



FLIGHT LINES

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

GREAT WEATHER FOR FLYING

PREZ SEZ:

By Bill Lindewirth

As 2005 nears an end, I'd like to reflect back on what I considered a very successful flying season. From the New Year's Day Fly-In in January to Open House in September, the support and help I received to make these events successful was greatly appreciated.

The biggest accomplishment of 2005 was, of course, the renegotiating of our lease with the Ostmann families. I would like to express my sincere thanks to Walt Wilson, who worked very diligently with me for almost six months to put together an updated lease that benefited both parties.

With our membership continuing to grow, my goal for 2006 is to get more people involved with the club, thus benefiting everyone in the club. The 2006 elected officers have already appointed some new members to fill several Board of Directors positions.

Greg Pugh has been appointed to take over the position of Membership Chairman. After holding that position for eight years, I felt I could no longer fulfill the obligations and responsibilities of President and Membership Chairman at the same time.

Joe Stramaglia has been appointed to the position of Safety Chairman, and Curtis Milster has been appointed to fill the position of Appointed Member. I'd like to offer my sincere thanks to Vic Bunze and David Rose who filled those two positions for the last two years.

I am looking forward to another term as President, and will do my best to fulfill the obligations and responsibilities of that position.

Thanks again for *EVERYONE'S* help and support in 2005!

MEETING MINUTES: OCTOBER 12, 2005

By Walt Wilson

The meeting was called to order at 7:00 P.M. by President Bill Lindewirth.

Members signed in: 23 members and two new member applicants were present. Attendance was possibly light because we were competing with a 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 gate is being repaired by Jeff Harrison who built it. The hinges were damaged by opening it too far. A post will be installed to limit travel when the gate is reinstalled. The generator was cleaned and tuned up and now runs perfectly. The blue part of the posts around the parking lot will be repainted in the next couple of weeks.

Training Report: Chief Instructor Bob Gizzie was not present and there was nothing new to report:

Safety Report: Non-members have been flying at our field. Members should be aware of who is present when they're flying and make sure they are members or authorized guests. An AMA member may fly up to four times as a guest of a Spirits' member who is present. If someone is flying with only an AMA card on their frequency, they should be asked whose guest they are. If a Spirits member is named but not present, or no sponsor is named, the guest should be invited to join the club or refrain from flying at our field unless their sponsor is with them. If they refuse to stop flying, get their name or their AMA or automobile license number for possible further action by the club.

Never turn on your radio unless you have placed your membership card on the frequency you intend to use! You could "shoot down" someone who is flying! If you cause someone to crash, it is your responsibility as a lady or gentleman to make restitution for the damage.

Note: Channel 11 has been experiencing interference and is not safe to use for flying! Frequencies may be changed in transmitters and receivers. Carefully follow the instructions that came with your radio or contact the authorized service organization. Frequencies can usually be changed if you stay within the low range channels (11 through 35) or high range (36 through 60) channels that you presently have. Many transmitters will require retuning.

Membership Report: We have 178 members for 2005. This is the most we've had in more than ten years.

New Member Applicants:

Name	Phone Number
Gary Bregant	636-922-0168
Paul Ayers	636-379-3118

They were unanimously accepted by the members present, and joined for 2006, at the meeting.

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Activities Report:

Third Annual Open House: This year's event was a great success with 44 registered flyers and about twice that many planes. Spectators were down somewhat from previous years. Greg Pugh thanked Russ Watts, Bob Raab, and Ken Brock for their assistance in the concession stand. They, along with Greg and his family did a great job of supplying everyone with food and drinks.

The River City Flyers are having a Four-Star 40 race on October 23 at their field 1-1/2 miles North of Highway 270 on Riverview Drive. Prizes include new Four-Star 40 kits and Super Tigre engines. A rule will be implemented where the winning engine may be bought for \$75.00 if anyone cares to do so.



Russ Watts shows his Sig Something Extra. He built it from a kit and it's powered by a Saito .56 four stroke. It's been flown about 20 times and flies great.

OLD BUSINESS

Field Improvements: Several possible improvements were discussed at the last meeting. Bill Lindewirth researched and got estimates for some of them.

Fencing: The Fence Depot estimate for a chain-link fence around the pavilion is \$3800.00, plastic fencing would be \$4200.00. This sounds excessive for the protection offered and some members think possible legal issues may develop if someone were injured in an unfenced area, so the idea was dropped.

Flooring and Stairs in the Pavilion Rafters: The cost would be about \$400.00. Alterations to the rafters would be necessary and possible stress problems may be encountered. There was a discussion and other alternatives were suggested, including a box suspended from the rafters for storage of



Pat Keebey discussed his AKM P-51 ARF. It's powered by a Saito .65 four-stroke and has retracts. He added scale landing gear covers, which don't fit properly when retracted, so he doesn't retract the gear when flying!



Joe Stramaglia talked about his new Thunder Tiger Raptor helicopter. It has an O.S. .50 SXH engine, Futaba gyro, and digital servos. Everything fit perfectly as it came out of the box and it flies beautifully. Joe will give helicopter flying lessons, on a buddy box, if the student will become proficient with a flight simulator first. One catch; if you break it, you pay for the parts to fix it!

tables and pylon poles. The project will be investigated further.

Electric Wiring for Fans and Receptacles in the Pavilion: A friend of Bill Lindewirth's gave an estimate of \$1800.00 to wire the pavilion and install six to eight outlets, receptacles for fans, and a circuit breaker box. A new quiet, electric starting generator would cost about that much more and present storage problems.

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Some members are still not convinced we need electricity in the pavilion. The idea was tabled.

NEW BUSINESS:

Election of Officers for 2006:

There were no further nominations at the October meeting. The following candidates were elected for 2006 by acclamation:

President:	Bill Lindewirth
Vice President:	Gene Jones
Secretary:	Walt Wilson
Treasurer:	Les Richman

The rest of the Board of Directors will be as follows;

Membership Chairman	Greg Pugh
Newsletter Editor	Walt Wilson
Field Marshal	Pat Keebey
Webmaster	Paul Geders
Safety Officer	Joe Stramaglia
Activities Chairman	Don Fitch
Appointed	Curt Milster

Meeting Activity: Three members brought planes and a helicopter and Mike Lindsey gave a presentation on getting into helicopters. He said they are a fascinating part of flying and very expensive, if you get the good stuff., They have



Mike Lindsey gave a great presentation about how to get started in helicopters. It was very informative and entertaining. His article, with many details, starts in the next column.

really elaborate contests with, usually, big prizes. He discussed various aspects of the helicopter-unique part of the hobby, such as the use of 30% nitro in the fuel to help shrouded engines run cooler. Modern technology, such as

the use of gyros, has made flying helicopters much easier than it was a few years ago. There are some electric RTF helicopters, selling in the \$200.00 range, that fly surprisingly well, but have inherent limitations. In his opinion the ideal starter size is a .50 gas-powered type. The Thunder Tiger Raptor, shown by Joe Stramaglia is a good example. It's a very complete kit, flies well, and the parts go together beautifully as they come out of the box. Mike's presentation covered many parts of the hobby and I won't even try to cover it all here. As with all the other monthly presentations, you have to be there to get the most benefit from it.

Meeting was adjourned at 8:55 P.M.

Beginners' Corner

By Walt Wilson

This month we have some words of wisdom from Mike Lindsey. Mike is a highly respected helicopter pilot and a national-level winning competitor. His "getting started" article follows;

Getting Started in Radio Controlled Helicopters

By Mike Lindsey

1. Equipment

a. A new modeler would have to obtain primarily the same equipment as any fixed-wing pilot. A starter motor with a 12-18 volt source battery power panel or glow clip, and plug wrench. Helicopter specific tools would include: 6 mm hex starter adapter, pitch gage, ball link pliers, blade balancer, JIS screwdrivers, metric Allen wrenches, and Loctite (pun intended). Fixed wing flyers need only add the helicopter specific accessories and tools.

2. Model Selection (***) indicates preference level)

a. *Micro Electrics* ** RTF and ARTF micro electric helicopters yield a good value for some potential pilots. Bearing in mind that, as beginners, any wind over 5 mph will increase flying and hovering difficulty and the odds of a mishap (crash). My opinion is they're better suited to indoor or very calm day outdoor use.

b. *30/50 Glow* ***

More and more of this size/class of helicopters are becoming available as ARTF. This means the machine is built, yet requires a radio and, in some instances, engine installation and final bench setup. These get 3 stars from me as they represent the best value. Fuel cost, repair cost, minimal complexity of setup, and durability make these the best bang for the buck in my opinion. For example, models like the Century Hawks and Ravens, Gohbee Stinger, Audacity Tiger 50, Hirobo Evo 30/50, JR Venture 30/50, and the Thunder Tiger Raptor 30/50. The difference between the 30 and 50 models is the engine size increases from .32 to .50 and the blades and boom are usually an inch and half longer.

c. *60/90 Glow* *

Much like the 30/50 class helicopters, the 60/90 is basically the same machine with the latter being stretched an inch or two. These 10-12 pound marvels are not to be taken lightly, nor should any R/C model.

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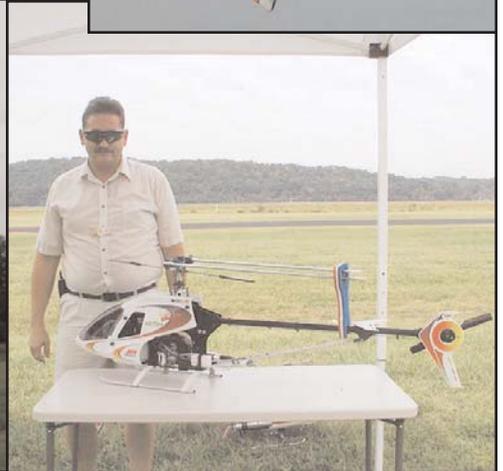
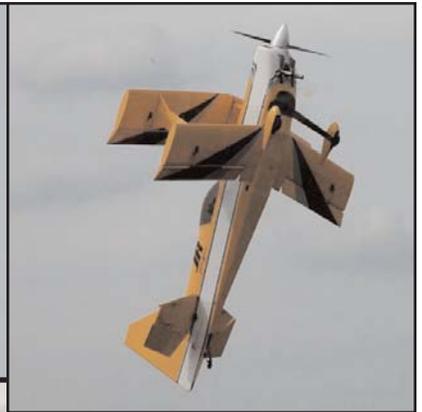
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More pictures from the Open House
September 25, 2004



FLIGHT LINES

Still more pictures from the Open House



FLIGHT LINES

Even more pictures from the
Open House September 25, 2004



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But with more than three horsepower at 16-18K rpm engine speed and blades spinning two thousand rpm or more, the statement “erring on the side of caution” is just, well, not adequate. Few pilots, or wanna be's like myself, have exhausted the capability of these machines. Many have exhausted bank accounts trying. When set up properly they fly on rails forward or backward, upright and inverted. Albeit this performance level and “WOW” factor come at a substantial price. Figure close to \$2000.00 for one of these and about \$300-\$500 for a mishap (crash).

d. **Radios;** Airtronics, Futaba, JR, and Hitec all make excellent radio products suitable for helicopter flying. I favor JR's 3 year warranty and fast turnaround. Any of these radios in a six channel, multi-model configuration will work for any model that will fly outdoors or in a club setting. For more equipment info, check out RunRyder.com. For videos, check out these sites Helifreak.com and Augustoheli.com **Flying**

There are numerous how-to and training videos available but the constant and most important principles that come to mind are realistic goals, practice, and discipline will yield the most desirable results. Let's not forget the latest crop of flight simulators. I think they all can be of some help, up to a point. The variable here is that point is different for every pilot. Don't forget that we have some very celebrated and accomplished pilots and one of the oldest helicopter clubs in the country in the St. Louis Metro Area, the Whirlybirds, down south in Imperial, MO. Their web site is at stlouiswhirlybirds.com.

Thanks for the opportunity to share my addiction, I mean hobby, with you and if I can direct you to better answers to some of your questions, let me know at one of these addresses: lindseym@gknstl.com or madgadget@hotmail.com

The Last Word

By Walt Wilson

I'm sorry to report that RC Modeler magazine has ceased publication, at least temporarily. The last issue was dated June and the owners have been negotiating the sale of the the magazine's assets. I, for one, renewed my subscription in June! I've been told that a letter will be sent to subscribers about the magazine's obligations, but I haven't received anything to date. I have no idea whether RCM will resume publication with new owners, or the facilities will be absorbed into another organization. I've been a contributor of articles, kit reviews, and illustrations for others' articles since around 1980, when Dick Kidd was the Technical Editor. RCM's been around since the 1960's and has been a valuable source of information about our hobby. Their web site is still available to subscribers. Plans and various publications are still available, but the web site says nothing about their present publishing situation.

As this is being written, we're experiencing some of the best flying weather of the entire year! It's cool, days are mostly

An October Day at the Field.....



Don Fitch's new Sig Kadet Senior with Saito .56 four-stroke power. Frank Nolle and Mike Freymuth assisted with the first flight, which was a success. The only problem was a throttle sticking, but the next flight went great!



This was the first attempt at a test flight of Leo Steck's Wild Stick with Super Tigre 40 power. A radio problem surfaced and it did not fly well. Another test flight was planned for Sunday, October 16.

sunny, and the winds are mild. These are the kind of days I dream about for flying. Unfortunately, I haven't been able to get to the field as often as I would like, but I hope to get there more before cold weather sets in.

Gotta Go Fly!

Spirits Apparel Order Form

Jackets:

Put the name you want on the jacket here _____

Blue lined: Quantity Price: \$19.00 each + \$1.30 tax = \$20.30 Total

Small _____ Logo on front only _____

Medium _____ Logo on back only _____

Large _____ Logo on front & back _____

Extra Large _____

Blue Unlined: Quantity Price: \$17.00 each + \$1.17 tax = 18.17 Total

Small _____ Logo on front only _____

Medium _____ Logo on back only _____

Large _____ Logo on front & back _____

Extra Large _____

Golf Style Shirt:

Put the name you want on the shirt here: _____

White with blue logo and lettering:

Quantity Price: \$18.00 each + \$1.23 tax = \$19.23 Total

Small _____ Logo on front only _____

Medium _____ Logo on back only _____

Large _____ Logo on front & back _____

Extra Large _____

2X Large _____ \$20.00 per shirt + \$1.38 tax = \$21.38 _____

3X Large _____ \$21.00 per shirt + \$1.44 tax = \$22.44 _____

Blue with white logo and lettering:

Quantity Price: \$18.00 each + \$1.23 tax = \$19.23 Total

Small _____ Logo on front only _____

Medium _____ Logo on back only _____

Large _____ Logo on front & back _____

Extra Large _____

2X Large _____ \$20.00 per shirt + \$1.37 tax = \$21.37 _____

3X Large _____ \$21.00 per shirt + \$1.44 tax = \$22.44 _____

White with blue logo and lettering:

Sweatshirts: Quantity Price: \$12.00 each + \$.82 tax = \$12.82 Total

Small _____ Logo on front only _____

Medium _____ Logo on back only _____

Large _____ Logo on front & back _____

Extra Large _____

Blue with white logo and lettering:

Sweatshirts: Quantity Price: \$12.00 each + \$.82 tax = \$12.82 Total

Small _____ Logo on front only _____

Medium _____ Logo on back only _____

Large _____ Logo on front & back _____

Extra Large _____

Hats: Quantity Total

Blue/white summer caps _____ \$5.00 each + \$.34 tax = \$5.34 _____

Solid blue winter caps _____ \$5.00 each + \$.34 tax = \$5.34 _____

Grand Total _____

Send this filled out *Spirits* Apparel ORDER FORM, along with a cashiers check, money order, or personal check for the Grand Total amount made out to: Sports Energizers and send to:

**Pat Keebey
#4 Country Creek Dr.
St. Peters, MO 63376**

Name: _____

Address: _____

City: _____ State: _____

Phone Number: (_____) - _____ - _____



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. _____

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
 Greg Pugh
 1645 Dardenne Ridge Dr.
 St. Peters, MO 63376
 Phone No. 636-279-1289

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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Jim Lanzendorf (Bipe) and Mark Trent (Yak 55SP) fly dual Harriers at the Spirits' Open House on September 24. These are really BIG (and expensive) airplanes with 150 cc (9.3 cubic inch) engines!

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FLIGHT LINES

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

www.spiritsofstl.com

**Meeting is on
Wednesday,
November 9
at 7:00 P.M.**