



FLIGHT LINES

NEXT MEETING: DECEMBER 10, 2008

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

MEETING MINUTES, November 12, 2008

By Walt Wilson

Meeting was called to order at 6:59 P.M. by President Don Fitch. Twenty six members were present.

The following new member introduced himself:

Dave Brown 636-936-1453

He was accepted unanimously by the members present.

Board of Directors Appointment: Bill Lindewirth's position on the BOD as Past President has expired and he is retiring from the board. President Don Fitch has appointed Babe Raab to fill the position of Member at Large on the board. His appointment was approved by the members.

Secretary's Report: *Walt Wilson, Secretary.* Minutes were approved as published in the September issue of Flight Lines. Jim Rawlings noted that he would like for our newsletter cover to announce the date of the next meeting, as it has in previous years. ***For the record, the next meeting is on Wednesday, December 10.***

Treasurer's Report: *Les Richman, Treasurer,* noted that he accidentally overpaid the lease this year by \$240.00. This is the first mistake of this nature that we are aware of. Walt Wilson will contact the property owner to reach an accord on correcting the issue. As a result of the error, Les asked if the membership wants an audit, as required by the By-Laws. He has investigated and an audit by a professional CPA will take approximately four to six hours, at \$100.00 per hour. Les' son is a CPA and will come to next month's meeting to explain the procedure, but will not do the audit. Is there a professional CPA in the club who would be willing to do an audit? The matter was tabled until next month. The Treasurer's Report was accepted as presented.

Field Report: *John Matticker, Field Committee Chairman,* was not present. Bob Gizzie noted there was a discussion early this year about getting road millings from one of the highway builders in the area. Paul Geders pursued it more than once, most recently about two months ago. Millings were promised, when available, but none have been forthcoming to date. Bob says some filling is needed around the pavilion. Paul will check on it again. It was noted there is a pile of millings at the County Highway Department facility on the corner of Greens Bottom and Amrein. John Matticker will be asked to find the correct person, in the Highway Department, to get some for us.

Activities Report:

2009 Contest/Activities Schedule: President Don has appointed Paul Geders as Contest/Event Committee Chairman. Paul has developed a tentative schedule for next year's activities, which is to be published elsewhere in this newsletter. The first one will be the ***Annual New Years' Day Fly-In***, which is traditional. Paul asked if anyone had ideas for changes in the activities presented. Gary Bregant proposed a scale event with \$1000.00 in club-sponsored prize money and a \$10.00 to \$20.00 entry fee, which is not expected to cover the payout. The CD would also be expected to solicit donated prizes from hobby shops and the industry. With proper advertising, Gary felt that entries could be received from other parts of the country. He named several possible categories for which prizes would be awarded. After some discussion, and a reminder that club contests were voted to be self-supporting, it was voted that we have a scale fly-in, but that we aren't prepared to put on an event of the proposed magnitude. A committee was formed to work up a less ambitious scale event. Gary heads up the committee and Pat Keebey has volunteered to serve on it. If anyone else is interested in helping develop the event, call Gary at 636-922-0168.

OLD BUSINESS:

None was presented.

NEW BUSINESS:

Frequency Scanner: Bob Gizzie asked if a frequency scanner was available in the club. Several frequencies have been getting hit in recent weeks while harvesting was in progress. There are some low-confidence units in the club, but a better unit is desirable. ***Does someone have access to a good scanner that will check 72 MHz frequencies?***

Meeting Activity: Three members brought airplanes for showing and Walt Wilson showed a slide/video show he has developed.



Bob Fiely discusses the Sig King Cobra he has built for Don Fitch. It has a Jet .90 up front and is expected to be very fast. It's covered with Ultracote and weighs about eight pounds.

WALT WILSON PHOTO



Paul Geders discusses his new Fancy Foam Vrolet FP3 V2 foamy. It weighs just 7.8 ounces and will be flown indoors. It has an E-Flite 1380 KB Outrunner motor.

WALT WILSON PHOTO



Jeff Bohrer shows his completed F-15. It's constructed of foam covered with silkspan and wood glue. It has a pusher motor that turns about 27,000 RPM. Jeff designed it around an available manufactured canopy.

WALT WILSON PHOTO



Walt Wilson produced a slideshow/video for a presentation the Spirits gave at the Missouri historical Society in January. He further developed it and showed it at the meeting. It features many members, their airplanes, and activities.

WALT WILSON PHOTO

The meeting was adjourned at 8:10 P.M. The next meeting will be at the Bridgeton Trails Library, on Wednesday, December 10, at 7:00 P.M.

For What it's Worth

By Walt Wilson

President Don has asked me to include a building, or other modeling, hint in Flight Lines each month. We're into that time of year when many of us store most, or all, of our planes for the winter. Hopefully, we all know to be sure all the fuel has been run out of our engines and they have been oiled with Marvel Mystery Oil, transmission fluid, or another oil of your choice. It's also important to protect our engines from dust. All of us have old socks that eventually wear out, usually one at a time. Cut the top off the remaining sock and use it to cover the muffler, carburetor, and cylinder of your engine! Bits of very fine dirt may still get through, but this will at least keep the big chunks out. A wad of paper towel, in your carburetor, would be good insurance. The size engine that can be covered is driven by the size of your feet. If the correct size socks aren't available, or you just don't want to use old ones, new pairs can usually be purchased from your local "Dollar" store, at two pair for a buck.

Webelo Cub Scout Pack 757 -Rocket Launch for their Rocketry Patch. It was a cold and windy day with wind gusts up in the 30mph range but the boys had a "blast". The boys were angling the rockets at a 30-35 degree angle (not using a parachute) just to get the rockets to land close for retrieval. They tried one with a parachute and it landed about ¼ mile away.



Jeff and Alex Bohrer watching the rocket go



Old socks can be used to protect your engines for storage. WALT WILSON PHOTO

Gotta go build!



The boys learning the ropes



Wow look at it go

This year we are happy to announce 2 new members to the Spirits St. Louis. They are hearing impaired and below you will find some hand signals to help you know what their signals mean for various flying and safety descriptions.



.....Help



.....Shut Off



.....Landing



.....Take Off



.....Stop

Spirits 72 MHz Frequency Jamming!

By Bob Gizzie

I had a nice phone conversation with AMA District VI Frequency Coordinator Mel Ziska tonight. He had been in receipt of the email that I had sent him about what we thought was flooding or jamming all the frequency channels on 72 MHz that we use. We suspect it is coming from some radiated signal from farm equipment being used while bringing in the crop of corn or from the dump trucks that are hauling gravel or millings and dumping up by the county sign shop. We are aware of at least 10 aircraft on various channels being hit and lost. Some members remember about this time last year there were a few planes that were hit also. Most of the 10 that were lost this year were from very experienced flyers with new equipment exhibiting no problems before the loss of aircraft. What makes it suspicious is that up to 4 planes were lost on the same day and in close location to previous losses. Of course some were novice pilots and could have been pilot error resulting in CFIT (controlled flight into terrain). I was tasked by club president Don Fitch to try and contact the frequency coordinator and see what help he might be able to render.

Frequency coordinator Mel Ziska offered suggestions and ideas. I as others wanted to know if AMA had for loan a frequency scanner for clubs to use. The answer was yes they did, but his knowledge and info about the scanners they had was not good. They are late 50 to 60 technologies, weigh as much as 60 pounds and cost a lot to have shipped around. Of the two that are available to our district, one is inoperative. He had no objection to arrange for us to use the other one. He informed me that Charlie Bauer, District President told him that Bob Underwood had one and lives in St Charles, MO. Bob Underwood is a club member and I will arrange to talk to him.

Mel Ziska feels as I do now that the little Hobbico Frequency Scanner and Polk's Tracker 3 transmitters have the capability to scan 72 MHz and work just as well or better than their scanners. There are more than one Polk's Tracker 3 radios in use at the field at different times. I have one. We have seen interference in standard AM FM band radios that have been in use at different times at the field.

Mel Ziska has given me some other suggestions of possible interference; TV channel 4 has caused some problems; repeaters that are in between our channels can cause interference; ignition noise from farm equipment; or dump truck ignition.

I think that we are a little late to try and track down what is causing us the problem but will try and follow up as Mel Ziska has suggested. I think we should approach the farmers and see what radio gear if any they are using. We need to do this with discretion as we want

to continue to be good neighbors. Farmers are a very important strong coalition in the county now. We need to try and find out what the dump truckers are using. An old member, Gary Thompson, has offered his assistance and has access to a scanner but will soon be returning to California. His unit is heavy also and would be almost too much to ship from California but we can use that option if required.

Mel Ziska has suggested that we try and contact ham radio clubs to see if they might help with there scanning capabilities as well as direction finding equipment. If anybody is a ham operator or knows one could you contact me as right now that sounds like the best idea to track down the signal interference. I will contact Bob Underwood and solicit information and his help. We also need to inquire of the other clubs in the area if they are experiencing any problems like we are. Remember though that all planes have expirations dates, some before others and it could be old radio gear that is worn out, or been in previous crashes or maybe a transmitter that is off frequency. It has been suggested that now is the time to go to 2.4 GHz radio gear.

Someone wrote back:

Looking through the manual for this scanner reveals that it doesn't automatically scan the 72 MHZ band. Here are the frequency ranges that it scans ...

The preset frequency ranges are:

Bank No.	Frequency (MHz)	Step (kHz)
1	25.0000-27.9950	5
2	28.0000-29.6950	5
3	29.7000-49.9950	5
4	50.0000-54.0000	5
5	137.0000-143.9950	5
6	144.0000-147.9950	5
7	406.0000-419.99375	6.25
8	420.0000-449.99375	6.25
9	450.0000-469.99375	6.25
10	470.0000-512.0000	6.25

The 'Close Call' scanner only scans 4 bands - and none close to 72 MHZ. You can also program it to scan 100 individual frequencies e.g. 72.010 - 72.990, but it looks like these are in 10 separate frequency bands. The narrowest frequency step would have to be 10 KHZ.

IMHO I don't think this scanner would fill the bill.

Bob Lamb wrote: I talked to my Emerson engineer friend (J Ben Barnett) today about the 72 MHz problem at our flying field. Ben indicated that we can purchase an inexpensive scanner at Radio Shack. This scanner can be programmed to search for signals and the rogue signals may be "heard" if they are present. Ben described some other possible sources of the unwanted signals, such as some one using an early vintage cell phone, the mixing of frequencies and some other comments that I have no idea what he was talking about.



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