



# FLIGHT LINES

THE MONTHLY NEWSLETTER FOR MEMBERS OF THE SPIRITS OF ST. LOUIS R/C FLYING CLUB

## *Spirits Introduce Scouts to R/C*



*By Walt Wilson*

The Spirits hosted an introduction to R/C demonstration for Boy Scout Troop 977 on April 20, 2002. The troop is sponsored by the Salvation Army and is based in O'Fallon, Mo. Steve Ramonczuk was Event Director and a number of Spirits turned out to instruct and fly demonstration flights. The weather was cold and windy but, after a night of storms, the rain held off for the three hours of the introduction. One club trainer bit the dirt, but the other



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trainers survived the day's flying. Several Scouts and leaders went home ready to join the R/C flying fraternity.



### President's Notes:

*By Steve Cross*

It looks like flying season is here to stay. In fact, the temperatures lately make it seem like it is mid-summer! Hopefully you've completed your winter projects, dusted off and checked out your "old reliable" and gotten to the field at least once.

If you have gotten to the field, you should immediately notice the results of our work party on March 23rd. The spreading of dirt, seed, fertilizer and straw, along with just enough rain, has resulted in a good crop of new grass. So much so that our first mowing team has to go to work this Saturday, and boy does the field need it! Thanks to everyone who helped on the

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23<sup>rd</sup>....we had 30 workers! The next time you see George Cooper or Pat Keebey, make sure you go out of your way to say a special thanks to these two gentlemen. They are the ones responsible for us having the absolute best field in the area! By the way, are you signed up to be on a mowing crew?

Don't forget that we are hosting a Boy Scout troop on Saturday, April 20th. We should get under way around 11:00 A.M. showing the scouts how planes fly and giving them some stick time with our two trainers. A special thank you to Steve Ramonczuk for organizing and running this event, as well as spending over 12 hours getting our second trainer flight ready. A community event like this is a big part of what we, as a club, are all about.

Keep checking our web site. We are quickly approaching our events season and new items are added periodically. For example, Don Ware is hosting a get together, on May 4th in Rolla, in honor of Max Ruble. Word is, there may be a full scale P-51 on display, weather permitting.

That may be worth the trip all by itself. That's it for now. Remember, this is YOUR club..get involved. Get on a mowing crew, come and help out with the scouts, or sign up as a worker, or better yet a participant, in one of our Four-Star 40/Warbirds races. We now have 115 members and it takes a lot of help from lots of people to make this club the best one around.

*See you at the field.  
Steve Cross*

### **Meeting Minutes: April 10, 2002**

*By Walt Wilson*

**The meeting was called to order** at 7:00 P.M. by President Steve Cross.

**Members signed in:** 23 members and four applicants.

**Secretary's Report:** The March minutes were accepted as published in the April Flight Lines.

**Treasurer's Report:** Treasurer Les Richman reported on the substantial profits from the Swap Meet. The Treasurer's report was accepted as presented.

**Field Report:** George Cooper read the Field Report as published on page four. He also handed out lists of the mowing crews and their schedules for the year.

**Safety Report:** Bob Rolf, the Safety Chairman,

was not present. Steve Ramonczuk noted that a friend of his, who owns and flies a full-scale Cessna 172, was flying over our field when an R/C plane went by at a greater altitude than he was flying. The Cessna's altitude was not stated but, if he was legal, the R/C plane had to be over 500 feet! Keep your planes under 400 feet of altitude. Our runway is 600 feet long, so our maximum altitude would be no more than 2/3 of the length of the runway. If one of our planes had a mid-air with a full-scale plane, injury or death could result. In addition to that, ruinous law suits would result and use of our field would be terminated. Stay under 400 feet!

### **Activities Report:**

**Boy Scouts Flight Training Day:** Steve Ramonczuk is Event Director for our introduction to R/C flying for The Boy Scouts on April 20 at 11:00 A.M. Spirits are encouraged to bring planes for display.

**Four-Star 40 and Warbirds race:** Paul Geders will be C.D. for a Four-Star 40 and Warbirds race on May 25.

### **OLD BUSINESS:**

**Swap Meet:** Ralph Amalung and the crew of volunteers did a terrific job on the concession stand at the Swap Meet. We, and the Boeing Club, realized as good a profit for the event as we have at any time in recent years.

***Congratulations to all involved!***

### **NEW BUSINESS:**

**Porta-Potty:** Our present Porta-Potty has hand-washing facilities that are costing us \$55.00 per month. It is questionable how many people actually use that capability, so it has been suggested that we get a basic unit and put the saved money to some other use. When we have an event where we prepare food, other washing facilities can be provided. Bill Hancock moved that we go to a basic unit. The motion was seconded and passed 19 to 2.

**GSLMA:** In discussions with Gary Frost, the current President of GSLMA, it was noted that the number of permits issued for Buder Park is very low. Paul Geders suggested that member clubs send GSLMA lists of all members and their AMA numbers. GSLMA will then issue flying permits for Buder Park to all members of participating clubs to show high potential usage and lend strength to the need for the flying facility. Ralph Amalung moved that we submit

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the list and the motion passed unanimously. Paul will prepare and submit the list.

**New Member Applicants:** Four new applicants were present and five membership applications submitted.

Harold Mantz 636-447-7476  
Nelson Itterly 314-821-7485  
Randy Holobaugh 636-916-3917  
Matt Beckett 636-394-1640  
Cameron Denison 636-947-0500

The applicants were unanimously accepted.



*New member applicants Matt Beckett, Randy Holobaugh, Harold Mantz and Nelson Itterly. Cameron Denison was not available for the photo.*



*George Cooper kit-bashed a Sig Smith Mini-Plane to build this SE-5A. It's powered by an O.S. .46 FX and is covered with Monokote. He hasn't flown it yet.*

**Meeting Activity:** Three members brought four airplanes for the monthly "Show 'n Tell". See the photos for details.

**Attendance Prize:** Westy Westhoff won the attendance prize of one gallon of fuel.



*George Cooper brought his Top Flite AT-6. It's powered with a Saito .91 four-stroke and has Robart pneumatic retracts. He finished with latex house paint and water-based polyurethane clear. It hadn't been flown at meeting time.*



*Walt Wilson is doing a kit review for R/C Modeler magazine on this German built Jamara Waco Aerobat Bipe ARF. It's powered by an O.S. .25 SF. It's attractive and well-built. It hadn't been flown at meeting time.*

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*Paul Geders built this Bill Evans-designed Simitar "Q" some years ago. It's powered by a Rossi .40 S/N 002 with a "zero boost" muffler! Look Ma, no elevator and it flies great!*

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

### **April Field Report**

*By George Cooper, Field Chairman*

The work session was a big success. We had about 30 workers who all did a great job. The work was mostly finished by noon, when we had the hot dog lunch served by Ralph Amelung, Les Richman, and Ozzie Barron. A good time was had by all. The field and runway are in good shape to start the growing season. We filled in 30 yards of dirt around the edge of the runway to make a smooth transition and sowed 450 pounds of grass seed on about two acres and spread straw around the runway.

It rained and snowed, but with the cold weather the seed hasn't germinated yet. The spring showers on Monday, and the warm weather this week, should start it growing. Some people should get special recognition:

Ken Brock who spent two miserable, cold days with me on the tractors in a 30 MPH wind to get the field harrowed before the work day. Frank Nolle, who borrowed a Bobcat free of charge and operated it all day to move the dirt and saved us all many sore muscles. Ozzie Barron who arranged to get the grass seed and fertilizer at cost and also got a commercial spreader for our use, at no cost. And Ralph Amelung who purchased, set up and served the well organized lunch for the workers. All deserve a special

thank you from the club.

The mowing teams are made up. Listings are to be passed out at the meeting. There are seven teams of four members each, which allows each team to mow only four times during the season.

Actually, some will mow less as we did not need to get started as early as planned, and may not have to mow much after the open house.

Team leaders and members, please accept the responsibility to do your mowing promptly and completely on your days, to keep the field in good shape and be presentable for members and visitors.

Pat and I will have the mowers sharpened and ready for the first mowing, which looks like it will probably be April 20th. That is the day the Boy Scouts are coming so the mowing should be finished as early as possible.

George Cooper, Field Chairman

Pat Keebey, Assistant

### **Field Etiquette- A Safety Issue**

*By George Cooper*

It has been pointed out by some that we need a lesson in field etiquette, not only to assist in getting along together, but mainly because breaches of common courtesies and respect for our fellow members can lead to dangerous situations.

These model engines we operate can be extremely dangerous and a moment of distraction could lead to serious and possible permanent injury. No one would turn a rotary mower upside down exposing the blade and then treat it as nonchalantly as many treat our airplane engines.

We have many new members in our club now and some are completely new to the hobby and to the operation of airplane engines. While safe operation of engines may be second nature to experienced members, the new hobbyist needs to have his full attention devoted to his engine, his hands, and his flying. Any distractions from his activities while starting and operating his engine by himself or under the direction of his instructor or mentor are not acceptable. A person approaching his engine with a starter in his hand is entering a dangerous period of time.

Leave him alone. Pay attention to what is going on, and don't insert yourself into a situation better handled by only the two parties. When an instructor (or mentor assisting a new flyer) is involved in showing the person proper operation of his aircraft, do not approach uninvited and offer off-the-cuff advice. The

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new flyer needs to have his attention concentrated and a third party inserting suggestions may just be enough to distract him and cause a serious accident with injuries. A moment's inattention may cost someone his fingers. Let the instructor finish his training session completely before entering the discussion.

This also applies to an instructor/mentor assisting ANYONE flying a plane from the pilot's station. If assistance is required or requested by the flyer, it means he needs it and an uninvited third party offering suggestions may be just enough distraction to cause a crash.

Approach anyone flying a plane from the pilot's station with caution. Some planes require full concentration of even experienced pilots and a distracting conversation may at least not allow the pilot to get the full benefit of his flight, or at worst cause loss of control and crash into the pit area with possible injuries. Pilots have every right to be left to themselves during flight operations. Don't be offended if you approach someone flying and are told to leave him alone until the flight is finished. Some don't mind talking while flying, but some do, and their desires should be respected.

We now have an engine test stand and test area.

Running engines for long periods of time at high throttle settings in the pit area is annoying to other pilots as well as spectators. Flying a plane while an engine is running at high speed in the pits is difficult as well. We all like to hear our engines while flying to assist us in proper operation. A high noise level from the pits makes it difficult. If you are having engine trouble, or a new engine that requires long runs at high throttle settings, respect other's environment and move your plane to the test area until long required runs are over.

Frequency interference occurrences are becoming more frequent. There is no excuse for causing a crash by turning your transmitter on while the channel is in use by a flying airplane.

If you note that there are other people at the field on your channel on that day, you must be ABSOLUTELY sure that none of them are in the air when you turn your transmitter on. The frequency control board is our best solution to the problem, but it is not foolproof. Only awareness and common courtesy between pilots will prevent these disasters. An out of control airplane is a missile and a crash in the pit area or parking lot is an ever present danger and could be VERY expensive.

Field etiquette is really just respect for others.

Please think before you enter a situation or conduct any operation which could intrude on other members' safety and enjoyment.

### Another Receiver

At the auction I sold a Futaba system on Channel 56 with 6 FP-R128DP receivers to someone. I just found the seventh in a model that I had forgotten about. (I have upgraded systems, I really like the computer transmitters with multi model capability and digital trims). Thanks

*Ben Lanterman  
(636) 940-1912*

### Fly-In at Rolla, Saturday, May 4, 2002

*By Don Ware*

This event, hosted by the Rolla Modelers at the Vichy flying site, will be a relaxed Fly-In with a memorial theme to remember Max Ruble. As most of you know, Max flew a P-51 during WW II and members of his family will be joining us for the day. We are hoping for a nice day to improve the chances that the P-51 Mustang "Archie" will be sitting out for display and pictures. If we can get the P-51 outside, it would be fun. It's almost too much to hope for, but wouldn't it be great to see it fly that day? Also, we will have a few planes out, along with a BARBEQUE. Anyone is invited to join us...bring a plane & fly with us as well. The BARBEQUE will be free & the event will be free also. Come join us for a relaxing, fun-filled day!

For more info, e-mail Don Ware at:

**waredpc@fidnet.com**

### The Last Word

*By Walt Wilson*

The International Plastic Modelers' Society is having a contest and swap meet on May 3<sup>rd</sup> and 4<sup>th</sup> at the May Community Center at Depaul Hospital in Bridgeton. On Friday, May 3<sup>rd</sup> the hours are 12:00 noon to 6:00 P.M. and on Saturday, from 8:00 A.M. to 4:00 P.M. Admission is \$3.00. It's always interesting to look at other people's work, detailing and finishing techniques. Practically every experienced modeler has built a plastic model at some time or other and can appreciate the workmanship. These models don't run or fly, but the builders are skilled craftsmen and they do it

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at a much smaller scale. You can look at some of these models and dioramas and think "Wow, how did they do that?" The contest and show can be very interesting. At swap meets like this, you can find a model of almost every airplane, car, or other item that anyone has ever thought worth modeling! Also, if you're building a scale R/C model, be it scratch built or ARF, what better place to find reference material than in the form of a plastic model kit? You can get ideas for detailing or answer questions about contours or other features that may not be apparent in three-views. The kits usually include details for at least one authentic color scheme, too.

Modern plastic model kit manufacturers do a fantastic job of detailing their products. Most hobby shops stock what they think will sell well. Swap meets of this type are where you are likely to find everything else! Kits are produced all around the world and many find their way here. You may find a new subject for scratch-building that you never would have thought about otherwise. Throughout history there have been hundreds of interesting aircraft that could be modeled and flown R/C. If you can't make it to Don Ware's Fly-In at Rolla, this can be a very enjoyable way to spend an hour or two.

*Gotta go build!*

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**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.

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**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 on 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:

Bill Lindewirth  
1046 Pinecone Trail Drive  
Florissant, MO 63031  
Phone number (314) 839-0282  
e-mail: [MrBillSTL@aol.com](mailto:MrBillSTL@aol.com)

**Flying Field:** Our field is located on Amrein Road, off Greens Bottom Road in St. Charles County. It's open for flying from 9:00 A.M. to dusk. Flight is on Saturdays from 11:00 A.M. until the flyers get tired or run out of fuel and batteries.

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