



# FLIGHT LINES

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

## THE TREES ARE GOING AWAY!

### PREZ SEZ

By Bill Lindewirth

I would like to thank all the members who braved the cold and the snow to attend this month's meeting. I would especially like to thank Bob Gizzie for storing and maintaining our club trainer and other equipment over the winter months and to Jim Rawlings for donating his time and material to repair the trainer's damaged fuselage.

Tree removal has begun at our field and all of the really "BIG" trees have been cut down, which makes some of the smaller trees now look big. The loggers still have a lot of work to do, so please be patient with their progress. After the trees have been removed, we will access our field and make necessary repairs/improvements in the Spring.

After receiving several requests from members, and doing some research, with the approval of the members present at the February meeting, I have contracted Jerry Caudel of "ProMARK Graphics" to print our club logo on decal transfer sheets. These are extremely high quality, self adhesive, and 100% fuel proof. Each sheet will consist of approximately 14 logos of various sizes and several lines of "Spirits" nomenclature. Our first shipment should arrive prior to next month's meeting and will tentatively sell for \$18.00 per sheet. I will show a video and give a demonstration at next month's meeting about proper installation of these graphics.

Decal transfer sheets will be available for purchase at our monthly meetings. In the future, an order form will be available on our website and in our newsletter. For additional information and other graphics available through ProMark, visit their website at: [www.pro-mark.com](http://www.pro-mark.com).

### MEETING MINUTES:

**FEBRUARY 14, 2007**

By Walt Wilson

**Members signed in:** 23 members were present.

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

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

**Field Report:** Don Velasco was not present. All the big trees have been cut down, but not all have been removed from the area. There has been some damage to the levee and our field in the area near the "road" to the levee. Evidently, inclement weather has delayed removal of the rest. Now, some of the smaller trees look big! The color tape on the gate needs to be replaced. Bill L. talked to John Ostmann about damage caused by four-wheelers playing on our field. He will talk to the possible owners about it.

**Safety Report:** Few people are flying these days due to the weather. Bill L. received an e-mail from one member who was flying when another pilot suddenly announced "I'm hovering", and was in the "pattern". He avoided the hovering plane, but felt this was a threat to his plane's safety and asked who would be responsible in case of a mid-air collision caused by someone suddenly hovering or doing other aerobatics that might interfere with the normal flight of others. An extended discussion followed. There is one hard and fast "pattern" to be observed during takeoffs and landings.

Otherwise, most pilots follow an oval "race-track" course, either counter-clockwise, or clockwise, depending upon wind direction. All flying should be beyond the far edge of the runway. When flying with others, unless one is participating in an acknowledged airshow, aerobatics should be performed well out over the bean/corn field, not close to, or over, the runway. Flyers should announce intentions to go onto the runway, take off, land, retrieve a downed plane, or do touch-and-goes well in advance of doing so. A plane doing a dead-stick landing has priority over all other planes (Continued on the next Page)



A logging truck hauls segments of some of the larger trees away during the week of January 29-February 2. Some smaller trees remained because the loggers didn't think they were worth logging.

GEORGE COOPER PHOTO

## FLIGHT LINES

*(Continued from the previous page)*

in the air. Pilots should always communicate when more than one aircraft is airborne and he decides he is going to do anything that might interfere with others' course of travel. When flying in heavy traffic (three or more planes), a spotter is highly recommended. As far as responsibility for mid-air collisions, flying R/C can be hazardous to your airplanes. Mid-air collisions do happen occasionally and are usually considered just one of the risks of flying. *Fly safely, announce your intentions and you probably won't have to worry about responsibility for mid-air.*

**Training Report:** Bob Gizzie gave a report on training activities. See his report on the next page. He also noted that trainees should always be sure their batteries are fully charged. Batteries more than a year old should be checked periodically to avoid potential failure at an inopportune time, like when airborne.

**Membership Report:** We have 117 paid-up members at meeting time. We are on track with budget projections. New member Jeff Chase attended his first meeting.

Jeff Chase 314-344-0712

Members present approved his application unanimously. Welcome to the Spirits, Jeff!

### Activities Report:

**Show 'N Tell, April 2:** Paul Geders reminded all of the upcoming social event. Complete information and an entry form are available on pages 4 through 6.

**Annual Swap Meet, May 19:** A Spektrum DX7 radio will be the attendance prize. Volunteers were given times and job assignments. See page 7 for more details.

**OLD BUSINESS:** None was presented.

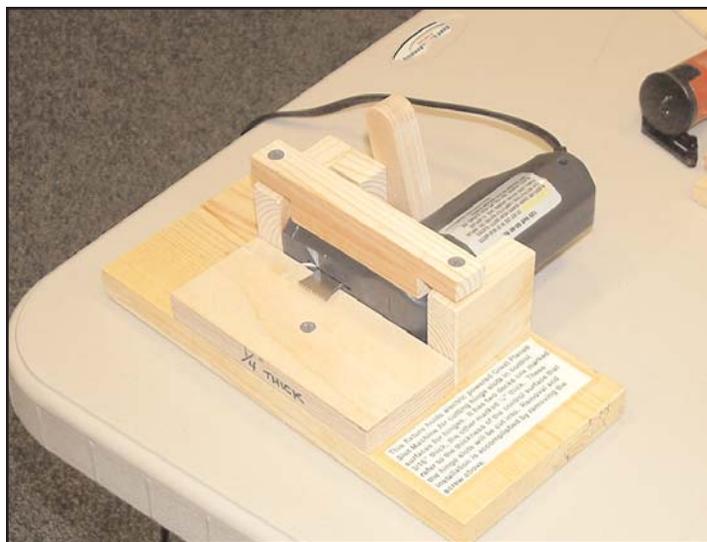
### NEW BUSINESS:

**Liability Insurance:** AMA no longer provides liability insurance for clubs or officers for other than injury or prop-



WALT WILSON PHOTOS

*Paul Geders discussed a fixture he made to hold the Great Planes Slot Machine and make accurate cuts for hinges. He also prefers using RC-56 Canopy Glue rather than CA for installing hinges.*



*Paul's nicely made fixture holds the Slot Machine while the control surface to be slotted is laid on the deck under the blade. Interchangeable decks can be used to center the cuts in various thickness surfaces. Very nice!*



*The Dubro Quick Hinge Slotter Tool is an alternative to the fixture Paul built. The slot can be enlarged using the Slot Machine and this tool will keep it centered on any wood thickness that will fit between the bars.*

erty damage. For instance, if the club, or one of its officers, were sued for offending someone while conducting club business, it would not be covered by AMA as it was in 1999. Don Fitch has approached John Smith, a State Farm agent, about possible insurance coverage for officers. Bill Lindewirth is currently gathering information for the application.

**Decals:** Bill Lindewirth has investigated sources of decals for Spirits' logos. See his "Prez Sez" for details. It was voted to purchase a trial run of 20 sheets.

*(Continued on the next Page)*

## FLIGHT LINES

(Continued from the previous page)



This is a Gilbert 7 Control Line engine from the early 1950's. It's part of a group of items Lee Volmert was given recently and brought to the meeting to discuss.

Other items were copies of 1965 issues of *Model Airplane News* and pages out of various other model airplane publications from the 1930's to 1950's.

**Attendance Prize:** Dennis Skeeters won the monthly \$10.00 gift card donated by Mark Twain Hobbies.

**The business portion** of the meeting was adjourned at 8:00 P.M.

**Meeting Activity:** Paul Geders made a presentation on a couple of ways to cut accurate slots for hinges. See the photos on page 2 for details. Lee Volmert showed some old magazines and loose pages, along with some ignition coils and other very old model airplane parts he had been given. See the photo above of the Gilbert 07 Control Line engine he has.

**Meeting was adjourned** at 8:30 P.M.

### MEMBERSHIP RENEWALS

By Bill Lindewirth

Membership renewals must be received no later than March 1, 2007. Renewals received after March 1, must include the \$25.00 New Membership Application fee. **This is the last issue of *Flight Lines* you will receive if you don't renew your membership.**

### Training Report

By Bob Gizzie

I would like to thank Jim Rawlings for reconditioning the covering on the club's Sig Kadet Senior that we are using in



WALT WILSON PHOTO (LEFT)

Can you identify the people in this mid-1950's photo above? Both are current members of the Spirits.

The answer is in the "Last Word" column.

the flight instructors training program. Big thanks to Jim! All instructors continue to answer questions from new prospective members about our hobby and club. I have some handouts about our club, Spirits' membership applications and AMA applications. If you would like some to hand out, see me as I always have them with me! Also, don't forget one of the best deals going is from AMA for those under 19. They can join the AMA for \$1.00 and if they want their own copy of *Model Aviation*, it's only \$15.00.

Please remind members that are getting ready to join the AMA, to apply for the free buddy box, either Airtronics or JR. It will be theirs and, if they like, they could donate it to the club to use in the training program. If the shipping fee for the buddy box, which is under \$8.00, is a concern, please see me!

Some more information for members and students that I would like to pass on; When asked by your instructor how long did you charge your batteries, try and be truthful about the hours on the charger. Don't feel hurt if he asks if its ok to check them with a voltmeter, it could save your plane! The other question that he might ask is, how old are your batteries? My opinion is three and a half years is about the limit. There are varied opinions on the life of batteries, but it's your plane, so think about my recommendation.

Thanks, see you at the field, Bob Gizzie

### The Last Word

By Walt Wilson

For some reason, most people are more comfortable turning left than right. As an example, note the direction of travel on oval race tracks of all sports. Even early morning mall-walkers go in a counter-clockwise direction! Sport flyers generally fly in an oval "racetrack" pattern and the direction is usually counter-clockwise, unless strong wing direction dictates takeoffs and landings in the right-to-left direction. Then, at least for some, the oval is likely to be clockwise and flyers may wind up not all going in the same direction.

(Continued on page 8)

**FLIGHT LINES**

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

# Show 'N Tell

**Monday: April 2nd 2007**

**5:30 pm - 8:30 pm**

**Ryan's Grill, Buffet, and Bakery**

**3579 Pennridge Dr.**

**Hazelwood, Missouri**

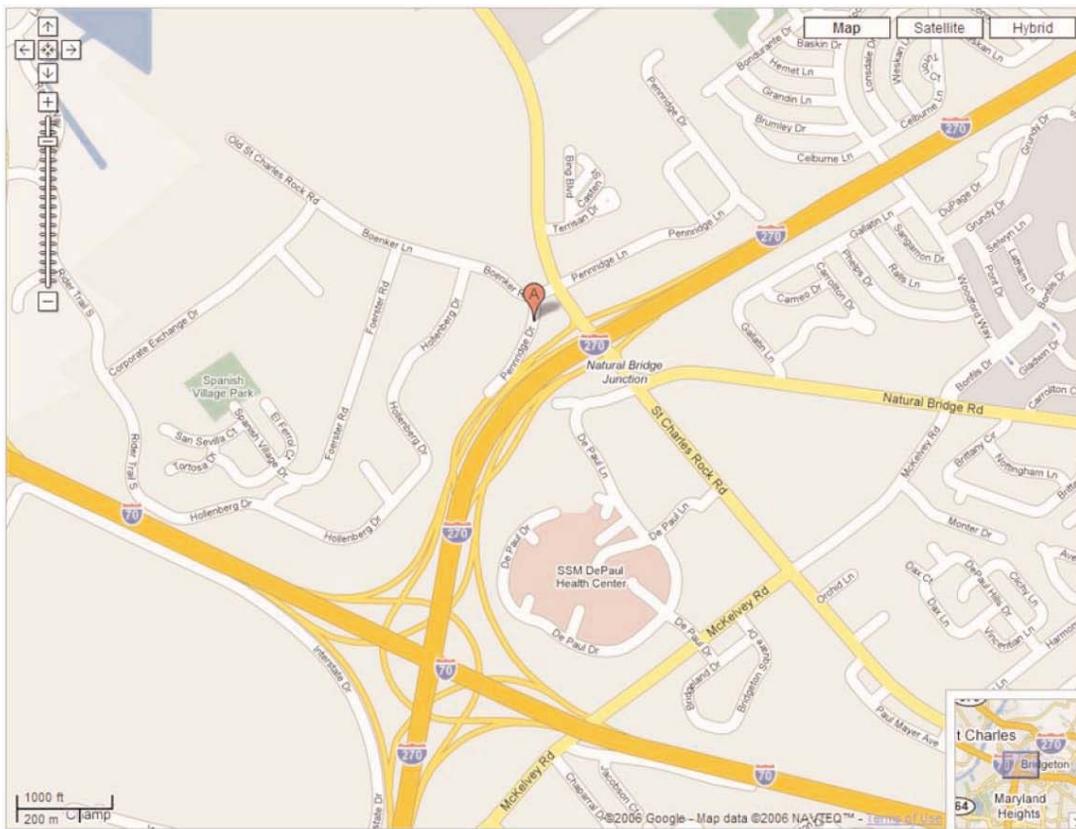
**Event Director: Paul Geders Phone: 314-838-1350**

**Adults: \$15.00/person**

**Children age 15 and under: \$10.00 each**

**Includes: All-U-Can-Eat Buffet, Desserts, Drinks**

**Entry forms "must" be received by March 17, 2007**



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

# Show 'N Tell

**Monday: April 2nd 2007**

**5:30 pm - 8:30 pm**

Purpose: A buffet-style dinner social for the purpose of displaying models built by Spirits' members.

**QUALIFICATIONS:**

1. Limited to R/C aircraft.
2. Model may not be entered in more than one category.
3. Limit of one model per category with a maximum of two (2) entries in the event.
4. Models must be complete and ready for flight. All engines, propellers, and external linkage must be installed.

**CATEGORIES FOR MODELS DISPLAYED:**

**SCALE** - Scale entries will be any aircraft that has been manufactured as a full scale aircraft.

**OPEN** - May be any type of aircraft other than scale, or an ARF.

**NOVICE** - Any type aircraft may be entered. Must be the modelers first building project.

**ARF Sport** - Almost Ready to Fly Sport model.

**ARF Scale** - Almost Ready to Fly Scale model.

**JUDGING:** Entrant judging for the Best in Class in each category.

Best of Show, and Best Monokote/Finish will each receive an Award

Show 'N Tell 2007 Participation Certificates will be given to each member entering Show 'N Tell.



## FLIGHT LINES

### The Dreaded Trees Come Down



*(Above) On the levee. (Below) The trucks did some damage to the end of our field and some logs remain.*



*(Above) View from the end of the runway. Now the little trees and brush look big!  
(Below) Some really big trees came down!*



GEORGE COOPER PHOTOS

### Show 'N Tell Entry Form Please Print

Model Builder's Name: \_\_\_\_\_ Tel. # \_\_\_\_\_

Total number of adults in attendance \_\_\_\_\_ x \$15.00 = Sub Total \_\_\_\_\_

Total number of children in attendance \_\_\_\_\_ x \$10.00 = Sub Total \_\_\_\_\_

Total Amount Enclosed: \$ \_\_\_\_\_

Make checks payable to: Spirits of St. Louis R/C Flying Club, Inc.

Description Model #1. \_\_\_\_\_

Model Category: (Circle one)    Scale    Open    Novice    ARF

Description Model #2. \_\_\_\_\_

Model Category: (Circle One)    Scale    Open    Novice    ARF

Limit two (2) models per entry per person

Mail completed entry form and payment to:

Paul Geders  
1024 Rosary Tree Court  
Florissant, MO 63031

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

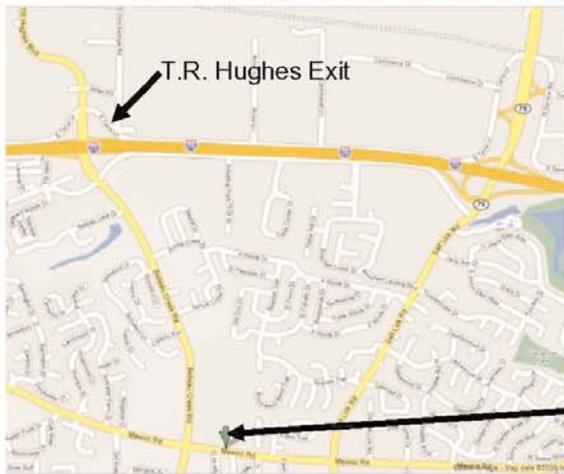


## SWAP MEET



**Saturday – May 19, 2007**  
**10:00 a.m. to 2:00 p.m.**

### Fort Zumwalt South High School



Directions: I-70 to T.R. Hughes Rd Exit. Follow Belleau Creek Rd. South 1.1 miles, School is on left just prior to Mexico Rd.

To Mid Rivers Mall, St. Peters Missouri and St. Louis.

Fort Zumwalt South HS  
8050 Mexico Rd.  
St. Peters, MO 63376



**9:30 a.m. Admission with purchase of table**

**\$10.00 for a table, includes one admission**

**\$5.00 General Admission @ 10:00 a.m.**

**Spouses admitted Free/Children under 12**

**admitted Free with paid admission**

**Admissions sales close at 2:00 p.m.**



### On-Site Concession Stand

#### CONTACTS:

E-mail: [swap07@phantomflyersrc.com](mailto:swap07@phantomflyersrc.com)

Vendors for 8 or 12 foot table reservations  
See: <http://phantomflyersrc.com/business.htm>

For latest SWAP Meet info.  
See <http://phantomflyersrc.com/swap.htm>



**Raffle Prize: Spektrum DX7 Radio!**

## FLIGHT LINES

**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:

Walt Wilson  
3000 Persimmon Dr.  
St. Charles, MO 63301-0131  
Phone: (636) 946-6167  
e-mail: [rallyo@charter.net](mailto:rallyo@charter.net)

### Contributing Photographers:

Don Fitch, Carolyn Schlueter, George Cooper, and 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 have Macintosh and PC computers and use QuarkXpress and Microsoft Word, so send the copy as the e-mail message (not an enclosure) to avoid cross-platform or incompatible software problems if you don't have the same equipment and software. Typed or clearly written copy on paper, or a Word or Word for Windows file on a 3.5 inch 1.44MB floppy disk 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

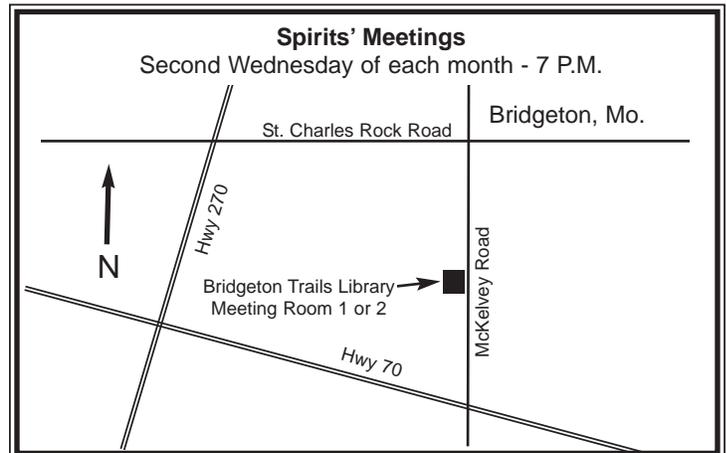
**Flying Field:** Our field is located on Amrein Road, off Greens Bottom Road in St. Charles County. It's open for flying daily from 9:00 A.M. to dusk. Flight Training may be arranged by appointment. Call Bob Gizzie at 636-441-7924 or see our web site at <http://www.spiritsofstl.com> for a list of instructors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

(Continued from page 3)

Some flyers never do become comfortable making right-hand turns. When flying by yourself, you can go whichever way is comfortable. When flying with other traffic, you should go the same way as the planes already airborne. If you're not comfortable flying that direction, wait until the others land to do your thing. Then, if others take off, they'll be obliged to go the same way as you. Some people fly their "racetrack" further out than others. In this case, even those flying in the same direction may have head-ons or near misses if the respective courses intersect. It's a good idea to always get out of the course followed by other flyers when doing aerobatics. Of course, when flying, you have to watch your own plane, so frequently aren't aware of what others are doing. A spotter is a good safety measure when flying with others. Mid-air collisions do happen, but it's a big sky and more unlikely you're going to hit another airplane than one might think. If you don't believe that, take off, then have someone release a balloon and try to hit it before it goes out of sight! As previously stated, flying R/C can be hazardous to the health of your airplane! If you're worried about flying with others, wait until they land and fly alone. There usually aren't so many people at the field that you can't have the air to yourself, at least part of the time. Frequently, the field is virtually empty during flying season on weekday early afternoons.

The weather is lousy and has been ever since New Year's Day. Last week I heard that one of the universities cancelled a showing of Al Gore's "An Inconvenient Truth" movie about "global warming" because of the cold and snow! On the few nice days, it's been very windy. This is the time to build or repair those birds.

The photo on page three is of Walt Wilson (left) and Babe Raab. It's part of a group picture of the company-sponsored Vultures (Control Line) Model Airplane Club, which flew at the Emerson Electric Employees' Park. Emerson's World Headquarters building now occupies the spot where this picture was taken for the company newsletter. Babe was a teenager and able to belong to the club because his brother-in-law worked at Emerson. If you have a photo of yourself with a model airplane from years ago, send it to me and we'll see if you are recognized. *Gotta Go Build*





## FLIGHT LINES

### Spirits of St. Louis R/C Flying Club, Inc. 2007 Event Schedule

Date	Event	Event director	Notes
April 2	Show 'N Tell	Paul Geders	Dinner social event. No builder of the model rule.
April 28	Four-Star 40/Warbirds	Paul Geders	
May 19	Swap Meet	TBD	Fort Zumwalt South High School
June 2	Fun-Fly	Les Richman	Topless Gumball
June 23	Four-Star 40/Warbirds	Curt Milster	
July 14	Fun-Fly	Bob Fiely	Low Key
August 4	Four-Star 40/Warbirds	Steve Cross	
August 25	Fun-Fly	TBD	
September 12	Meeting at Field	Bill Lindewirth	
September 29	Open House	TBD	
October 13	Four-Star 40/Warbirds	Paul Geders	



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

## FLIGHT LINES

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

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