



FLIGHT LINES

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

Merry Christmas and Happy Holidays

STUFF

By Gary Pyles, President.

My first month as president has come and gone. I would like to thank the Spirits' Board and club membership for their support and endless flow of ideas on how to make the club even better. To that end I bring two issues to light that I hear about the most often:

Flight Line Courtesy and Membership Meetings.

On a repeated basis, I hear concern about helicopter pilots taking up the entire primary flight area and occupying it on a continual basis, flight after flight. This is a result of the ease of swapping batteries in electric helicopters and the fact that many helicopter pilots take multiple battery packs out to the picnic table. By staging on the picnic table behind the pilot's station, they can be back in the air in just a couple of minutes. I think there are two items worthy of note. First, there can be up to six aircraft flying in the primary flight area at any given time. So, from a rule standpoint, there is plenty of airspace available for everyone. Second, many airplane pilots do not like to fly when helicopters are in the air. For that matter, many helicopter pilots don't like to fly when there is another aircraft, of any type, in the air. Personally, I cannot recall ever seeing more than two helicopters in the air in the primary flight area at the same time, except at our Heli Fun-Fly.

The key here is communication and courtesy. I don't see a problem with multiple pilots staging batteries on the picnic table as long as people that want to sit and observe have a place to do so and are courteous to all pilots. I have staged batteries for my helicopter in this manner and can tell you that the rotation through pilots, at the flight line or in the pits, and taking turns, is quite civil and without any animosity. I also bring my plane up while helicopters are flying and work myself into the rotation, if I want the air to myself. If I don't mind flying with the other aircraft, I simply announce my intention to take off, make sure I am acknowledged and the airspace is clear, then take off. If you have an airplane you wish to fly, while helicopters are not in the air and heli pilots are at the picnic table swapping batteries, try talking to them. Tell them you want in the rotation and would prefer to fly when they are not in the air. I'm sure that you will be accommodated. There is plenty of airspace and no one group has an exclusive claim. We all have our preferences as to when we fly, how many, and what type aircraft

we are willing to fly with. Bottom line; communicate with your fellow pilots and be courteous.

One last word on courtesy. It has been published over and over. **DO NOT STAND IN THE TAXIWAYS WHILE FLYING.** Anyone that sees someone flying from the taxiways, correct them on the spot. Assist them in moving to the pilots' box if they want it. It is a courtesy and safety issue. **GET BEHIND THE FENCE!**

Regarding our monthly membership meeting attendance, it's abysmal... Usually the same 20+ members show up. Whether you know it or not, it's those 20+ members that attend who make all of the decisions for the club. If you don't come to the meetings you don't get to vote. If you don't vote you shouldn't be disappointed with anything the club does.

I know that in the past many club meetings have been protracted gripe sessions or discussions that go on and on, splitting into multiple tangents and not accomplishing anything. I will not let that happen, period. Our meetings serve two purposes. First to report and conduct club business. Second, to share our hobby with our fellow members through technical presentations.

The goal for the business side of the meeting is 35 minutes. November's business side took 45. There was a significant number of announcements during the meeting and I will do better to control the time. Additional business time will be allotted, if needed, to cover critical club business.

The technical presentation portion of the meeting can last until 8:50 PM. I have instituted an award program that presents the member with the best technical presentation of the night with \$20 in Mark Twain Hobby Shop gift cards. The winner is selected by a vote of the membership in attendance that evening, after all presentations are completed. I am doing this to encourage all members to share their tech, their experience, their passion with the rest of the club during our meetings. Come show us your stuff.

Congrats to Walt Wilson, winner of the first Spirits' Tech Prize, for his scratch-built and hand painted 1/8 scale Fokker. Very Nice Walt!

If you have not been to a meeting lately, please come and give it a try again. I am always open to your feedback on how to make our club better. Don't just be a member, be an active member.

Gary

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Meeting, November 9, 2011

By Walt Wilson

Meeting called to order at 7:03 P.M. by President Gary Pyles. 27 members and one guest were in attendance.

Announcements:

Work Party, November 12: There will be a work party to replace the roof on the pavilion and install concrete pads at each fueling/starting station.

Volunteers: Volunteers are needed to assist with concessions and other tasks at our various contests and events. It's a big job for the few who do it each time and more help will make it easier for all. Do your share!

Flight Safety Line Markers. It has come to our attention that the poles, at the east and west edges of our field, marking our 25-foot Flight Safety Line, are in the wrong locations. The poles will be relocated a few days after you receive this newsletter. Temporary stakes are now in place, marking the correct locations.

Flight Instruction Program: Our flight training program is in dire need of leadership and organization. A Chief Flight Instructor is needed! If you would like to volunteer, see Gary Pyles or Bill Lindewirth.

Youth Membership: The Board of Directors has agreed to change the name of our "Junior" membership to "Youth" membership and raise the age limit to "Under 19" years of age, rather than the present "Under 16". This will bring us in line with the AMA age limits and terminology and, hopefully, bring more young people into our club. The official notice of proposed changes to our By-Laws is on page 3.

New Members: New member applicants introduced themselves. They are:

Tom Wilson	314-971-3354
Pat Wilson	314-378-6574
James Ludden	636-447-2607
Matt Oser	636-724-3677

They were unanimously welcomed to the club.

Secretary's Report: *Walt Wilson, Secretary.* Last month's minutes were accepted as published in Flight Lines.

Treasurer's report: *Bill Lindewirth, Treasurer.* **All members who are approved to spend money on behalf of the club were reminded to submit receipts for reimbursement.** Report was accepted as presented.

Contest/Event Chairman Report: *Tom Foster, Chairman,* was not present. The traditional New Year's Fly-In will be our first event of the coming year. See the flyer on page 8 for details. Tentatively, a schedule of proposed events will be presented at the December meeting and published in the next issue of this newsletter.

Contest Directors Needed: The club needs official AMA-recognized CD's to run and sanction our events and get pub-

licity in Model Aviation magazine! CD's are rewarded by getting their AMA membership for half-price, and receive much appreciation from the Spirits. If you would like to become a CD, contact Tom Foster or Paul Geders for approval procedures.

Field Report:

Kubota: Lee Volmert has covered the tractor for the winter. He noted that the antifreeze needs to be supplemented for a lower temperature and the gas tank should be filled to prevent excessive condensation. The battery must be removed and stored in a warm place for the winter. Bill Lindewirth later volunteered to see to these matters.

Gary Graul noted that some of the repaired cracks are opening again and will be repaired next spring. As previously noted, a work party will replace the pavilion roof and fascia and install concrete starting pads.

Safety Report: *Duane Youngman, Safety Chairman,* presented a review of AMA Safety Rules for 2012. He reminded all that they should have their name, address, and phone number in or on their aircraft. This is an often neglected practice. It was also noted that some people are still standing in the taxiways while flying. This blocks others who may want to taxi to the runway and is a safety hazard. **Always stand in the pilots' box while flying!**

Control Line flyers are to park in the gravel parking area, not next to the CL circle. This is a safety issue and must be observed.

Membership Report: *Membership Chairman, Ralph Doyle.* We ended the fiscal year with a total of 166 members for 2011. Fifty four have joined or renewed for 2012.

OLD BUSINESS:

None Presented.

NEW BUSINESS:

2012 Budget Projections: Bill Lindewirth presented his projected income and expenditures for the coming year. We made a substantial amount of unexpected money from the Swap meet, Helicopter Fun-Flies, and Open House, so finished well in the black for 2011. The 2012 projections are based upon similar expectations for the coming year. The proposed budget estimates were approved as presented.

Volunteer Board of Directors Member: A volunteer was solicited for the open position. Les Richman and Bob Gizzie both volunteered. Les withdrew in favor of Bob. Bob was accepted by a vote of the members present.

Meeting Activity: Walt Wilson, Paul Geders, and Dennis Skeeters presented their latest projects and acquisitions. See the photos for details.

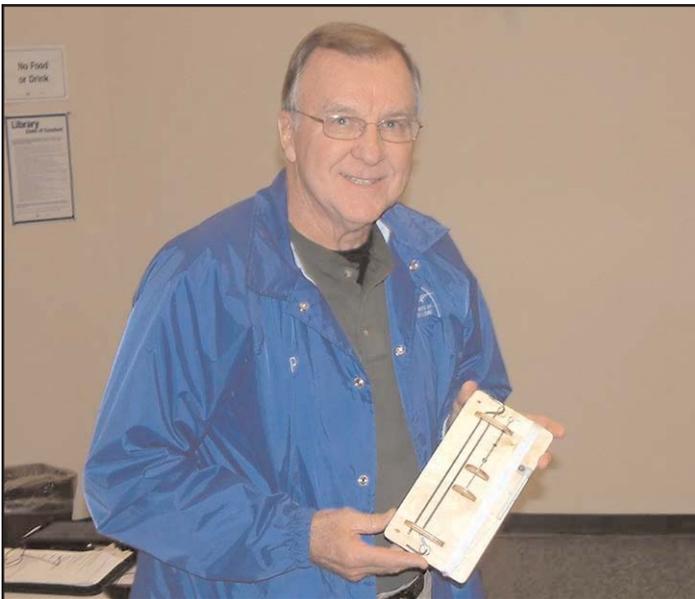
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WALT WILSON PHOTO (RIGHT)
PAUL GEDERS PHOTO (LEFT)

Walt Wilson discussed his scratch-built, electric-powered, 1/8-scale Fokker EV/DVIII and the construction techniques employed. His wife, Suzi, hand-painted all the lozenges! He also discussed the biography of pilot Erich Lowenhardt, who was the third highest scoring German Ace of WW I, with 54 kills before his death at age 21.



WALT WILSON PHOTO (LEFT)

Paul Geders showed his 'Control Line Stooge' for self-launching of aircraft. It includes stakes for attachment to the ground and a spring-loaded pin to hold the aircraft until the pilot is in position and pulls the cord.



Dennis Skeeters proudly displayed his newly-acquired antique radio transmitters. They appear to be from the 1960's.

Gift Card: Gary Pyles has implemented a plan where Mark Twain Hobby Center gift cards, totaling \$20.00, will be presented each month for the presentation voted best by the members at a meeting. Walt Wilson won the November cards with his presentation on the Fokker EV/DVIII.

Meeting was adjourned at 8:08 P.M.

By-Laws Revisions:

By Paul Geders

Below is the previous and new wording for the By-Laws regarding changing from Junior to Youth Membership.

Here is the previous wording:

Article 8 Member Standing

Section 1. All persons shall be eligible for membership in the SPIRITS, and shall agree to abide by its by-laws, and those of the AMA.

Section 2. The membership shall be divided into the following categories:

Full Member: Is sixteen (16) years old or older and has full privileges and voting rights. Dues: Full Member rate plus AMA Membership.

Junior Member: Is younger than sixteen (16) years old, has full privileges and voting rights. Dues: Junior Member rate plus AMA Membership.

Family Membership: Includes all flying members of the immediate family (Spouse and Children). They have full privileges and voting rights. Dues: One (1) Full Membership plus One (1) Junior Membership, plus AMA membership for each flying member. Junior Members must have AMA membership to vote. Children are included until their 19th birthday and from their 19th birthday until their 25th birthday, provided they remain continuously dependent upon their parents for their principal support.

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Here is the new wording:

Article 8 Member Standing

Section 1. All persons shall be eligible for membership in the SPIRITS, and shall agree to abide by its by-laws, and those of the AMA.

Section 2. The membership shall be divided into the following categories:

Full Member: Is nineteen (19) years old or older and has full privileges and voting rights. Dues: Full Member rate plus AMA Membership.

Youth Member: Is younger than nineteen (19) years old, has full privileges and voting rights. Dues: Youth Member rate plus AMA Membership.

Family Membership: Includes all flying members of the immediate family (Spouse and Children). They have full privileges and voting rights. Dues: One (1) Full Membership plus One (1) Youth Membership, plus AMA membership for each flying member. Youth members must have AMA membership to vote. Children are included until their 19th birthday and from their 19th birthday until their 25th birthday, provided they remain continuously dependent upon their parents for their principal support.

These changes will be voted upon at the December meeting.

In The Shop:



WALT WILSON PHOTO (RIGHT)
BABE RAAB PHOTO (LEFT)

"Happiness is a cold, rainy, windy, day with a big pile of balsa shavings on the bench and floor!"

Babe Raab

Membership Renewals Due

By Walt Wilson

Just a quick reminder that your 2011 Spirits' membership expires on December 31. A grace period lasts until the March meeting. Members who don't renew by the end of the March meeting will be considered new and will be

required to pay an initiation fee. A membership application is included in this newsletter. A copy of your 2012 AMA card must accompany your renewal. If you joined the club for the first time in the latter months of 2011, and submitted a copy of your 2011 AMA card, you must now submit a copy of your 2012 AMA card to the Membership Chairman, to continue your full membership and flying rights after December 31.



John Rawlings, July 24, 1921 - October 27, 2011

Spirits' member, John Rawlings, passed away from pulmonary fibrosis on October 27. He's survived by his wife, Helen, and an extended family. During World War II, he was a first lieutenant in the U.S. Army Air Corps, and flew a Douglas Dauntless dive bomber in the Central Pacific. After the war he was an engineer at McDonnell Douglas until his retirement. He was a skilled craftsman and built a variety of unique scale R/C aircraft. He built a V8 engine, using Allyn 049 cylinders, and it ran! He continued to build models after recently moving to a retirement facility. He recently finished a P-39 Airacobra and was working on a Stinson Reliant until his final illness.

May all his landings be on clouds!

The Last Word

By Walt Wilson

Part of the work party, on November 12, was to install concrete pads and relocate the anchor tubes at each pit location where someone would be fueling and de-fueling their aircraft. The asphalt in each of these locations was cracked and otherwise damaged from spilled gasoline and glow fuel. Always fuel up and de-fuel your planes over the concrete, not the asphalt. Also, always use a container to catch any overflow, don't let it run out onto the concrete or grass, and never onto the asphalt!

Back to the 'man cave' to work on the Fokker some more!

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. _____ Birthdate _____

Your e-mail address: _____

Additional Family Members:

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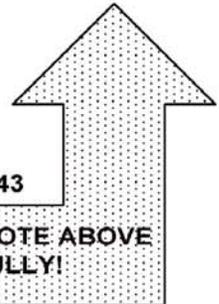
NOTE: ANY MEMBER WHO ALLOWS THEIR MEMBERSHIP TO LAPSE BEYOND THE END OF THE MARCH MEETING OF ANY YEAR SHALL BE CONSIDERED A NEW MEMBER WHEN RENEWING THEIR MEMBERSHIP. SOURCE: ARTICLE 7 SECTIONS 1 THRU 4, CLUB BYLAWS. DUES ARE PAYABLE NO LATER THAN THE JANUARY CLUB MEETING.

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

Ralph Doyle
2463 Wesington Dr.
Maryland Heights, MO 63043
314-878-7914



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 photocopy

Place AMA card here when
ing

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

FLIGHT LINES

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



Invite you to be one of the

"CHOSEN FROZEN"

at our



Annual New Years' Day Fly-In

Regardless of the weather.

New Years Day 2012!

Starting at 9 AM, Who will be the first to fly in 2012

Free
Coffee
Hot Chocolate
& Donuts

NO Landing Fee

Open to All AMA members in good standing



For more information contact:
Gary Pyles, gp@gtp ltd.com
or visit our website



spiritsofstl.com



FLIGHT LINES

Walt Wilson
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St. Charles, MO 63301-0131

www.spiritsofstl.com

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