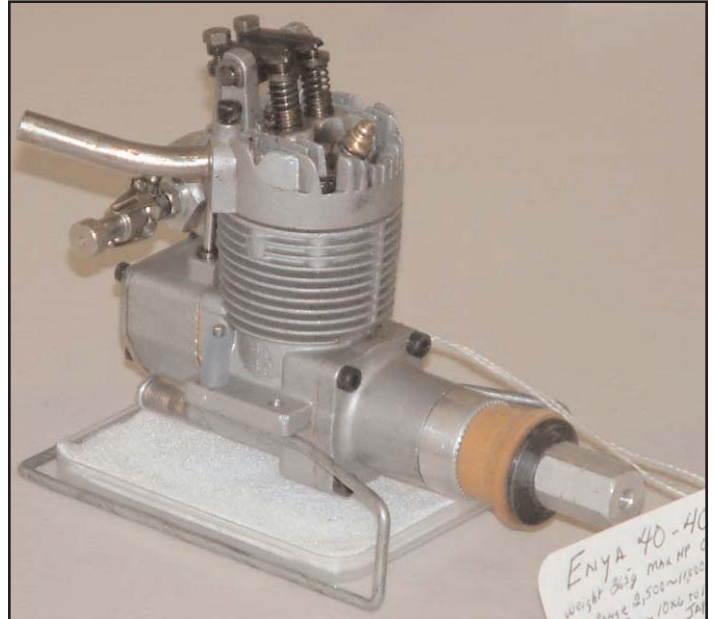
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Dennis Skeeters displayed and discussed a few examples of his collection of more than 300 model engines.

Flight Training Report: Gary Pyles, Chief Flight Instructor, reported that his new Flight Training Manual is almost completed and will be given to the designated instructors shortly.

Meeting Activities: Four members brought equipment and a plane to discuss. See the photo captions for details.



This vintage Enya .40 four-stroke is another example of Dennis' prized and beautifully restored engines.



At the forefront of Dennis' display was this Kratmo .57 engine he restored from the rusted relic shown in last month's Flight Lines. In addition to the great restoration job, he added an ignition coil and condenser. More information on this engine is on page 6.

WALT WILSON PHOTOS



This pair of 1958 Veco .19's show the engine throttling technology of 54 years ago.

Membership Report: Ralph Doyle, Membership Chairman. We have 147 members, including the three who introduced themselves at the meeting. We are three members ahead of this time last year.

Paul Geders was voted to have made the best presentation of the meeting and won the \$20.00 gift card donated by Mark Twain Hobby Center

Meeting was adjourned at 8:53 P.M.

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Proposed By-Law Changes. These changes will be voted upon at the April membership meeting,

CURRENT:

Article 7 Dues and Membership

- Section 1** The annual dues to be paid to the Club shall be determined by the Club Officers with the approval of a simple majority vote of the members present at a regular meeting. Dues are not refundable, except under extraordinary circumstances, which will be determined by the Board Of Directors. Dues are to be paid no later than the January Club meeting. A grace period shall be granted for payment of dues that will extend to the end of the regular Club meeting in March.
- Section 2** No special assessment shall be levied upon the Club membership, unless it is approved by a vote of two thirds (2/3) majority of the members present at the regular monthly meeting, and the members have been given five (5) days prior notice along with an explanation of the assessment.
- Section 3** A member shall be in arrears, and shall not be considered active, if his or hers dues have not been paid as provided in Article 7, Section 1. Any member who allows their membership to lapse beyond the end of the regular March Club meeting shall be considered a new member when renewing their membership and will be subject to any additional fees the Club has approved. The member will not be given preference over any other applicant should a membership waiting list be in existence.

PROPOSED:

Article 7 Dues and Membership

- Section 1** The Club membership dues are for one year, January 1 to December 31. The annual dues to be paid to the Club shall be determined by the Club Officers with the approval of a simple majority vote of the members present at a regular meeting. Dues are not refundable, except under extraordinary circumstances, which will be determined by the Board Of Directors.
- Section 2** No special assessment shall be levied upon the Club membership, unless it is approved by a vote of two thirds (2/3) majority of the members present at the regular monthly meeting, and the members have been given five (5) days prior notice along with an explanation of the assessment.
- Section 3** A member shall not be considered active, and have no flying or voting rights, if his or her dues have not been paid for the following year by December 31. Any member who allows their membership to lapse beyond December 31 shall be considered in arrears when renewing their membership and will be subject to any additional fees the Club has approved.

ADDED NEW MEMBER DEFINITION UNDER SECTION 8

Article 8 Member Standing

- Section 1** All persons shall be eligible for membership in the SPIRITS, and shall agree to abide by its by-laws, and those of the AMA.
- Section 2** The membership shall be divided into the following categories:
- New Member:** Anyone who was not a Club member the previous year.

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The Last Word

By Walt Wilson

The antique engine shown in last month's Flight Lines is a German Kratmo 10A, with .57 cubic inch displacement. It requires an electric ignition system, and the original engine was constructed and sold by Walter Kratzsch about 75 to 80 years ago, between 1931 and 1936. Herr Kratzsch created a whole "engine-family" of several gasoline and diesel types in different displacements.

The Kratmo 10A belongs to a small international "pioneer-group" of the first really usable and reliable model engines that were developed in the "stone-age" of model airplane engines.

This engine gained an international level of awareness by setting many records with free-flight model-airplanes.

Logically, there are only very few of these original engines left today; almost all possessed by model-engine-collectors, who usually store those engines in glass cases.

A replica, with electronic ignition, is available today from a German builder.

My thanks to an old Tether Car friend, John Lorenz, Secretary of MECA (Model Engine Collectors of America), and founder of <http://www.mitecars.com> for providing the information.

Out of curiosity, I purchased a HobbyKing HK6DF 2.4GHz transmitter and receiver recently. The amazing thing about it was its price, \$27.75! If you look at it for a few minutes before ordering, they'll lower the price to \$24.30! Shipping was another \$17.95, for a total of \$42.25, delivered to my door from Hong Kong. That's a far cry from the usual 2.4GHz radio cost of \$200.00 or more. They offer extra receivers for \$8.57 each. When I added one to the purchase, the shipping cost doubled, so I removed it. It seems the added weight of the really tiny receiver took the package 3 grams into the next shipping cost bracket. It took about two weeks to receive it. It was packed in styrofoam and the package included a transmitter, receiver, binding plug, and "manual". The manual consists of one page printed on both sides and only covers the control locations and binding.

The transmitter takes eight AA batteries. Alkaline, NiCd, NiMh, or LiPo cells will work. There is a charge plug on the transmitter, so NiCd's and NiMh's can be recharged. Instructions with Eveready LiPo AA cells don't recommend charging, so I don't know if they could be charged with an appropriate charger. A bright green light tells when the transmitter is turned on and that the batteries are strong enough for flying. It has an FCC ID number and the 'CE' label the same as all more familiar radio brands.

Futaba "J" connectors won't fit into the tiny receiver because of the lip on one side. Hitec and other rectangular connectors, that don't have the lip, work fine. I hooked it up with an ESC and LiPo battery and the receiver binding worked as the instructions directed. I installed servos and all channels worked flawlessly. The throttle armed and

worked with an outrunner motor, as any other would. The sticks feel like most quality radios. The receiver is apparently primarily intended for electric-powered use, since there is no identified slot for a flight pack battery to be plugged in. It will work with a glow-engined aircraft if a flight pack battery is plugged into an unused slot, such as channel five or six. The color labeling and decorations on the transmitter are sticky-back paper and probably won't last long if used with a glow-engine and exposed to fuel, oily hands, etc.

The transmitter has trim buttons and the four basic channels can be reversed with recessed switches on the front of the case. It has a fifth recessed on/off switch for elevon mixing. There are no reverse switches for channels five and six. It doesn't have dual rates or adjustable throws for the servos. Throws must be set up as in the old days, by location of the pushrods in the control horns and arms.



I don't recommend getting one of these for a first radio unless an experienced modeler is available to assist with setup. The instructions are too abbreviated for a novice and there is no provision for use with, or as, a buddy-box.

I haven't flown it yet, as I'm inquiring how to range-check it in the HobbyKing forum. The only "User Manual" available is the single instruction sheet that came with the radio. It seems like a good enough product, and is on 2.4 GHz, but otherwise returns us to the early days of very basic radio systems. It should work beautifully with park flyers and other electrics. If it range-checks and flies satisfactorily, I'll get some more receivers.

Gotta go build (and fly)

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

Welcomes you to a

TAILGATE SWAP MEET

When : May 5th, Rain Date: May 12th.
Where: Spirits Flying Site
Start Time: 9:00 a.m. till ?
Fee: \$5.00 per car (Swapping, or Flying)
Concessions: Food and Drinks Available

A donation from the proceeds will be made to a charitable organization

Point of Contact: Steve O'Connor, 314-616-6606 cvezip@yahoo.com

Field Open for Flying

2012 SPIRITS CONTEST AND EVENTS SCHEDULE

Date	Contest/Event	Contest/Event Director	Notes
April 28	Four-Star 40/Warbirds	Paul Geders	Field Open for General Flying Until 10:00 or 10:30 A.M.
May 5	Tailgate Swap Meet at Field	Steve O'Conner	
May 19	Scale Fly-In	Curt Milster	Field is Open for General Flying
June 9	Scout Day	Les Richman/ Steve Cross	Field is Open for General Flying
June 23	Helicopter Fun Fly	Tom Foster	All Day Event
July 21	Four-Star 40/Warbirds	Ralph Doyle	Field Open for General Flying Until 10:00 or 10:30 A.M.
Aug 4	Electric Fly-In	Bohrer Bros./ Chris Nenzel	Field Open for General Flying After 2:00 P.M.
September 8	Four-Star 40/Warbirds	Steve Cross	Field Open for General Flying Until 10:00 or 10:30 A.M.
September 12	Meeting at Field	Bill Lindewirth	Member Appreciation Dinner
September 22	Helicopter Fun Fly	Tom Foster	All Day Event
September 29	Open House	Committee	

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

Four-Star 40* and WARBIRDS*

Pylon Races

Saturday, April 28, 2012



Spirits Field on Amrein Road, 1/2 mile south of Greens Bottom Road, St. Charles County

ENTRY FEE: NONE. Novice & Expert Classes for both Four-Star 40 and WARBIRDS Race for "Bragging Rights", and 1st, 2nd & 3rd Place Certificates

Registration starts at 9:00 a.m.

Racing starts at ~ 10:00 a.m.

*Class rules are available on our website:

<http://spiritsofstl.com/contest.htm>



For more information call: **Paul Geders at 314-838-1350**
or e-mail him at: **pgeders@charter.net**



FLIGHT LINES

Walt Wilson
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St. Charles, MO 63301-0131

www.spiritsofstl.com

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