



FLIGHT LINES

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

FUN FLY COMING JUNE 11

PREZ SEZ:

By Bill Lindewirth

During the last month I have received numerous emails and a few phone calls regarding an article that was published in last month's newsletter. To clarify the questions arising from this article, I contacted Mr. Tony Stillman, owner of "Radio South" and member of the AMA Frequency Advisory Board.

Below is a copy of the email I sent to Mr. Stillman, and his reply regarding the facts of radio interference.

Dear Tony,

Could you please provide our club with the facts regarding what happens when two radios on the same frequency are turned on at the same time?

There is a discussion going on amongst a few members regarding an incident that happened at our field when two different brand radios were turned on at the same time.

The question is: "Can Brand X radio shoot down Brand Y radio when one is AM, and the other is FM, or one uses a positive shift signal while the other uses a negative shift signal, or one is PPM and the other is PCM or some combination of any of the above?"

Your expertise on this matter would be greatly appreciated.

Sincerely,
Bill Lindewirth

Tony's reply:

Bill:
It is pretty simple. All AM, FM, and PCM systems "SHARE" the same frequencies. The issue here is that a frequency is in use.

The way the data is transferred by a particular type of

modulation (AM=Amplitude Modulation, FM (also known as PPM) = Frequency or Pulse Position Modulation, and PCM=Pulse Code Modulation) is the only difference between them.

What happens is the carrier frequency must have "clean RF" to send the data. If more than one type of Modulation tries to occupy a given Frequency Channel, the data will be corrupted and the decoder on the receiver will have trouble analyzing the data. This is what we call a "glitch"! In PCM receivers, the system will go into hold or fail-safe, a much safer situation than a model glitching all over the sky!

The bottom line is there are no separate frequency pins for AM, FM, or PCM! All share the same pins in order to protect the frequency from multiple data transmitters.

It does not matter that a PCM might be flying, but an AM wants to share that channel. The AM will take up space and have an effect of confusing the data being sent to the PCM receiver, and cause it to go into hold/failsafe. The PCM transmitter will really screw up

the data for the decoder of the AM receiver and it will glitch all over the sky!

New receiver designs are being tested, as well as Spread Spectrum that would allow multiple systems on at the same time. This is a way down the road, but hopefully will be the end of our frequency sharing problems...

I hope this helps.

Tony Stillman
Radio South
3702 N. Pace Blvd.
Pensacola, FL 32505
1-800-962-780

Website is at:



Paul Geders (left) won Four-Star 40 and Steve Ramonczuk won the Warbirds segment of the pylon races held on May 21. Paul flew the specification F-S 40 setup and Steve flew a Dynaflyte/Cooper Spitfire powered by a Rossi .45.

<http://www.radiosouthrc.com>

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I would like to thank George Kulage, his grandson, Henry, and all the others who helped me with the concession stand during the May 21st Four-Star 40 and Warbirds races. Paul Geders and all his helpers deserve special thanks for making our first sanctioned event of the year a huge success. A schedule of upcoming events is listed elsewhere in this newsletter.



*Curt Milster shows off his new CGB Chipmonk!
Power is a Saito .91 four-stroke.*



*Scott Stoeker shows his Scat Cat. He says it has survived 2500 flights and has worn out two engines!
(Racers of this type make excellent, tough, inexpensive and quickly-built sport flyers, that are frequently overlooked today. Walt)*

MEETING MINUTES: May 11, 2005

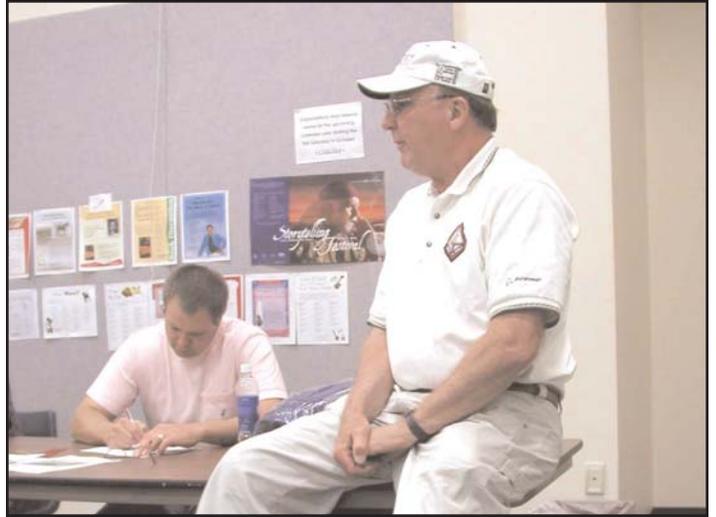
By Walt Wilson, from notes taken by Curt Milster

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

Members signed in: Twenty-three members and one applicant were present.

Secretary's Report: Walt Wilson was not present. Curt Milster acted as Secretary for the evening. Minutes were accepted as published in last month's Flight Lines.

PHOTOS BY CAROLYN SCHLUETER AND DON FITCH



Paul Geders answers questions in another Q&A session. This one involved after-run oils. These meeting activities help both new and older flyers resolve technical problems. You never stop learning!



Bob Fiely talks about his PICA 1/6 scale Waco. It has an O.S. .91 FS and weighs seven pounds. He hoped to have it ready for Show 'N Tell, but didn't quite make it.

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Treasurer's Report: The Farmall tractors have been sold and the money placed in a six-month CD. The Treasurer's Report was accepted as presented.

Field Report: Pat Keebey reported that he's working on a windsock, which will be installed next week (It has been installed). Equipment remaining in the barn is being disposed of. the Lawnboy Mower and Brush Hog are still for sale. Purchase of new chairs was approved. The old ones disappeared. New ones will be marked and are to be returned to the pavilion by the last people to leave the field.. A more complete Field Report is on page three.

Spirits Jacket For Sale: Pat Keebey has a size 2X Spirits jacket available. Call him at 636-928-3918.

New Membership Applicant:

Donald Velasco 636-922-4519

Donald was unanimously accepted by the members present.

Activities Report:

Show 'N Tell: Pat Keebey distributed award ribbons to winners who were present.

St. Louis RC Flying Association May 7 Races: Paul Geders reported on this event. His complete report is on page four.

May 21 Four-Star 40 and Warbirds Races: Paul reports that he needs workers and hopes everyone who can will come out for this event.

No Old or New Business was presented.

The business portion of the meeting was adjourned at 7:35 P.M.

Meeting Activity: Three members brought planes to discuss and Paul Geders answered questions about after-run oils. See the pictures for details.

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

TRAINING REPORT

By Bob Gizzie

As of meeting night, I have put 14 flights on the RCV 58-CD Engine. Average flight time was 15 to 20 minutes. Things that I've noticed are as follows.

1. First time I started the engine, it started and quit, then on second start continued to run. It sounds like a lot of moving parts. I taxied out and flew, with it taking the throttle okay.

2. After each flight my feeling was that the engine was warmer to the touch than other four stokes. It seems to be getting a little cooler after each flight. I have no test instrument to verify the temperature, but only use touch.

3. We have run a gallon of fuel through the engine.

4. When on final approach, if I throttle back too far, the engine quits, resulting in a dead stick landing.

5. When airborne, the engine definitely has a different sound than engines I'm used to. I have no problem with that. It's ok with me as long as it runs.

Claud Wade
1920 -2005



Claud Wade, a long time member of the Spirits, passed away Friday April 29, 2005. As some of us know, Claud was having increasing problems with his eyes which made it hard for him to follow his planes in the air. I am sure he appreciated all the assistance he received from the Spirits' members.

Claud served in the U. S. Army Air Corps. during World War II. He flew in a Martin B-26 Marauder, Medium Bomber, out of Australia in the 33rd Squadron, 22nd group B.G. operation. After a combat mission, his plane had to be ditched in the ocean near the Japanese Base of Rabaul. After the crew had taken cover on the island, and while the Japanese were searching for them and the plane, Claud volunteered to swim out to the sunken plane and retrieve a code book left in it. Use of the proper codes brought rescuers.

When he returned from the service, he worked for the Prudential Life Insurance Co. One of his interests was constructing scale model railroad engines for many years. He was a ham radio operator as well. Then he became interested in model airplanes. Claud liked to draw scale plans from viewing photos of airplanes and then scratch building the planes.

Claud is survived by his wife, Janice, and two sons, Mark and Scott, as well as two grandchildren. His Grandson Matthew is looking forward to having his airplanes. Claud would have been very pleased.

By Jerry Quist

6. I seem to have a hard time getting the engine to idle down. I have to keep the RPM's up while taxiing or the engine quits. I'm hoping, with more time on the engine, the idle capability will improve.

7. So far it seems to pull the Sig Kadet Senior around okay.

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FIELD REPORT

By Pat Keebey

The field is being mowed regularly and is in good shape. It appeared that someone had put some new gravel on the driveway and parking area. However, I have not been able to confirm this to be true. The driveway and the parking area are in pretty good shape. We are working on getting some gravel to fill the low spots. A wind sock is in the process of being put up and if the weather holds I will try to get it installed by May 16th.

Someone shot a hole in the sign at the entrance of our field but the damage is not sufficient at this time to make any repairs. The two Farmall tractors have been sold and the money placed in CD's. We are still in the process of trying to sell the Brush Hog and the Lawn Boy riding mower. I would remind our members that we do not have trash containers at the field and you should remove any item that you bring to the field. Gene Jones is going to purchase 8 lawn chairs for the field as the ones we had disappeared. Please place the chairs under the table in the pavilion or secure under benches on the field when you leave. If you see a field problem please let Pat Keebey know of your concerns at 636-928-3918.

SLRCFA Four-Star 40 and Warbirds Races, May 7

By Paul Geders

Saturday, May 7, was another beautiful day (with a slight, but ever present, cross-wind) for a Four-Star 40 and Warbirds pylon race at the St. Louis R/C Flying Association field. The contest was very well-run by Ron Hesskamp. They had eight entrants in Four-Star 40 and three in Warbirds. Four or five other SLRCFA Four-Star 40 racers were unable to attend. There were no crashes or mid-air, like Ron and Charlie Brunner had last year.

Ron and Charlie tied for first place in Four-Star 40 and had a "flip-off" that was won by Ron. Third place went to Jim Schilling. Ron and Charlie flew very consistently...but were not the fastest. The racing was so close that anyone had a chance to win. The other contestants in Four-Star 40 were Gene Jones, Earl Acker, Curt Milster, Bob Werner and Paul Geders.

Warbirds was an "All Spirits" race with Curt Milster taking first place, Paul Geders taking second, and first time Warbirds racer Bill Lindewirth taking third. Bill was having some tank problems, and couldn't complete his heats. Curt was Steady Eddy and reliable. Paul went a little too lean on a couple of heats.

Best of all, everyone had a good time and we were finished by 1:30!

May 21st Four-Star 40 & Warbirds Pylon Race Report

By Paul Geders

Thanks to all the members who supported this contest by coming out and volunteering to help with set-up, lap counting, cut judging, and tear-down.

Special thanks to Bill and Carrie Lindewirth for providing the great hot food and cold drinks, and to all the people who helped serve it, during our lunch break. All the food was gone at the end of the contest. Some soda is left over for the next event.

We had a great turn out, and we are growing. Nine contestants in Four-Star 40 and six in Warbirds! We missed Gene Jones, who hurt his back Friday and a few others who had previous engagements. Four-Star 40 and Warbirds are both very competitive. There were no crashes. Racing was hotly contested and several heats finishing with only 10 to 20 feet between competitors, everyone helped each other, and a lot of laughing was the sound of the day.

I want to extend a personal thanks to Steve Cross and Steve Ramonczuk for their assistance in the running of the event when I was flying...thanks guys!

I also want to thank the unselfish help and guidance provided by Charlie Brunner and his able bodied assistant, "Sonny, for showing us how to set our needle valves to go as fast as Charlie.

Here's how you do it! Turn your needle valve in to maximum RPM, say it's 14,500. Now back out a click at a time until you see 14,200. Now, continue to turn the needle richer and watch the RPM. If everything is set up right, you should be able to turn out the needle, 2, 3, up to maybe even 5 clicks and not see a loss of RPM (14,200). This is the rich side of the tuned muffler and when you get in the air it will really start to pick up.

The other thing I want to mention, Jim Schilling pointed out that the 5/8" dimension we show doesn't work for all exhaust headers because the headers are machined differently. I measured mine from the exhaust face to the edge of the muffler where it clamps onto the header. It is 1 and 1/8 inch. The winners in Four-Star 40 were; Paul Geders 1st, Charlie Brunner 2nd, and Steve Cross 3rd, followed by a "flip-off" to break the tie between Steve Ramonczuk and Ralph Doyle (won by Steve) for 4th and 5th respectively. Another tie for 6th between Jim Schilling and Lee Volmert, followed by Earl Acker 7th, and first-time racer, Bob Gizzie, in 8th.

The winner of Warbirds was Steve Ramonczuk, 1st. Ralph Doyle placed 2nd, and Lee Volmert 3rd. First-time Warbird racer Bill Lindewirth was 4th, and a 5th place tie between Bob Gizzie and Paul Geders rounded out the field.

WE all should support the other Four-Star 40 racing in the area, such as SLRCFA and River City Flyers. The more the merrier!

See you at the next one!

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May 21 Four-Star 40/Warbirds Races (Results on page four)



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May 21 Four-Star 40/Warbirds Races
Results on Page four



PHOTOS BY CAROLYN SCHLUETER, DON FITCH AND WALT WILSON

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The Last Word

By Walt Wilson

A big "Thank You" to Curt Milster for taking notes at the May meeting in my absence!

We lost another of our senior, long-time members this month; Claud Wade. Claud could be depended upon to come up with different scale models of subjects seldom seen at any field. Birds like the Vultee Vanguard and the Curtiss F9C-2 he's holding in the photo on page three. Claud's name was frequently used in Ed Henry's "Microhenrys" cartoons that appeared in Model Aviation magazine for many years. He had difficulty seeing well enough to fly in his later years, but he was frequently at the field. Treasure



Jeff Muhs does a fly-by with his Giantscale P-51 ARF. This is a really BIG airplane which looks and flies great!



Bob Gizzie uses a buddy box to assist Don Fitch in flying the Spirits' new Sig Senior Kadet ARF trainer.



Bob Gizzie works on the Magnum .91 four-stroke that powers his Dynaflyte P-51 Warbird while John DeShiels (left) and Leo Steck look on. It has a "chrome" Monokote covering and flies very well.



Jeff Muhs lands his Cermark Pitts Special. It's a beautiful airplane and flies as good as it looks.

JOHN DESHIELDS PHOTOS (LEFT), DON FITCH PHOTOS (RIGHT)

our senior members, many of them did the necessary work to make the Spirits the fine club it is today.

The turnout for the May 21 races was very good and Paul Geders did a great job as CD. The weather was as good as it gets and the wind was usually right down the runway!

The food was even better than usual and a fine crew of helpers were there to serve it. Lap counters became a little scarce in the afternoon, but some of the flyers pitched in to prevent any problems.

The building projects have slowed for the summer and my health has improved considerably from the past couple of years.

Now, I'm gonna go fly!

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Four-Star 40 racers, Jim Schilling, Ralph Doyle, Steve ramonczuk, Steve Cross, Earl Acker, Bob Gizzie, Paul Geders, Charlie Brunner, Sonny (Charlie's pit crew), and Lee Volmert.



Warbirds racers, Bob Gizzie, Ralph Doyle, Steve Ramonczuk, Lee Volmert, Bill Lindewirth, and Paul Geders. Mustangs and Spitfires were the order of the day!

WALT WILSON PHOTOS

Area 2005 Activities Schedule

Date	Contest or Event	Contest or Event Director	Notes
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 annual flying event
October 1	SLRCFA Four-Star 40	Charlie Brunner	Eureka, Mo.

Come One Come All



Spirits RC Flying Club



**Fun Fly Open to all - SAT
June 11, 2005**

**Registration starts 0900
Flying starts 1000
Entry Fee: \$10.00**



**Rain
Winds
to
\$10.00**

For directions to field <http://spiritsofstl.com/Map%20&%20Directions%20to%20Flying%20Site.htm>

AMA REQUIRED

Questions - Contact Bob Gizzie 636-441-7924

**Take off and land with engine running
Touch and Go on picnic table
Streamer drop**



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The Spirits-owned club trainer took flight on May 4, 2005, with Bob Gizzie at the controls. The RCV .58 four-stroke, which was given to the Spirits for testing by the manufacturer, did a fine job of pulling the Sig Senior Kadet ARF.

John DeShields Photo



FLIGHT LINES

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

www.spiritsofstl.com

**Meeting is on
Wednesday,
June 8
at 7:00 P.M.**