



FLIGHT LINES

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

Prez Sez: By Don Fitch:

Wow! It didn't flood again, that's the second time this year. We've all got to thank John Matticker for doing a first class job of moving our stuff and putting it back. Those thanks also go to the members who stood up and helped when we really needed them. Summer's over and fall done fell. That means better flying weather for everyone so get out and fly, fall only lasts three months. Then we need our red flannels and flexible warm gloves. I've heard people say they can't fly with gloves. I can't fly without them, my hands get cold and then I have to go potty. Brrrrrrr. It seems that every year someone (George Cooper and company) fly the first morning there is snow on the ground. Got a seaplane? That works great under those conditions. I've got one in my basement that I built about five years ago. I guess, if the basement floods, I'm set. Winter usually follows fall, unless it gets colder first. Time for all the scale builders to do their thing, I'm a scale model and fully detailed. If I was four inches taller I guess I wouldn't be scale. Running out of nonsense so I better quit before I make some sense. Hope to see you at the October meeting.

MEETING MINUTES, September 13, 2008

By Walt Wilson

Meeting was called to order at 5:57 P.M. by President Don Fitch. Thirty-five members, their spouses, and children attended the Member Appreciation Dinner and Meeting.



Dessert? Where's the dessert? WALT WILSON PHOTO



Patch, Dave, and Gene discuss something serious.



The food and company were great. Everyone had a good time. WALT WILSON PHOTO

Secretary's Report: *Walt Wilson, Secretary.* Minutes were approved as published in the August issue of Flight Lines.

Treasurer's Report: *Les Richman, Treasurer.* The Treasurer's Report was accepted as presented.



After all the work, a chance to sit down and enjoy the food! CAROLYN SCHLUETER PHOTO

Spirits' Member Appreciation Awards;

President Don Fitch presented Certificates of Appreciation to members present and will see that those not at the meeting will receive theirs. In all, 24 certificates were awarded for various services rendered for the club.



Walt Wilson presents Don Fitch with his certificate of appreciation. The inscription is: "Members of the Spirits of St. Louis R/C Flying Club, Inc. want to express our sincere appreciation for your services as Chief Bullshit Distributor for the year 2008. Your efforts are very much appreciated".

The certificate was originally made as a sample of the format Walt created for certificates.

Don liked it, so it was awarded as written.

CAROLYN SCHLETER PHOTO



Bill Schultheis does his thing.

OLD BUSINESS:

None was presented.

NEW BUSINESS:

Nomination Of Officers For 2009:

The following members were nominated, unopposed, for 2009:

- | | |
|-----------------|-------------|
| President: | Don Fitch |
| Vice President: | Gene Jones |
| Secretary: | Walt Wilson |
| Treasurer: | Les Richman |

Bob Gizzie was nominated for President and Secretary, but declined both.

Other members may be nominated at the October meeting, or written-in on the Absentee Ballot, included elsewhere in this newsletter.

Jim Rawlings has four free takedown doors, in good condition, that would make good workbench tops. Jim can be reached at: 636-441-7517.

The meeting was adjourned at 6.15 P.M.

September 13 Swap Meet and Fly-In.

By Walt Wilson

Hurricane "Ike" and the following tropical storm pummeled Texas and wind and rain were predicted for the St. Louis Area all day Saturday, September 13. As it turned out, it was rather windy, but the rain held off at the field, until long after the conclusion of proceedings. Only a handful of people flew, due to the winds.



Prospective seller and buyers negotiate!

WALT WILSON PHOTO



Mark, Jerry, and Ken are ready for customers!
WALT WILSON PHOTO



Are you sure it was only flown on Sunday by a little old lady?
WALT WILSON PHOTO

There weren't large crowds at any given time, but a number of members came and went through the course of the day. Several planes and pieces of equipment changed hands and the low-key Swap Meet was successful.



Hey, I need one of these!
CAROLYN SCHLUETER PHOTO



You won't believe the deal I got!
WALT WILSON PHOTO



When Gizzy talks everyone listens



Jim Moeller and Bill Lindewirth kept the food flowing. Great jobs guys.
CAROLYN SCHLUETER PHOTO

Proposed Safety Rule Changes:

By Paul F. Geders;

Rules proposals are sometimes necessary to keep up with changes in the hobby and to make sure all members are aware of, and stay in compliance with, the Conditional Use Permit (CUP) granted to us by St. Charles County.

The first rule proposal deals directly with a CUP requirement that states we will FLY only between the hours of 9:00 A.M. and dark. This is also clearly stated on our entrance sign to the flying site. Why does this rule have to be clarified...Because we have recently had members flying before 9:00 A.M. Notice that the CUP says FLY, not running engines, etc. All we would need is for someone to see an airplane flying before 9:00 A.M. and, if they wanted to, they could turn us in to St. Charles County, who in turn could make life difficult

Old Rule:

9. No engine operation before 9:00 A.M.

New Rule Proposal:

9. No flying of any kind (gas, glow, electric, free-flight, gliders, etc.) before 9:00 A.M.

The other existing rule proposal deals with basic safety. It simply states: "Do not taxi in pit area".

That seems pretty reasonable doesn't it...except we have another unwritten rule that goes something like "hold onto the tail of your airplane until you get past some point on the field". Since it is not written down, misinterpretation often creeps in. Comments like..."Oh I thought it meant...". Here is the proposal for Rule 29, to provide the clarification that everyone should understand. I personally have witnessed engines still running after taxiing past the concrete section of the center taxiway when returning to the pits

Old Rule:

29. Do not taxi in pit area.

New Rule Proposal:

29. Do not taxi into or out of the pit area. Flyer or helper must carry or hold onto aircraft until past the concrete section of the center taxiway when going toward the runway. Taxiing is allowed from the east end of the pits (closest to Amrein Rd.) through the grass area used by flyers of large aircraft, when going toward the runway, but never through the asphalt pit area proper. Flyer or helper must also carry or hold onto aircraft when taxiing through the grass area, toward the runway, until in line with the concrete section on the center taxiway. Grass will be cut shorter from the east end of the pits to the runway. All pilots will fly from the pilots' box to assure availability for communication. Taxiing large aircraft through the grass from the runway toward any part of the pit area (grass or asphalt) is not allowed within approximately 50 feet of the pits or pitting personnel. All other planes taxiing toward the pits on the center taxiway will have the engines shut down before reaching, or coming even, with the concrete section of the taxiway.

for our club. We don't think any of our members want to be blamed for taking a chance on getting us shut down, just because they decided to fly before 9:00 A.M. The existing By-Laws say "No engine operation before 9:00 A.M.". With the advent of electric airplanes, some members thought that since they don't make as much noise as engine powered airplanes, it would be okay to fly. Some electrics actually make very high-pitched sounds that rival unmuffled 1/2A engines. That brought up another problem. Other members are asking why they can't fly before 9:00 A.M. with their gas/glow engines. It was the "well he is flying, why can't I" syndrome. These are some of the reasons, not all, why the rule is being changed to be more specific, and assure that no member misunderstands its intent.

and after pointing out, that if a throttle stick was inadvertently bumped, someone could get hurt. The pilot was a new member and was not only apologetic, but thankful for the reminder. I have scars on of my right leg where a throttle stick was bumped to full power on a .60 size plane and the propeller tried to eat my jeans and my flesh. Luckily, I didn't need stitches...but the lesson was learned. We need to be mindful of these possibilities and thus the reason for the rewrite of Rule 29 to provide some necessary clarification instead of "Oh I thought it meant..."

Official 2009 Absentee Ballot

The following candidates have been nominated for officers for the year 2009. If you will be unable to attend the October meeting, place a circle around the name of your choice for each office. If you want to nominate another candidate, draw a line through the printed name and use the line below the name to write-in your preference for that office.

President	Don Fitch _____
Vice President	Gene Jones _____
Secretary	Walt Wilson _____
Treasurer	Les Richman _____

Absentee ballots must be received no later than October 8 to be counted. If you cannot attend the October meeting, complete the above and mail it to:

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

Rather Be Safe Than Sorry. Many thanks to the following members who answered the call for help Sunday September 14th and cleared the pavilion and field in the event flooding occurred. The crew led by Field Chairman John Matticker, were Bob Gizzie, Dennis Skeeters, Mike and Donna Freymuth, Gene Jones, George Cooper, Jeff & Greg Bohrer, Bob Lamb, Bill Schultheis, Lee Volmert, Jeff Chase, Frank West, Babe Raab, Justin Klutenkamper.



Patch Crouch's electric





Tina Bohrer
1419 Ticonderoga
St. Peters, MO 63376

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