



FLIGHT LINES

THE MONTHLY NEWSLETTER FOR MEMBERS OF THE SPIRITS OF ST. LOUIS R/C FLYING CLUB

Open House September 29

President's Notes:

By Eric Langston

As this year is coming to a close for the current officers, I would like to thank every member who has donated their time and talents on behalf of the club. There have been many members who have put in countless hours helping to get our new field together. Each of these members should feel a sense of pride every time they go to the field. It is a great place to fly. Over the next few years, as the grass and trees continue to grow, and some other improvements continue to be made, it is only going to become nicer. This next month we will be holding an open house to invite the flying community to fly at our new field. This event (that hopefully becomes an annual one) will require the efforts of many members. If you can serve this club in any way, now is the time to volunteer. Please contact Steve Cross and offer your help. He will be more than happy to accept your help.

The September meeting is the time and the place to nominate members to be our new officers for the next year. After serving you for the last two years I am stepping aside for the next person who is willing to take the President's chair. The elected offices that are open every year are President, Vice President, Secretary, and Treasurer. If you would like to, or know someone that would like to, fill one of these positions, please be at next month's meeting or have someone there to nominate the person for the position. Please keep in mind that in our new By-laws these positions are for members that are at least in their second year of membership.

There are also the appointed positions of: Safety Officer, Field Marshall, Contest Director, and an open position to be appointed.

There is no tenure restriction on appointed offices.

Please bring your new projects to the next meeting to share with the club. See you there.

*Serving you,
Eric*

Meeting Minutes: August 8, 2001

By Walt Wilson

President Eric Langston called the meeting to order at 7:00 P.M.

Members signed in: 32 members and one new member applicant were present.

New Member Applicant:

Name	Phone Number
Mike Lubiewski	636-240-6741

Members present accepted the applicant unanimously.

Secretary's Report: Minutes were accepted as published in last month's Flight Lines.

Treasurer's Report: The pavilion has been fully paid off. There was a discussion about cash on hand at present and projections of future membership levels. We are more than solvent, but need to start being tighter with our spending.

The \$1000.00 that we had to post with St. Charles County to assure "re-vegetation" (planting grass), on our field, has been refunded and was returned to our Treasurer. Treasurer Les Richman received a form to renew our incorporation with the State of Missouri.

Secretary, Walt Wilson, will take care of it.

Frank Nolle turned in two "Sig Fuel 4 Fields" coupons. As noted some months ago in Flight Lines, Sig will donate 50 cents for field support for every coupon returned by a club as of the end of 2001. The coupons are attached to gallon size Sig fuel containers. If you have any of these coupons, give or send them to Walt.

The Treasurer's report was accepted as presented.

Field Report: Our field and pavilion are being littered with cigarette butts! If you smoke, dispose of your butts properly, in a trash can (obviously after they're put out).

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Safety Report: Safety chairman Doug Thompson wasn't present. Do not taxi in the pits! Use the concrete patch over the culvert as a start/stop line for taxiing. Taxiing planes can get away from even the most experienced flyers.

A spinning propeller on a runaway plane can destroy another plane or put a hapless victim in the hospital. DON'T TAXI IN THE PITS!

Activities Report: Tuesday evening training will end on September 25. Saturday morning training will continue until the weather gets too bad.

GSLMA Report: Pat Keebey reported that flying rules have been posted at Buder Park for R/C, Control line, Helicopters, Electric R/C and Free Flight. Buder Park will be closed for open R/C flying on August 14 and October 2 for other activities. The planned all-club fly-in has been cancelled for lack of interest. The Chesterfield Mall static display is faltering. The Mall is not responsive to attempted contacts. Pat Keebey is withdrawing as our representative to GSLMA. There was a long discussion about GSLMA's focus in recent years. It was decided not to appoint another representative to GSLMA at this time.

OLD BUSINESS:

Barn: More space is needed in the barn. Steve Cross talked with John Ostmann, one of our property owners. A new building is being built and, when it's finished, we will get more room in this one. Meantime, the barn area we have needs to be cleaned up and reorganized.

Trees: Steve also talked to him about possible trimming or removal of trees. John will discuss the tree issue with his brother and get back to us. There was a discussion about the real need for doing anything with the trees. Opinions were mixed.

Only big bird and jet flyers seem to be concerned, unless the flyer has depth perception or other visual problems. The matter was tabled until we hear from the landowner.

Claud Wade asked if we could lease more property to move the corn and other crops further away from the runway. At present, he says three planes are lost in the corn. There was an extended discussion about the value of enlarging our field depth. No action is to be taken.

Open House: Steve Cross, the Event Director, conducted an extensive question/answer session

about what the membership wants, as far as format and content, for the upcoming Open House on September 29. Many subjects were covered and the event was formatted by the members present. Well-known scale, aerobatic and helicopter pilots will be invited to fly. Other clubs will be invited for open flying. Hands-on demonstrations will be offered to a limited number of people who have never flown, as time allows. All sorts of planes are expected to fly or be on display. Cliff Nolle donated a Four-Star 40 kit for a raffle. Steve will have his son make a flyer for distribution to hobby shops and other area clubs. Walt Wilson will contact the Post-Dispatch and a television station to seek coverage.



Frank Nolle showed his Great Planes CAP 232. It's Saito .80 powered and flies great, but is hard to land.

NEW BUSINESS:

Trailer: Some of our grass-cutting team leaders feel that we need a new trailer to transport weed eaters, blowers, etc to and from the barn. George Cooper researched new trailers and brought data to the meeting. Lee Volmert spoke in opposition. There was a discussion about alternates and opinions were split about the need. The matter was tabled.

Trimming Equipment: Our weed eaters and grass blower are old and unreliable. It will cost a minimum of \$40.00 each for a tune up. Paul Geders made a motion to buy two new weed eaters and another blower. The motion passed unanimously.

Benches: Ralph Amelung volunteered to provide materials and build six benches between the trees if the club would build six more. Eric suggested that he get a cost estimate for the

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club's part, convey it to Anna and she would bring it before the Board of Directors for a final decision.

Meeting Activity: Frank Nolle brought his new Great Planes CAP 232. See the picture for details.

Mark Been won the attendance prize of a T-Bar Sander.

Meeting was adjourned at 9:10 P.M.



Craig Finks with his Hanger 9 ARF Cub on a hot, sticky Saturday recently. It is powered by a Saito 1.80 four stroke and has a Futaba radio.



James Olvitt holds his Hanger 9 Extra Easy ARF. It's powered by a Russian MDS .40. He's doing a good job of learning to fly it, but is still working on his landings.

Leave The Brick

Anna Nolle has placed a brick in the trashcan at the field to keep it from blowing away. If you dump the trash, it is appreciated, but please leave the brick in the can!

Thank you!



Bob Fiely holds his "Wonder Bread" Sig Cougar. The Webra Speed .50 up front is a screamer! The Webra would make a great engine for Silver Class Warbirds racing.



Ralph Amelung with his Northwestair Trainaire. The O.S. .40LA pulls it very nicely.

The Race Report - Vichy, July 22

By Don Ware

It was VERY hot. Not a very good time of year to have a race. Only had three racers in Four-Star and three in Warbirds. I was really thankful Paul Geders and Ralph Doyle showed up. The helpers did a great job. We flew five rounds in Four-Star:

Paul Geders	1 st place	20 points
Don Ware	2 nd place	19 points
Ralph Doyle	3 rd place	9 points.

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Ralph's plane was very competitive in the racing, but had the engine go sour. In Warbirds we flew only three rounds because of the heat.

Don Ware	1 st place	11 points
Paul Geders	2 nd place	5 points
Ralph Doyle	3 rd place	4 points

Ralph and Tony's Spitfire was really good looking and won the plaque for best model. It was very fast and unfortunately lost during a race. There was a lot of very close racing with a couple of races decided by the starter when the planes came across in a photo finish. One heat in Warbirds was fought to the very finish with the planes changing position almost every lap, ending with Paul flying under two minutes with a 1:59:40 and Don flying across half a plane back in 2:00:30. It doesn't get much closer than that. Under two minutes, of course, is a zero for that heat. In the heat of a race a person knows they have to be close, but backing off is also very hard to do.

Let's hope the weather is more agreeable in August.

Race Report, St. Charles, August 18

By Walt Wilson

The weather was beautiful, but hot and windy!

A weather front was moving in and the wind got over 20 mph by the third and fourth heats.

The day started with a mid-air between Lee Volmert and Ralph Doyle's Four-Star 40's in the first heat, destroying both planes. Both flyers continued with backup planes. The only other serious mishap was Eric Langston's dead stick landing, barely onto the field near Amrein road.

The P-51 fuselage was broken in two, aft of the wing.

Don Ware tied with Matt Geders in the Four-Star 40 race and won the fly-off heat to win overall. This was Matt's first ever pylon race and it's interesting to note that he beat his dad, Paul! Watch for him in future races!

Four-Star 40 Results:

1. Don Ware	17 points
2. Matt Geders	17 points
3. Paul Geders	11 points
4. Lee Volmert	10 points
5. Tim Volmert	9 points
6. Steve Ramonczuk	9 points
7. Mike Willmann	7 points
8. Ralph Doyle	7 points

In Warbirds, Paul Geders won and Lee Volmert tied with Don Ware for second, and then won

the fly-off when Don's engine failed to start.



Mike Willmann and caller Steve Purdy with Mike's Modeltech "Candy Man" P-51 ARF. It's powered by an O.S. 61 FX, has retracts and flies very well.



The "Rainbow Warriors"! Matt Geders flies his rainbow-colored plane to a second place finish in his first Four-Star 40 race! Dad Paul, who flies a similar color scheme, calls.

Warbirds Results:

1. Paul Geders	20 points
2. Lee Volmert	11 points
3. Don Ware	11 points
4. Eric Langston	9 points
5. Mike Willmann	9 points
6. Tim Volmert	6 points

Due to the extreme wind it was decided to call it a day, after four heats, and save the planes for next time.

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Tim Volmert with his MVVS .40-powered Dynaflyte Spitfire. It's refreshing to see something other than P-51's in competition! Don Ware flies a Corsair but all other competitors were flying P-51's!

Gene Jones won the workers' prize of a Four-Star 40 kit. I want to offer our thanks to all who gave up their day to work this event. There wouldn't be any races without the workers!

The Fifth Race in This Series Will Be Saturday, September 15 at Vichy, Missouri.

Four-Star 40's and Silver Class Warbirds will race. Check the "Contests and Events" part of our web site for a map. For more information; Contact Don Ware at 1-573-364-1975 or e-mail at: wardpc@fidnet.com



Eric Langston searches for the right prop for his pumped and tuned piped YS .61. The Great Planes P-51 didn't really run right until the last heat, when Eric had to dead-stick it back to the field, for a rough landing, resulting in damage to the fuselage.

Thoughts about the field

By Walt Wilson

It's interesting to note, when looking at the photos George Cooper took (next page), that the "Rain Forest" isn't really all that deep. There's another cornfield on the other side, and the woods are probably only a few hundred feet across. See the picture at left. The river is quite distant. Some planes thought to be lost in the forest, or river, may actually be in the cornfield beyond! Hopefully, we'll find out when they harvest the crops in two or three weeks. There is a road of sorts, through the woods. It's badly grown over now, but may be navigable this fall. It's interesting to see the "big picture"!

Look on the next page!

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*Here are two great aerial shots of our field by George Cooper (look on the next page for the other one). He took several pictures of our field when searching for Les Richman's lost Roadrunner. This gives a good perspective of the relationship of all the areas of interest, such as the corn, levee and river. Note how crowded it is on Thursday afternoons! **See the Photo Gallery on our web site for more pictures of the field!***

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The Last Word

By Walt Wilson

George Cooper tells me that he has used all the materials he bought to make his "Corn Horn" audio plane finders. He doesn't plan to build any more unless at least ten members place definite orders. At least three members have used the device to successfully find their planes in the corn. It is necessary for all engines at the field to be stopped for most people to hear the buzzer when in the corn. George also painted and installed the club bulletin board in the pavilion recently. He has posted a grid map of the cornfield in front of the runway. If you've lost a plane in that cornfield, mark the grid where you think it went down, note the color and any other pertinent information. The farmer is going to harvest the corn in early September and will watch for it! Just think, when the corn is harvested, our field will look about 100 acres larger!

The Morton M-5 engine that was stolen in July has been recovered. Duane Seymour tells me that alert people at Mark Twain Hobbies took the license number of a man who brought it in to find out how much it was worth. The Lake St. Louis Police tracked it to the man who said he bought it at a flea market in Wentzville. It's not known if the thief will ever be caught or prosecuted, but the engine is back where it belongs.

Dick Kidd of R/C Modeler magazine sent me the following quotes:

The only time an aircraft has too much fuel on board is when it is on fire. - *Sir Charles Kingsford Smith, sometime before his death in the 1920s*

If you can't afford to do something right, then be darn sure you can afford to do it wrong. - *Charlie Nelson*

I hope you either take up parachute jumping or stay out of single motored airplanes at night. - *Charles A. Lindbergh, to Wiley Post, 1931*

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Never fly the 'A' model of anything. – *Ed Thompson.*

Keep thy airspeed up, lest the earth come from below and smite thee. - *William Kosh*

When a prang seems inevitable, endeavor to strike the softest, cheapest object in the vicinity, as slowly and gently as possible. - *Advice given to RAF pilots during W.W.II.*

Always keep an 'out' in your hip pocket. - *Bevo Howard*

The Cub is the safest airplane in the world; it can just barely kill you. - *Max Stanley, Northrop test pilot*

A pilot who doesn't have any fear probably isn't flying his plane to its maximum. - *Jon McBride, astronaut*

If you're faced with a forced landing, fly the thing as far into the crash as possible. - *Bob Hoover*

If an airplane is still in one piece, don't cheat on it. Ride the bastard down. - *Ernest K. Gann, advice from the 'Old Pelican'*

Though I fly Through the Valley of Death I Shall Fear No Evil For I am 80,000 feet and

Climbing. - *Sign over the entrance to the SR-71 operating location on Kadena AB Okinawa*
The emergencies you train for almost never happen. It's the one you can't train for that kills you. - *Ernest K. Gann, advice from the 'Old Pelican'*

If you want to grow old as a pilot, you've got to know when to push it, and when to back off. - *Chuck Yeager*

Never fly in the same cockpit with someone braver than you. - *Richard Herman Jr, 'Firebreak'*

There is no reason to fly through a thunderstorm in peacetime. - *Sign over squadron operations desk at Davis-Monthan AFB, AZ, 1970*

An airplane might disappoint any pilot but it'll never surprise a good one. - *Len Morgan*

To most people, the sky is the limit. To those who love aviation, the sky is home. Life is simple. Eat, sleep, fly! - *Unknown*

***It's time for officer nominations for 2002!
Serve your club, run for an office!***

Gotta go build!

FLIGHT LINES is the Spirits of St. Louis R/C Flying Club newsletter and is published on a monthly basis. Club members may submit personal classified ads for inclusion in the newsletter free of charge. Businesses wishing to advertise in the newsletter should contact the editor or an officer of the club for details.

Newsletter Editor:

Walt Wilson
3000 Persimmon Dr.
St. Charles, MO 63301-0131
(636)-946-6167
e-mail: rallyo@home.com

Newsletter submissions must be in by the Monday following the club meeting in order to make publishing deadlines. The preferred format for article submission is via e-mail. I have Macintosh and PC computers and use QuarkXpress and Microsoft Word, so send the copy as the e-mail message (not an enclosure) to avoid cross-platform or incompatible software problems if you don't have the same equipment and software. Typed or clearly written copy on paper or, a Word or Word for Windows file on a

3.5 inch 1.44MB floppy disk are acceptable if you don't have access to the internet. Photos are welcome and may be in the form of glossy prints or, if scanned or digital, in jpeg, gif or tif format.

General Membership meetings are held the second Wednesday of each month at the Bridgeton Trails County Library Branch, 3455 McKelvey Rd. (1/4 mi. south of St. Charles Rock Road) at 7:00 P.M.

Membership information can be obtained from:

Bill Lindewirth
1046 Pinecone Trail Drive
Florissant, MO 63031
Phone number (314) 839-0282
e-mail: MrBillSTL@aol.com

Flying Field: Our field is located on Amrein Road, off Greens Bottom Road in St. Charles County. It's open for flying from 9:00 A.M. to dusk. Flight training is available on Tuesday evenings and Saturday mornings.

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St. Charles, MO 63301-0131
(636)-946-6167
e-mail: rallyo@home.com

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Bill Lindewirth
1046 Pinecone Trail Drive
Florissant, MO 63031
Phone number (314) 839-0282
e-mail: MrBillSTL@aol.com

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3000 Persimmon Dr.

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