

THE CARRIER WAVE



PHANTOM FLYERS R/C CLUB



AMA #393 SAINT CHARLES, MO

April 2019

Newsletter of the Phantom Flyers R/C Club

<http://phantomflyersrc.com>

CLUB OFFICERS

Contact Number

President - Jan Jansen	(314) 921-9420
Vice President - Bill Ahrens	(314) 913-3819
Secretary - Jim West	(618) 498-9058
Treasure - Jose' Espinosa	(636) 947-6067
Safety Officer - Dave Evans	(636) 448-4800
Field Manager - Don Grzina	(636) 233-0193
Chief Flight Instructor - TBD	
Activities Chairperson - Ed White	(636) 441-6431

Send Membership Renewals to:

Jim West
914 Hollow Avenue
Jerseyville, IL 62052

Board of Directors:

Work

Home

Ed White	(314) 232-1479	(636) 441-6431
Dan Sundman	(314) 749-4029	(636) 352-0150
Mitch Galatioto	(314) 234-5141	
Dave Evans	Retired	(636) 448-4800

Phantom Flyers Club Meeting Minutes
March 18, 2019

President Jan Jansen opened the meeting at 7:00 pm at Mark Twain Hobby Shop. There were 10 members in attendance.

Tech Session (at the end of the meeting)

Larry Anderson displayed his collection of older radios. He had about a dozen of them including an escapement. This is an old version of a servo and used a rubber band for power. Some of the radios were single channel with rudder only control. The plane would normally climb, when adding rudder the plane would dive and turn. They used an AM signal on a carrier wave. There was so much information about these older devices that I was a bit overwhelmed. I will try to summarize some of what Larry explained about the radios:

- The earliest was a 1952 Berkeley Air-Trol using a crystal radio. The radio has to be tuned to the receiver with and earpiece until you got a clear beep. All radios were the same frequency.
- Larry showed an MC Mfg radio model 250
- In many cases you had to build the radio from a kit
- Tube radio receivers were fragile and suspended in the aircraft by rubber bands
- The escapement devices used one beep for right and 2 for left. Larry went through the technology using rubber bands and cogs and levers.
- There was a late 50's Kraft transistorized crystal radio, 27 MHz and 7 channels. It used an escapement and no carrier wave.
- A latter model read radio and receiver was displayed which utilized a bank of reeds that would vibrate and make contacts close. The Astro Hog and Taurus ran on reed systems.
- Al Sencorino was a source of this old equipment which Bill Sostman received and passed on to Larry

A Big Thanks to Larry who took the time to educate us on the history of the technology which drives our hobby.

Secretary's Report

The Club currently is at 35 regular members. The February Meeting Minutes were approved.

Treasurers Report

Jose has a bill from Inland Marine and is not sure what it is for. We were all thinking it was for flood insurance

Field Managers Report

- The possibility of flooding was present on the field managers mind. Is there a contingency for moving our lawn mowers out of harm's way if our field gets flooded? Jan offered to tow. and we can rent a trailer. Only in 1993 did the field get flooded.
- No action has been taken to fix the ruts in the entrance. Kevin Cox knows a guy at work that delivers rock and he will smooth it.
- The runway has new cracks. It is still usable but will need some attention.

Activities Report

- Ed did not attend this meeting
- Don will CD fun scale event on Aug 17 which is National Model Aviation Day

GLSMA News

There is talk of land that will be donated to Public Parks for R/C Flying. The land floods and may not be suitable for a paved runway.

New Business

- There will be a swap meet March 30th at Midwest Air Wing, Granite City

Meeting Adjourned.

jjw 4/14/19

GSLMA Report (submitted by Harold Weaver)

Harold was unable to attend the GSLMA meeting but this what was planned.

"Hello all,

Here is the rough agenda for the Tuesday GSLMA meeting

I would like to introduce and thank the following people who are going to represent the following groups at the meetings

St Louis RC - George "Skip" Evans

NAR (Rockets) - Jay Daper

- 1) Discuss the bids for the Asphalt sealing and we need to vote on who should get the contract. We have bids from McConnel & Associates and Metro Paving. I never got a bid back from Topps.

- 2) Flooding at Buder - we got really lucky in that the water got to 19.1 feed which means that the RC runway and taxiway never got any water I am hoping. The problem is that if there is any mud we might have to have that cleaned before the seal job can be started. If anyone knows if the runway and taxiway got any water please let me know. Special thanks to Tom Logan from the Aeropilots who tied down the engine run-up stands in the RC area, that was important because if the water had reached 23 feet they could have floated away.

- 3) Roof Update - I don't have a firm date yet but I have a list of materials from the County construction foreman so I know what to buy and it includes the plywood, shingles, nails and the felt and other items.

- 4) Discuss the sun shades if Jeff has the drawings ready to present but we won't vote on these until a later meeting but we can talk about how to proceed knowing that we have to get county approval and other items before we can move forward on this item

- 5) We got approval for the FPV pilots to construct gates that can be positioned and then stored much like other field equipment for soccer other sports. They would be stored in the FPV area so that it does not impact the mowing operations

it's going to be full meeting!

Fred Cronenwett

GSLMA President"

G.S.L.M.A.
Treasurer's Report for March 31, 2019

Beginning balance at 2/28/2019 28,175.29

Total Deposits for 3/01/19 to 3/31/19
Permits {and Donations} – {\$ 165.00} 556.00

Debits for 3/01/19 to 3/31/19

Debit Card – Walmart - Badge Holders 20.65
Auto Pay - Web Hosting Fee 4.00
Bank Paper - Statement Fees 5.00
Total - Net 29.65

Ending Checkbook balance as of 3/31/2019 28,701.64
Undeposited March Checks 225.00
GSLMA total funds available 28,926.64

Prepays: Meeting Room Rent at Kirkwood through December 31,
2019

Payables: Refund payable from 2018 = \$30.00 - Pending (unless
AMA membership proof)

Reminder notice: Bank Statements are sent directly from the
Bank to a third party for independent review.

162 permits through March 31; 78 made additional donations.

Permits comparison next page.

Month	Permit	Year	Permit	Year	Permit	Year
Issued	20	19	20	18	20	17
	MO	YTD	MO	YTD	MO	YTD
Oct	36	36	24	24	6	6
Nov	24	60	22	46	13	19
Dec	30	90	38	84	42	61
Jan	42	132	37	121	57	118
Feb	10	142	23	144	41	159
Mar	20	162	26	170	33	192
Apr			15	185	23	215
May			15	200	11	226
June			8	208	5	231
July			7	215	5	236
Aug			6	221	0	236
Sep			4	225	9	245
Total YR		<u>162</u>		<u>225</u>		<u>245</u>

2019 Permit	CL Only	FF Only	RC Only	Rocketry Only	Drone Only	Combo	Not Reported	Total
Oct	1	0	24	0	2	9		36
Nov	5	0	14	0	1	4		24
Dec	2	0	19	0	1	8		30
Jan (next yr)	2	0	26	0	2	12		42
Feb	0	1	2	4	0	3		10
Mar	0	0	14	0	1	5		20
Apr								
May								
June								
July								
Aug								
Sep								
Total 19	10	1	99	4	7	41		162
2018	8	1	143	4	3	45	21	225

EXPERIENCE	Beginner	Intermediate	Expert	blank	Total	Youth
2019 Permit YTD	27	105	30		162	4
2018 Full YR	42	136	41	6	225	13

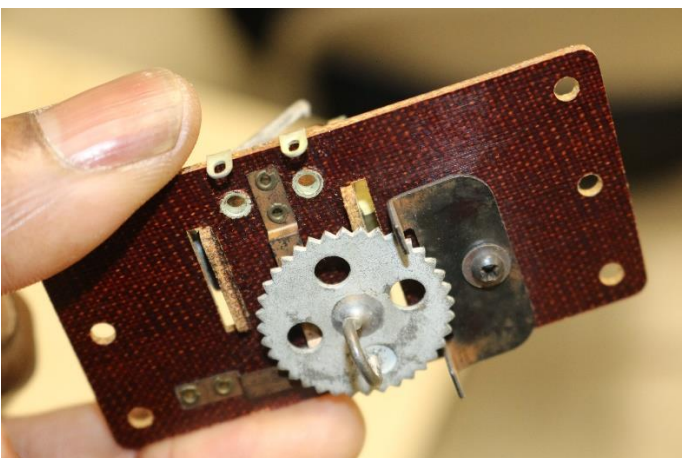
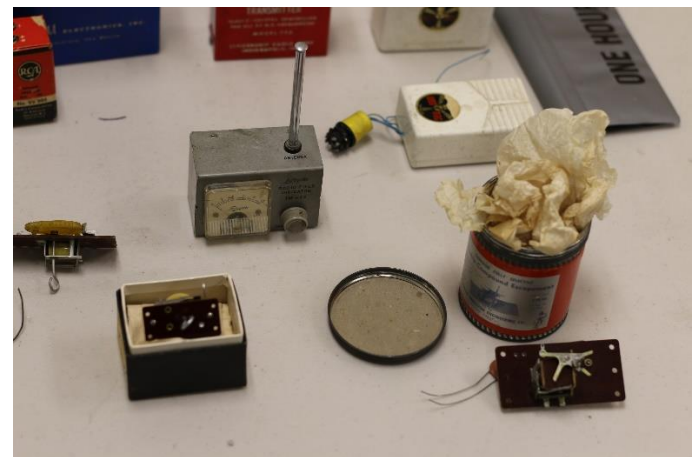
David Whitney –Treasurer, GSLMA

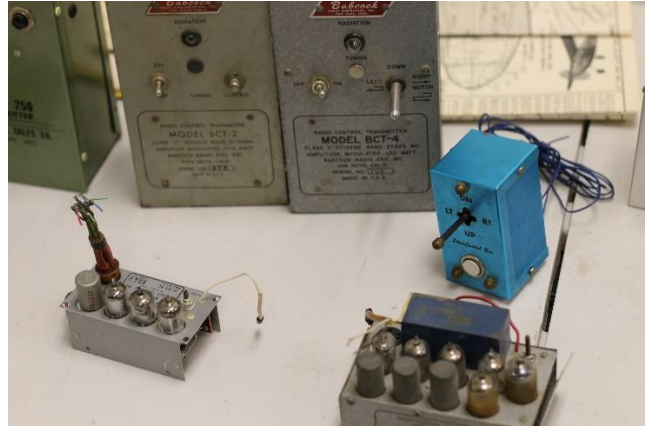
Vintage Radio Equipment

Larry Anderson displayed some vintage radio equipment at our club meeting Tech Session. The date of some these units, if I remember correctly, go as far back as the 1950's. I know I entered the R/C scene in the early 80's with a Mattel single channel radio with a Mini Mambo powered with a Testors .049. Covered in silk-span and finished with Dope.

To see the items that Larry had on display and to hear him describing their operation really makes one appreciate how much the hobby/sport has both grown and changed! Watch the video provided in the link that shows some of the equipment in action. <https://youtu.be/jEP-c5cR8wQ>

The lad at the end of the pictures is none other than Larry Anderson himself! Great Tech Session!





Precision Flying Primer

Ed White, forward this email to me from Vicente Bortone.

I hope everybody is doing well and getting ready for the season. It is less than a month for the R/C Aerobatic Primer. If you are planning to come please let us know using the following link or sending me an e-mail to vincebrc@gmail.com:

<https://www.nsrca.us/index.php/list-events/eventdetail/775/588/rc-aerobatic-primer-for-pattern-and-imac-rc-barnstormers-radio-control-club>

Kevin is planning to cook something really good so we would like to know a good approximation how many are planning to come. The idea is that we help pilots that are interested in R/C Aerobatics in general and also we can use it for practice. In the link you could find the flyer with more information.

I am going to take an opportunity to attach a good article that you could share with new pilots that are interested in R/C Aerobatics. Please use it if you feel that has value.

I hope to see you soon at the field. Best regards,

Vicente "Vince" Bortone'

Precision Flying Primer, a no-cost introduction!

I'd like to start this article by addressing a few myths' about precision flying: 1) you need special equipment (airplanes and radio), and 2) it costs a lot of money. With advances in plane structure technology (ARF's) and radio electronics; *both are incorrect these days!* To drill down a bit more, in most cases you can fly the plane you have right now and you can use your current radio – so there are no up-front costs. There is, however, somewhat of a prerequisite; you should enjoy a challenge. Precision flying will definitely challenge you while, at the same time, help you become a better pilot, and if that's not enough, you'll fly with a purpose. All good things! You DO NOT have to fly in competition. You can certainly enter a contest in your area if you want, but competition is not for everyone – the idea is to have fun.

As I think back to the time, I was a sport flyer I'd watch the "pattern guys" fly these amazing, graceful, maneuvers and wonder; "If I wanted to start flying like that where would I start?" It was a bit too intimidating for me to just walk up and ask these guys for help (although knowing what I know now, any one of them would have been happy to help me!). Well, I'm now in a position to suggest a few simple things for you to try. If you are interested, read on.

Let's take your existing plane and try a few things. Set your plane on the centerline of the runway, or just in the center, and try to takeoff without veering right or left – and lift-off at a nice rate of climb – not too steep. Then, once in the air, and after a few passes, try to fly parallel to the runway about 50 – 100 yards out (depending on the size of your plane). Try to stay parallel to the runway for a hundred yards, not coming in, or out, at the ends

of the runway (many flyers fly an arc around themselves – the plane stays the same distance from you but it's not flying parallel to the runway; flying parallel means the plane gets farther from you as you fly towards the ends of the runway). At the far end of the runway turn your plane around and try to fly parallel on the way back. One KEY to doing this well is watching your wings very closely – making sure they are level. In many cases (depending on your plane) you will be looking to see the bottom of the OUTSIDE wing (the wing farthest from you). If you have a high wing trainer, you may be looking to see the underside of the wing nearest you. When you start trying to do this you may notice you only see the INSIDE wing tip – if so, your wings are not level. Do this several times, getting the feel for 'wings level' and flying a straight line. While this may sound simple, it's not as easy as it sounds – and, by the way, you want to stay at the same altitude. Trim your plane so it fly's level with your hands off the transmitter sticks. Don't be surprised if this takes you several days to get this right – I know flyers that still don't see their wings level and they have been trying for years.

Most AMA RC fields have some lines painted on the runway. If possible, pick any line that is perpendicular to the runway and use this as a 'center line' – if the line extends into the pilot area, physically stand on this line. If you don't have lines at your field, pick some object out in the distance and use that as a center reference point. Now, as you are flying parallel to the runway and your wings are level, when you just cross the center line or mark, do a loop. You are not looking for a tight loop, or a loop that is too big, just a nice medium size loop where the plane is not struggling to get over the top. If you're like me, your first loops will be flown as large ovals, and look more like an egg shape than a circle / loop. This is because I did not ease off the elevator at the top of my loop – letting the plane 'fly-the-arc' (1 o'clock to 11 o'clock, or visa-versa) over the top, then slowly add elevator to complete the loop. You want the end point of the loop to be the same point as the starting point – and at the same height. And, while you may think you flew a perfect loop, get someone else to view your loop and ask them if they think your loop looks round – you may be surprised at their answer. Here's a helpful hint I don't tell many people: get out a pencil and paper and draw a loop / circle on the paper – start with the pencil in level flight (drawing a straight line, moving at the speed you perceive your plane flying), then after about an inch or so, keep the pencil moving and draw your loop, then end with level flight (a straight line) after the loop. Does the circle you drew look round? If so, you are one of the lucky ones. You will have a tendency to draw the loop like you fly it, so the better you can draw the loop, the better you will fly it. I promise it works! Perhaps you can now see why Pattern flyers fly as a group – they are helping each other 'see' how their maneuvers look. Now for the landing – try to touch down on the center line you are using. Control the airspeed on the way down, descending slowly. In actuality if you can get within 10 yards on either side of the center mark you have done amazing! If you have done these four maneuvers (takeoff, straight level flight, a loop, and landing), and liked the challenge of doing them well, I'd like to welcome you to Pattern flying! Oh, one more thing – you don't want to fly the three maneuvers (takeoff, flying parallel, and the loop) at full throttle – just take your time and fly a comfortable horizontal airspeed, perhaps at half to three-quarters throttle, and increase the throttle SLOWLY as you pull up into the loop, and decrease throttle as you come down the backside of the loop – trying to keep a constant airspeed. If this was somewhat interesting to you, you may enjoy trying other maneuvers in the Sportsman pattern. If not, well, there are many other parts of the hobby you can enjoy.

If you did pretty well at the loop, perhaps try 2 loops. These loops would ideally be superimposed on each other, but do your best to make them the same size. Did your wings stay level throughout the loop? This is another area to practice – always – wings level. Did you EXIT the loop parallel to the runway? *Here's a fact: you don't need to spend thousands of dollars to practice with purpose – just fly the plane you have now and when (if) you are ready you can get a plane that is more aerobatic.* Let's talk about that for a second.

While not necessary, a plane built for general aerobatics will fly better than a general sport plane. I want to emphasize you do not have to buy another plane if you have interest in flying the Sportsman pattern, you can use just about any plane you want. But let's look at a few good, low cost, models that are very capable: Great Planes Venus 40 (or similar) – built for a glow motor, but easily converted to electric (if you want). I happen to know a guy that won a Masters contest flying an electric Venus 40! Another nice plane would be the Extreme Flight Vanquish 48". Both these ARF's are around \$180 – already covered, and ready to put gear in. Yes, you need to add a motor, ESC, and batteries – but that's maybe an additional \$140 and you are ready to go. There

are also a bit more expensive (\$400 range) planes; an Angel Shadow 50E, Mythos 50E, and an Acuity 62" (and others I'm sure). These airframes are also ARF's (already covered) and designed / built more for competition. I currently fly a Mythos 50E (\$400) – using a 6S battery (\$50), \$30 servos, a \$50 motor and \$50 ESC. This plane fly's very well and is very competitive in the Masters Class. I use a Spektrum DX9 radio – an excellent middle of the road transmitter – but the point here is that you DO NOT need one of the newer ultra high-end radios. If you do get a more aerobatic plane, you then have a choice; 1) to trim the plane so it fly's better, or 2) just fly the plane as is and have fun. Trimming (which pattern guys seem to love) involves setting the CG to how you like it – this may not be the exact place the plans indicate. It involves setting the thrust of the motor so the plane goes straight up; it involves balancing the wings so statically the plane is perfect. It also involves tuning your radio for your flying style. This is very important. More than likely the radio you have now will be fine for many more years.

Look, precision flying is not for everyone. It does provide a challenge as it's not easy to do. It requires practice if you want to improve – you must break your old habits! Nobody ever really masters precision flying – but you will become a better pilot. It does not mean abandoning other sport planes you have, but if you give precision flying a chance, you will be flying with purpose and the challenge is exciting.

Scott Covey – District 6

2019 Phantom Flyers RC Club Flying Site Mowing & Task Schedule

Weekend dates shown are Friday dates.

It is expected the mowing will occur within five days of the scheduled date.

The bold top name is the team captain, responsible for scheduling the team.

Contact your team to arrange mutual date and time.

Coordinate container access with one of the following people prior to mowing.

Don Grzina (636) 233-0193, Ed White (636) 441-6431,

Jan Jansen (314) 285-4286, Mitch Galatioto (636) 734-6322

Report any equipment or grounds problems to any club officer.

**IF YOU ARE UNABLE TO MOW THE SCHEDULED WEEK,
IT IS YOUR RESPONSIBILITY TO FIND A REPLACEMENT.**

April				
5	12	19	26	
		Brad Young	Larry Anderson	
		John Klein	Peter George	
		Dan Sundman	Brian Molloy	
May				
3	10	17	24	31
Jim Frederick	Jim West	Jan Jansen	Scott Watts	Mitch Galatioto
Kevin Cox	Rick O'Mara	Jose Espinoza	Ed White	Brad Young
Bill Ahrens	Jack Buydos	Jim Alberico	Don Grzina	Don Grzina
June				
7	14	21	28	
Rick O'Mara	Brian Molloy	Mitch Galatioto	Jack Buydos	
Jan Jansen	Larry Anderson	Jim West	Kevin Cox	
Dan Sundman	Peter George	Jose Espinoza	Scott Watts	
July				
5	12	19	26	
John Klein	Jim Alberico	Peter George	Jim Alberico	
Jim Frederick	Bill Ahrens	Brian Molloy	Jack Buydos	
Ed White	Jim West	Larry Anderson	Scott Watts	
August				
2	9	16	23	30
Rick O'Mara	Mitch Galatioto	Brad Young	John Klein	Jose Espinoza
Don Grzina	Bill Ahrens	Jose Espinoza	Kevin Cox	Jack Buydos
Dan Sundman	Jim Frederick	Jan Jansen	Ed White	Rick O'Mara
September				
6	13	20	27*	10/04/19
Jim Fredericks	John Klein	Jan Jansen	Don Grzina	Brian Molloy
Jim West	Brad Young	Scott Watts	Kevin Cox	Peter George
Bill Ahrens	Ed White	Dan Sundman	Mitch Galatioto	Larry Anderson

* Note: Weekend of the Phantom Flyers Pattern Contest; much preferred to be completed by sundown Thursday, Sep 26th. Additional volunteers for field prep will be greatly appreciated.

Phantom Flyers RC CLUB

(Be sure to explore our website: phantomflyersrc.com)

2019 MEMBERSHIP APPLICATION

- Regular \$150/year x ____ yr(s) = _____
 Family (IRS Dependents) \$155/year x ____ yr(s) = _____
 Non-Participant (Non flying) \$15/year x ____ yr(s) = _____

Note: All new applications received after 1 July of this year will receive next year's dues free

***** Late Renewal Fee ***** \$15 _____

(Late fee required if member has not paid by 31 Dec)

Make checks payable to:
Phantom Flyers RC Club, Inc.

Total Amount Due = _____

	<u>Eligible Member</u>	<u>Additional Family Member</u>
Member Name (/Nickname)	_____	_____
AMA Number	_____	_____
Primary Phone (home/cell)	_____	_____
Secondary Phone (work/cell)	_____	_____
Street	_____	_____
City, State, Zip	_____	_____
Spouse's Name	_____	_____
Primary E-Mail Address	_____	_____
Can Mow Flying Field? (Yes/No)	_____	_____

My signature below signifies that:

I have read, understood and will abide by the Phantom Flyers RC Safety and Field Use Rules.

I understand that my participation in this activity is purely voluntary and I agree to hold Phantom Flyers RC Club, Inc. harmless for any and all liability for any injuries including death, which I might sustain while participating in this activity.

Signature: _____ Date: _____

Submit form and membership dues to:
 Jim West
 914 Hollow Ave.
 Jerseyville, IL 62052
 Full members only, please send S.A.S.E.

<i>For Club Administrative Use Only</i>	Dues Received _____ Date	Current AMA Received/Shown _____ Date
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<http://phantomflyersrc.com/>

<https://www.facebook.com/Phantom-Flyers-RC-Club-139791882811519/>

Check there for the back issues of the Carrier Wave Newsletter, mowing schedule, event calendar and club roster/contact information (handy for mowing).

Articles, pictures and tech notes for publishing in the Carrier Wave are always appreciated. Let us know what you are building, repairing or flying!

Send them to:

kevcox@charter.net