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Saints Website - www.saintsrc.com

Who's Who?

President

Richard Jenkins
(314) 757-5585

Vice President

Doug Sanders
(636) 724-7757

Secretary

Emanuel Morris
(314) 368-4974

Treasurer

Bob Hunsel
(636) 751-9540

Newsletter Editor

Don Shelton
(314) 570-7766 cell

FUN FLY & SWAP MEET – SATURDAY OCT 6TH 9:00AM TO ? (ALT. OCT 13TH)

Meeting Schedule

Meeting Dates: 2018: Sep 12, Oct 10, Nov 14, Dec* * TBD

Meeting Time: 7pm

Meeting Location: Mark Twain Hoppy Shop

August Meeting Minutes (8/8/2018)

The meeting was called to order at the field on 8/8/2018 by our President, Richard Jenkins.

Vice President Doug Sanders made the roll call. At that point, there were 44 members for 2018. There were 13 members present at this month's meeting. We currently have one non-flying senior member.

Our Treasurer, Bob Hunsel, was present and he gave the treasurers report.

Secretary's report was approved.

Safety report – none.

Field report – Field looks good. String trimmer needs to be fixed. Bill has been mowing every two weeks.

Old business – As reported by Don Bollinger, AMA insurance is secondary, and not the primary source of restitution in the event of an accident. The primary source is the claimant's homeowner's insurance. At meeting time, Wes had filed and his car was in the shop for repairs. Also note that there is a \$250 deductible for the AMA.

New business. – We talked about the long pole that we use to aid in finding planes in the tall corn. Frank Eck recently used it to find his plane. We talked about moving it from inside the pavilion to the outside of the building. Prez asked Frank Eck to examine and restock the contents of the safety box. Don Shelton said that the fire extinguisher looks O.K. Question: Do the safety rules say you have to have a fire extinguisher present at the field?

Dan Eaton will be the new webmaster. John Bouchillon has been doing it for 20 years! He was using Front Page. He has all the information on where to go to get the current website, etc. Prez had asked Doug to right down and give him Dan Eaton's phone number.

September is when we start meeting at Mark Twain Hobby Shop. Thus, next month's meeting will be held at the hobby shop. Prez always calls before the shop before the meetings so that they can have the room available and cleared out if necessary.

Question from Don Bollinger: Why on the AMA website when you do a search for the RC Clubs within a twenty-five-mile radius, the Saints Club doesn't come up? Doug will check this it out.

We talked about have a Fun Fly the first weekend of October (the 6th) and we will use a rain date of October 13th if the weather is bad. Don will send out an email. I was tasked to contact Mike Lindsey to get the pictures of our clubs first Fun Fly to Dan so that he could post them on the website.

At the Fun Fly, we will keep the same format as the first on, including a Swap meet again. If you have any items you'd like to sell or swap, bring them. Although the heat was intense, we had fun at the first meet.

Show and tell: - Wes Wallin built a world class competition Sadeta 900 Sail Plane in 1982. It has a 98" wingspan and the equivalent of 900 sq. inches. He flew it in New Mexico, and has taken it all over the world. It had a bit of hanger rash and he took the wing tips off to make the repair easier. He just finished rebuilding it and he kept it 'old school' and put a 2.4GHz radio in it. It flies with rudder, elevators and spoilers. Bill McMenamy helped him trim it out and it's ready for a 'high start'. What's that? He explains. Using 50 ft. of 3/8 in thick of surgical tubing and approximately 300 ft of nylon cord, the nylon would stretch from corner to corner of our field (and still wouldn't be fully stretched out). Attaching the cord to a hook on the bottom of the fuselage which is located just behind the cg of the plane, you stretch the cord and throw the plane straight up. As the plane gathers height, the line has a parachute on it that releases the chord from the hook when the cord is near vertical at about 2 to 3 hundred feet (an aerodynamic slingshot!). Wes claims that the longest time he has had the plane in the air was about 45 minutes. He's recorded the times on every flight. 30 years later he was able to achieve 2 ½ hours on a HobbyKing foamy that only costs him \$200.

Wes continued to talk about the theory of 'ground thermals' and 'chasing wind thermals'. With ground thermals, the rising column of air causes the wind on the ground to rush toward it. A wind in your face is moving from high pressure to low pressure (towards the updraft). Flying the plane in a downwind direction (not into the wind) you'll eventually find the updraft of the rising thermal. It's different with thermals that are not on the ground. In this case, the plane's wings give you a visual clue to locate the rise. For example, if the plane's left wing dips while the right wing rises, the thermal would be on the right side of the plane and you'd bank right to turn the plane into the thermal. You'd make wide turns for big thermals and shorter turns for small thermals. At any point, once the plane reaches the center of the thermal, it will rise and should keep rising till it's almost out of sight in some cases. Wes also mentioned that thermals rotate like tornados and move across the landscape. Practice flying 'counter' to this rotation and you can gain amazing heights and flight times. You must be careful, though. Wes said that away from the center and on the outside of rising thermals, you find an opposite down draft, which can push

your plane down towards the ground at high speed. Wes said his plane has experienced 2 to 3 second down drafts. Some people have been known to lose planes in downdrafts if they couldn't recover altitude.

Wes closed in saying how relaxing the sail planes are to fly and mentioned some planes are capable of achieving very high speeds and some can do aerobatics.

50/50 – Hawkeye

Attendance Prizes (2): Frank Eck, John Bruno.

Motion to adjourn.

Hobby shop has been losing a lot of staff, they are getting new job openings. Prez also reminded members that we get a 10% discount on our purchases.

Show & Tell

Wes Wallin's Sail Plane

