



FLIGHT LINES

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

ENOUGH WINTER!

Spirits of St. Louis RC Flying Club

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

President Ralph Grant: Meeting called to order at 7:00 p.m. by the President.

Attendance:

17 members were in attendance.

New Member(s):

3 new members were in attendance, Cory and Colt Neudeck - 585-610-9022, and Kerry Maiden - 314-713-1955.

Secretary's Report:

Paul Geders, Secretary

- 1) A motion was made, seconded and voted to accept the February meeting minutes as published on the Spirits website under the 2019 February Flightlines Newsletter link.

Treasurer's Report:

Bill Lindewirth, Treasurer

- 1) For February, income was \$850.00 Expenses were \$139.32. A motion was made, seconded and vote taken to accept the Treasurer's Report.

Field Committee Chairman's Report:

Dave Brown, Field Committee Chairman

- 1) Dave Brown indicated that the flag pole internal support pole set in the concrete was bent due to wind. Plans to straighten are in the works.

- 2) Cracks in runway are getting wider.
- 3) Dave to put together a list of things for a work party later this spring.

Safety Committee Chairman's

Sid Kinzel, Safety Chairman

- 1) No incidents or accidents at the field.
- 2) Sid presented the required annual AMA Safety presentation by going over every one of our club Safety Rules. Some questions about some of the rules were fielded, and answered. Sid provided an excellent review.

Membership Chairman's Report:

Ralph Doyle, Membership Chairman

- 1) Current 2019 membership is 98 including 3 new members and 9 renewing members. This time last year we had 118 renewals!
- 2) Last year's members who have not renewed by the end of last night's March 12th meeting are now "in arrears" and will have to pay an additional \$25 upon renewing for 2019.

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.
- 2) There was some discussion about land adjacent to the Creve Coeur airport being bought. The purchasers want to build multi-story warehouse type structures on the property.

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- 3) Someone said it looks like it would be at the end of one of the runways. Time will tell!



Spirits of St. Louis R/C Flying Club

Historic Aircraft Restoration
Museum Tour

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 continued:

- 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.
- 2) **Old Business:**
 1. 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** at the September meeting and the publishing of the nominees names in the September newsletter.

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.** Those elected will take office immediately after the meeting.

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) Dave Brown made a motion to name the field "Robert W. Gizzie Memorial Field" in honor of Bob Gizzie. Motion passed.
- 2) It was suggested to add a plaque of members who have passed. In work.
- 3) Received a nice thank you letter from the Gizzie family that was read to the members.
- 4) Board Meeting to be held at Dave Brown's home on April 24th at 3:00 p.m.

Technical Presentation(s): Photos by Greg Bowles.



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- 1) Four of Bob Gizzie's airplanes were given away on a first come first served basis. A DeHavilland DHC-2 Beaver, P-47 Thunderbolt, F4U Corsair, and an F-105 Thunderjet.



- 2) Steve Ramonczuk presented and discussed his Freewing Mirage jet.



- 3) Steve also showed some examples of 3D printed model aircraft parts he has made.



- 4) Babe Raab presented and discussed his completed Herr kit Ryan STA. This was the first time he has covered with tissue.



- 5) Ralph Grant presented a FlightLine 1600mm "Bird Cage" F-4U-1A Corsair

Meeting adjourned: 8:22 p.m.

Been Thinking:

Have always been intrigued by the B-58 "Hustler" Mach 2 bomber, and to keep busy I wanted to build a foamie version. So, I went to Mark Twain Hobby to buy some 2' X 4' 6mm Depron foam sheets. To my surprise the shelf

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was empty. What happened? Spoke to Darren and found out that Depron became unavailable about a year ago. Darren also indicated that customers would damage the product on the shelf and then he couldn't sell it at full price. Depron is still available in Europe as it is used as an underlayment for flooring. Now what do I do!

Got on the internet and found Model Plane Foam (MPF) in 6mm thickness...problem solved. Here's the link:
<http://www.modelplanefoam.com/> Contacted, via e-mail, Mike Springer the provider of MPF foam. Here is what I asked;

"Mike,

Hard to tell the difference between Depron and MPF!

What is the chemical difference...and why did Depron supposedly go out of business if it is also used as an underlayment?

Cheers,
Paul"

For those that build with foam I want to share what I received from Mike with our members, and others, who build with foam.

"Paul: I can't give exact compositional differences (don't really know them) but I do know that Adams, the Model Plane Foam (MPF) manufacturer uses the same chemistry for MPF as for Dow high performance Low Foam (LF) fanfold. It has a plasticizer or other component that makes the resulting foam a little less brittle than Depron. That is generally good for us as it makes the foam tougher and more resilient at a

very slight reduction in stiffness. I have several kit makers who claim their designs in Depron would shatter in crashes and just bounce using MPF. Obviously one can still break up a plane on impact, but MPF seems to consistently take more abuse.

Selit, the company that makes Depron changed their process a couple years ago to increase throughput. Previously they extruded the foam as a flat sheet, and contained the foaming between plates. That produced a very flat, precise thickness, consistent sheet. As the usage increased in Europe for the building industry the throughput limitations became a problem, and they changed the process. That resulted in inconsistencies in thickness, flatness, etc. RCFoam, the primary importer tried to get the original foam reinstated, but was refused. So they quit importing it. I expect that the cost including shipping from Germany or Netherlands was a big part of their cost/price points. Depron is still made and the Brits can get acceptable sheets from what I read, it's just not imported to US.

MPF on the other hand has always been made on high throughput equipment, and when we contracted with Adams for it got their promise to minimize variation, waves, etc. While they have succeeded in producing some beautiful smooth flat foam, they are not able to always produce it, and their ability (or desire) to cull defects hasn't been perfect either. The last run had a fair amount of waves I wasn't happy with. I cull out the worst, and further reduced the price to compensate. (MPF was typically half the price of Depron on square inch basis before the reduction). I am not in this to get rich, just to provide foam for fellow RC'ers and make

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enough to support my own foamie addiction. So I can do the work of sorting and take a price cut, though it takes longer to build up funds to get the next batch.

Hope this helps and isn't TMI!

Mike Springer”

Bought 8 2' X 4' 6mm thick sheets of MPF and received 9. If anyone is in need of some, please contact me and I will sell you a sheet for \$5.00!

MPF works just as good, if not better, than Depron...I'm impressed with it!

Leader Member News from the AMA...

[AMA Flight School](#) | [AMA Foundation](#) | [AMA Safety Guide](#) | [1-800-IFLYAMA](#)



ACADEMY OF MODEL AERONAUTICS

*The largest model aviation
association in the world!*

Wednesday, March 6, 2019

Greetings

Wow! It's hard to believe it is already March. As Leader Members, we need to help educate club members on the new rules in place by the FAA. We have changed the format of the Leader Member Minute (LMM) to help with your presentation to the club. You should be able to simply read the following information.

AND NOW THE LEADER MEMBER MINUTE

Notice: The FAA NPRM on registration requiring your FAA number to be located on the outside of the model went into effect on February 25. No size or location was specified. For scale modelers, you can write your FAA number on a piece of blue tape and stick it on the airplane when you fly, removing it after landing. Please make sure that your club members are using the correct FAA website: <https://faadronezone.faa.gov/#/>. If you fly Free flight or Control Line outside, you do not need to have your number on the aircraft.

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Club Safety Coordinators: To charter an AMA club, you must have at least five members. Of those, the only mandatory position is the Club Safety Coordinator. This individual is one of the key reasons that the AMA has had such a good safety record for the past 80 years. The AMA has a National Safety Committee as well that works with the Club Safety Coordinators.

A word from AMA Executive Director, Chad Budreau:

"Safety is everyone's responsibility, but the Club Safety Coordinator is a mandatory role required by AMA that every club must appoint to promote safety and mitigate risks. Safety Coordinators manage all matters of safety at the club level including a safety audit of club facilities, equipment, and grounds; establishing emergency protocol; and ensuring, understanding, compliance of AMA and club safety rules. Safety Coordinators are expected to be effective communicators, knowledgeable of AMA rules, and have positive attitudes. Safety Coordinators should not be treated as simply the "field police," but also as an educator, role model, mentor, and promoter of the hobby and safety.

You can learn more about the Club Safety Coordinator and all of the club officer roles at <https://www.modelaircraft.org/sites/default/files/ClubOfficerSuggestedDuties.pdf>."

Because of our safety record, the actions of our safety programming, and being able to say that every one of our clubs has a Safety Coordinator, the FAA gives us the respect we require, and we serve on most of the FAA committees, assuring that recreational flying continues with as little change as possible.

Stay up-to-date on communications from the AMA and be sure you have an active Club Safety Coordinator. Our future depends on it. Fly safely and have fun.

If you have any questions or ideas for future LMM, please feel free to contact me.

Scott Anderson
AMA National Leader Member Coordinator
pscottanderson@gmail.com

Next Spirits' Meeting:

Tuesday, April 9th, 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 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

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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.