



FLIGHT LINES

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

COME ON SPRING!



The Spirits of St. Louis RC Flying Club has lost a great pilot, and an especially helpful, devoted, and active club member, Bob Gizzie. He will be missed by all who knew him. Photo provided by Walt Wilson

Spirits of St. Louis RC Flying Club

Monthly Meeting Minutes for February 12th, 2019 by Paul Geders, Secretary

President Ralph Grant: Meeting called to order at 7:12 p.m. by the President.

Attendance:

10 members were in attendance.

New Member(s):

No new members.

Secretary's Report:

Paul Geders, Secretary

- 1) A motion was made, seconded and voted to accept the January meeting minutes as published on the Spirits website under the 2019 January Flightlines Newsletter link.
- 2) AMA Charter and Leader Club renewals sent to AMA February 7th.
- 3) Removed Gary Pyles name from bank accounts and added Ralph Grant, Greg Bowles along with existing Bill Lindewirth.

Treasurer's Report:

Ralph Grant, Treasurer

- 1) For January, income was \$4,850.00. Expenses were \$1077.26. A motion was made, seconded and vote taken to accept the Treasurer's Report.
- 2) Ralph Grant is continuing work on an "emphasis on assets" with the Vice President (Greg) to determine what assets we have/own and which assets should require budgeted maintenance for accounting.

Field Committee Chairman's Report:

Dave Brown, Field Committee Chairman

- 1) Dave Brown indicated that the road from about the middle of the parking lot west down to the levy has lots of ruts and is extremely muddy from the heavy truck traffic that was used to build up the levy.

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- 2) The above will be part of the discussion with the Ostmann's by Ralph Grant and Steve Cross.

Safety Committee Chairman's

Sid Kinzel, Safety Chairman

- 1) No incidents or accidents at the field.
- 2) Sid will present the required AMA Safety presentation at the March meeting.

Membership Chairman's Report:

Ralph Doyle, Membership Chairman

- 1) Current 2019 membership is 79 including 1 new member and 3 renewing members.
- 2) **Remember: If you have not renewed your membership by the end of the next club meeting (March 12th) you will be in arrears. You will owe an additional \$25.00 when renewing after the close of the March meeting!**
- 3) **Click below for access to our club [Membership Application \(s\)](#)**

Dave Brown's Indoor Fly-In held January 26th, 2019.



Photo by Greg Bowles

Dave's (second from right kneeling) "No entry fee" indoor fly-in was a complete success! We had 19 individuals in attendance four of whom came from the St. Louis RC Flying Association (SLRCFA). The gym was roughly divided into three airspaces, one third for FPV, Vapors, Quadcopters, etc., with hoops, anchored balloons, gates, etc. to fly through, or against, while the other two-thirds of the

airspace was for the 3D flyers. Greg Bowles, ably assisted by the comedic Rich Taylor, ran a 50/50 raffle. There also was another raffle for attendance prizes. The club made \$100.00. Again, a heart-felt "Thank You" to Dave Brown for renting the facility for the rest of us to enjoy!

Upcoming Spirits Events:

- 1) **Local Aviation Museum Tour:** Greg Bowles has organized a tour of the Historic Aircraft Restoration Museum on Saturday April 20th at Dauster Flying Field, also known as Creve Coeur Airport.



Saturday, April 20th, 2019

10:00am - 1:00pm

(Open to non-members)

Adults \$10, Children 5-12 yrs. \$5, Under 5 yrs. Free
(Cash or Check Only)

Historic Aircraft Restoration Museum/Creve Coeur Airport
14301 Creve Coeur Airport Road
Maryland Heights, Missouri 63146
Located at MO-364 & Maryland Heights Expressway/MO-141

For more information
contact Greg Bowles at gabowles@sbcglobal.net
www.spiritsofstl.com or www.historicaircraftrestorationmuseum.org

Upcoming Local Events:

- 1) **SLRCFA Friday Night Indoor Flying:** November 3rd thru March 29th; 6:00-9:00 p.m. Central Baptist Church, 601 N. Central Ave., Eureka MO. Cost is only \$5.

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2) **Old Business:**

1. Ralph Grant and Steve Cross will be having lunch with the Ostmann's in the near future to discuss renewing our lease, and several other topics.
2. Bob Gizzie suggested a method to increase our membership by looking into having an area set aside in the southwest side of the pavilion for RC cars. This will be one of the subjects of discussion with the Ostmann's.
3. Monthly Meeting Topics continue...

March - Training Program Brainstorming

Let's talk about what would make a great training program.

April - Turbines Steve Collins has been flying turbine powered jets and he will bring in a jet and talk about getting started

May - Smoke on! Ralph Grant is putting smoke on his latest Extreme Flight plane with a Desert Aircraft DA 30CC gas engine. Hear what he has learned.

June - Construction Hints Helpful hints for FMS style foam airplanes and warbirds.

July - Foam board Airplanes There are several members who build Flite-Test type foam airplanes.

August - National Model Aviation Day! Membership appreciation! Fun Fly!

September - FPV Bring in your FPV flyer and share with the club the ins and outs of First Person View. **Nomination of Officers**

October - Tether Cars Several members (Paul and Walt) have been racing Tether cars. They will bring a couple and show the club what they have been up to.

Nominations Published.

November - New Officers in Office

December - Christmas/Holiday gift ideas

Additional suggestion was made:

1. Discuss how to program/setup different type radios. Such as; V-tail, crowing, flap to elevator, elevons, etc.

New Business:

- 1) No new business.

Technical Presentation(s):



Photo by Greg Bowles

Ralph Grants Great Planes Fairchild PT-19 Trainer. It is powered by a Rimfire 32 motor, with a 60 Amp ESC and a 4000 mAh battery. Markings are by Callie Graphics.



Photo by Greg Bowles

Babe Raab's Ryan STA is in final stages of build. Great workmanship!

Meeting adjourned: 9:25 p.m. We went past 9:00 watching and enjoying some great "real" and several unbelievable scale RC model aircraft videos on YouTube. Links were sent to Ralph by several of our members. Was really enjoyable!

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Been Thinking: Participation...the action or state of taking part in something: as in an association with others in a club. Involvement... is the fact or condition of being involved with or participating in something.

With those definitions stated, I have noticed over the years how participation and involvement in our club activities has diminished. When joining in the early '80's participation was phenomenal. Granted average members were much younger and there were many men and women who were willing to put in the effort to run all kinds of events. Even had a club position titled "Public Relations" for several years! We had many different forms of fun-flies, scale fly-ins, pattern contests, Mall shows, various pylon racing events like Top Dawg racing, Spirit of St. Louis racing, Junk Stik racing, Run-What-U-Brung, Q-500, Four-Star 40, and scratch built Scale Warbirds!

Our club members were the inventors of the popular Warbirds Pylon Racing which is now an AMA Nationals event. Think of it...various forms of Warbirds racing, which has been around since 1979 (40 years!), are still being flown. Warbirds prizes back then covered Fastest Time, Best Scale, Best Finish and the combined scores for Scale points and Racing winners. The club solicited and awarded as much as \$1500.00 in prizes, which included a lot of donations from modeling related companies, and local hobby shops. Typically, the first place prize was a radio and included the overall winner's name placed on a huge traveling trophy; second place was a trophy and a .60 size engine, and third was trophy and a kit. Attendance prizes, or mementos, for all entrants were frequently awarded. Attendees came from all over the Midwest and as far away as Georgia, Iowa, Indiana, Kentucky, Illinois and Texas. The picture below is of all the participants (26), trophies, and stacks of prizes at the inaugural Warbirds Pylon Race in 1979.



There were seven contestants and seven callers in the first Warbirds race as shown below.



Warbirds and Q-500 grew to as many as 24 contestants in the following years. Then as with most contests and events the entries dwindled over the following years. However, today we have approximately five member/contestants who still race a version of Warbirds.

Four-Star 40 racing, developed by Don Ware, has also been flown for the last 24 years.

Modelers seem to move on to different interests following the ever changing market, and changes in their personal lives. As our club has transitioned through the years and the influxes of the latest in marketing, such as, the advent of electric ready-to-fly (RTF), scale/sport aircraft including Electric Ducted Fan (EDF) scale/sport jets it is really surprising we don't have more members interested in a contest or other events. Noticed last year when we had an indoor fly-in that cost the club \$100.00 to rent a gym for four hours. With a \$5.00 entry fee...only three people showed up. This year, a generous

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member (Dave Brown) paid for the entire 4 hours himself, and we had 19 individuals in attendance. Go figure!

If you want to know partly why the 1980's Warbirds and most other Spirits' contests were successful, consider the following:

In those days, all Spirits events were AMA SANCTIONED and run by real CD's, even Show N Tell, and our annual Christmas parties (partially paid for with excess funds in the club treasury) were sanctioned.

If you pay attention, today other clubs' Swap Meets are sanctioned, too.

CD's sought and received worthwhile prizes, usually donated, for all their events.

Walt Wilson wrote several articles about every Warbirds and other Spirits' racing innovations all through the mid 1980's. The articles were published in Model Aviation, Model Airplane News, RC Modeler, and RC Scale Modeler magazines. He also sent items to the District VI VP for their Model Aviation column. Thanks to this exposure the Spirits became widely known internationally as an innovative racing club. *The magazines were distributed internationally. Walt showed me some of the complimentary letters received from Australia, England, Germany, and Japan, mostly about his Heinkel He 100 which he designed and scratch-built for Warbirds competition.*

Walt sought and got newspaper notices or coverage for most Spirits' flying events, particularly our Open House.

He also solicited and got TV coverage (Show Me St. Louis and Tim Ezell) prior to our Open House on at least three occasions.

In every kit review article he wrote, he noted that the flight tests were conducted at the Spirits' flying field and named any members who assisted.

During the 1990's, Joe Lunt had at least one article published about our Spirits' activities.

Who does that kind of promotion today?

Next Spirits' Meeting:

Tuesday, March 12th, 7-9pm

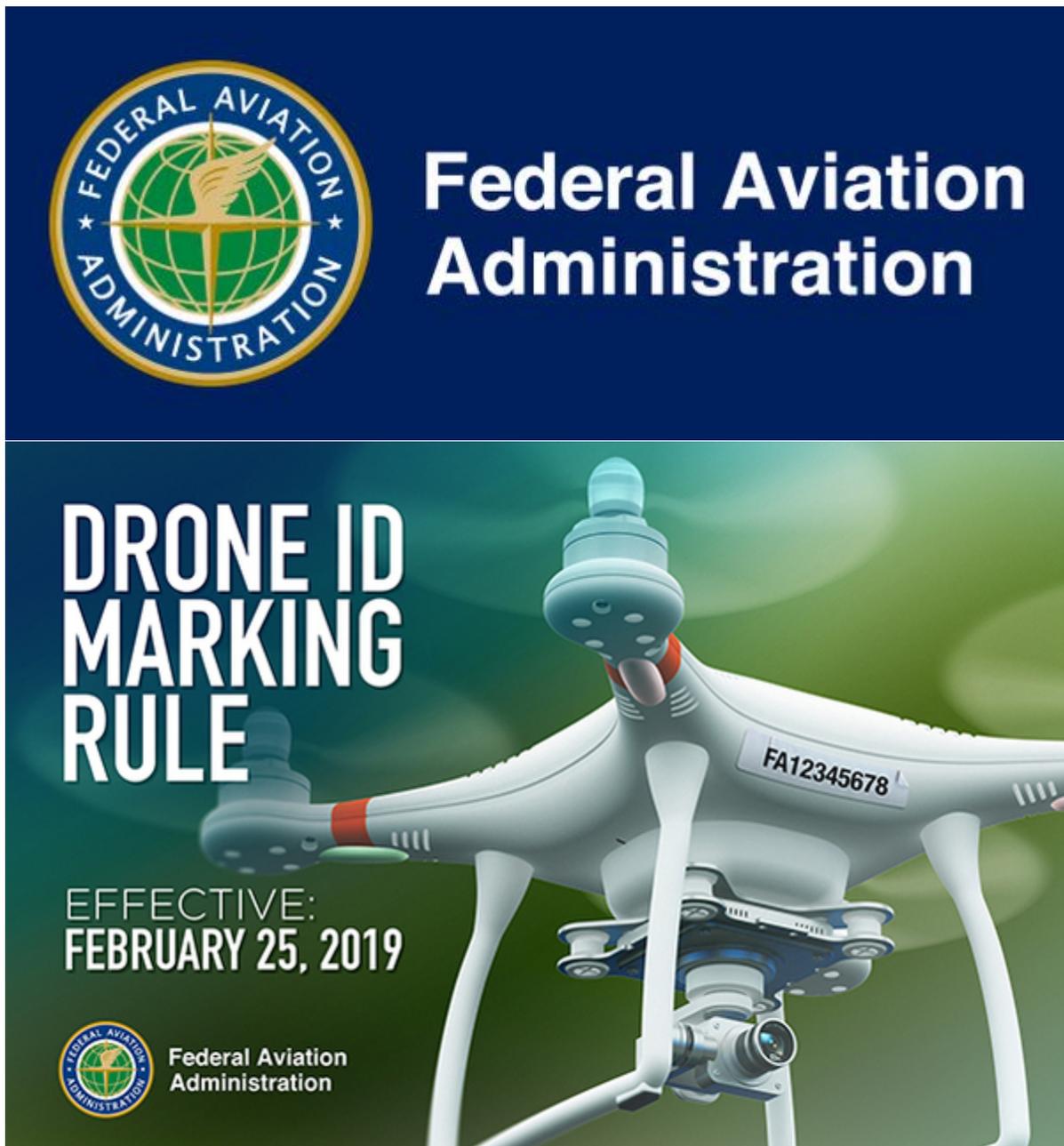
Dorsett Village Church

2240 Bennington Place

Maryland Heights, Missouri 63034

See website <http://spiritsofstl.com> for directions

**SEE LATEST FAA NOTICE
BELOW!**



FAA Makes Major Drone ID Marking Change

[The Federal Aviation Administration](#) (FAA) posted a rule in the [Federal Register](#) requiring small drone owners to display the FAA-issued registration number on an outside surface of the aircraft. Owners and operators may no longer place or write registration numbers in an interior compartment. The rule is effective on February 25. The markings must be in place for any flight after that date.

When the FAA first required registration of small drones in 2015, the agency mandated that the registration marking be readily accessible and maintained in readable condition. The [rule](#) granted some flexibility by permitting the marking to be placed in an enclosed compartment, such as a battery

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case, if it could be accessed without the use of tools.

Subsequently, law enforcement officials and the FAA's interagency security partners have expressed concerns about the risk a concealed explosive device might pose to first responders upon opening a compartment to find a drone's registration number. The FAA believes this action will enhance safety and security by allowing a person to view the unique identifier directly without handling the drone.

This interim final rule does not change the original [acceptable methods of external marking](#), nor does it specify a particular external surface on which the registration number must be placed. The requirement is that it can be seen upon visual inspection of the aircraft's exterior.

The FAA has issued this requirement as an Interim Final Rule—a rule that takes effect while also inviting public comment. The FAA issues interim final rules when delaying implementation of the rule would be impractical, unnecessary, or contrary to the public interest. In this case, the agency has determined the importance of mitigating the risk to first responders outweighs the minimal inconvenience this change may impose on small drone owners, and justifies implementation without a prior public comment period.

The FAA will consider comments from the public on this Interim Final Rule, and will then review any submissions to determine if the provisions of the ultimate Final Rule should be changed. The 30-day comment period will end on March 15, 2019. To submit comments, go to <http://www.regulations.gov> and search for "RIN 2120-AL32."

As Transportation Secretary Elaine Chao promised last month, the FAA also posted proposed new rules to let drones [fly routinely at night and over people](#), and to further [integrate them safely](#) into the nation's airspace. The comment period for these proposals is now open and ends on April 15.