

**51st Anniversary  
1965 to 2016**



**NEXT MEETING  
July 13th**

Editor Victor Bunze

# *Flight Lines*



Mark Nebrzydowski, Steve Cross and George Cooper trying out one of the new tables donated by Gene Jones

Upcoming event, don't miss it, come out and enjoy the fun.

Electric Soaring Challenge July 30

Info AG Bus (Drones Demo) Monday Aug 1st

Model Aviation Day / Open House Aug 13th



# *From the Prez*

Gentlemen.,

It has been hot out there! Bring lots of water to the field, sun block and some shade.. Many thanks to Paul Geders for running the races in June. See his extensive report inside. All is running well in the club and thanks to all putting in so much hard work to make it happen. The Info Ag Bus Tour will be visiting out site again this year on Monday, August 1, from 2:30 to 4:00 showing off some very fine Drones and a bunch of interested farmers.

A safety reminder for all electric fliers. Its useful to use the throttle cut feature on your transmitter so the motor cannot start up unexpectedly. You can also use a safety plug in series with the speed controller and the battery.

You will soon receive for approval the new by laws and Constitution for your vote. Many thanks to the hard work put in by the working group.. Your vote will be needed by August 10.

Fly safe and enjoy

Vic Bunze



**Spirits of St. Louis RC Flying Club  
Monthly Meeting Minutes for June 13, 2016**

By Greg Bowles, Secretary

President, Vic Bunze called the meeting to order at 7:04 pm.

**Announcements:**

No Announcements.

**Attendance:**

7 members were in attendance.

**New Member(s) in Attendance:**

No new members were in attendance.

**Secretary's Report:**

*Greg Bowles, Secretary*

A motion was made, seconded and voted to accept the May meeting minutes as published in the 2016 June Flight Lines newsletter.

*Monthly Meeting: Starting Wednesday July 13<sup>th</sup> and August 10<sup>th</sup>, we will be changing our meeting location to Spirits Field.*

*We are actively seeking a new location to host our monthly meetings on the second Wednesday of each month starting in October. Any suggestions?*

**Treasurer's Report:**

*Bill Lindewirth, Treasurer (Not Present)*

A check was written on June 7<sup>th</sup> for payment of this year's field lease.

**Field Maintenance Chairman's Report:**

*Paul Geders, Field Maintenance Chairman*

1) Repairs to the pavilion (roof and fascia have been completed and Schneider Roofing has been paid.

2) It has been observed by our members, that trash is not being picked-up around the flight tables and under the pavilion. Also Li-Po batteries are not to be disposed in the fire pit. Please pick-up your trash before you leave, and take it home.

Also, to those that fly nitro & gasoline aircraft. Please wipe off any oil or fuel from the flight tables before you leave. The next pilot will appreciate it!

3) Phasing in of the new flight tables graciously donated by Gene Jones, is slowly happening. Big thanks to Paul Geders and Dennis Skeeters. A couple are at the field already, so try them out and tell Gene what you think.

4) Update on runway crack repair: There have been some good suggestions on repairing our runway cracks. We may be trying some of these fixes, so we will keep you informed on a work party date.

5) Mowing is scheduled on Thursday afternoon's between 1:00-4:00 pm, unless due to rain they may cut later in the evening or on Friday. Please be considerate and not fly when they are mowing.

**Safety Chairman's Report:**

*Brendon Weidinger, Safety Chairman (Not Present)*

1) It has been noted, that pilots flying at the field, are not placing their membership cards on the frequency board. This is a safety requirement and insures only dues paying members are using our facility.

2) St. Charles County required that when our field was established we can only fly between 9:00am to Dusk. So be a good neighbor, and only able to fly between those times.

3) Unanticipated start-ups of electric aircraft have been happening at the field. Spinning props can ruin your day, so when plugging in your battery, please use your flight table hold-back, make sure your throttle stick is all the way back, use a arming switch or plug, and most important, do not stand in front of your aircraft. Be safe!

**Membership Chairman's Report:**

*Ralph Doyle, Membership Chairman*

The current membership for June 2016 stands at 138 members with the additional 3 prospective members. We have 22 new members this year.

**Event Chairman's Report (Position Open):**

**Upcoming Spirits Events:**

*Info AG Demonstration Monday August 1, 2:30 to 4:00 pm*

*National Model Aviation Day & Open House; Saturday, August 13<sup>th</sup>, 9:00-2:00; Committee Event Directors.*

*Annual Heli-Fly-in Extravaganza; Saturday August 27<sup>th</sup>; 9:00-2:00; \$10 Landing Fee incl. Lunch; Event Director Jason Cummings.*

*Membership Appreciation Dinner; Wednesday, September 14<sup>th</sup> (Revised Date), 5:00-9:00pm; Club Officers/BOD's.*

*4-Star Forty, Trainer & Warbird Races; Saturday, September 24<sup>th</sup>, 9:00-2:00; \$5 Pilot/Event fee; Event Director Steve Cross.*

**Upcoming Local Events:**

*Flite Test; Flite Fest 2016;* July 13-17<sup>th</sup>, Malvern, OH. Events will be “live streamed” on Flitefest.com.

*Midwest Air Wing RC Club, Big Bird Fly-In;* Saturday, July 16<sup>th</sup>, 285 Burns Road, Collinsville, IL.

*MVSA; Hand Launch;* Saturday, August 6<sup>th</sup>; Emerald View Sod Farm, 1722 Hwy 79, O’Fallon, MO.

**Old Business:**

***Onstitution and By Laws Working Group revisions:***

Inputs to the initial revisions have been submitted to the working group. When completed, they will be resubmitted to the BOD. The final publication will then be presented to the members.

**New Business:**

No New Business.

**Technical Presentations:**

No Technical Presentations (Wow!)

The meeting adjourned at 7:35 pm.

**Next Spirits’ Meeting is Wednesday, July 13th, 7:00-9:00 pm will be held at Spirit’s Field.**



Photos Greg Bowles





# Race Day



## Summer 2016 Race Report

by Paul Geders

The summer 2016 Races were down on attendance due to a few traditional racers being out of town, in Europe, at the lake, on vacation, too hot weather-wise, etc. Those that were in attendance got their racing adrenaline fix!

Regardless we had wonderful support from the workers. You can count on Gene Jones always willing to be a lap counter. Bill Darnell and Charlie Hayter (who is a non-member friend of Steve Ramonczuk that work together for American airlines.) filled in as the other two lap counters. Steve got Charlie flying in the hangar at work and Charlie flew his Mini Radian at the field today (another potential member?). Tony Pozarich, another member whom you can count on to help did the honors as the East pylon cut judge. Andy Engle along with his wife and son Joshua Engle (being with Dad at our West end pylon) did a great job as a first-time cut judge. After the race Andy came over and said "We had the best seat in the house and really enjoyed it"! Both Andy and Joshua are new members. Steve Ramonczuk, Kenny Barstow, and Gene Jones shared the Starter position. A most special "Thank You" goes to Greg Bowles for doing the concessions...what a fantastic job he does providing hot coffee and donuts early and brats, hot dogs, burgers, and all the condiments, etc. for lunch...all for the rest of us! THANK YOU Greg!

For the record we had George Cooper time the Four-Star 40 and Electric Warbirds for comparison. Four-Star 40's took 2 minutes and 55 seconds to go 10 laps. The electric Warbirds averaged 1minute and 21 seconds for 7 laps. Four-Stars are going about 58 MPH and the Electric Warbirds averaged 89 MPH!

Ralph Doyle won Four-Star 40 with writer in 2<sup>nd</sup> place, and Kenny Barstow Did Not Start (DNS) after taking off with his ailerons reversed. There was a tie for 1<sup>st</sup> in Electric Warbirds between Ralph and Steve Ramonczuk... Steve took 1<sup>st</sup> place by the toss of a coin...the writer ended up in 3<sup>rd</sup>. We didn't fly Trainers or Nitro Warbirds.

Lastly, what was clearly evident in both classes was that whoever hit the start/finish line first stayed there and so did the 2<sup>nd</sup> and 3<sup>rd</sup> place racers respectively. The airplanes were almost dead even in speed and the pilots flying abilities were all equal. No one could pull away from the others!

Please support Steve Cross who will be the CD (Contest Director) for the Fall race that is September the 24<sup>th</sup>.



## NEW AND IMPROVED LOST PLANE FINDER

By Paul Geders

Back in June 2004 Don Fitch created his first design of a Lost Plane Finder for the Spirits. Below is an article Don wrote at that time.

“For the last couple of years our field has been blessed by the absence of surrounding cornfields. Finding a downed plane in an open field is usually not a difficult task, but as we all know a cornfield is a different problem. Well, now we have a cornfield on the north boundary of our field, again. To aid in the search for our planes, a device has been installed on the pilot’s station fence. It consists of a pointing device and a graduated circle complete with Vernier.



*Don holding his first, more complex design Lost Plane Finder.*

Using this device is quite simple. When a plane goes down in the corn, take note of a landmark as far away as possible that is in line where the plane entered the cornfield. Move to the sighting device and, using the front and rear sights, aim the device at the aforementioned landmark and tighten the wing nut to hold the sighted line. One can read the graduated circle (actually a clock face) and make a written note of the reading. Using the Vernier, one can establish a line direction to within 50 seconds of an arc. The Vernier can be read clockwise or counterclockwise since we are operating a pointing device and not an angle-measuring device. To locate the plane takes two people; one carrying a pole with a flag and one to align the pole with the direction of the sights on the finder. They can communicate with two-way radios. The person carrying the flagged pole is guided along the line by the second person sighting through the device and telling the searcher to go left or right to keep them on the correct line. This procedure, at ¼ mile, should take the flagman to within a maximum of 21 feet from the downed plane”.

Due to the wood construction, they tend to deteriorate badly in about 5 years. At the summer races I noticed that his latest simplified creation was in sad shape as can be seen in the following photo.



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*This simpler version was built by Don around 2010*

We have lunch together every Tuesday and we collaborated on a design that should last a lot longer. It is made out of PVC pipe, two different sized slotted nylon bolts, two stainless steel straps, and one stainless steel screw. Don suggested placing the sights on top for a full range of vision when lining up the first time with a landmark in the distance. Then you can look through the tube when guiding

the person carrying the pole while looking for their downed aircraft and keep them on line.

Below is the current, hopefully longer lasting, design that cost \$10.36 and took about 20 minutes to make. It can be rotated approximately 180 degrees. Both Don and I hope you never have to use it...but over the years the previous versions been very helpful in locating and finding lost planes. Remember, have someone stay at the plane finder with a walkie-talkie, and carry a pole that you can hold up when the corn is tall and communicate with another walkie-talkie. The person by the plane finder can tell you to go right or left. Just keep walking. Eventually, between the two of you, your lost airplane should be found! Also, remember to not trample any of the crops...the farmer will get very upset!

