



June 2006

# FLIGHT LINES

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

## FUN FLY COMING JUNE 10 FOUR-STAR 40/WARBIRDS COMING JUNE 24

### **PREZ SEZ:**

*By Bill Lindewirth*

Thanks to a lot of hard work by a lot of hard-working members, the May 20th work detail was a tremendous success.

I would like to express my sincere thanks to Don Velasco for volunteering to take over the position of "Field Chairman" and for his help with organizing some of the work detail.

Additional thanks goes to Paul Geders for using the Kubota to re-spread and level some of the parking lot, as well as to Greg Pugh, Mike Freymuth and David Oswald for man-handling the six, 224 pound, parking stops to the ground and positioning them on the parking lot.

Forrest Holt, Joe Stramaglia, Don Fitch, Carolyn Schlueter, Donna Freymuth, Glenn Gerken, Mark Livesay, Ralph Doyle, Roger Green, Don Velasco, Russ Watts, Jim Rawlings, Jerry Quist, Steve Ramonczuk, George Cooper, Frank Nolle, Les Richman, Greg Bohrer, Greg Pugh, Mike Freymuth, David Oswald and Bob Gizzie, provided the muscle to spread the mammoth five cubic yard mound of dirt into the low areas of the trench and also the low areas of the pits and flying field.

Fifty pounds of grass seed was planted, the blue & white posts that line the perimeter of the parking were painted, as well as weeds trimmed and sprayed. The pavilion was cleaned out and the items (junk) that have been accumulating was either returned to the barn or disposed of.

The installation of the transformer and meter is scheduled for the week of June 5th - 9th.

Once again, my sincere thanks to everyone who has helped with "electrifying" our field.

### **MEETING MINUTES: May 10, 2006**

*By Walt Wilson*

**Meeting was called to order** at 7:00 P.M. by President Bill Lindewirth.

**Members signed in:** Twenty-four members, two applicants, and three visitors were present.

**Secretary's Report:** Minutes were accepted as published in last month's Flight Lines.

**Treasurer's Report:** Les Richman reported that payment

for hookup of the electricity was ready to mail to AmerenUE. A paperwork mixup at AmerenUE delayed receipt of the invoice until yesterday. It will take about three weeks to complete the electrical hookup after they receive our check. The Treasurer's Report was accepted as presented.

**Field Report:** Pat Keebey resigned as Field Chairman, effective April 30 due to family responsibilities. A new Chairman is badly needed. There were no volunteers at the meeting (Don Velasco has since volunteered to assume the Field Chairman position).

All wiring and fans are in place. The trenches are sinking somewhat and need more dirt to level them out. A motion was made and passed to purchase four cubic yards of dirt for filling. There will be a work party on Saturday, May 20 at 9:00 A.M. The field will be closed on that date until the work is completed.

2.4 Ghz slots are needed on our frequency board to assure that flyers are members and, when flying, are not using an unidentified frequency. Lee Volmert will take care of it.

**New Membership Applicants:** The following new members submitted their applications at the meeting.

Joe Ondranko 636-272-1797

Travis Klenker 636-328-4747

Both were unanimously accepted by the members present.

**Safety Report:** Safety Chairman, Joe Stramaglia, conducted an extensive discussion of safety matters. Most of the matters for concern are covered in his "Safety Report" starting on page three.

**Training Report:** Bob Gizzie reported that all instructors are working with new members or other students. There is a lot of "walk up" interest and demonstrations are being given regularly with club trainers. Bob has AMA applications and requested more club applications and tri-folds. Greg Pugh will get them to him and the area hobby shops.

**Membership Report:** Greg Pugh reported that we had 146 members. The two applicants who joined at the meeting bring the total to 148.

**AMA Poll Regarding "Electric-Only" Memberships:** virtually all Spirits' members who were polled, and responded, were against it. *(Continued on the next page)*

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Evidently a majority of the other 8500+ AMA members, who responded, agreed with us. The matter is going back to committee for more research and revision.

### Activities Report:

**River City R/C Club May 7 Four-Star 40 Races:** Paul Geders reported on this event. Seven Spirits competed. They had merchandise prizes and Paul won first place. He invited River City race participants to come compete at our May 27 races.

**May 27 Four-Star 40 and Warbirds Races:** Paul Geders reports that he needs workers and hopes everyone, who can, will come out to compete or work this event. Bill Lindewirth says there will be prizes donated by Daimler Chrysler and the usual concessions available.

**A Hobby Exposition** is planned for Saturday and Sunday, June 3 & 4, at the Clariton Hotel near the airport. Two members volunteered to display planes, but no one was willing to oversee the Spirits' display, so our participation in the event was put on hold.

**There will be a Big Bird Fly-In** at the River City Flyers' field on June 30, and July 1 & 2. The event is partially sponsored by Augie Busch IV and some big name flyers are expected to attend. Admission is free for spectators.

**The "Superman" Jet Fly-In** will be at the Cape Girardeau Regional Airport on the first weekend in October. FAA regulations concerning flying of model airplanes at an active single runway airport prompted the move from Metropolis, Illinois.

### OLD BUSINESS

**Walt Wilson reported that documentation has been completed and AMA has recognized the Spirits as a Gold**



PHOTOS BY WALT WILSON

*Bob Fiely discusses the Amaco Aeromaster biplane he built for Don Fitch. It's powered by an O.S. .70 Surpass four-stroke engine. It survived the maiden flight, even though the linkage was not connected to the rudder! Bob has built three Aeromasters, and says the alignment on this one is the best he has accomplished, and it isn't even his!*

**Leader Club for 2006.** Each member will be eligible to receive a pin, we will receive a commemorative plaque to be mounted on the pavillion, and we will receive recognition in *Model Aviation* magazine. To complete our requirements for this status, we purchased a subscription to *Model Aviation* for Fort Zumwalt South High School's library, and committed to charge a \$1.00 parking fee at the Open House, with the proceeds going to the *Make a Wish Foundation*, or another worthy charity. It will also be necessary to take sound level readings at the field on at least one occasion.

### NEW BUSINESS

**Les Richman reported that a Boy Scout troop** has requested introductory flights for about 10 to 15 Scouts and some fathers on the evening of June 27. Spirits' instructors will use club trainers. That is a Tuesday, when electrics usually fly, but there should be no conflict and the field will not be closed to other flyers.

While Tuesday evenings are recognized as a flying time for electrics, Bill Lindewirth announced that the field is open to all types of planes.

**Meeting Activity:** One member brought a plane to discuss and two technical presentations were made. See the pictures on this and the next page for details.

**Meeting was adjourned at 8:41 P.M..**

### TRAINING REPORT

*By Bob Gizzie*

The club instructors have been working with new students, young and old. They have also been busy talking to walk-ups and giving information as requested.

I have received current AMA 2006 applications via Walt Wilson's efforts and have been passing them out to instructors. If anyone would like, or need, some please contact me. I also left some club brochures and club application packets at Mark Twain Hobby. When more are assembled, Greg Pugh and I will leave them at Mark Twain, Hobby Town and Schaffer's.

There has been interest in electric planes from quite a few folks and the club instructors have no problem giving flight instruction on these planes. For technical questions with electric planes we have been referring them to the club members who are experts on these planes.

I have noticed that there has been a surge in people wanting to fly at our field as guests and would like to encourage everyone, if approached, to be sure that at a minimum, they have a current AMA license. I have been asked via email from the AMA about creating a separate organization for the Park Zone Flyers. My feelings are to let us include them into the existing organization of the AMA and not have a branch off just for these flyers. If you have received this email from the AMA, please send it back with your thoughts. That's all for now and don't come to the field and when asked, say you have charged your batteries for "Oh 24 to 48 hours". See you at the field and let's try to keep the greasy side down.

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### More Meeting Photos....



*Joe Stramaglia discussed his 12-channel Multiplex radio. When purchased, everything about it must be programmed, even the stick functions, on a PC computer! It has features such as a built-in frequency scanner which can record results on a computer and uses two flight pack batteries for a safety backup.*



*Paul Geders reported on further flight tests of the "Dominator" PMTD UAV aircraft he is flying for Boeing. The latest test, on April 4, was successful in that the plane was flown both manually and by remote computer. A mixup in reported airspeed VS altitude caused a rather rough landing, but it's fixable. He also became a proud grandpa to his daughter's first son, Aiden, that day! Congratulations Paul!*

### Safety Report;

*By Joe Stramaglia*

Safety is important in any hobby, but maybe more so in ours. Very few hobbies have the propensity to damage life, limb and property as ours does. (Think of the things that are at the hobby store that don't involve RC, how many people have you ever heard of losing their fingers in an incident running their HO trains?)

With the new flying season comes new members that may need to learn the safety rules from scratch, or old hands that could use a refresher course to clear out the winter cobwebs. Please look them over (there are a total of 36 items). You can find them as part of your handbook or on the Spirits website as a link on the handbook page.

Here are a few things that I noticed in several trips to the field: There is NO taxiing of aircraft in the pit area! All aircraft are to be hand carried, or if too large to be safely carried, wheeled by hand to the area forward of the white line on the taxi way. (This includes people who might taxi through the grass in front of the pit area)

With the exception of hovering helicopters in the designated hovering area west of the pavilion, ALL pilots should be in the area of the pilot's station before their plane takes off, there should be no flying of aircraft while the pilot's are in the pit area, or in the pavilion. Everyone in the pilot's station needs to know your intentions. ANY take offs, landings, and emergencies need to be clearly announced.

The helicopter hovering area is for hovering only transitioning to full flight should only be done in the normal flying area with the pilot in the pilot's station.

Please be aware of the flight safety line and keep your aircraft north of it (it is marked with the white posts at either end of the field).

There is NO flying over Amerein road to the east.

Last, if someone announces (loud and clear so that everyone can hear) that they need to go onto the field to retrieve an aircraft, make every attempt to keep aircraft that are still in the air away from the airspace over the person on the field. Safety is everyone's responsibility, if you see any violations kindly remind the person of the appropriate way to do things. If they continue, there is a grievance process you can follow.

Remember, I'm the Safety Committee Chairman - Who is the Committee? Everyone in the club! Let's all have a fun and safe flying season.

### SPECTRUM REVISITED

*By Don Fitch*

Let's try to demystify the "SPECTRUM" radio as offered by Horizon Hobbies a little bit. There seems to be a number of opinions about the radio and what it will do. The information presented here is based on the owner's manual that came with my radio and a DVD sent to AMA Chartered Clubs.

*(Continued on the next page)*

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Things may have changed, since mine was one of the first ones available, but be that as it may, here it is.

We have been told that only 80 channels are available and since the radio used two at a time only 40 sets are available. Well, since the radio picks out which two channels to use after it is turned on, that means that only 40 planes using this radio system may be flown at the same time at the same place. I don't think that will cause any problem at our field since a lot less than 40 fliers are allowed in the air at one time.

Read the club rules if you don't believe that. The transmitter and the receiver are bound to each other by a GUID code (Global Unique Identifier code), which is provided by an internal chip. There are more than 4.2 billion GUID codes available and it is *extremely* unlikely that the guy next to you has the same number that you do. Your receiver and transmitter are bound together by this code and will only talk to each other. It appears upon reading the book that these codes are good world wide, so if you go to Australia or Siberia there still will be no interference from another SPECTRUM radio.

The range of this radio has been given as various distances. The two that I have been told are 1200 ft. and 2000 ft. The Horizon Hobbies people say the radio is intended for park fliers and so does the AMA. The Spectrum people say however, that the range under ideal conditions is about 1200 to 1500 feet. Additionally they say it depends on humidity, ground cover and your installation. Again, no specific range is stated. The "park flier" statement is more qualitative than quantitative. A call to the AMA office was made and an attempt to get a quantitative answer was made. The technician there repeated the "park flier" answer. When pressed for more information he graciously informed me that there was, at the present time, no quantified answer available. I was told that the situation is too complicated to give an exact distance. The high frequency dictates "line of sight" between the Tx and the Rx. Further complicating the situation is the use of two very short antennas. These antennas, if not in alignment between the Tx and the Rx, reduce to some extent the strength of the signal transmitted. Further since they are so short, the possibility exists that there could be some blanking of reception by conductive objects between the Rx and the Tx. Blocking objects could be the engine and or battery, or even carbon fiber parts. Specifying a "park flyer" is rather vague, but a wingspan of four feet is not unreasonable. I guess the advisable range at which the radio should be used depends to some extent on your eyesight. The size of a park flyer infers that visibility would be a limitation. If you insist on using the radio in a snarling 30 pound acrobatic plane, you had better wear a hard hat to protect your stupid brain. Receivers have to route the power used by the servos from the battery to the servo. The larger the plane the more power is needed to handle the control surfaces. It seems unlikely that a receiver the size of the Spectrum could handle the power required by a large plane. The restriction on size doesn't mean that the plane has to be powered by an electric motor. A 0.049 or 0.10 glow engine should be OK. Just keep the raw fuel on the outside of the fuselage except for the fuel tank and tubing. The Spectrum

people say that any name brand servo can be used. Don't put a monster large-scale servo in a park flier if you want it to get off of the ground. Mini, Micro, or even standard servos will work OK.

This radio is great as long as it is used for the intended airplane size. Don't stress it beyond the designed capacity. It is not unusual for a RC plane to cost \$500. Considering the money involved it seems inadvisable to risk a plane using an unsuitable radio.

### May 27 Four-Star 40 & Warbirds Race Report

By Paul Geders

What a great day of racing! (Only 92 degrees). We had 9 entrants in Four-Star and 4 initially in WARBIRDS, but three finally competed. We had visitors from the Springfield, Missouri area to see how we run our racing. Ralph and Shirley Todd were impressed with the hospitality shown by everyone and enjoyed their visit. John Grooters of the River City Flyers (RCF) stopped by around 1:00 P.M. He wanted to be there to race, but had to work. He graciously donated a gallon of fuel to be given to the winner of the Four-Star 40 contest in appreciation of the Spirits members who supported their race earlier. That was a very nice gesture! We need to go back and support their next race.

At the pilot's meeting, I asked if they would like to fly four heats, and then the top four would compete in a final race. By a majority vote (only one dissenting vote) we did just that. This is what the RCF did, and it is fun to watch. We were fortunate to have several new flyers attend our race. Tom Galloway from the RCF has only been flying for 10 months, and was really fast and loves racing. Another sleeper of a competitor was Doug Bruening, of the newly formed Orchard Farm R/C Club (Formerly the St Peters Prop Nuts), who had never raced before. These two guys had a ball and both were in the money. After the first four rounds were completed we had a three-way tie for 4th place...so we had a fly-off. What did they do? They proceeded to race and all three got two points each. So, we did it again...the winner ultimately was Steve Cross. Now for the race statistics. Steve Ramonczuk, using body language never before seen in racing, took first place. Then it happened again. The next three competitors; Tom Galloway, Doug Bruening and Steve Cross, all got two points each, again. Since Steve Ramonczuk was the clear winner, we had to have *another* fly-off to determine 2nd through 4th places. The race was led by Steve Cross all the way up to the last lap when out of nowhere came Tom and Doug, rounding the last turn and passing Steve, just before the finish line. All three planes were within 30 feet. Tom Galloway came in 2nd, Doug Bruening 3rd, and Steve Cross 4th. WARBIRDS had Bob Bennett take third place, and Best of Show. Steve Ramonczuk took second, and the writer took first.

This was by far one of the best races the Spirits have ever had. By that, I mean close racing to the very end. Thanks to Bill Lindewirth, Don Fitch, and Carolyn Schlueter for preparing and serving an excellent lunch.

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## FLIGHT LINES

May 27 Four-Star 40/Warbirds Races (Results on page four)



## FLIGHT LINES

### May 27 Four-Star 40/Warbirds Races

Results start on page four



PHOTOS BY CAROLYN SCHLUETER AND WALT WILSON

#### (Continued from page four)

Another special thanks to Bill for donating magnetic parts holder bowls to all workers and contestants.

As a side note ,I ran the 10 X 6 Master Airscrew Scimitar propeller on my airplane and flew it with several competitors and it runs the same RPM and is neither faster or slower than the existing GFII series prop that is no longer being made. We also decided to revise our rules to allow the ARF's with wheel pants for those who care to run them...they do look kinda cool. One last thing...it was suggested that we limit the landing attempts to just two...if you can't land on your second attempt then you lose your landing point. Think about it and let me know if you want to incorporate into the rules.

Thank you to the competitors for making it a fun and exciting day for me, and everyone else. This is the kind of racing I have longed dreamed would become a reality.

#### The Last Word

By Walt Wilson

Show 'N Tell 2006 is now history and was a great event. Pat Keebey, his wife, Donna, and my wife, Suzi deserve a lot of the thanks for it's success. This is the only event that's dedicated to the builders in our club who, it would appear, are becomming a minority in this age of the ARF. Most of the attendees were senior members, who still build their own airplanes and had been to Show 'N Tell's of years past. There were a few exceptions, though. I'm encouraged to see some of our younger members, who actually build the airplanes they fly, like Duane Youngman. He didn't win, but he was there trying, so that makes him a winner in my book! Keep trying Duane, you'll be really tough to beat next year.

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The SPIRITS OF ST. LOUIS R/C FLYING CLUB, INC.  
PRESENTS

# M & M TOPLESS FLY-IN

June 10, 2006



Registration: 9:00 A.M.

Flying Begins: 10:00 A.M.

Entry is \$10.00!

Cash Prizes

Food will be available

## Events:

Note New Rule: All events are to be flown with the same airplane that participant registered.(Unless there is a substitution approved by the ED)

#1 "LOOPS" Take off, fly a lap and then on the next lap you do as many loops as you can in 30 seconds and then land on the runway with motor still running. Points (M&M's) for loops and bonus points for landing on the runway and engine running.

# 2 "SPOT LANDING" Take off, fly a lap and go as high up as you wish, shut off engine and dead stick back to the center of the runway in front of flagpole. Closest five participants win points (M & Ms)

# 3 Double points for any ONE event flown "really topless". Club hats may be worn at all times to shade eyes and to cover bald heads.

# 4. Pick out an M & M. Register it with the ED. Put it into your mouth, take off, fly a lap, and then land. You can have a buddy help you any time you wish (except with the M & M). Go back and show the ED that you have NOT EATEN the M & M (yet). Bonus M & M for landing with the engine running.

#5. When all pilots have completed their events, the ED will draw a number for each color M & M. The person with the most points wins! The most points gets first choice of prizes etc.

#6. In the case of a tie, the person who can chew and swallow 10 M & M's while "TOPLESS" wins the tie.

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(Continued from page six)

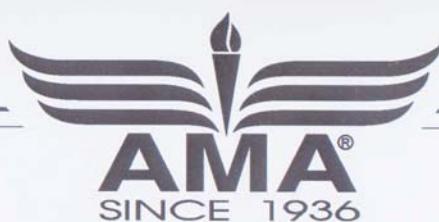
Below, you will see a copy of the certificate presented to the Spirits by the Academy of Model Aeronautics and one of the pins to be given to members. It acknowledges that the Spirits meet or exceed all requirements to be a Gold Level Leader Club of AMA. This means we do or have everything that is expected of a first-rate model airplane club chartered by AMA. In addition to this certificate, we received a brass plaque to be posted at the field and commemorative pins to be given each member. Gene Jones is in charge of pin distribution, so see him to get yours. The easiest way to get your pin is to attend a club meeting, so it's time to attend. The Spirits' Gold Leader Club status will also be acknowledged in a coming issue of Model Aviation magazine, so watch for it.

I've written for a number of magazines for the past thirty years, or so, but I avoided taking on a monthly column until now. A year or so ago, Bill Lindewirth introduced me to *R/C Report* magazine. I had little exposure to it before that because it wasn't kept in stock on commercial newsstands

or at Mark Twain Hobbies. It's generally only available by subscription, although I've asked Dennis, at Mark Twain, to look into carrying it. After I subscribed, the opportunity arose to take over their "Here's How" column, and I jumped right in! The June issue, with my first column, is available now. People send in ideas for better ways to build or repair model airplanes and I rewrite and illustrate their suggestions. The contributor's reward is a two-year subscription to the magazine! Such a deal! Other magazines don't offer their idea contributors anywhere near that good a payment. Send me your ideas and, if I can use them, you'll get a subscription. Some ideas submitted are really innovative, but others are just basic ways of doing things. If I have the materials at hand, I try every idea that's used. They're all considered and many could help an old pro or a new flyer, even in today's world of ARF's and RTF's.

My life as a retiree has gotten a bit busier since assuming the responsibility for the column, but I'm enjoying it.

*Gotta go write, illustrate, and build!*



To acknowledge the contributions made by

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

to the sport of Aeromodeling and to their community,  
they shall be distinguished and recognized as a

**Gold Level Leader Club of the  
Academy of Model Aeronautics**



May 5, 2006

Date

Joyce Hager  
Executive Director

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



Presents



**Four-Star 40\***

**and**

**Silver Class WARBIRDS\***

**Races**



**Saturday, June 24, 2006**

At Spirits Field

on Amrein Road, ½ mile south of Greens Bottom Road  
St. Charles County

Curt Milster, Contest Director

ENTRY FEE:

**\$10 Four-Star 40**

**\$10 WARBIRDS**



**Registration starts at 9:00 a.m.**

**Racing starts at ~ 10:00 a.m.**

\*Class rules are available on the Spirits' Web Site at:  
[www.spiritsofstl.com](http://www.spiritsofstl.com)

**under the Contest & Events link on the first page!**

For more information call: Paul Geders at 314-838-1350  
or e-mail him at: [pgeders@charter.net](mailto:pgeders@charter.net)

## FLIGHT LINES



A large number of Spirits turned out again for the work party on May 20. This large pile of dirt (and more) was added to the trench, concrete barriers were added, posts were repainted, and other field maintenance jobs were accomplished.

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[www.spiritsofstl.com](http://www.spiritsofstl.com)

## FLIGHT LINES

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

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