



FLIGHT LINES

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

IT'S TIME TO BUILD AND REPAIR FOR NEXT YEAR

PREZ SEZ:

By Cecil Whitrock

It is with great honor and pride that I accept the presidency of the Spirited of St Louis Radio Control Flying Club, Inc. I will do my best to fill the big shoes that Bill Lindenwerth vacated. In order for me to be successful as the President, I need to receive input from as many of you as I can. Please remember, the President and the Board work for you, the club members. We have a great club, with excellent facilities and outstanding members, so please get involved and give me all the input you can. This is our club and it will only be as good as you make it. I would like to take this opportunity to thank all of you who supported me and have the faith in me that I can do the job. I want to especially thank Bill Lindewirth for a job well done. Hope to see you all at the flying field and at the meetings.

MEETING MINUTES: OCTOBER 10, 2007

By Walt Wilson

Members signed in: 29 members and one new applicant were present.

New Member: The following new member applicant was present at his first meeting:

Name	Phone Number
Chris Wollenberg	314-704-0553

He was unanimously accepted by the members present.

Secretary's Report: Minutes were accepted as published in last month's Flight Lines. While not part of the minutes, it was noted that the John Klampfer estate sale is scheduled for Saturday, October 27, not October 7 as published in last month's Flight Lines.

Treasurer's Report: Treasurer Les Richman's computer is out of service, but he reported the approximate amounts of money in each account and that the club finances are in good condition. The Treasurer's Report was accepted as presented.

Field Report: Field Committee Chairman Frank Nolle wasn't present. Bill Lindewirth noted that one of the posts lining the parking lot needs to be replaced.

Training Report: A steady flow of new flyers are being

trained. No problems were presented.

Safety Report: Some pilots at the Open House were flying behind the safety line. They were told about it and flew in the correct area thereafter. Other than that, no issues were presented.

Membership Report: We now have 175 members, some of whom are for 2008.

Activities Report:

Seventh Annual Open House: This year's Open House had 36 pilots and close to twice that many airplanes. Thanks to the concession stand and raffle, the day was reasonably profitable, in spite of the fact that admission and parking were free.

Four-Star 40/Warbirds Races: Paul Geders is the Contest Director for the October 13 races. Paul has received inquiries from Boeing and Belleville, IL, club members. As always, helpers are needed.

First Annual Anal Oscillating Races: Don Fitch will be Event director for the October 14 races. Action is scheduled to start at 3:00 P.M.

Swap Meet 2008: Last year's Swap Meet was a disappointment in many ways. General feeling is that internet sales and ready availability of high-quality ARF's have made swap meets obsolete. Bob Underwood says swap meet attendance is down all over the country. Paul Geders received an e-mail from the Boeing R/C Club president suggesting three options for next year's Swap Meet:

1. *Doing it again next year as usual, probably moving it back to March where it used to be since May didn't seem to work well.*

2. *Taking a year off, reconsidering it for 2009 along with the possibility of doing it every other year.*

3. *Dropping it entirely.*

The Boeing club voted for number 2. After discussion, it was voted unanimously to not have a Swap Meet in 2008 and consider having one in 2009 at a later date.

OLD BUSINESS

Constitutional and By-Law Changes. Proposed changes to bring the Constitution in line with AMA policy and make our By-Laws conform to present club procedures were listed in the

(Continued on the next page)

FLIGHT LINES

(Continued from the previous page)

October issue of Flight Lines. It was also noted that another sentence in the By-Laws reference a GSLMA representative and should be deleted. All changes were passed unanimously. Our thanks to Paul Geders for interfacing with AMA and making the needed changes to these documents.

Meeting Room Reservations: The St. Louis County Library has a procedure where a representative of each organization must wait in line, on the First Saturday of each October, to request room reservations for the following year. At times in the past, people have been in line since the wee small hours of the morning. Since they started charging for the rooms, the lines have been shorter and started later, but it was still prudent to get there by 7:00 A.M. to assure getting first choice. In recent years, the Secretary has gone through the process to reserve the meeting room, but this year, I was recovering from recent knee surgery. This year, Cecil Whitrock was kind enough to wait in line and reserve the library meeting room for us. The library accepted our check for the entire year on meeting night, so we're all set for 2008. Thanks, Cecil!

Spirits' Apparel: Pat Keebey noted that the blue unlined jackets are no longer available. Clothing and order forms are available on our web site at: <http://spiritsofstl.com> Caps are currently in stock for immediate sale.



Joe Stramaglia showed his new Hobby-Pak bag for storing and transporting wings. They're available in various sizes on the internet at R/C Universe and the manufacturer's web site at: www.hobby-pak.com/ - 4k



WALT WILSON PHOTOS

Jim Rawlings discussed a two-place Spitfire ARF, from an unknown manufacturer, he is assembling for Don Fitch. The kit came with no instructions, but Jim is setting it up with fixed gear and flaps. It'll be powered with a Saito 1.25 four-stroke. The plane is very light-weight and seems well-built and nicely finished.

NEW BUSINESS:

Election of Officers for 2008:

There were no further nominations at the October meeting. The following candidates were elected for 2008 by acclamation:

President:	Cecil Whitrock
Vice President:	Gene Jones
Secretary:	Walt Wilson
Treasurer:	Les Richman

We want to offer our sincere thanks to Bill Lindewirth for his services to the club, both as President, for four years, and Membership Chairman and Concessionaire at club events for several years. Your efforts are appreciated!

Meeting Activity: Jim Rawlings and Joe Stramaglia brought items to discuss (see the pictures). Pat Keebey brought a .25-size Bud Andrews Quick-Fly with engine (Photo in the August 2007 Flight Lines) to sell or swap

Attendance Prizes: Austin Whitrock won \$25.00 in gift certificates and Carolyn Schlueter won a workshop organizer.

Meeting was adjourned at 8:20 P.M.

REWARD

\$5.00 reward for return of St. Louis Zoo Safari Hat and small blue/brown umbrella left on a table at the field during Four-Star 40 race day. Reward goes to whoever was kind enough to get it out of the weather for me. Carolyn Schlueter, 636-441-0373 or leave them with Don Fitch at the field.

FLIGHT LINES

October 13 Four-Star 40/Warbirds Race Report

By Paul F. Geders

We got one complete round in and it started to drizzle at the end of the first heat of WARBIRDS. We completed the second heat of WARBIRDS in the rain, then had a pilots' meeting. We decided to take a lunch break starting at 11:45 and return at 12:45 to determine if we would continue or not. It was decided to give everyone their money back and call it a day. By then we had lost all of our workers. I want to personally thank each of them here; Dave Oswald, Doug Bruening, Jordan Milster, Gene Jones, Cecil Whitrock, Don and Austin Whitrock...THANK YOU!

It wouldn't have been fair to distribute any winnings based on just one round of racing, so the right decision was made. If we had continued in the drizzle, most were not prepared for wet weather flying, which meant trying to protect your radio from having water get into it and potentially causing/creating a safety issue.

We had nine entrants in Four-Star 40 and six in WARBIRDS. We had a request to check engine RPM's in Four-Star 40 so we did. All engines, except two, turned between 14,200 and 14,500. One engine turned 13,600 and was just as competitive as the others. The other engine turned 15,500. This engine is one of those that is getting older, has little compression, and just turns faster. It was decided by all the pilots that we should not have any engines turning faster than 15,000 RPM. Follow the rules. If you have an engine that turns 15,000 or better don't bring it.

Anyone who does, will have to richen the mixture until it peaks at 15,000 RPM. This creates an extra bit of work on already over-worked CD's, who run these kinds of events.

From a CD's perspective: We supposedly trust each other to abide by the rules, or we will have to weigh and measure every plane for compliance to wing thickness, span, stab thickness, radius on the tail surfaces, check incidence angles, tire diameters, engine location, etc, check the fuel nitro content on every airplane, use a pitch gauge and meas-

ure the diameter to see if you are really using a 10 X 6 propeller. This is supposed to be fun. If you think someone is not in compliance with the rules, you confront them one-on-one, and not burden the CD's with all this.

I have had individuals "behind my back in hobby shops" accuse me of running an illegal, or souped up engine. I will let anyone fly my airplane, I will fly theirs, and will still be competitive because I get "on the poles"! You can also request to tear down any one of my engines and "mike" it till you are blue in the face (hoping you have the original specifications to measure it against), even measure it against your own engine. I take care of my equipment and work very hard on consistency. That is what wins races. Consistency, getting on the poles, and being at the start line on time. It also helps that I competed nationally for many years and know how to get on the poles. I have shared everything I know by putting a "How to make a Four-Star 40 Fast" article on the web-site. I can not fly it for you.

All the pilots also agreed that the rules for Warbirds should no longer include the wing area-to-engine displacement rule. It was unanimously agreed to do so by those present. Why? Because we cannot go under two minutes! Wing area-to-displacement was to keep individuals from using, for example, a .25 size airframe and putting a .46 engine on it, when we had "Gold Class" racing, which was basically unlimited racing. In other words, it was a money race. Who would spend the most money to go fast and win a vinyl covered piece of particle board. We have "Silver Class" racing which simply says don't allow competitors to fly faster than 2 minutes for 10 laps! Simple...and no one complains, they just have fun!

Also, had someone asked me if they could fly an electric P-47 in WARBIRDS. My response would be, "as long as you don't go under two minutes, I see no reason why not".

Times they are a changing!

See ya next year!



PHOTOS BY CAROLYN SCHLUETER AND DON FITCH

FLIGHT LINES

The First Annual Anal Oscillating Race, October 14, 2007

By Don Fitch

The “you know what” annual race (anal osculating) is over and a good time was had by all, especially those who were there. The ones who weren’t there don’t know what they missed. There were 4 contestants, Daryl Youngman, Duane Youngman, Matt Chrouser and Mark Livesay. Daryl flew a Rascal 40, Duane flew a yellow Hog biplane, Matt flew his Nextar high wing 40 powered trainer and Mark flew a Great Planes Ugly Stick 60. Mark had engine trouble big time, but he hung in there at a higher altitude so he didn’t get in anyone’s way. Those were also the members of the first and second heats. Winning took more than a fast plane. The leader at any point was told to do a maneuver by one of the Event Directors. For instance, “do 2 rolls.” Duane Youngman was told to do a Lomchavac and, much to my surprise, he did it, with a biplane no less. Remember, a biplane has a high wing so it fit the rules. At the end of the first heat, the contestants

asked to have a second heat and we did. It didn’t count, but it WAS FUN. This heat saw Daryl fly his little electric plane to first place (it was as fast as any of the others). The first heat was the first flight Matt had made after his first solo flight. Boy! That’s a lot of first’s. Daryl took first prize, which was a pair of No Nonsense Panty Hose. This could be the source of his no nonsense material for the next cowl he lays up. He doesn’t wear that brand.

Thanks go to Jerry Quist, Bob Gizzie, John Matticker and Ron Mays for taking down and storing the pylons that Paul Geders thoughtfully left up for us after the Four-Star 40 and Warbirds races the previous day.

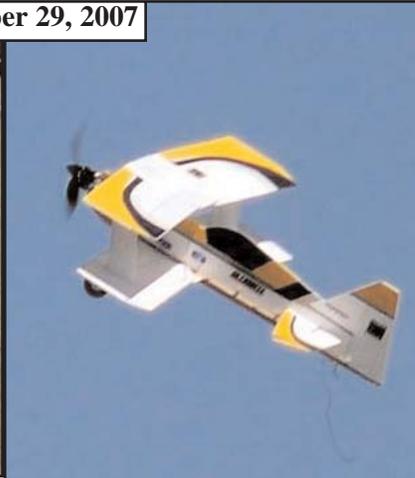
The contestants asked to have another race next year. The good Lord willing, and if the creek don’t rise, we will. The people who had the most fun were the Event Directors, Pat Keebey, Cecil Whitrock, Bob Gizzie, and of course me, Don Fitch.

Hugs and kisses to the boys in the back room and good night Gracie.



FLIGHT LINES

More pictures from the Open House September 29, 2007



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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.

Newsletter Editor:

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Staff Photographers:

Carolyn Schlueter
Don Fitch
Bob Gizzie

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 use a Dell PC computer and use QuarkXpress and Microsoft Word, so send the copy, in Microsoft Word, Word Perfect, or Microsoft Works, as an attachment or as part of the message. Typed or clearly written copy on paper, or a compatible file on a CD 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 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:

John Key
24 Briarwick Trail
St. Peters, MO 63376
Phone: 636-922-2556
E-mail: JLKEY51@MSN.COM

Flying Field: Our field is located on Amrein Road, off Greens Bottom Road in St. Charles County. It's open for flying daily from 9:00 A.M. to dusk. Flight Training may be arranged by appointment. Call Bob Gizzie at 636-441-7924 or see our web site at <http://www.spiritsofstl.com> for a list of instructors and times when they may be available.



PHOTO BY DON FITCH

Bob Gizzie (left) helps Matt Chrouse display his "Solo Certificate", cut from the back of his T-shirt. Congratulations, Matt!

The Last Word

By Walt Wilson

I read Paul Geders' race report and have a few words to add. When someone wins races consistently, it's an easy excuse to say "they're cheating". While some people may find subtle ways to get a few more RPM's, they aren't necessarily cheating. I don't race currently, but I have a lot of experience and hundreds of "wins" in many fields of racing, including R/C Pylon. When all planes are essentially equal, as in Four-Star 40 racing, the thing that makes the greatest difference is how you fly the course. The guys who can "polish the pylons" will turn better times than someone who consistently goes long to avoid cuts. If you go an extra 50 feet at each pylon (and that's conservative for many of our flyers), you have to go another 50 feet to get back to it. If you do this at every pylon, that's 200 extra feet per lap, or 2000 extra feet in a ten-lap race. You're flying more than 1-1/2 laps further than the "pylon polishers"! No wonder you get lapped! Most people who do well at R/C Pylon racing practice a lot, or have a lot of experience, and know where the pylons are and when to turn!

A great way to learn is to go to other places and race with strangers, or at least people you don't normally race against, and observe. There's a good chance they've gotten ideas your regular rivals haven't thought of. If you don't understand something they do, ask. Most people will be flattered enough that you respect what they do, that they'll tell you whatever they can to help. Most racers are good, friendly people.

Paul has bent over backwards to help anyone who asks, and has written a whole list of things that help the Four-Star 40 to handle better and go faster. As he says, that's available to anyone who takes the trouble to look at our web site.

I've been in the position of being accused of cheating and have always been completely legal. I just carefully read the rules, and operated within them. I also watched what the more successful racers did. Try it, it works wonders!

Gotta Go Build

FLIGHT LINES



**SPIRITS OF ST. LOUIS R/C FLYING CLUB, INC.
MEMBERSHIP APPLICATION
FOR YEAR _____**



(PLEASE FILL IN YEAR ABOVE)

PLEASE PRINT CLEARLY!

Name: _____

Address: _____

City: _____

State: _____ Zip: _____ Phone: _____

AMA No. _____

Your e-mail address: _____

Additional Family Members:

Name: AMA #	Name: AMA #	Name: AMA #
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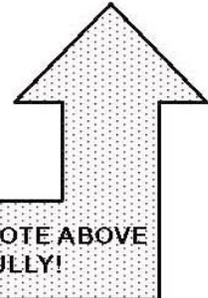
NOTE: ANY MEMBER WHO ALLOWS THEIR MEMBERSHIP TO LAPSE BEYOND MARCH 1 OF ANY YEAR SHALL BE CONSIDERED A NEW MEMBER WHEN RENEWING THEIR MEMBERSHIP. SOURCE: ARTICLE 7 SECTION 1, AND 4, CLUB BYLAWS. DUES ARE PAYABLE NO LATER THAN THE JANUARY CLUB MEETING.

To become a new member or renew your membership, please do the following:

1. Fill in the above information, even if this is a renewal.
2. Photocopy this application with valid AMA license of each flying member in the spaces below.
3. Make out a check payable to SPIRITS OF ST. LOUIS R/C FLYING CLUB, INC. (**NO CASH PLEASE**)
4. Send completed application and check to the membership chairperson: →→→→→

Membership Chairperson

John Key
24 Briarwick Trail
St. Peters, MO 63376
Phone No. 636-922-2556



READ NOTE ABOVE CAREFULLY!

If you apply at a club meeting, be sure to have all three of the above items. Meetings are held on the second Wednesday of each month, 7:00 p.m., at the Bridgeton Trails County Library Branch, 3455 McKelvey Rd.

Note: New Members shall be introduced in person OR, by their sponsor, to the club before joining. This allows new members to join the club, even though their schedule doesn't allow them to attend club meetings. New members who join in August or September will pay \$10.00 each for August and/or September, and will also pay next year's dues and initiation fee at the same time. New members who join on/after October 1st pay only the annual membership amount and the initiation fee, but get the next year and the end of the current year included.

Junior members pay no initiation fee and \$2.50 each for August and/or September!

MEMBERSHIP AGREEMENT:

I agree to abide by the SAFETY RULES and CONSTITUTION & BY-LAWS of the SPIRITS OF ST. LOUIS R/C FLYING CLUB, INC.

Signature

Date: _____

Family Member Signature

Date: _____

Membership rejected if not signed and dated, or AMA card NOT VALID FOR YEAR APPLIED FOR!

Spirits Web-site Address is: <http://spiritsofstl.com>

Place AMA card here when
photocopying

Place AMA card here when
photocopying

AMA "Introductory Membership" Program NOT VALID for membership to our club!

Revised: August 20, 2006 Paul F. Geders
Microsoft Word, Office 2002

FLIGHT LINES



CAROLYN SCHLUETER PHOTO

Racers, Instructors, Event Directors, and kitzers do their thing at the First Annual Anal Oscillating Race on October 14. The whole idea was to get some non-racers to give it a try and have fun, and everyone did!

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FLIGHT LINES

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

www.spiritsofstl.com

*Meeting is on
Wednesday,
November 14
at 7:00 P.M.*