



FLIGHT LINES

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

Happy Holidays

President's Notes:

By Steve Cross

What a great month it has been! Hopefully, you have been able to get to the field and take advantage of the fantastic weather we've had.

Last Saturday pilots were there in shorts and short-sleeved shirts and the pits were so full you could hardly find a place to park your plane!

On November 17th no less! If you haven't been out to fly, I sure hope you have at least come by the field to see how great it looks. The pavilion has new fascia and some paint, we have a straight and secure flagpole, and we have a great looking safety fence in front of the pilots' station. Not to mention several new benches, white rock around the flagpole and grass growing (thanks to the unseasonable weather).

WOW!! All of this is due to the planning and hard work by your field committee George Cooper and Pat Keebey. They have had some help from a few volunteers, but for the most part they are the ones responsible for our Club having the best looking field in the area, bar none. A very heartfelt THANKS goes to these two gentlemen. If you weren't at the last meeting, you missed another good one. We had some good discussion about events next year, and we had a whole squadron of really outstanding planes to see. See the rest of this newsletter for details. Better yet, come to the December meeting. You might walk away with a great attendance prize, something you could use for the upcoming building season. I would also like to send the Club's best wishes for a speedy recovery to Paul Geders. Paul underwent by-pass surgery earlier this month, but he has e-mailed us and said he will be up and flying in no time. I think what he meant to say was that he would be back to his ornery self in no time!! Just kidding, Paul. Well, that's it for this month. I hope everyone has a very safe and Happy Thanksgiving.

See you at the field! Steve Cross

Meeting Minutes: NOVEMBER 14, 2001

By Walt Wilson

President Steve Cross called the meeting to order at 7:02 P.M.

Members signed in: 31 members were present.

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

Treasurer's Report: The Treasurer's report was accepted as presented.

Field Report: George Cooper gave an extensive report of his and other members' activities at the field during the past month. See page three for a complete report.

Activities Report: Steve Ramonczuk reported that training will continue on Saturdays until the end of December or until the weather gets too bad.

OLD BUSINESS:

Club Trainer: The Hobbico Avistar club trainer has been destroyed. Jack Owens donated a Sig Kadet and George Cooper refurbished it for use as the new club trainer. It flies better than the Avistar ARF trainer.

NEW BUSINESS:

Dirt filler is needed around the edges of the runway. There is presently a two to three-inch drop off around most of the runway. George estimates that 15 yards of dirt will be needed to smooth the transition from runway to the surrounding grass areas. Cost will be \$13.50 per yard, delivered. A motion was made and passed unanimously for money to be appropriated for filler dirt and grass seed. The filler will be added and planted with grass next spring. Additional grass will also be planted

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throughout the field at that time.

New Years Day Fly-in: Ralph Amelung volunteered to coordinate a New Years Day fly-in.

He will have more information and details will be discussed at the December meeting.

Tree Removal: There was more discussion about desirability of removing some, or all, of the trees beyond the levee at the west end of the field. It was voted to take no action and end discussion for the foreseeable future.

Paul Geders has Heart Surgery: Paul had a heart attack resulting in a triple bypass, open heart surgery, on November 6. He came through it well and is recovering at home. It was voted to send him a plant. Les will take care of it. It was also noted that Lee Volmert had angioplasty a few weeks ago. Most members were unaware that either had even been ill. If you become aware of any member having a serious ailment or personal tragedy, please inform Pat Keebey so the club may respond appropriately.

Swap Meet: Due to tightened security measures resulting from recent terrorist activities, the Boeing cafeteria may not be available for the Boeing/Spirits' Swap Meet in March. The Boeing Club also wants to increase entry fees to \$5.00. The Spirits will be in charge of refreshments this year. It has been determined that members of non-profit organizations do not need hepatitis shots to serve hamburgers and hot dogs, as long as they are not paid to work serving food, so they will be available again at next year's Swap Meet.

New Member: Steve Cross received an e-mail from Vic Bunze, a member of the WRAMS model airplane club in New York. He is moving to the St. Louis area in December and wants to join the Spirits. He is a past officer of that club and reviews kits for Model Airplane News.

Activities for next year: Bill Lindewirth annually seeks prizes from manufacturers of model products for our contests and events. He requires a schedule of events to be published by January of each year to validate our needs.

There was extensive discussion of what events we should have next year. Most members felt that fly-ins and fun-flies were more likely to

attract participants than races. It was decided to have the following events in 2002:

January 1:	Fly-in
March:	Swap Meet
June 22:	Fun Fly
September 28:	Open House

Other events may be added at a later date.



Steve Ramonczuk shows his Kyosho Ultimate Bipe ARF. It's powered by an O.S. .70 FS. As is his practice, he replaced all metric hardware with American equivalents. He had not flown it at meeting time.



George Cooper holds the newly refurbished Sig Kadet club trainer donated by Jack Owens. It's powered by an O.S. .40 LA and flies better than the old Avistar.

Scouting Activity: Steve Ramonczuk announced that Boy Scout Troop 977 from O'Fallon, Missouri, would like to have a camp out at our field next spring with training flights on Saturday to qualify for merit badges. Steve

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would conduct the flight activities. There was discussion about liability and potential damage to surrounding crops. Steve Cross will investigate liability issues and ask the property owner for permission. The possibility of camping elsewhere and flying at our field was discussed. The matter will be addressed further at the December meeting.



Don Fitch holds his scratch-built Bigfoot. It's powered by an O.S. .46 LA and flies very well. It has a PPPJ finish. Ask Don for the definition!



Claud Wade with his scratch-built trainer. It has an O.S. .40 LA engine and flies very well.

Annual Spirits Awards: Eric Langston was not available to present the awards. They will hopefully be presented at the December meeting.

Attendance prize: Ozzie Barron won the drawing for a package of Epoxy and CA.



Walt Wilson holds his Kyosho P-40 Warhawk ARF. It's powered by an O.S. .46 FX and has Hobbico 90° rotating retracts. It's a kit review for R/C Modeler magazine and was still in work at meeting time.



Russ Watts discusses his modified Sig LT-40. It was built from a kit, it's not an ARF. It has a Saito .56 four stroke for power.

Meeting was adjourned at 9:00 P.M.

Membership Renewal:

by Bill Lindewirth

Just a quick reminder that your 2001 Spirits membership expires on December 31, 2001.

Please enclose a photocopy of your 2002 AMA card when renewing your 2002 Spirits membership. Have a safe and Happy Holiday Season !!

Field Report November 2001

By George Cooper

The mowing season seems to be over. It was last mowed before the open house September 28 and hasn't been mowed since. I did mow

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around the runway once and cut the tall dead grass in front of the pilots' station. Now that the crabgrass has died, the good grass that we have is visible. The field is not completely covered, but there is a surprising amount of good grass growing. We will over seed at least part of the field next spring and hopefully develop some better grass eventually. Be prepared for a seeding party around the first of April. It will be a fun event as well as a work session. I put two yards of dirt in the mudhole at the pit intersection and planted grass and strawed the area. The grass is up and there should be no more standing water there.



Field Marshall George Cooper, Steve Cross, Bob Rolf, Bob Fiely, Ralph Amelung and a friend named Bob installed a picket fence in front of the pilots' box.



The flag pole was blown down during the heavy wind storms in October. George and company reinstalled it.

The flagpole broke off in a wind storm. It was repaired by drilling and setting rebar into the old concrete and pouring a new cylinder above to hold the flagpole. Thanks to Steve Cross, Darren Deatz, and Bob Fiely for assistance. We purchased aluminum fascia to go around the roof of the pavilion where the contractor didn't supply it and the edge board was getting weathered. It was installed with the assistance

of Pat Keebey and Ken Brock. The new fascia made the band board holding up the rafters look bad, so Pat and I painted it white.



The overall appearance of the field is becoming more finished with each improvement.

The pilots' station needed some protection from approaching airplanes. A white vinyl picket fence has been installed with white rock beneath it. The flagpole triangle also was covered with white rock to eliminate mowing of that area.

Thanks to the work party of Steve Cross, Ralph Amelung, Bob Fiely, Bob Vogt and Claud Wade, who saw the need and pitched in to help. Bob Rolf got a dump truck from his work and delivered three tons of rock. Thanks to Bob, too.

Ralph Amelung and I installed two more benches in the tree line and one by the flagpole. They have become quite popular as a convenient place to rest between flights and for the spectators. Two are out of service now because of the new grass, but will be available again as soon as the grass matures.

Pat Keebey and I changed all the oil and filters in all the tractors and mowers and added anti-freeze to two of the tractors. The battery in the Kubota is marginal and may require jumping to start it. I just charged it again, but it is not real strong.

I installed some half-inch plastic pipe in the ground about every eight feet along the south side of the pit area as sockets for inserting plane hold-backs into. The chat layer under the asphalt makes sticking them in the ground almost impossible in places. We'll see how they work out and may install more if successful.

Look for them along the pit asphalt, marked by white paint at present.

It has been a busy month, but the field is in good shape for the winter. Thanks to all who helped in any way.

George Cooper, Field Marshall

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At the Field.....



Jeff Muhs has a unique way of transporting his Cermark Pitts Special to the field. It's such a pain to assemble, he just leaves it together and carries it on the deck lid! This is a beautiful ARF powered by a YS 1.20 four stroke. I'll bet it attracts attention!



Ken Brock holds his O.S. .40 LA powered Hobbico Superstar right after it's very successful first flight. Ken had a demo flight at the Open House and immediately joined the club! Pat Keebey and Jim Rawlings helped him with final setup at the field.



J. Van Swaay hand starts the O.S. 1.08 in his Lanier Laser ARF. It's a very impressive performer!

Greetings Spirits

I would just like to say your web site made me smile and looks great. You don't know me but I flew with my Dad at the Spirits' Fields when you were near Creve Coeur Park. I have great memories of those times! It carried right over into my career working for United Airlines as an aircraft inspector.

*Regards
Bret Jackson*



George Cooper with his Great Planes AT-6 ARF. He says it was really erratic on take offs and he crashed it twice before he installed a gyro! Now it takes off and flies great!

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Bob Fiely tweaks the engine in his Pica Waco. It flies majestically and is an impressive bird!



Bob's Waco taxiing back to the shut-down area after a successful flight. You need a pilot, Bob!

The Last Word

By Walt Wilson

In my opinion, the Fall season is the best time of the whole year for flying. The heat has subsided and usually the winds are mild. We had some bad weather in October, but November has been magnificent! Unfortunately, that's also the height of the allergy season. Until last year, I never had a problem. Last Fall, and this Fall, I've suffered like I never imagined you could from allergies and asthma. Hopefully, by the time you read this, we will have had our first hard freeze and the allergy season will have passed. In this hobby we've chosen, we tend to expose ourselves to many chemicals and fumes that we don't really give much thought. CA is one thing that can be really damaging to your lungs. It has been proven to bring on flu-like symptoms to varying degrees. Usually, you're leaning over the object you're gluing, and the fumes are into your respiratory system before



Walt Wilson with his D&L Designs Zivko Edge 540. It's Monokote covered and powered by an O.S. .61 FX.

you even think about it. When you solder, you use an acid or plastic flux that vaporizes. We use several types of paints, frequently without adequate protection for our lungs. The can always says "Use in a well ventilated area, avoid breathing the fumes", or something to that effect. It's not always convenient to take the item outside, so we just go ahead and spray it in the basement and think to ourselves that "It's just this once, how much harm can it do?" Your wife may complain about the smell, but you hardly notice it. You've just inhaled fumes more damaging than many packs of cigarettes!

Three months of coughing has gotten my lungs into a condition where sometimes even minor smells or a little exertion can make them burn.

Even fuel smells can impact the health of your lungs. A recent day at the field showed me how many potentially irritating fumes we encounter, even there. Read and heed the warning labels on the containers, they aren't kidding! My doctor says I'll recover and medication can prevent it happening next year, but recent experiences have really caught my attention! Protect your lungs! If you can't breathe, nothing else matters!

Gotta go build (with a respirator)

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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.

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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. Photo credits will be given.

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:

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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 will continue to be available on Saturday mornings from 10:00 A.M. to 1:00 P.M. until the end of December, or the weather deteriorates too much, or the students stop coming..