



FLIGHT LINES

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

NOMINATION OF OFFICERS FOR 2005 ON SEPT. 8 ANNUAL OPEN HOUSE ON SEPT. 25 SEPT. 11 F-S 40 & WARBIRDS RESCHEDULED TO OCT. 9

PREZ SEZ

By Bill Lindewirth

Katy Trail Parking Lot Update: I would like to bring everyone up to date as to what the state of Missouri is doing to help us eliminate the problem of pilots flying their R/C aircraft at the Katy Trail parking area near our field.

Please keep in mind that there is no law that prohibits this activity in Missouri State Parks. Therefore, the only course of action the state has is to educate the users of that facility as well as its Park Rangers, about the dangers of flying R/C aircraft at that location due to the close proximity of our field.

The Parks Department is in the process of making signs that will be posted sometime within the next four to eight weeks. After the signs are posted, the Park Rangers will then be able to enforce what is posted.

Once again, please be extra careful until this matter is fully resolved.

September is a great month for airplane enthusiasts. Mark your calendar for these upcoming events:

Sept. 3 - 6; Labor Day Weekend; St. Louis County Fair & Air Show, Spirits of St. Louis Airport, Chesterfield, MO.

Sept. 4 - 5; Midwest Air Wing R/C IMAC Tournament, Roxana, IL

Sept. 9 - 12; Ozark Mountain Jets, Sullivan MO

Sept. 18 - 19; SLRCFA, Fun Fly, Eureka, MO

Sept. 25; Spirits' Annual Open House, St. Charles, MO

Sept. 29 - Oct. 3; Superman, Metropolis, IL

For additional information regarding any of these events, please visit our website at: www.spiritofstl.com.

Hope to see you there!

MEETING MINUTES: August 11, 2004

By Walt Wilson

Meeting attendance: 27 members and one new member applicant were present.

New members

Ben Kramkowski

Phone

636-294-2148

Secretary's Report: Motion to accept minutes as published in the last newsletter was approved.

Treasurer's Report: We are on track with the projected

budget at this time. Motion to accept Treasurer's report as presented was approved.

Field Report: Greg Pugh reported that re-sealing the pit area took 35 gallons of sealer. The job is now complete. He also lubricated the hinges on the gate at the entrance to the field. Some of the blue and white posts along the parking lot have been broken and will be replaced. The club wind-sock has not been found to date. There was a discussion about possible alternatives. Pat Keebey and Dave Rose will put some kind of wind direction indicator to be mounted on the far side of the field. It will be approximately six feet higher than the corn.

Safety Report; Vic Bunze read and discussed safety issues faced when you use a computer radio with multiple aircraft programmed into the transmitter. Always be sure to select the correct airplane before starting your engine. Always set up your controls as near the same, as possible, from one plane to the next, and always set high and low rate switches the same way.

It was noted that the August and September issues of Model Airplane News had articles covering glow plugs, props, etc., that contain a lot of valuable information for modelers.

Westy Westhoff noted that sometimes, RTF and ARF planes have the engine compartments fuel-proofed, but holes for fuel lines, etc. are not. To assure safety and long life of the planes, all exposed wood should be fuel-proofed.

R/C Flyers have been seen at the Katy Trail parking lot, northeast of our field, as recently as last weekend. It was noted that they appeared to be flying "Park Flyers" which are generally on frequencies we don't use. It is possible, though, that an experienced flyer may upgrade to a radio on one of our frequencies. Bill Lindewirth contacted the State Parks Department and brought the problem to their attention. There is no law against flying R/C planes in State Parks, but signs will be erected to appraise flyers of the potential dangers of radio interference. It may be as much as two months before the signs are up. Park Rangers will watch for flyers in that area and tell them about the problem.

(Continued on the next page)

Safety Report; *(Continued from the previous page)*



CAROLYN SCHLUETER PHOTO

Technical Session: Russ Watts, Paul Geders and Walt Wilson answer questions about control surfaces.

If you see any maverick flyers in nearby areas, invite them to join us as guests, then possibly as members.

Always stay below 400 feet altitude when flying! When full-scale aircraft are present, fly below 200 feet!

Training Report: Lots of students are receiving training. Bob Gizzie reported that we need a JR transmitter for a buddy box, as several new flyers are using JR radios.

At present, two downed planes are still lost in the corn.

Membership Report; Bill Lindewirth reports that, at meeting time, we have 157 members, which is more than were projected for the year. Three of them have joined for 2005. Another applicant turned in his paperwork at the meeting, making 158.

OLD BUSINESS:

Pat Keebey has been researching improvements on our PA system. He will have a system working for the Open House.

NEW BUSINESS:

Spirits' Wearing Apparel: Pat Keebey has gotten prices for caps, jackets, Polo shirts, and other wearing apparel with Spirits' logos and members' names. All items must be paid for when placing the order. Pat will coordinate all orders so we may buy in quantity, for better prices. We will keep a number of caps in stock and they need not be special ordered. More information on ordering is available on page four.

Activities Report:

September 11 Four-Star 40 and Warbirds Races: *Due to a conflict with the Ozark Mountain Jet Rally, in Sullivan, Mo. the September 11 Four-Star 40 and Warbirds Races will be moved to October 9.* See Paul Geders' report on the Jet Rally on page four.

St. Louis R/C Flying Association Fly-In: The SLRCFA is having a Fly-In on September 18 and 19. This event is no

longer limited to "Big Birds", everyone is welcome. There is a \$3.00 parking fee and \$15.00 landing fee for pilots.

Spirits' September 25 Annual Open House: Greg Pugh reports that all major jobs have volunteers, flyers have been printed and distributed to hobby shops, newspapers and a TV station have been contacted for coverage, and everything is on track for a successful event. Unlike 99% of other clubs' events, parking and flying are free at this event.

Meeting Activity: Don Fitch showed his Sig Kougar, see the photo on page four for details.

Russ Watts, Paul Geders and Walt Wilson held a brief question and answer session about control surfaces. Subjects included flutter and recommended aileron throws.

The meeting was adjourned at 8:58 P.M.

FIELD REPORT

By Greg Pugh

Asphalt Re-surface: the Pit area has been resurfaced and looks good. Thanks to Pat Keebey and my son, Ben Pugh, for their help! It looks really pretty - it's a shame we have to have exhaust and fuel stains. Anyway, it took 35 gallons of sealant (wow!) at a total cost of \$220.00.

EB Green Care - I talked to Eric Bledsoe, of the mowing company, and told him to send me an estimated cost for next year. In general discussion, Eric mentioned the price will go up nominally with the increase in gas, however I got the impression that he was generally happy with the arrangement, so I'm not expecting any significant jump - which is good.

SAGE SAYINGS FOR SAFETY

By Vic Bunze

Do you have a new-fangled computer radio? Does it store flight settings for a multitude of planes? These radios are really useful and allow you to set up your fleet just the way you want it.

A few points to remember:

1. Take extra care to be sure that you have selected the correct stored profile for the plane you are flying. The controls will still wiggle, but servos could be reversed and an accident is highly likely if you selected the wrong plane from your stored library. Create clear names for each plane, so that one name will not seem like another. Aside from a potential crash if you get airborne, the throttle might be reversed and the engine could come on full bore at start up. In any case, your plane should ALWAYS be fully restrained when starting.

2. If you have multiple preset flight modes, be sure that the default setting is the one that promotes the most stable flying with the easiest and gentlest characteristics. This is the 'go to' mode, if and when the others get you into trouble. Often times, the highest throws can get you into trouble and make it harder to get out of trouble, so be ready to kick in the gentler throws.

3. When flying a new plane, you have the opportunity to use your dual rates to assure that you have enough control, but not too much sensitivity. *(Continued on the next page)*

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SAGE SAYINGS FOR SAFETY (Continued from the previous page) By extending the range of motion using dual rates, you will be much more assured of having solid control. You can also use flight modes for this purpose.

4. If you have plug-in frequency modules for your transmitter, be sure that you use the correct frequency on the frequency board.

Otherwise, the upgrade to a computer radio is a real treat and can add considerable pleasure to your flying, while at the same time, lightening your wallet.

Happy flying.

Training Report

By Bob Gizzie

The weather has been great this first part of August and the club instructors have been doing a great job with new students. They have also been helping current members brush up on their techniques with new planes. We continue to have a lot of inquiries and interest from people visiting our field and in the local hobby shops. We need to continue to have all our members help answer questions when these folks show up. If you need applications and/or info about the club to hand out there is a good supply in the pavilion. Please continue to be ambassadors and promote our recreation hobby. Remember to remind the young folks that they can be AMA members for just one dollar.

We have repaired two buddy boxes that had jammed sticks and gimble housing arms. We feel this was caused by them falling over on the sticks or being laid down on the sticks. The missing buddy cord has shown up and is available for use again. We need another JR buddy box that will work with the JR computer radios as we only have one and it seems like more and more folks are showing up with JR radios. If anyone knows where we might procure one please let me know.

I have realized from watching and working with some of the pilots that they are not using all of the controls available to them. Many just use the ailerons and elevators in turns and trying to line up with the runway to land. Let's work on using the rudder a little more with the rest of the controls for these maneuvers. Using all of the controls together is fun. The corn has been causing us some problems at this time – we have two aircraft AWOL out there.

Once again, keep your eyes on the plane that you are flying and we'll see you at the field.

PLANE FINDER AGAIN

By Don Fitch

Here's more on using the Plane Finder. If your plane goes down in the corn:

DO NOT MOVE!

DO NOT TURN AROUND!

Do not cuss.

Do not cry.

Do not take your eye off of the point of entry.

Find a landmark that lies on a line from your position to the spot where the plane was seen entering the corn. Point the plane finder at this landmark and secure it with the wing nut. Use a pole, preferably with a rag or flag tied to the top.

PHOTO BY CAROLYN SCHLUETER



Don Fitch holds his recently completed Sig Kougar. Don finished it with Monokote in pre-World War 2 Army Air Corps trainer colors. It's powered by a Rossi K-500 .40 and should be a real mover.

Get someone to keep you on line using the plane finder. The judgment of how far the plane is into the corn is seldom correct. Start looking for the plane as soon as you enter the corn.
(Continued on the next page)

St. Louis Radio Control Flying Association
Radio Controlled, Model Airplane – Air Show

See Flying Models of all Kinds, (Giant Scale, Sport, Fun-Fly, WW I & WW II War Planes) with up to 12' wingspans & Turbine Engine Powered Jet Aircraft. **Flying Open To All RC Pilots with AMA and Any RC Airplane or Helicopter.**

Aerobatic, Pylon Racing and Combat Demonstrations events dependent on skilled pilots. Visit our Web page at: WWW.SLRCFA.COM

You're Invited! September 18 & 19

WHO? Everyone is Invited, all RC Pilots and Spectators. Flying: 9:30 AM to 5:00 PM Saturday
Public Welcome! 9:30 AM to 2:00 PM Sunday
 \$3.00 Parking fee per car (Renty Available) Practice Flying, 9-17-03, 12:00 till dark
 Concession Stand Saturday & Sunday. Bleachers with shade available

Ever wanted to learn to fly RC Airplanes, come find out how you can!
 Flying Open to All RC Pilots with AMA, Join The Fun \$15.00 Landing fee for pilots – Pilots Raffle and BBQ Dinner included. Club Rules enforced

New Format – We're NOT just Giant Scale Anymore!

See our new flying site: 1100 acres farmland) 100x42 ft paved runway, 11 acre field in the middle of
 Join The Fun - This is our Really BIG annual event.

SLRCFA - Fun Fly-In !

The Saint Louis Radio Control Flying Association is in Eureka, MO. Take I-44 to Exit #264. Go South on Hwy 109 ¼ mile to Augustine Road. Turn left on Augustine Road and go 2 miles to the airfield. Follow the signs you can't miss it! Handicap accessible.

Check us out at: WWW.SLRCFA.COM Brought to you by:

Help us be a good neighbor. Please observe the 25 - 30 MPH speed limit on Augustine Road !



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PLANE FINDER AGAIN (Continued from the previous page) The airplane may be on the ground or it may be suspended above the ground by the corn stalks. Look both ways up and down every cornrow.

Stay on the line and listen to the directions from the person at the plane finder. Proceed slowly and carefully.

Those that follow this procedure have found their planes with little trouble. If the correct line is not selected, finding the plane will be most difficult. Remember;

Do not move.

Do not turn around.

Pick a good line.

Go look, your plane's waiting.

Ozark Mountain Jets

By Paul Geders

The River City Flyers, who are sponsoring the Ozark Mountain Jets, are also holding the USA World JetMasters Qualifier Event on Thursday, September 9, starting at 12:00 noon and going until dark. Qualifiers will compete in Hungary in 2005. Qualifying may also carry over into Friday, September 10.

See the best U.S. Scale Jet Pilots compete for the opportunity to represent the United States at the World Jet Masters in Jakabszállás, Hungary, in 2005! There should be some really big names in the jet world, right here in our back yard (Sullivan, MO.)! Here's a link to a map on how to get there;

<http://ozarkmountainjets.com/map.htm>

If you've never seen this type of event, now's your chance. They are awesome, and it will be worth it!

They are also looking for a few extra bodies to help with the USA team qualifying event and with OMJ that is on September 10, 11, and 12. Contact Mark Dawson at; mdawson@ozarkmountainjets.com, or Steve Collins at; scollins@ozarkmountainjets.com, to sign up if you can help. They would definitely appreciate your help, and you can see all the jets for free! For more information see;

<http://ozarkmountainjets.com/>

Spirits' Club Apparel;

By Pat Keebey

Sports Energizer located at 9627 St. Charles Rock Road has our club logo on file and would be glad to fill orders for our members. Pat Keebey has volunteered to do this for the club and all orders are to be placed through him.

Send the completed ORDER FORM on page five, and a cashiers check, money order, or personal check for the total amount to:

Pat Keebey
#4 Country Creek Dr.
St. Peters, MO 63376

Pat's phone number is 636-928-3918.

- The club will keep about a dozen caps available at a

time and renew the order when necessary.

- Jackets, golf shirts, sweatshirts and hats must be paid for by the member when placing an order.

- Pat will collect orders and place them when he has a sufficient number of orders.

- The merchandise will be brought to the meetings for pick up by the members.

- No deliveries will be made to the field.



BOB GIZZIE PHOTOS

Michael Waller soloed on August 14, 2004.

Instructor Gene Jones, Michael and Chief Instructor Bob Gizzie help him show off his 'diploma'.



Marty Hejnar also soloed on August 14, 2004.

Instructor Ralph Amelung stands by while he shows off his 'diploma'.

Spirits ORDER FORM

Jackets:

Put the name you want on the jacket here _____

Blue lined:	Quantity	Price: \$19.00 each + \$1.30 tax = \$20.30	Total
Small	_____	Logo on front only _____	_____
Medium	_____	Logo on back only _____	_____
Large	_____	Logo on front & back _____	_____
Extra Large	_____		_____

Blue Unlined:	Quantity	Price: \$17.00 each + \$1.17 tax = 18.17	Total
Small	_____	Logo on front only _____	_____
Medium	_____	Logo on back only _____	_____
Large	_____	Logo on front & back _____	_____
Extra Large	_____		_____

Golf Style Shirt:

Put the name you want on the shirt here _____

White with blue logo and lettering:

	Quantity	Price: \$18.00 each + \$1.23 tax = \$19.23	Total
Small	_____	Logo on front only _____	_____
Medium	_____	Logo on back only _____	_____
Large	_____	Logo on front & back _____	_____
Extra Large	_____		_____
2X Large	_____	\$20.00 per shirt + \$1.38 tax = \$21.38	_____
3X Large	_____	\$21.00 per shirt + \$1.44 tax = \$22.44	_____

Blue with white logo and lettering:

	Quantity	Price: \$18.00 each + \$1.23 tax = \$19.23	Total
Small	_____	Logo on front only _____	_____
Medium	_____	Logo on back only _____	_____
Large	_____	Logo on front & back _____	_____
Extra Large	_____		_____
2X Large	_____	\$20.00 per shirt + \$1.37 tax = \$21.37	_____
3X Large	_____	\$21.00 per shirt + \$1.44 tax = \$22.44	_____

Sweatshirts:	Quantity	Price: \$12.00 each + \$.82 tax = \$12.82	Total
Small	_____	Logo on front only _____	_____
Medium	_____	Logo on back only _____	_____
Large	_____	Logo on front & back _____	_____
Extra Large	_____		_____

Hats:	Quantity	Total
Blue/white summer caps	_____ \$5.00 each + \$.34 tax = \$5.34	_____
Solid blue winter caps	_____ \$5.00 each + \$.34 tax = \$5.34	_____

Grand Total _____

Name: _____

Address: _____

City: _____ State: _____

Phone Number: (____) - ____ - _____

Send this filled out *Spirits* ORDER FORM along with a cashiers check, money order, or personal check for the Grand Total amount made out to Sports Energizers and send to:
Pat Keebey
#4 Country Creek Dr.
St. Peters, MO 63376

An August Day at the Field...



Bob Fiely describes the flight characteristics of his T-34 ARF.



Bill Hancock, Russ Watts, George Cooper, Don Fitch and Frank Hunleth Enjoy the great weather. Some of them even flew a little on this pleasant August morning.



Ken Brock prepares to start his P-51.

The Last Word

By Walt Wilson

I can testify that Don Fitch's Plane Finder and search technique works! Recently, Bob Gizzie was giving my ten-year-old grandson, Alex Blodgett, flying instruction with my LT-40. On their fifth flight, they experienced a flameout and Bob made an unscheduled landing in the corn. Bob coolly noted the direction and landmarks where it went down, I had lost a plane in a corn field, about three flying fields ago (1977?), and dreaded the search I knew was coming. Bob got out the radios and a pole, Don manned the Finder, and the three of us, Bob, Alex and I, went into the corn. It was a pleasantly cool day, so the corn was less offensive than usual. While being careful to do no damage to the corn, we spread out, but kept in sight of each other. After what seemed like an endless trek into the corn, lo and behold, the LT-40 appeared about six feet to my left! It was undamaged, except for four small holes in the Monokote! We disassembled it and carried it out. Thanks to Bob and Don for their invaluable assistance in retrieving the plane. Thanks, too, to Don for building and installing the Plane Finder at the field. At this point, I'm told that this is the sixth plane, that we know about, that's been retrieved using this finder! I understand there are presently two planes, still lost in the corn, by people who didn't follow the recommended procedure and use the plane Finder. Good luck to their owners, as the weather and field mice will take their toll on the planes over time. Hopefully, the farmer will find them this fall, before he runs over them with his equipment!

BOB GIZZIE PHOTOS

The three most common expressions, or famous last words in R/C aviation are:

"Why is it doing that?", "I don't have it!" and "Oh Shit!"

Gotta go build

FOR SALE:

1. Sig Somethin' Extra AR, (purple and white trim scheme , never flown): \$200. OS .46 FX engine, brand new, needs breaking in: \$109.

Futaba 6 DA Radio, never used, on channel 34: \$160.

2. ME-109 ARF Warbird from ModelTech (never been flown): \$100. OS .25 LA engine \$60 (only 3 tanks of fuel ran through engine). Airtronics Vanguard radio on channel 35: \$60.

3. Carl Goldberg Eaglet Trainer (ready to fly): \$75. OS .25 LA engine, fully broken in and runs great: \$60. Airtronics Vanguard radio (flight pack) on channel 35: \$100 .

*Will sell all planes as a package for \$950 and I will include a brand new gallon of cool power 15% nitro fuel.

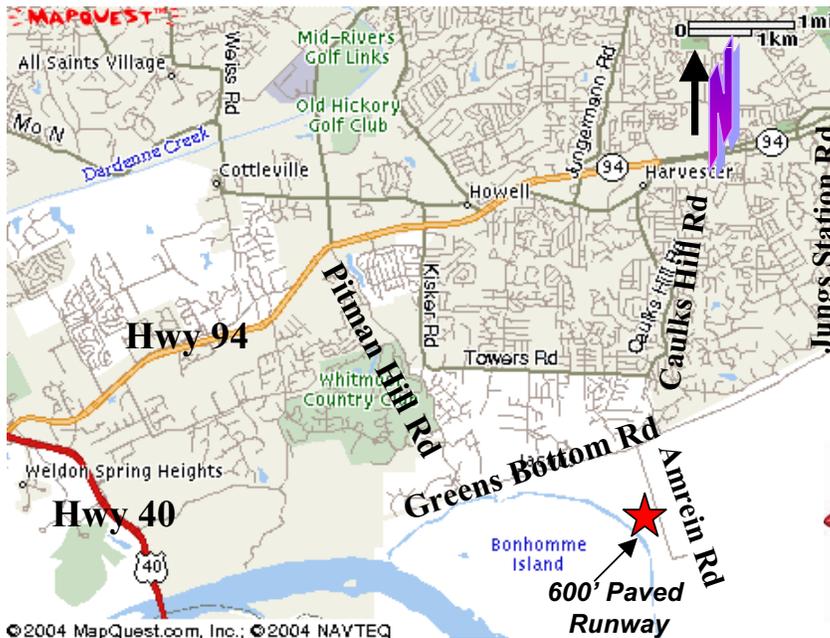
**Note: The Airtronics transmitter controls both the ME 109 and trainer as they are on the same frequency. Radios and engines are installed in all planes and all planes are ready to fly.

The reason that I am selling these planes is that I just do not have the time to fly with two boys at home and I need to devote time to their sports activities. *If interested, please call Jeff Kubik, cell: 636-485-2865, office: 314-288-2074 home: 636-397-0563*

Spirits of St. Louis R/C Flying Club, Inc. "Open House"!



*Saturday - September 25, 2004
9:00 AM to 4:00 PM*



See Website for detailed directions or call contacts below.



FREE Admission! FREE Parking!

**Pilot Registration Required with Current AMA
Transmitter Impound Area Provided for Your Safety**

SPECTATORS ALWAYS WELCOME!

***RAFFLE PRIZE: "Winner's Choice" of Ready to Fly R/C Aircraft,
Computer Radio, Gift Certificates, Free Club Membership, or many more!***

Hosted By: *Spirits of St. Louis R/C Flying Club, Inc.*

CONTACTS: Greg Pugh 636-279-1289 / Bill Lindewirth 314-839-0282

Website <http://spiritsofstl.com>

Concessions Provided

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FLIGHT LINES



Photo taken by Walt Wilson at the SLRCFA Big Bird Fly-In, September 2003.



www.spiritsofstl.com

FLIGHT LINES

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

**Meeting is on
Wednesday,
September 8
at 7:00 P.M.**