



FLIGHT LINES

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

Four-Star 40 & Warbirds Races Coming May 21

PREZ SEZ:

By Bill Lindewirth

I would like to thank Mr. Pat Keebey for the outstanding job he did on resurrecting "Show 'n Tell." Based upon the interest shown at this year's "Show 'n Tell 2005", I'm certain this will once again become an annual event.

During the six months that I was off work recovering from hand surgery, I had the opportunity to talk with and help several of our new or prospective members. One of the

things that I noticed during that time, was that many of our new members, who are entering the hobby, have a serious misunderstanding of the term "ARF" (Almost Ready to Fly). Just because the radio and engine is preinstalled, doesn't mean it's ready to fly. It is not uncommon during the preflight inspection of an "ARF" to spend several hours setting everything up to get it truly "Ready to Fly"!

Even though the manufacturers are doing a great job of keeping quality up and prices affordable, all aircraft, whether they are an "ARF" or not, still need a thorough pre-

flight inspection by an 'experienced' modeler. This preflight inspection is not only necessary to insure the airworthiness of the aircraft, but to insure everyone's safety.

We are extremely fortunate to have many experienced modelers in our club who are capable of doing a thorough preflight inspection as well as performing a test flight.

As well known scale modeler Pat McCurry recently said, "...The first flights of any model aren't for the purpose of finding its limits or checking its aerobatic capabilities.

Maiden flights are supposed to make sure that further flights will follow. As our models become larger and more complex, the need to properly set up and test fly them becomes ever more important."

For a list of experienced modelers in our club who are available to perform a preflight inspection as well as a test flight, visit our website at: www.spiritsofstl.com and click on "Instructor Roster".

While there, check out our schedule of upcoming events.

See you there!

Show 'n Tell 2005 "Best of Show"



Walt Wilson tells about his P-47M, built from a Top Flite Gold Edition kit. It has an O.S. 1.20 FS engine, working flaps, pneumatic retracts, and a droppable fuel tank. The entire plane has been fiberglassed using 1/2 ounce cloth. The finish is Lusterkote and Rustoleum. Most of the insignia is painted.

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MEETING MINUTES: APRIL 13, 2005

By Walt Wilson

Meeting was called to order at 7:03 P.M. by President Bill Lindewirth.

Members signed in: Twenty-nine members, four new member applicants and one guest 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: No urgent repairs are needed. Pat Keebey will fill some low places in the driveway and parking lot and some of the posts between the parking lot and pit area will be repaired or replaced at the earliest opportunity.

Paul Geders has contacted Fred Weber and is working on getting a covering of gravel for our driveway and parking lot. He has also contacted Ford Paving and they will provide some asphalt millings for the road extension to the levee, when some are available.

Pat also checked the plane restraint sockets and found most of them in good condition. A few will be repaired or replaced.

Amrein Road has been partly repaved, making access to the field a bit less traumatic.

Safety Report: Due to some differences of opinion over possible radio interference, Paul Geders contacted Steve Kaluf, the AMA Technical Director, and asked the following:

Question: Will PCM and PPM radios interfere with each other when they're on the same frequency?

Answer: The short answer to your question is that two transmitters operating on the same frequency will most certainly interfere with another transmitter's signal regardless of modulation, shift, or encoding scheme that we currently have available to us.

Without a doubt, certain forms of modulation and some receivers are better at rejecting interfering signals. However, as soon as the interfering signal gains significant signal strength it will begin to cause interference. The AMA Safety Code and RC section of the Membership Manual (page 18, paragraph 20) are fairly specific about the need for proper frequency control.

Steve Kaluf

Technical Director, AMA

Conclusion: Do not turn on your transmitter unless your membership card is on the frequency board on the fre-

quency you intend to use! Be sure to turn your transmitter off before removing your card from the board.

If you fail to follow these rules, you are responsible for any losses suffered by other flyers who may use that frequency (if they have their card on the board).

Motion: Anyone who causes another pilot to crash through radio interference will make suitable restitution or be expelled from the club. Motion failed. There is a "Gentleman's Agreement" to replace or make restitution if you cause someone to crash. A safety grievance may be filed if there is an offender who refuses to settle with the crashed pilot.

It was noted that some electric flyers are still flying over the pits and in other areas behind the safety line. **Always fly on the field side of the safety line identified by white posts at each end of the field!**

Training Report: Bob Gizzie reported that several new members and some prospective members have been given flight training and demonstrations recently. Several have electric-powered planes and Bob has limited knowledge in dealing with them. Will some experienced electric flyers come out to help?

Bob has purchased a new Sig Senior Kadet to use the RCV engine, donated to the Spirits by the manufacturer, for a club trainer. He also purchased a radio flight pack for the plane. Expenses ran about \$170.00 over the budgeted amount for training. A motion was passed to reimburse him for the expenditures. This is a club-owned airplane to be used for training purposes only.

Bob presented a Solo Certificate to Cliff Nolle for soloing on April 9. See the photo on page three.

Membership Report: We now have 152 members plus those who joined at this meeting. With current and projected unbudgeted expenditures, we will need 175 members to break even for the year.

New Member Applicants:

Name	Phone Number
Gary Lumley	636-577-2337
John Patrick	314-579-9458
Greg Mantz	636-947-0299
Mike Broyles	636-978-2574

All were unanimously accepted by the members present.

OLD BUSINESS:

Field Lease: The new ten-year lease, with options for another 30 years, is signed and registered with St. Charles County. (Continued on the next page)

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All provisions asked for, by our members and the property owners, have been incorporated. All lease-related materials are now in the club safe-deposit box, so future officers who have to deal with it can have ready access.



WALT WILSON PHOTOS

Bob Gizzie (right) awarded Cliff Nolle (center) his Solo Certificate while proud Papa Frank, who was the main instructor, looks on. Congratulations, Cliff!



Daryl Youngman discusses his new Lanier Shrike. It's powered by a Super Tigre GS40 and is covered with Monokote. He made minor design modifications while building it.

Activities Report:

Show 'n Tell 2005: Pat Keebey reported that 44 people with 18 airplanes have signed up for Show 'n Tell. Everything is ready for a great evening at the first event of this type since 1992!

SLRCFA Warbirds/Four-Star 40 Races May 7: Paul Geders reminded everyone that the St. Louis RC Flying Association will be having a race on May 7. They have been supportive of our events and we should make every effort to participate in theirs.

Warbirds/Four-Star 40 Races May 21: Paul Geders says "Be there"!

Float Fly May 28: The Wright Flyers and Boeing Phantom Flyers will have their Annual Float Fly on May 28. A practice session will be held on May 14. See our web site for more information or call Don Vetrone at 636-745-3241. You can e-mail him at: information@wrightflyersrc.com

NEW BUSINESS:

Radio Interference: Bob Gizzie reports that radio interference has been encountered on channel 11. He would like to have access to a frequency scanner to determine if other channels are also experiencing interference. Pat Keebey will contact AMA District VI Vice President Charlie Bauer about possibly borrowing a scanner from AMA.

The Business portion of the meeting was adjourned at 8:15 P.M.

Meeting Activity: Daryl Youngman brought his Lanier Shrike (see the photo).

There was a question and answer session. Most questions concerned charging and discharging batteries. Bob Gizzie noted that information on adding jumpers to transmitters for discharging batteries is available at: http://www.siriuselectronics.com/index.php?main_page=diode_sheet

Meeting was adjourned at 8:55 P.M.

Training Report

By Bob Gizzie

All the flight instructors and club members have been contacted by people interested in flying RC aircraft at one time or other now that the weather is getting nicer. Even with the wind and not so good flying days during the month of March, we have had interest and have been able to fly with the buddy boxes. All the folks that I have been working with are either new members or very interested in becoming members. I have been passing out brochures and membership applications to them. *(Continued on the next page)*

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There is a program that the AMA has where any AMA member who recruits three new members and puts their name and AMA license number on the new AMA members application will get the next year's membership to the AMA for FREE! If you need AMA applications contact me and I will get them to you so you can sign them up. Of course they have my name and license number on them already. *No, I'm just kidding folks!*

I have been able to obtain from Mark Twain Hobby Center (2793 West Clay, St Charles Mo, 63301; ph 636-946-2916) a good price for a Sig Kadet Senior. We will use this with our RCV 58 CD engine for the club trainer aircraft. I should have everything installed soon and it will be available to all the club instructors to use with their students and for intro flights. Contact me if you need any of the training aircraft and you can pick it up to use.

Ralph Amelung has been contacted by a men's church group that want to come to our field and receive intro flights and instruction about our hobby. I've appointed Ralph as the program chairman for this event. All flight instructors should plan on being available to assist if they can. Contact Ralph at 636-939-3331. I plan on buying all the fuel for the folks that use their own aircraft for this event while flying with visitors that day. The club training aircraft will be there to use also. Event will be held Saturday, June 18th, 2005 starting at 0900 A.M.. No rain date has been chosen yet.

More and more new people are showing up with electric R/C planes and want instruction on what to do. I will admit that I'm not real knowledgeable about electric's yet, but I'm learning. I'll be contacting you electric experts for assistance with some of these folks. They'll appreciate all the help they can get. Two things that I've noticed about electric's - getting the right batteries and engine combination seems to be the biggest stumbling block. I still see folks with electric's launching and flying over the pit area. Let's get them in front of the Flight Safety line.

I have a limited supply of AMA identification labels left that can be placed on your Aircraft identifying you as an AMA member and the owner of the aircraft. I believe that I'm right that these labels have to be attached to have the AMA insurance coverage in force.

It is with great joy that I'd like to have you all join with me and congratulate Cliff Nolle on his first solo on Saturday, April 9th, 2005 at our field with a Four-Star 40. His dad was the soloing instructor. To his surprise, after much resistance, we were able to cut his shirttail from a brand new T-shirt in the time honored way. Pictures are on the web site and in this newsletter! Way to go Cliff!



11th Annual 2005 Float Fly

Sponsored By: Boeing (Phantom Flyers)
and Wright Flyers

Date: Saturday, May 28th, 2005
Time: 9:30 – Noon

Location: Innsbrook Estates (see directions below)
Frequency Control: Sign-Up Sheet

***Guest Flyers are welcome.
Must have Current AMA membership to Fly***

Static Display: Any R/C Airplanes and Helicopters are welcome!

Practice Day: There will be a practice day on Saturday, May 14th from Noon – 4:00 PM. This is a good time to check out your equipment and get some practice.

Directions: I-70 West to Wright City (Exit 200). Hwy F South 5 miles (follow the Innsbrook Estate signs). Left at Innsbrook Estates entrance (identify yourself as part of the Model Airplane Club demonstrator). Once inside the gate, take immediate right. Follow the main road 1 mile. Turn left at sign "Lakeside Villas 21-66". Take Gravel road to beach for unloading, then park behind villas.



For additional information, call Don Vetrone, 636-53241
Website: www.wrightflyersrc.com
E-Mail: information@wrightflyersrc.com

Show 'n Tell, 2005

By Walt Wilson

The first Show 'n Tell since 1992 brought out 44 enthusiastic diners and participants with 16 great-looking airplanes. The catered dinner was exceptional, as was the idea of club members gathering socially. The people present voted for their favorite planes in each class and all entries received at least some votes. John Key took home "Novice" honors with a great-looking Four-Star 60. Bill Lindewirth's Scat Cat received the most votes in "Open". Walt Wilson's P-47M Thunderbolt took home "Sport Scale" honors. Bill's Scat Cat won "Best Painted Finish". Russ Watts' Sig Ryan STA had the best "Iron-On Finish". Walt Wilson's P-47M was voted "Best of Show".

A big "Thank You" is in order for Pat and Donna Keebey, and Bill and Kari Lindewirth for the great job they did in organizing and putting on this event. Thanks, too, to Ken Brock, Lee and Elaine Volmert for their assistance. Because of the enthusiastic turnout, plans are already being formulated for next year. The general feeling is that we're gonna need a bigger room! Photos are on the next few pages.

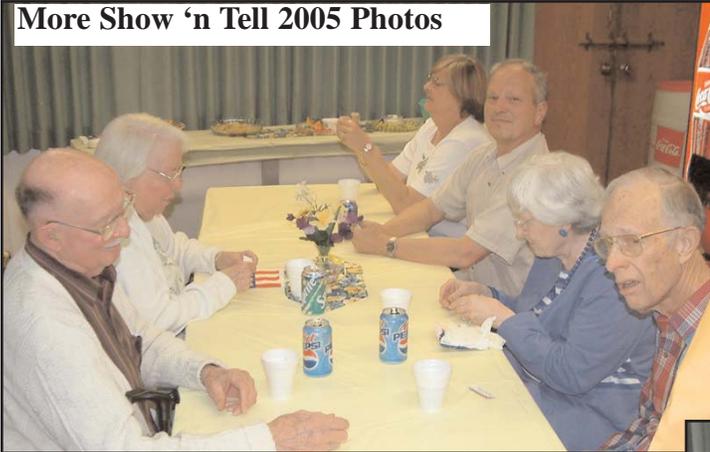
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Show 'n Tell 2005



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More Show 'n Tell 2005 Photos



FLIGHT LINES



FLIGHT LINES

One More Show 'n Tell Picture



WALT WILSON PHOTO

The Last Word

By Walt Wilson

Show 'N Tell was a very enjoyable event. It brought back memories of the Show 'n Tells of the 1970's and 1980's. We have had a band and other entertainment at some of them, as well as expert judges from other clubs. We had raffles, giving away engines and other desirable items. This year's Show 'n Tell was an experiment to see if there was enough interest. The attendance proved the interest is definitely there, so next year it'll be more elaborate. Pat Keebey and Bill Lindewirth, and their wives, are to be complimented for the effort expended in organizing this year's event and doing the work to make it happen. I hope they volunteer to do it again next year!

Many of the attendees were senior members who remembered the great Show 'n Tell's of old. Some may consider us "relics" of an age when flyers actually built their own airplanes. It was gratifying to see some of our younger members, such as Curt Milster, Duane Youngman and Daryl Youngman building and entering their own planes. They're doing a great job of it, too. All placed well and will be back next year! The first plane John Key built, a Four-Star 60, looked like he's been building planes for years.

The ready availability of ARF's and RTF's make it very

MOWING SAFETY

The field will be closed when mowing is in progress! Please clear the pit area and do not fly until the mowing is completed.

tempting to buy one of them and not spend the weeks or months necessary to build your own plane. Some people even have to have others assemble their ARF's. A lot of capable builders use ARF's for every day flying (They only cost money) rather than risk losing their home-built planes with all the work that went into them. On the other hand, building and flying your own

plane offers a level of satisfaction not available with ARF's. With enough training, almost anyone can learn to fly, using an ARF or plane someone else built. Real modelers still build their own airplanes.

Gotta go build



WALT WILSON PHOTO

Alex Blodgett holds a Parkzone Firebird Scout while assisting Grandpa, Walt Wilson, in flight-testing for a kit review for RC Modeler magazine. The Scout flies as advertised, but neither Alex or Walt care much for it due to the limited control functions.



JOHN DESHIELDS PHOTO (LEFT)

The great days for flying are getting closer together! Now, the major deterrent for flying is usually a strong wind from an inconvenient direction.



BOB GIZZIE PHOTO

If you plan to solo, don't wear a good shirt! This is the traditional treatment to the new pilot's shirt the first time he solos! Here, Cliff Nolle did it on April 9!

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



Presents



Four-Star 40 *
and

Silver Class **WARBIRDS** *
Races

Saturday, May 21, 2005



At Spirits Field
on Amrein Road, 1/2 mile south of Greens Bottom Road
St. Charles County

Paul Geders, Contest Director

ENTRY FEE:

\$10 each class



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

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

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Area 2005 Activities Schedule

Date	Contest or Event	Contest or Event Director	Notes
May 7	SLRCFA Four-Star 40	Charlie Brunner	Eureka, Mo.
May 21	Four-Star 40/Warbirds	Paul Geders	AMA Sanctioned Races
May 28	Wright Flyers' Float Fly	Don Vetrone	Innesbrook, Mo.
June 11	Fun-Fly	Bob Gizzie	
July 9	SLRCFA Four-Star 40	Charlie Brunner	Eureka, Mo.
July 16	Four-Star 40/Warbirds	TBD	AMA Sanctioned Races
August 6	Fun-Fly	Bob Fiely	
August 27	Four-Star 40/Warbirds	Steve Cross	AMA Sanctioned Races
September 24	Open House	Bill Lindewirth Dave Rose Greg Pugh	The Spirits' biggest flying event
October 1	SLRCFA Four-Star 40	Charlie Brunner	Eureka, Mo.



FLIGHT LINES

Walt Wilson
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St. Charles, MO 63301-0131

www.spiritsofstl.com

**Meeting is on
Wednesday,
May 11
at 7:00 P.M.**