



FLIGHT LINES

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

'04 Contests End With Four-Star 40/Warbirds Races

PREZ SEZ:

By Bill Lindewirth

As we approach our 40th year as an AMA charter club, we need to reflect back as to what it has taken to get to where we are today.

It was not just the work of the elected officers and Board of Directors, but dozens of other club members who volunteer their time year after year to help out however they can. No matter if its flipping burgers at the concession stand or spreading gravel on the parking lot, your effort has been noticed. My sincere thanks to all those that have helped make this club what it is today!

With the acceptance of the proposed 10 year lease by the members present at the October meeting, there will still be many more opportunities for the less active members to get involved. This is your club, get involved, and enjoy this great sport.

At next month's meeting, we will present our yearly budget. Due to the increase in the amount that we will be paying for our yearly lease and field maintenance, your input is needed to determine how these increases are to be absorbed without increasing dues.

Hope to see you there!

MEETING MINUTES: OCTOBER 13, 2004

By Walt Wilson

Members signed in: 17 members and two new member applicants were present. Attendance was light because we were competing with a Presidential debate and Cardinal playoff game!

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: The mowing contractor is going to make two proposals for next year's contract. Dave Rose and Pat Keebey have located a windsock, but the pole to hold it is still being designed.

Training Report: Bob Gizzie read his Training Report as included elsewhere in this newsletter. Two trainers were destroyed this month.

Safety Report: Both Don Hoelting and Paul Geders stuck their fingers into spinning propellers this month. Both required stitches and Paul may still need skin-graft surgery. *Stay well clear of propellers, they can do serious damage to any body parts they encounter!*

Membership Report: Applications for 2005 membership and renewals are coming in slowly. The AMA just recently sent out their 2005 renewal applications, and are probably swamped now, so many of our members will be delayed getting their new licenses. We have one new junior member, Alex Blodgett, (Walt Wilson's Grandson) and two new members who joined at this meeting.

New Member Applicants:

Name	Phone Number
Pat Craven	636-349-0638
Linda Robert	636-349-0638

They were unanimously accepted by the members present.

Activities Report:

Third Annual Open House: This year's Open House was the biggest yet, with 42 pilots and at least 76 airplanes. More than 120 people were counted at one point. The hand washing facility was expensive, but well worth the cost. Some people complained about only one raffle prize. Having a pile to select from lead some people to believe that all would be given away. We will re-evaluate the prize distribution for next year. Several kids were given the opportunity to have demonstration flights. This is great. We must pursue a younger group of builders and flyers to keep the interest in modeling going in coming years.

Four-Star 40/Warbirds Races: The slightly changed format, such as a vocal countdown to the start, was well received. There were nine Four-Star 40 entrants and four Warbirds. Two more Four-Stars were present, but one crashed in practice and the other experienced radio problems. We almost had another Warbird, but the fifth one was damaged during a practice flight. There was a mid-air late in the day between Ron Hesskamp and Gene Jones. Ron was able to do quick repairs and continue racing, but Gene's plane was destroyed. There was some discussion about "team racing" next year, but the actual format has to be worked out.

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OLD BUSINESS

Election of Officers for 2005:

There were no further nominations at the October meeting. The following candidates were elected for 2005 by acclamation:

President: Bill Lindewirth
Vice President: Curtis Milster
Secretary: Walt Wilson
Treasurer: Les Richman

The members of the Board of Directors will tentatively be almost the same as in 2004, subject to membership approval at the November meeting.

Membership Chairman Bill Lindewirth
Newsletter Editor Walt Wilson
Webmaster Paul Geders
Safety Officer Vic Bunze
Field Marshal TBD
Appointed Pat Keebey
Activities Chairman Don Fitch
Past President Steve Cross

Chief Flight Instructor is not a Board position, but Bob Gizzie will continue in that position.

NEW BUSINESS:

Lease Renewal: Our lease is due for renewal in 2005. Bill Lindewirth and Walt Wilson met with the property owners, John and David Ostmann, on October 1. They wanted a substantial rent increase starting in 2005. After negotiations, Bill and Walt came away with an agreement, subject to membership approval, for a ten year lease with a gradual increase throughout the first five years. The rent will hold steady throughout the second five years. This will hopefully allow the club to meet the increased costs by adding



Les Richman purchased this Balsa U.S.A. quarter-scale Piper Cub, partly-built, from Joe Hodge when he retired from the hobby. Jim Rawlings finished building it the day of the meeting. It has an O.S. 1.20 Gemini Twin Four-Stroke engine, with a self-starter and on-board ignition. It had not yet been flown at meeting time.



Les says the pilot of the Cub is his wife.



Paul Geders discusses his Kyosho P-51 ARF, which he plans to race in future Warbirds events. It has a Jett .50 for power and should be a screamer! Paul is unhappy with the covering, but says the structure is well-done.

members or adjusting expenditures on other items rather than increasing dues. If you are interested in dollar amounts, contact either Bill or Walt, by phone, for details. As part of the agreement, we have the owners' permission to cut down a 250 foot-wide corridor, centered on the runway, through the trees on the other side of the levee. This would make our field more attractive for jet flyers and others, who are presently intimidated by the trees. Removal of the trees can potentially increase membership to meet future increased costs without increasing dues. The owners would like for us to lay a light coat of gravel to recreate the road that originally ran from our parking area to the levee. There are no time constraints on either action. George Cooper noted that adding gravel in the area of our drainage ditch may cause standing water and create problems with mosquitoes. The gravel may also wash into the adjacent farmland causing problems with that property owner.

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There was also concern about non-member traffic through our property and related increases in vandalism. We will investigate costs and further discuss the gravel road with the Ostmanns. It was noted that we should also ask for the right of first refusal to purchase the property in case the owners decide to sell all or part of it sometime in the future.

After extensive discussion, a motion was made and passed unanimously to accept the lease agreement and proceed with having a lawyer draw it up.

Meeting Activity: Les Richman and Jim Rawlings brought and assembled Les' quarter-scale Piper Cub. Paul Geders brought his new Kyosho P-51 and demonstrated a polish for Monokote. See the pictures for details.

Meeting was adjourned at 8:22 P.M.

At the Field...



Ed Turner makes use of one of the starting tables to prepare his Hanger 9 Ultra Stick for flight. Ed uses a Saito .56 for power.

HOMELAND DEFENSE

By Walt Wilson

I was recently contacted by a gentleman who identified himself as Bill Freeman of the FBI. He asked if I was aware of any "suspicious people" asking questions about R/C planes. We frequently have people inquiring about getting into R/C flying, so what is a "suspicious person? That's a tough question to answer. If someone comes around and starts ask-



Willie Blanchard proudly shows his Goldberg Eagle II. An O.S. .40 pulls it very nicely.



Scott Mitchell holds his Super Sportster. It has an O.S. .61 FX up front and flies very well.

WALT WILSON PHOTOS

ing questions about the payload or range of R/C aircraft, if they're hard to learn to fly, or any other questions that make you wonder about their motives, get their car license number or try to find out how to reach them. Be prudent, but report any really suspicious persons or activity to: Bill Freeman at 314-589-2789.

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October 9 Four-Star 40/Warbirds Race Report

By Paul F. Geders

This had to be one of the most fun racing events we have ever had! We had nine entries in Four-Star 40 and four in Warbirds. We would have had another Warbird competitor, but Ron Hesskamp tore the gear out of his Dago Red on a practice flight.

Four-Star 40, as always, was hotly contested as usual because of the sheer consistency in the speed of each aircraft. It was anyone's race but eventually the contestants that were unwavering in their flying and their ability to land with the engine running proved to be the difference.

We had three plane heats and everyone got to fly against everyone else at least once, sometimes twice! The eventual winner was Charlie Brunner with 18 out of a possible 20 points. In second, was Steve Ramonczuk with 16 points. We had a fly-off for third between Ron Hesskamp and Steve Cross with 14 points each. Ron won! In the final money winning position was Pat Keebey, who was also tied with Jim Schilling for fifth place. A coin toss decided the final place.

Warbirds was won by a very consistent and fast Ralph Doyle. He finished with 21 out of a possible 25 points. In

second place was Curt Milster with 19 points. In third place was Steve Ramonczuk who won a fly-off with Lee Volmert who was tied with Steve with 9 points. By the judgment of an independent panel of 3 judges, Steve Ramonczuk won the Best of Show certificate in Warbirds for his silver "Cooper-built" Spitfire!

We had one worker who did a very good job at pylon 2 all day...Jesse Milster! Thanks Jesse. We were very short on workers...so we had contestant judging. Since I had workers' prizes for 4 others, we put all the contestants names that worked in a hat and Jesse pulled their names. They were; Gene Jones, Steve Ramonczuk, Lee Volmert, and Curt Milster.

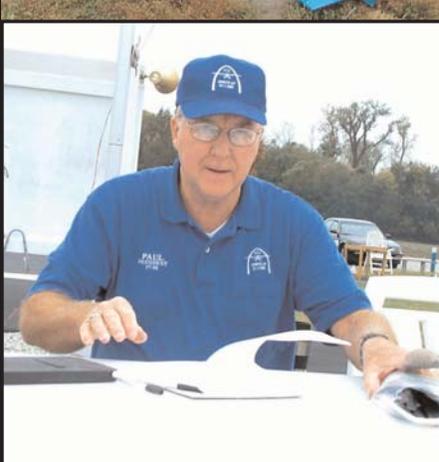
I also want to personally thank David Rose, who came out after work and took over duties at pylon one. The other contestant workers were; Ron Hesskamp, Charlie Brunner, Pat Keebey, and Jim Schilling.

We tried something new this time...we counted out loud the 10-second countdown to the start of the race, and we had the lap counters calling out loud, the completion of each lap. Everyone, had a good time and several contestants came up and personally thanked me for a well-run contest...that makes you feel good!



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October 9, 2004 Four-Star 40/Warbirds Races



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More pictures from the Open House September 25, 2004



Cape Girardeau Fun-Fly

By Bill Lindewirth

On Sunday, Oct. 3, 2004 my wife Kari and I traveled to Cape Girardeau, Missouri, to participate in the "Southeast Missouri Modelers Assn." annual fun-fly and airshow. Twenty-one pilots registered to fly off the 2000 ft. taxiway at Cape Girardeau's Regional Airport on an absolutely perfect Fall day. The "Air Kings" provided entrainment with an exciting airshow consisting of jets, scale models, flying dog houses, witches and other incredible aircraft.

Mark your calendar, for this is an annual event scheduled for the first weekend each October.

Here are some pictures I took at the event.



Training Report

By Bob Gizzie

The month of September has been great flying weather. Instructors have been working with students! At the open house we were able to give approximately 15 intro flights! It was a great day and all had good time. It pains me to tell you that two instructor pilots lost planes while giving intro flights as the result of the student getting the aircraft into an unrecoverable attitude. The instructors gave the ultimate sacrifice and lost their planes.

The Club and I would like to extend thanks to member Craig Finks for donating a JR transmitter to be used as a buddy-box in the training program! This brings a total of two JR radios that will help in the need for more than just one JR buddy-box!

I would like to pass on info on the operation of JR radios being used as a buddy-box. The switch on the buddy-box is to remain off when the radio is not being used. The training cord should be unplugged from both radios. If not, it depletes the battery even with the switches in the off positions on both radios. The buddy-box has to have a battery with proper voltage to be used. These traits are unlike Futaba and Airtronics. If have any question please ask an instructor!

Also we need to welcome two new instructor pilots to the ranks, Dave Rose and Joe Stramaglia. Congratulations! Their efforts and experience are a big asset to the instruction program!

New Area Hobby Shop

By Mary Friesen, Marketing

Darren & Athena Miller are opening a HobbyTown USA® in O'Fallon, MO, on November 6th. You and your club members are invited to the Grand Opening Celebration on Saturday, November 13th and Sunday, November 14th. The store is located at 2550 Highway K (Highway K & Hutchings Farm). HobbyTown USA® specializes in radio control cars, trucks, boats and planes; toys (including educational); trains; slot cars; games; models; rockets; science and activity kits; paints and tools; and other related hobby products. Extraordinary customer service combined with competitive pricing will make HobbyTown USA® a favorite for all your hobby and gift shopping needs. It will be a great place to shop for the holidays.

If you could provide me with your club roster, I'll be happy to include your club members in the store's Friends and Club Members promotion, which entitles them to a post-card coupon worth \$5 off any purchase of \$25 or more.

Please email your roster to me at maryf@hobbytown.com or mail it to: HobbyTown USA, Attn: Mary Friesen, 6301 S. 58th Street, Lincoln, NE 68516

(You are encouraged to patronize your favorite local hobby shops whenever possible, whether the above, Mark Twain, or Schaeffers', but, to protect the privacy of our members, it is against Spirits' club policy to give our members' names and addresses to outside organizations, except for the AMA. If any of you want to take advantage of this offer, you can contact the Hobbytown people yourselves, via e-mail or snail mail. Walt).

The Last Word

By Walt Wilson

I've joined the growing minority in our club who fly electric-powered aircraft, and it's a blast! I was offered an opportunity to review a Megatech Freedom Flyer RTF. The opportunity to start with a complete package, instead of buying a pile of individual components and hoping they're compatible, was too good to resist. I've read articles about electric power in several magazines. When I was through, I wondered "What did he say?" and was happy to fly gas models. The Freedom Flyer comes mostly assembled, complete with a radio (27 Mhz), an instructional, but misleading, video, an instruction booklet, a NiMH flight pack battery, and an AC charger. Eight AA alkaline or NiMH batteries are required for the transmitter, but not supplied. The advertising says you can take it out of the box and be flying in ten minutes! Yeah, right! They say to charge the battery until it gets warm. The video shows that happening in ten seconds! On the first charge on the new battery, it still wasn't warm, even though it appeared to be fully charged, after three hours. Watching the video and reading the instruction booklet all the way through takes about 20 minutes. Assembly of the plane is simple, but takes 20 minutes or so, if you take care to align everything properly, unless you drop one of the very tiny screws like I did, and have to find a replacement. I didn't find the original until after I had flown the plane!



A DC Peak Charger, that plugs into your cigarette lighter, is offered by Megatech and cuts charging time to about 30 minutes.

The Freedom Flyer flies great, but really only has two speeds; full throttle or landing! The throttle is proportional and the motor will run at any rpm you choose, but wing loading is relatively high and it has to go pretty fast to maintain altitude. The plane is surprisingly quick and not to be mistaken for a trainer. In the hands of a reasonably experienced flyer, it's a lot of fun. It operates on three channels; rudder, elevator and throttle. It will take off the runway with ease. Early in the flight, you can loop it from level flight. Later, when the battery starts to run down, you have to dive it a bit first. When the Freedom Flyer eventually buys the farm, and assuming the parts survive, you can use the electronic components for other electric projects. Now, back to the gas-powered world!

Gotta Go Build

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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. _____

- Check appropriate below!**
- Full Membership (\$100)
 - New Member Initiation Fee (\$25)
 - Family Membership (\$125)
 - Junior Membership, under 16 (\$25)
 - Associate (Non-flying) Membership (\$25)
 - Temporary Membership (\$10/Month, Max 4 Months & Lives more than 75 miles from field)

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 MARCH 1 OF ANY YEAR SHALL BE CONSIDERED A NEW MEMBER WHEN RENEWING THEIR MEMBERSHIP. SOURCE: ARTICLE 7 SECTION 1, AND 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
 Bill Lindewirth
 1046 Pinecone Trail Dr.
 Florissant, MO 63031
 Phone No. 314-839-0282

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 AM A card NOT VALID FOR YEAR APPLIED FOR!

Spirits Web-site Address is: <http://spiritsofstl.com>

Place AMA card here when photocopying

Place AMA card here when photocopying

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Tony Pozarich holds while Ralph Doyle prepares to start his Four-Star 40.



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

www.spiritsofstl.com

*Meeting is on
Wednesday,
November 10
at 7:00 P.M.*