

Carrier Wave

February 2005

Newsletter of the Phantom Flyers R/C Club

<http://phantomflyersrc.com>

CLUB OFFICERS	Work	Home	
President – Herb Johnson	777-7605	(636) 207-9895	Field Manager – By Committee
Vice President – Ed White	232-1479	(636) 441-6431	Chief Flight Instructor: Al Bone (636) 723-4062
Secretary – Mitch Galatioto	234-5141	(636) 447-5484	Activities Committee Chairperson: Dan Abel (314) 830-0138
Treasurer – Dan Sundman	777-9204	(636) 281-0676	
Safety Officer – Emery Kattelman		(636) 946-3511	
Boeing Rec Counselor – Larry Leuschke	234-5116	(314) 537-1472	

Board of Directors:	Work	Home
Phil Moore	(314) 777-4167	(636) 928-5342
Ed White	(314) 232-1479	(636) 441-6431
Jim Wortkoetter	(314) 233-0735	(636) 947-1034

Send Membership Renewals to:
 Ed White
 10 Wolf Ridge Court
 St. Charles, MO 63303

Send Newsletter Items to:
 EDITOR – Brian Kretchmar
 12 Pin Oak Court
 St. Peter, MO 63376
 Phone (Home) (636) 928-6501
 Phone (Work) (314) 233-1952
 Work Mailcode S106-6405
 Email: briankretchmar@charter.net



**Hal DeBolt's Live Wire Champ
 Bob Harris, Early RC Models**

Meeting Minutes, 19 January 2004 *(Mitch Galatioto)*

The meeting was brought to order at 7:00 by newly railroaded club President Herb “no way next year” Johnson. There was 22 members in attendance and one soon to be member Marissa Wortkoetter. Congratulation Tim and Carrie!

Secretaries Report: The Secretaries report was approved as written for November 2004. Ed White reported the current club membership is at 99 consisting of 33 regular, 30 retired, 6 associate, 28 family, 1 non-participating, and 1 co-op student.

Treasurer’s Report: Gary Luebbert and Dan Sundman are working to transition the checkbook responsibilities so no report was presented. We’ll approve the report at the next meeting.

Recreation Report: There have been no new developments in Recreation. Larry Leuschke recommended we prepare an article for the Boeing News identifying our many club efforts and accomplishments.

GSLMA Report: Bill Ahrens did not make the December meeting so there was no report.

Field Manager’s Report: Herb Johnson reported that there has been new large size gravel added to Wiedey Road between Hwy 94 and the field. This makes the road a little bumpy so be careful and take it slow. Also there was some minor damage done to the field, once by a four wheeler over by the farmer’s road and once on the south side where it looks like the road grader turned around on the property. The rest of the field looks great. Phil Moore reported that we have a new lock and hence new keys for the field. We’re going to replace the lock to the gate and port-a-john this year. In order to obtain a new key, you will have to return your old. A motion was made and approved to impose a \$2.00 fee for anyone who has lost their old key. So if you’ve lost yours, be prepared to pay a replacement fee.

The BAT UAV and Cub UAV Programs plans on using the flying field on 8 Feb for Maule chase plane training and BAT UAV currency for all BAT Program R/C pilots, so the field will be closed to flying while they are there (spectators are always welcome though). Dan Sundman and Jim Greenwood have volunteered to help out as backup Maule RC pilots, when needed. Herb Johnson will notify the club via e-mail to provide as much notice as possible whenever the BAT Program uses the field. The club is also participating in Dominator UAV program. We’ll provide more information on this effort as it becomes available.

Don Vetrone offered an excellent suggestion for keeping your hands warm when flying on cold winter days by using winter golf gloves. They provide warmth, yet still give you good feel for the transmitter sticks.

Safety Report: Emery Kattelman did not have a report since he hasn’t been to the field.

Activities Report: Dan Abel distributed a new 2005 club schedule. The Swap Meet will be held on March 19th at Fort Zumwalt South High School which is the same location as last year. Jan Jansen, Dave Checkett, Tim and Jim Wortkoetter, Ed Kachman, and Larry Leuschke have all volunteered to be a swap meet captains. You will be requested to work this year for 2 hours vs the usual 1. Please leave this date open on your calendar. It is a major club fund raiser and everyone’s help is required to make it work. Greg Pugh and Bob Gizzy are the Spirit’s POCs.

A motion was made and approved to authorize \$350 for the Swap Meet raffle. Jan Jansen is looking into the raffle prize being an airplane, engine, radio, etc. combo.

There was a tie for 2004 Modeler of the Year between Ed White and Phil Moore for 2004 and as Phil was not able to attend the Christmas party to receive his award last year, it was presented to him at the meeting. Congratulate both Phil and Ed for their continued year after year hard work and dedication to the club. Without them and a handful of others you would not have the wonderful facility you fly at or any of the amenities that go with it!

Old Business: Ed White ordered a generator to replace the stolen one. Emery Kattelman reported his research results on replacing the grill, blower, and string trimmer. The club recommended we buy replacement products that are of high quality and reliability. Larry Leuschke will check into the club's insurance deductible. It was decided to hold off on procuring the blower, grill, and string trimmer until recommendations can be provided at the next club meeting. A motion was made to reimburse all items purchased for replacement of the stolen items and the President will be the deciding party on what to buy.

New member's pictures have been posted on the club website. If your picture is not there or you want to take a more current one, please contact Phil Moore. The website club member listing will be updated as well. This published listing reflects who has the privilege to fly at our field. If a person shows up that is not on the list, or does not have a current membership card, they should not be flying at the field anymore. Nicely ask them to stop flying and leave until they pay their dues. A letter will be written and sent to 2004 club members that have not renewed requesting either dues payment or return of their gate key.

George Dauble reported that Charlie Baker is doing great however his Rawdon T-1 that he flew in the Poland World Competition is not as it has been crashed.

At the time of the meeting, the lease payment had not been made to the landowners. A motion was made and approved to pay the field lease rental fee if the payment was not received from the company by Friday January 21st. The motion was amended to have the Lessor sign a promissory note that states he will pay us back if funds are received from the company and the amendment was subsequently approved. Subsequent to the meeting, the lease payment was received from Boeing and therefore club payment was not required.

New Business: The field lease runs out on September 30th 2005. Mitch Galatioto is working to get it renewed.

Tech Session: Ed White provided a short tech session on a clever device that prevents you from setting your programmable transmitter to the incorrect airplane prior to flying and hence crashing. The device was inspired by a club member to remain nameless (_mery _attelman)(hint: see Safety and Old Business sections!). The device is a wire splitter which plugs into the throttle servo and keeps the engine in the shutoff position unless you have the correct model selected. Contact Ed White if you have questions on how to build it. Ed also came up with a servo tester using the same type device.

The club meeting was adjourned at 8:27 p.m. and a raffle ensued. Next months meeting will be on 16 February. We'll see you there!

Mitch's Flight total for the year = 5

New Airplane Count = 0 : (

GSLMA MINUTES (Submitted by Bill Ahrens)

GSLMA MINUTES

JANUARY 5, 2005

MEETING OPENED: 7:00 PM

ATTENDANCE: Aero Pilots, Balsa Busters, Lafayette Esquadrille, Lone Eagles, Signal Chasers, St. Louis R/C, Whirlybirds, River City Flyers,

MINUTES: Approved as published

TREASURER'S REPORT: Old Balance \$5645.23 New Balance \$6203.28
Buder Permits issued in December-46

OLD BUSINESS:

- * Election of Office of Vice-President; Tim Storey 5 Votes
Bob Deadmond 2 Votes
Tim Storey New Vice-President for 2005

NEW BUSINESS:

* Laf. Esq. Turned in dates for 2005 contests, Clubs need to turn in dates for contest or other related dates at Buder to Steve Mizerany.

* There are to date, 2 Hobby shops confirmed to set up a booth for the Extravaganza in August, Hobby Town on Manchester, and Schaefer's. Trying to get Mark Twain in St. Charles.

* We may get the use of a tent(s) from the City of Manchester for the Extravaganza.

* Steve Will get with Dave St. Clair for the GSLMA sound system.

* Clubs need to get with members on who wants to be able to fly in airshow. Flyers will need to have Valid A.M.A. card and a Buder flying permit.

* A discussion was held on having some Free Flight Models included in the Airshow. Most likely Hand Launch and or Rubber Powered.

* There also was a discussion of parking fees:

MEETING ADJOURNED : 7:30 PM

NEXT MEETING: Wednesday, February 2, 2005, at 7:00 PM in the EAST room of the St. Louis County Library on Lindberg Blvd.

GSLMA MINUTES *Continued*

GSLMA MINUTES

February 2, 2005

MEETING OPENED: 7:00 PM

ATTENDANCE: AeroPilots, Laf. Esq., Lone Eagles, River City Flyers, St. Louis R/C, Thermaleers, Whirley Birds

MINUTES: Approved as published

TREASURER'S REPORT: Old Balance \$6203.28 New Balance \$6317.43
Buder Permits Issued in January - 65

OLD BUSINESS:

- None

NEW BUSINESS:

- Dave St. Clair announced that he intends to step down from the office of Historian. Clubs are asked to nominate candidates for Dave's replacement.
- Steve Mizerany announced that the March GSLMA meeting will be held MONDAY, March 7 due to a schedule conflict at the County Library.
- John Moll asked that Buder Park Permit Applications be mailed to 7315 Elm Grove Court, Hazelwood, MO, 63042. Applications sent to his old address will no longer be forwarded.
- Extravaganza: The following action items, for all clubs, came out of a planning discussion
 - ◆ Recruit volunteers to help park cars.
 - ◆ Identify the person or persons who will do the announcing at planned demonstrations. Please pass the names of parking volunteers and announcers to Steve Mizerany at the March meeting.

MEETING ADJOURNED: 8:05 PM

NEXT MEETING: **MONDAY**, March 7, 2005, at 7:00 PM in the East Room of St. Louis County Library on Lindbergh Blvd.



Notes On Floats.....or, What I Wish I Knew When I First Tried This by Bruce Nelson *(Submitted by Ed White)*

To begin with, this is only an attempt to save the low-time float pilot some of the headaches others of us have suffered. I have been float flying for over 15 years and have learned many lessons the hard way. Now when I go to float fly, I ask a lot of questions and always have my notebook handy. Most of the information below came from experienced fliers. Opinions vary on equipment and methods. There is no way to cover all the bases, but I hope this will save you some trips to the lake only to be a spectator and not a participant.

Choice of aircraft is important. Look for a plane with long nose and tail moments and a light wing loading. The scale-like aircraft such as the Goldberg Cubs are often flown by low-time pilots, but may not be the best choice. In the hands of an experienced pilot, it is a thing of beauty, but it has a fairly high wing loading before you add floats. Compared to other Cub kits, it appears to have a shorter than scale tail moment which can create problems. Larger .60 size planes handle the waves much better than their smaller counterparts. Once you have chosen an aircraft, the next thing is a proper set up. Setting up your plane is not as difficult as you may think as long as you follow these rules.

1. Wing incidence should be 1 to 2 degrees positive to the center line of the float. If the top of the float is flat, you can usually measure from that.
2. Float length should be 80% max the length of the aircraft including the spinner for heavy aircraft.
3. Floats should be spaced apart approximately 20-25% of the wingspan, although some people suggest 50% of the float length.
4. The float tip should extend 2-3" beyond the prop.
5. The prop should clear an imaginary line across the top of the floats by 2-3". Sometimes a three-bladed prop can solve this problem.
6. Once the plane is set up on the floats, press the heel of the float down against a flat surface and measure the top of the float. If you can't obtain 7-8 degrees of positive angle, the aircraft may not rotate properly and will be difficult to get off the water.
7. Step of the float in most cases is set up on the CG or 1 to 1-1/2" behind the CG. It should be noted that on full-scale aircraft, the step is set at the middle of the wing chord. This is also true of the "Super Float" discussed below.

Sub fins: I have never used them, and have seen them cause problems in high wind conditions. Instead I prefer to increase the area of the vertical stab on some airplanes.

Water rudders: One is adequate in most cases, but two are better on large aircraft or when you have windy conditions. To improve taxiing, do so with full up elevator. This forces the heel of the float down and increases the effect of the rudder(s). Water rudders should be retractable or built to kick up as speed increases. This decreases water looping. While on this, use the rudder stick very sparingly at high speeds. On full-scale aircraft, when one water rudder is used, it always seems to be mounted on the right float.

Spreader bars and gear: The stiffer the better. If you can see your floats "walking" on take off through moderate waves, your gear needs stiffening. Stiffer gear will give you more positive control. .60 size aircraft and larger commonly use 1/4" x 3/4" plywood spreader bars. Spruce will crack and split. Flat aluminum bars covered with airfoil-shaped aluminum tubing make great

scale-appearing gear. The flat aluminum bar works great, and I like it better than bent wire. Be sure and cross brace your gear on larger aircraft.

Waterproofing: No such thing. The "Strong Box" is nice for your receiver and battery pack. A tight, well-sealed fuselage will help, of course, and foam wing tape protects that area. I like internal switches and it is a good idea to put a piece of tape over external charging jacks. Adding a spray rail to your floats will cut down on the amount of water that gets on your plane. An airplane that produces a lot of spray may not be set up properly or may have floats that are not large enough. Minimize the size of pushrod exits. Always check for onboard water in both the fuselage and floats during pre-flight.

Floats: First let's explore hollow balsa and plywood floats. They are a great place to store water, and sooner or later they will. When that water runs to the back of your float on takeoff, and that's where it will go, you are now tail heavy. Enough said. If you are lucky enough to get the nose over, you will be nose heavy for a while. Both Sig and Goldberg have very good balsa and plywood floats.

Hollow molded plastic floats also store water well. They are prone to cracking at the seams and will expand after sitting on a warm beach. This will cause them to blow out along the seams. If you use these, at least vent them with a small hole near the top. You can also use the hole to pour out the water. Milk bottle blow molded floats. Do yourself a favor, walk to the end of the dock and throw your plane into the water repeatedly. This will have the same effect as trying to fly with milk bottle blow molded floats, but you won't irritate the chase boat driver. Seriously, I have seen them work, but not nearly as often as the number of times they have not. Their rounded edges and step design prevent them from cleanly breaking free of the water. They are also affected by UV rays and will crumble like parchment if stored where the sun can get at them.

Foam floats covered with balsa or glass cloth. First of all, the only thing stronger is a Louisville Slugger. In many years of using this type of float, I have only broken one and that was when I drove it into a dock. They can't leak and will float your plane no matter what condition it is in.

B.J. Floats are white foam with balsa covering. They come in 36" and 48" sizes. I have a pair on my large Telemaster that have been glassed and I am very pleased with them.

Super Floats. Many years ago I met Len Vallie who introduced me to a float design he had been working on for several years. It was love at first flight. Len's floats come in four pieces; two front halves and two rear. You join them together and cover them with epoxy and glass cloth. The result is the closest thing to a perfect float you can find. All you have to do is go to the float flys in Canada and you will see a large number of aircraft on this type of float. Len's floats come with a great set of instructions and information about setting them up on your favorite aircraft. He even has a list of what float is right for your aircraft.

Slocan Floats. Dave Milton of Slocan Floats sells what is basically the same float. The only difference is that Dave sells his floats "assembled" as a core only, not glassed. Primed and glassed or painted, I have several of Dave's floats and for me, buying them partially finished is worth the price because it saves me some building time. Dave also tells me he is working on a scale float and hopes to get it out soon. In addition to direct sales, Dave also distributes his floats through Palmer's Hobby Shop as well as other shops in British Columbia. I have been very pleased with both the Super Floats and the Slocan Floats. I have received my float orders very quickly from both sources.

As I said at the start of this offering, it is not intended to answer all questions or cover all there is to setting up a float plane. It is just a starting place. I hope this information will help you spend more time flying and less time watching—unless you are on my frequency!

Dave Milton, Slocan Floats
Box 377
New Denver, B.C. V0G-1S0

Len Vallie, Len's R/C Enterprises
Box 214
Montrose B.C. V0G-1P0

Dick Palmer, Palmer's Hobbies
Box 1099
Osoyoos B.C. V0H-1V0

from The Monocle, Darrel Stebbins, Editor
W. 1510 Forest Hills Ct., Spokane, WA 99218

Basic Positions for Aerobatics

The drawings shown to the right are the basic stick positions on your (Mode II) transmitter for basic aerobatics for beginners.

These basic stick positions as shown are *guidelines only* and are not intended to be the final word.

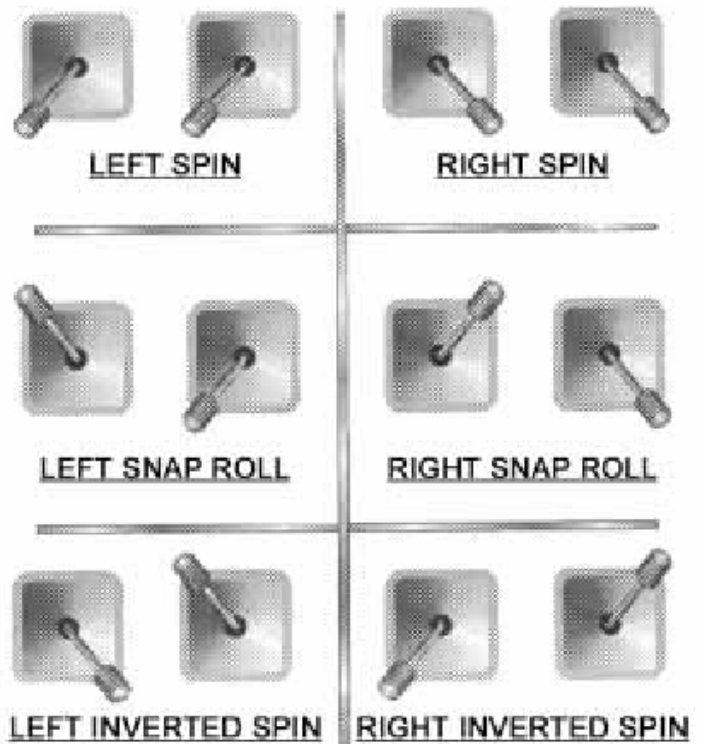
Aerobatics require patience and constant practice to get consistent results. Your airplane should be in near-perfect trim and the CG and lateral balance should also be as close to near-perfect as you can get.

You need not be afraid to try these maneuvers, just make certain that you do it in a *safe* manner, at a *safe* altitude, and announce your intentions to other pilots.

It is extremely important to practice aerobatics at a safe altitude and not over the runway or pit area.

Remember—*safety first*.

from *The Yankee Flyer*
Millis Model Aircraft Club
Ted Zaborski, editor
Natick MA



Activities *(Dan Abel)*

Preliminary Event Calendar for 2005

EVENT	2005 DATE	DAY	2005 CD
SNOW FLY	1-Jan	SAT	
CLUB MTG @ SR CENTER	19-Jan	WED	CLUB PREZ
CLUB MTG @ SR CENTER	16-Feb	WED	CLUB PREZ
SWAP MEET	19-Mar	SAT	ED WHITE
CLUB MTG @ SR CENTER	16-Mar	WED	CLUB PREZ
PACK 30 ROCKET LAUNCH	16-Apr	SAT	GARY LUEBBERT
CLUB MTG @ SR CENTER	20-Apr	WED	CLUB PREZ
CARRIER FUN FLY	1-May	SUN	AL BONE
FLOAT FLY PRACTICE : 12-4 PM	14-May	SAT	DON VETRONE
CLUB MTG-FIELD	18-May	WED	CLUB PREZ
FLOAT FLY : 9:30 AM -12	28-May	SAT	DON VETRONE
PATTERN SEMINAR 12 NOON	4-Jun	SAT	ED WHITE
FAMILY BBQ and BUILD-A-PLANE	12-Jun	SUN	DAN ABEL
CLUB MTG - FIELD	15-Jun	WED	CLUB PREZ
FIELD PREP FOR ELECTRIC FLY	16-Jul	SAT	
ELECTRIC FLY	23-Jul	SAT	BRAD YOUNG
ELECTRIC FLY	24-Jul	SUN	DAN ABEL
CLUB MTG - FIELD	20-Jul	WED	CLUB PREZ
FIELD PREP FOR CONTEST	20-Aug	SAT	ED WHITE
CLUB MEETING - FIELD	17-Aug	WED	CLUB PREZ
PATTERN CONTEST	27-Aug	SAT	BILL AHRENS
PATTERN CONTEST	28-Aug	SUN	BILL AHRENS
FIELD PREP FOR HELICOPTER FLY	10-Sep	SAT	
HELICOPTER FLY IN	17-Sep	SAT	JEFF BRUNDT
HELICOPTER FLY IN	18-Sep	SUN	DAN ABEL
CLUB MTG @ SR CENTER	21-Sep	WED	CLUB PREZ
CLUB MTG @ SR CENTER	19-Oct	WED	CLUB PREZ
CLUB MTG @ SR CENTER	16-Nov	WED	CLUB PREZ
CHRISTMAS DINNER	3-Dec	SAT	CLUB PREZ

Same
Location as
Last year

Over 20,000 sq ft! Of RC Items

R/C EXPOSITION



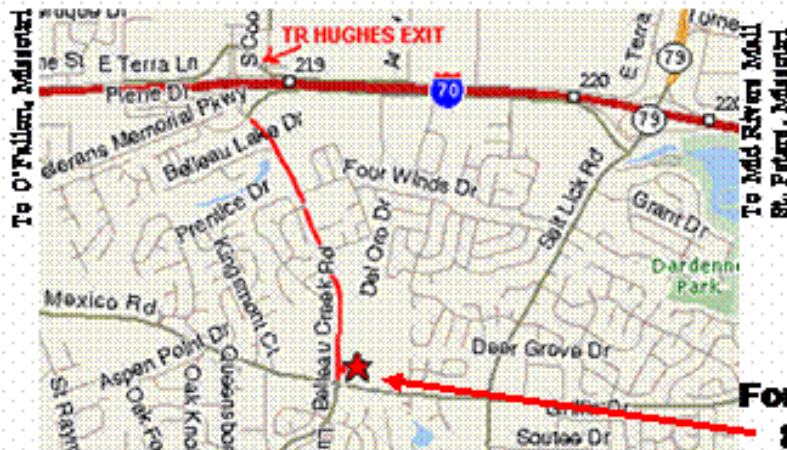
& Swap Meet



At Fort Zumwalt South High School

SATURDAY - MARCH 19, 2005

Expanded Format: Airplanes, Boats, Helicopter, and Cars!
Fly an R/C Flight Simulator! Watch Action Videos! Enjoy Static Displays!
Learn about the hobby! Talk to St. Louis Area Clubs!



Directions:
I-70 to
T.R. Hughes Rd Exit.
Follow Belleau Creek
Rd. South
1.1 miles.
On left just prior
to Mexico Rd

Fort Zumwalt South HS
8050 Mexico Road
St. Peters, MO 63376

!!!!SUPER RAFFLE PRIZE!!!!

(No Sales In Parking Lot Allowed)

General Admission: \$5.00 – Children under 10 Free

GENERAL ADMISSION OPENS AT 10:30 AM

General Admission – Free Tables as available

(Admission closes at 2:00 PM)

Business Tables see <http://phantomflyersrc.com/swap.gif>

Public Table Sales 10AM

\$10 for a 5' round table includes 1 admission

(first come first served)

Presented by:

Phantom Flyers R/C Club & Spirits of St. Louis R/C Flying Club

CONTACTS: Larry Leuschke 636-537-1472

Email @ swap05@phantomflyersrc.com

See <http://phantomflyersrc.com/swap.htm> for latest details

Reference <http://spiritsofstl.com>

On Site Concessions Stand

Same
Location as
Last year



Club Member Bio – Richard A. White

Age: 66

Place of Birth: Arlington, Massachusetts

Grew up in Newton Highlands, Massachusetts

Marital Status: Married Arline Caron, February 15, 1964

3 children, 6 grandchildren

Education: Embry Riddle Aeronautical Institute, Miami, Florida

U.S.A.F. Air University, Anchorage, Alaska

United States Armed Forces Institute, Anchorage, Alaska

Employment: McDonnell Aircraft 1964-1975, 1978-1992

Emerson Electronics and Space Division 1975-1978

Security Officer 1993-1994

Design Alternatives, Ferguson, Missouri 1994-1996

Ouellette Machinery Systems, Fenton, Missouri

Emerson U.S. Electrical Motors 1997-2002

Experience and Hobbies: Hardware Salesman, Highland Hardware, Newton, Highlands, MA

Lepidopterist (butterfly) collector

Ornithologist (birds)

Taxidermist (birds)

Sculptor artist in modeling clay

Pilot Aeronica 7AC, 7DC, 7EC; Piper PA18; Piper Cherokee 140; Cessna 150, 152, 172,
Stearman PT17; Schweizer 2-33 glider, Instrument trainers- Curtiss P3A; Link C-11

United States Air Force- Radar operator; Control Tower operator; High Altitude Physiological
Training, Fairchild AFB, Spokane, Washington.

Propeller Disassemble, Miami Propeller Service, Miami, Florida

Appliance salesman- Hiialeah, Florida

Photographer

Woodcrafter

Fine Art Artist-Oil. 73 oil paintings, 47 of which are scattered over 7 states.

Model aircraft builder

History: Hired by McDonnell Aircraft in January 1964. Worked on: All F-4 aircraft (except the F-4A
& F-4B) including the Thunderbird and Blue Angels modifications;

F-15; F/A-18; AV8A; T45; A12; YF-23; DC-9; DC-10; and the C-17.

I have worked in departments 311, 354, 500, 121M, and 121A. I have worked in buildings 2, 33, 34, 42,
45, 61A, 71, 75, 77, 78, 80, 94, 105, 107, 245, 270, and 271.

If you are impressed with titles, I have been a: Draftsman; Assistant Engineer-Design; Layout Engineer-
Design; Design Specialist; Senior Technical Illustrator; Template Design Engineer; Tool Designer; and EC
Writer.

I helped design the cockpit of the F-4D. I added the 6 foreign "Phantom" figures to the original 7 done by
Mr. Wang. Mine are NOT politically correct now and have been redrawn for the poster you can buy at the
company store. I still have the original ink drawings.

I have 11,913 hours of 3D CAD. In addition, I have used Uni-Graphics II 3D, AutoCAD 12, and Versicad
2D.

While at Emerson Electronics and Space Division, I helped in designing: A Navy 30mm gun turret, the

Emerlec 30; Tow missile installation on Army M113A Armored track vehicles; A 30 mm ammunition conveyor load/unload system for the Air Force A10 aircraft and a 20mm system for the F-16 aircraft. I developed a Radar Fire Control Test Bench for the ASG-21 tail turret on the B-52 bomber. I have been a security officer with Burns Security Service providing security to Vitek buildings on Brown Campus.

I was a packer on a conveyor line packing food and insect killer for Schultze in Earth City. I was a stock keeper for Mark Andy in Chesterfield, Missouri.

I worked for the Design Alternatives in Ferguson, Missouri as a tool designer. Design Alternatives was a sub-contractor for McDonnell Douglas.

I worked for Ouellette Machinery in Fenton, Missouri helping to design conveyor systems for Coca Cola and Purex bleach among others.

I went to work for Emerson U.S. Electric Motors designing shafts, rotor assemblies, covers and brackets. As a teenager I built models; plastic, paper, and stick and tissue. Free Flight 1/2A class and "U" control. I had 75 models in my bedroom. Today, I have over 90 in my basement.

After years of dreaming of building and flying radio control aircraft, I went and did it. After I retired in 2002, I bought a Sig LT-40 trainer and radio, and joined the Phantom Flyers.

FOR SALE

Club Hats (Blue) \$8 ea.

**CONTACT: Richard White
rawpainter@netscape.net
(314) 739-5279**



Boeing Employees RC Model Airplane Club
c/o Brian Kretchmar
12 Pin Oak Court
St. Peters, MO 63376