

Carrier Wave

August 2004

Newsletter of the Phantom Flyers R/C Club

<http://phantomflyersrc.com>

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Boeing Rec Counselor – Larry Leuschke	234-5116	(314) 537-1472	

Board of Directors:	Work	Home	<i>Send Membership Renewals to:</i>
Phil Moore	(314) 234-4663	(636) 928-5342	Ed White
Ed White	(314) 232-1479	(636) 441-6431	10 Wolf Ridge Court
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Photo by Benny Lanterman at the Float Fly

Notes From The Editor: *(Brian Kretchmar)*

Ford Tri-Motor Rides:

I received an email being distributed this month about the EAA Fall Ford Tri-Motor Tour, which will be at Creve Coeur airport on September 16th through noon on the 22nd. If you are interested in taking a ride on the Ford Tri-Motor please visit the EAA web site : www.flytheford.org. Scroll down about half way and there will be a link with more information.

Pattern Contest Raffle For Helpers:

Please look at the following open times where we need help at the pattern contest. Sign up for a round, and you will be supporting the event and receive a raffle ticket to win a Great Planes ARF!

Sign up for two rounds and receive two raffle tickets! (limit two per worker). You can sign up on the club web site at: <http://phantomflyersrc.com/scripts/pfworkschedule.htm>.

Check out the ARF on the next page.

Pre Contest				
Pickup Concession Supplies	Ed Kachman			
Contest Setup	Saturday 8:00am - 10:00am		Saturday 10:00am	
Tent set-up (2 people)	Frank Thomas			
Registration (2 people)	Jeff Rothermel			
Food Concession Set-up (around 10)			Ed Kachman	Ed Kachman

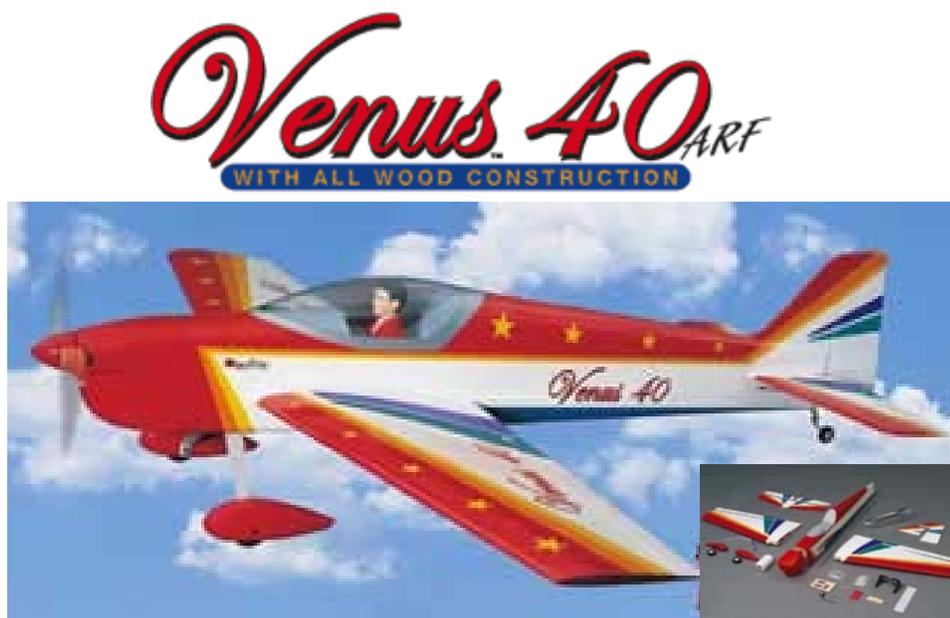
Contest Teardown/Clean up	Sunday 2-3pm			
3 - 4 people	Phil Moore	Ed White		

Contest Operation	Saturday				Sunday	
	1	2	3	4	5	6
Round						
Approximate Time	10am-12am	11am-2pm	1pm-4pm	3pm-6pm	10am-12am	11am-2pm
Enter Scores in Computer	Checkett	Checkett	Checkett	Checkett	Checkett	Checkett
Scribe	Emery Kattelman	Larry Leuschke	Larry Leuschke	Larry Leuschke		
Scribe	Frank Thomas		Jansen	Geoff Behrens		
Scribe	Jeff Rothermel			Frank Thomas		
Scribe						
Other (collect score sheets)	Emery Kattelman		Emery Kattelman			
Other (misc. & back-up help)						
Food Concession	Ed Kachman	Ed Kachman	Geoff Behrens			
Food Concession						

Raffle !!

For Pattern Contest Workers

Win A GreatPlanes ARF !!



Sign up on the club website:

<http://phantomflyersrc.com/scripts/pfworkschedule.htm>

We need your help at the Pattern Contest!

Work one round and you will receive one raffle ticket. Work two rounds and get two raffle tickets. (Two ticket limit per worker).

We will draw the winning ticket after the contest. You do not have to be present to win.

ENGINE IDLE

SETTING A SLOW, RELIABLE IDLE

(Reprinted from the May 2004 AMA National Newsletter)

A month seldom goes by in which I don't receive letters from readers experiencing idle problems. As this seems to be a common problem, let's take a look at setting up an engine's idle. It isn't really all that difficult.

To start with, many idle problems with non-pump equipped engines can often be traced to an improperly positioned fuel tank or a fuel tank that is too far from the engine. The centerline of the fuel tank should never be any higher than the centerline of the fuel jet and preferably 1/4 to 3/8 inches below. This helps decrease the siphoning action with a full tank of fuel.

The make of the glow plug also plays an important role. Any older design, cross-flow scavenged (ported) two-stroke engine should use an idle bar glow plug. Most of the newer Schnuerle ported two-stroke engines do not require an idle bar plug, but if idle problems are experienced, an idle bar plug should be used. If you aren't sure whether the engine is cross-flow or Schnuerle ported, just look into the exhaust. If there is a baffle on the far side of the piston, the engine is cross-flow ported. If there is no baffle, it is Schnuerle ported. Some engines do have better idle characteristics than others due to differences in porting, timing, compression ratio, etc.

When it comes to the actual adjustment, there are two basic methods. The first is to start with the fuel tank half full and the idle speed set in the 2,500-2,700 rpm range. This is where a good tachometer comes in handy and is something every toolbox should contain, not just for setting idle speed but for proper richening of the top end as well. Then, use the "pinch test" (i.e. pinch the fuel line). If the engine dies immediately, the idle mixture is too lean and needs to be opened in 1/8-inch increments. If the engine speeds up and the idle improves, the mixture is too rich and the adjustment should be turned in or leaned.

If the engine is cowled in and the fuel line to the carburetor is not easily accessible, with a tricycle gear ship, lower the tail. If the engine dies immediately, the mixture is too lean. If the idle improves, the mixture is too rich. Remember to always make any idle mixture adjustments in 1/8-turn increments—not one or two turns at a time.

With a tail-dragger, make the mixture adjustments with the tail raised to a level position, being careful not to go so high as to have the propeller hit the ground. Then, lower the tail following the same procedure as with the tricycle gear model.

For the final check, accelerate the engine to full throttle. If it slows and sags and has a weak sound, the mixture is too lean and needs richening. If the engine sputters and spits out a lot of smoke, the mixture is too rich and should be leaned.

After a satisfactory idle and acceleration have been established, you can try lowering the idle speed to the point where the engine will remain idle for a prolonged period with good acceleration to full throttle. Again, the idle speed should be set with a tachometer and not by ear.

Many cases of an engine dying at idle are simply because of pilots who try to idle the engine too slow. It is nice to watch an engine tick over at 1,800 rpm, but an idle speed in the 2,200-2,500 rpm range is more practical and reliable.

Also remember, the heavier the propeller and the larger the diameter, the better the flywheel action. Increased flywheel action is always beneficial to a slow and reliable idle.

from Prop Talk

Riverside Radio Control Club

Jim Bronowski, editor

Riverside CA

2004 Schedule

EVENT	2004 DATE	DAY	2004 CD
SNOW FLY	1-Jan	THUR	
CLUB MTG - BLDG 33	28-Jan	WED	CLUB PREZ
CLUB MTG - BLDG 33	25-Feb	WED	CLUB PREZ
SWAP MEET	13-Mar	SAT	PHIL MOORE
CLUB MTG - BLDG 33	24-Mar	WED	CLUB PREZ
FIELD WORK PARTY	27-Mar	SAT	
PACK 30 ROCKET LAUNCH	17-Apr	SAT	GARY LUEBBERT
CLUB MTG - ST. PETERS CITY HALL	28-Apr	WED	CLUB PREZ
CARRIER FUN FLY	2-May	SUN	AL BONE
FLOAT FLY PRACTICE : 12-4 PM	15-May	SAT	DON VETRONE
CLUB MTG-FIELD	26-May	WED	CLUB PREZ
FLOAT FLY : 9:30 AM -12	29-May	SAT	DON VETRONE
PATTERN SEMINAR 12 NOON	5-Jun	SAT	ED WHITE
FAMILY BBQ and BUILD-A-PLANE : 11 AM	13-Jun	SUN	DAN ABEL
CLUB MTG - FIELD	23-Jun	WED	CLUB PREZ
ELECTRIC FLY	24-Jul	SAT	BRAD YOUNG
ELECTRIC FLY	25-Jul	SUN	DAN ABEL
CLUB MTG - FIELD	28-Jul	WED	CLUB PREZ
FUN FLY @ MTG	28-Jul	WED	
PATTERN PRACTICE JUDGING	7-Aug	SAT	BILL AHRENS
FIELD PREP FOR CONTEST	14-Aug	SAT	BILL AHRENS
PATTERN PRACTICE JUDGING	14-Aug	SAT	BILL AHRENS
CLUB MEETING - FIELD	25-Aug	WED	CLUB PREZ
PATTERN CONTEST	28-Aug	SAT	ED WHITE
PATTERN CONTEST	29-Aug	SUN	ED WHITE
HELICOPTER FLY IN	18-Sep	SAT	
HELICOPTER FLY IN	19-Sep	SUN	
CLUB MTG - ST. PETERS SENIOR CENTER	22-Sep	WED	CLUB PREZ
CLUB MTG - ST. PETERS SENIOR CENTER	25-Oct	MON	CLUB PREZ
CLUB MTG - ST. PETERS SENIOR CENTER	30-Nov	TUES	CLUB PREZ
CHRISTMAS DINNER	4-Dec	FRI	CLUB PREZ

Mowing Schedule

2004 Phantom Flyers RC Club Flying Site Mowing Schedule

Dates shown are Friday date, get with your partners to schedule specific day/time.

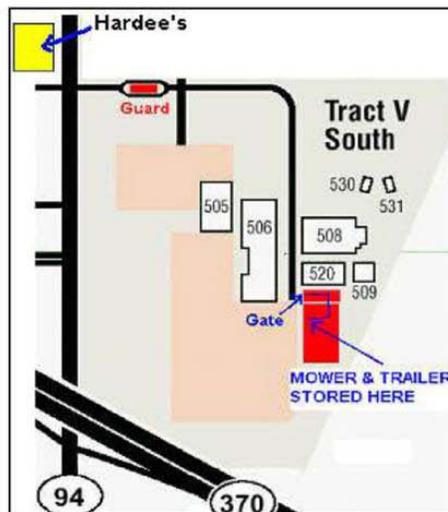
Mowers are located in a fenced lot south of building 520 (St. Charles complex on HWY 94N).

Call Security Services Communication Center - 314-232-2821 to open gate if after 3:30 on weekdays, and anytime on the weekend.

Report any equipment problems to Jim Wortkoetter, grounds problems to Phil Moore

IF YOU ARE UNABLE TO MOW, IT IS YOUR RESPONSIBILITY TO FIND A REPLACEMENT.

Apr-04					
	2	9	16	23	30
Person Towing	Jones, Steve	Douglas, Jack	Statzer, Matt	Douglas, Jack	Jansen, Jan
	Galatioto, Mitch	Bone, Al	Moore, Phil	Jensen, Pete	Ahrens, Bill
	Basile, Greg	Alexander, Gary	Teepie, Steve	Peters, Matt	Pierangeli, G.
May-04					
	7	14	21	28	
Person Towing	Atkinson, Tom	Kattleman, Emory	Leuschke, Larry	Luebbert, Gary	
	Jurenka, Steve	Garrett, Art	Pickup, Alan	Young, Brad	
	Abel, Dan	Vetrone, Don	Johnson, Herb	Wortkoetter, Tim	
Jun-04					
	4	11	18	25	
Person Towing	Evans, Dave	Ramsey, Tom	Snawder, Dave	Plonka, Jim	
	Niemann, Al	Galatioto, Mitch	O'Mara, Rick	Behrens, Bob	
	Holland, Jeff	Jost, Richard	Tribuno, Micheal	Behrens, Geoffrey	
Jul-04					
	2	9	16	23	30
Person Towing	Wortman, Dave	Atkinson, Tom	Dick, Randy	Albert, Donn	Jansen, Jan
	Bilodeau, Joe	Sundman, Dan	White, Ed	Hensen, Derek	Ahrens, Bill
	Bagby, Brian	Rothermel, Jeff	Keen, Ben	New	Pierangeli, G.
Aug-04					
	6	13	20	27	
Person Towing	Leuschke, Larry	Dick, Randy	Kattleman, Emory	Evans, Dave	
	Guntorius, Mike	Wortkoetter, Tim	Garrett, Art	Corzine, Steve	
	Young, Brad	Checkett, David	Rothermel, Jeff	Kramer, Don	
				Pattern Contest	
Sep-04					
	3	10	17	24	
Person Towing	Snawder, Dave	Ramsey, Tom	Statzer, Matt	Bernard, Davis	
	Niemann, Al	Basile, Greg	Jensen, Peter	Johnson, Herb	
	Tribuno, Micheal	Sundman, Dan	Greenwood	Holland, Jeff	
Oct-04					
	1	8	15	22	29
Person Towing	Wortman, Dave	Albert, Donn	Wortkoetter, Jim	Douglas, Jack	Dauble, George
	Brown, Rick	Behrens, Bob	O'Mara, Rick	Kachman, Ed	Bone, Al
	Checkett, David	Behrens, Geoffrey	Buhse, Paul	Peters, Matt	



MAKING SUCCESSFUL CROSSWIND LANDINGS

(Reprinted from the September 2003 AMA National Newsletter)

By GARY CHUDZINSKI

During the past year, I've heard a number of comments regarding taking off and landing in crosswinds. Many of these pilots ground themselves if the wind is blowing across the runway. This is unfortunate because pilots can overcome the difficulty with understanding and practice of crosswind operation.

The first ingredient for successful operations is adequate rudder. Your rudder can't be too large, but it can be too small. Usually kits have an adequate amount, but you should be looking at 40-50% of the total vertical flying surface for excellent response. This should handle crosswinds in the 12-15 mph range.

The other, and most important element, is pilot input. In full-scale flight, pilots are taught three distinctive techniques: crab, cross-controls, and a combination of both. These techniques apply to models as well.

Crab: This is the simplest maneuver to perform. You turn the aircraft into the wind to maintain a straight line coincident to the runway centerline. This is accomplished immediately after rollout approach upon landing. This track is maintained with small corrections until landing. At touchdown, rudder is used to straighten the ground path, and (most importantly) aileron is applied as if banking into the wind and held until rollout is complete.

Cross control: This is definitely more difficult but is more professional and personally rewarding. After rolling out on final approach, apply and hold aileron into the crosswind with sufficient opposite rudder to maintain aircraft heading aligned with the runway heading. Standing on the ground (not in the cockpit) makes estimating the amount of control more difficult. So, start out with 1/8 to 1/4 application of each stick. Again, aileron into the crosswind, rudder opposite, and you are cross-controlling. Apply enough aileron to maintain track to the runway and continue to hold it, gradually increasing the amount if necessary until landing is complete. As with crabbing, rudder control is used for steering after all wheels have touched down. For touchdown in a crosswind, do not flare as much. Fly the model onto the ground while retarding the throttle. Remember, do not stop flying the aircraft until it comes to a complete stop.

Combination: This method uses both techniques with less amounts of each.

I want to comment on two more areas of crosswind operations—taxiing and takeoff. In many ways, the same considerations are given for wind direction and velocity.

Taxiing: Those of you who have flown full-scale, light aircraft are instructed to know the direction and intensity of the winds before taxiing. This not only confirms the runway is in use, but provides you with information for safe ground taxi. Control input while taxiing in a light aircraft is extremely important for control, and in extreme cases of wind, keeping the wheels on the ground.

The same considerations apply to our models, especially the light, high-wing types. The whole idea is to apply control input to keep all wheels planted firmly on the ground. For example, if you are taxiing into the wind with a taildragger, apply aft stick to keep positive pressure on the tail wheel. The reverse applies to a tricycle gear. In a tailwind, use forward stick for the conventional and aft stick for trike. For crosswinds, apply aileron into the wind. From an aerodynamic standpoint, you are shaping the control surfaces to give you a lift advantage, however slight it may be.

Takeoff: Like it or not, cross-controlling is the only way to make a safe, straight, good-looking takeoff. You have done it many times but may not have thought of it in these terms. A good technique is to taxi to (using the information above) and lineup on the runway centerline. Before increasing the throttle, think about using the ailerons to keep the wings level and the rudder to track straight through the takeoff. Initially, apply about one-half aileron stick into the crosswind. As you increase throttle, the aircraft picks up speed, which means the controls are generating more and more lift. With the increase in lift, less aileron is needed. Meanwhile, continue to track straight with rudder. As the aircraft cleanly breaks ground, keep the wings level and use enough elevator for a consistent rate during the climb. Slowly take out all rudder and continue your flight. Congratulations! You look great!

Although somewhat confusing and thought-provoking at first, talk yourself through these techniques, then give it a fair chance with practice. Remember, the two most important maneuvers of flight are takeoffs and landings.

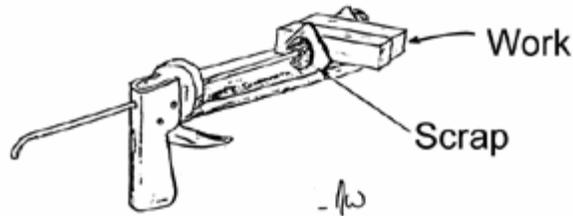
from Wingflaps
Windom Eagles Model Airplane Club
Bob Byers, editor
Windom MN



Hints & Tips (Reprinted from the AMA National Newsletter)

Clamps

Here's a neat idea for making a handy dandy clamp for your work shop. It's cheap, easy, and effective. Take an old caulk gun (or new) and glue a piece of scrap wood cut square, or in the shape of your choice, to the stationary end, and one to the plunger as shown below. The wood protects the work and provides for a flat surface for even pressure. The ratcheting-style guns work best.



Stripped Screws

by Jerry Wino

Don't you just hate it when your wood screws fall out of the balsa or other wood because of a stripped hole? Here's one method of taking care of that little dilemma. Force a tightly rolled easy hinge (or similar material) into the hole until it's flush with the wood surface. Now, saturate it with thin Cyanoacrylate glue. This hardened "bushing" will accept screws without being stripped out. Good applications include hatch or cowl fixings that must be removed frequently.

from *The Signal Squeaker*
Jerry Wino, editor
Garden City MI

Masking Painted Areas

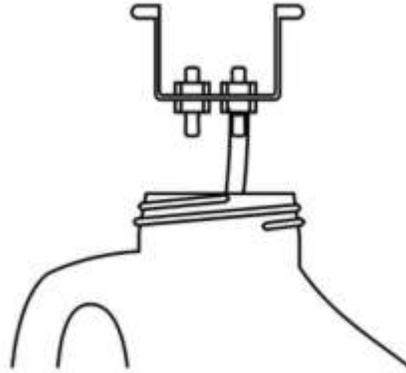
Ever had paint run under masking tape, giving your model a real jagged edge? Yeah, me too, until I discovered this method of masking off those lines. First, use good quality masking tape. Go to the paint department any home builders supply and look for a high grade painters masking tape. This is a plastic backed tape with excellent edges that produce a very sharp color demarcation line. Next, clean the area to be painted with rubbing alcohol to remove any finger prints, fuel residue, banana pudding, or anything else that may be stuck on your model. Now, mask off the area to be painted. Make sure the edges of the tape are firmly stuck. Then, spray the area with the same color that you have hidden with the masking tape. The paint seals the edges to prevent paint creeping under the edges. In the unlikely event paint does seep under the edge, it will be the same color as the area masked, and virtually invisible. Then, when that has dried, continue painting with the desired color of the stripe, or panel you have chosen.

When dry, remove the tape by pulling it back against itself to lessen the chance of damaging the finish. Clean any tape residue off with alcohol, and you're done.

from Whitehaven Radio Control Club

Easy Fuel Jug

The plastic plug used to help seal a fuel container for shipping can be modified to make a convenient fuel jug. Simply drill two holes in the plastic cap and install fuel fittings. Now attach a piece of fuel line to the bottom side to serve as a pick up. A pickup filter can even be added to assure clean fuel going into your engine.



from *Tiger Tales*
Keith Spaulding, editor
Derry NH



GSLMA MINUTES *(May 5, 2004, submitted by Bill Ahrens)*

GSLMA MINUTES

JULY 7, 2004

MEETING OPENED: 7:00 PM

ATTENDANCE: Aeropilots, Balsa Busters (AMA & IMA), Lone Eagles, Boeing Phantom Flyers, Signal Chasers, Thermaleers, Laf. Esq., Whirley Birds, St. Louis R/C

MINUTES: June Minutes approved as published

TREASURER'S REPORT: Old Balance \$5613.68 New Balance \$5697.35
2004 Buder Permits Issued in June – 24

OLD BUSINESS:

- The field copy of the St. Louis County Ordinance containing Buder Flying Regulations has disappeared from the R/C pavilion. Steve Mizerany will replace it ASAP.
- It has been decided to limit flying surface repairs to a thorough treatment of cracks and partial topping only where necessary. Materials cost for this work is estimated at \$200.00. Tentative dates for work days are August 10 & 11, 2004, starting at 4:30 pm both days. Bring weed whackers, blowers, rakes and brooms. Clubs are urged to support this effort with volunteer workers. Contact Steve Mizerany with names of volunteers: 636-225-1076.

NEW BUSINESS:

- Trees need to be trimmed back from the edge of the flying circles at the R/C field. Steve Mizerany will contact the Parks Department on this need.
- Ray Sisson reported that the SAM contest held June 3 was a success with twenty pilots participating.
- Troy Kloha reported that the Whirley Birds Fun Fly held June 5 & 6 went very well with forty-five pilots participating.
- The R/C field will be closed to flying September 30 through October 3, 2004, due to a Soccer Event.
- The idea to stage a Flying Model Extravaganza at Buder Park in 2005 was discussed further. August 2005 was picked as the target date. It was agreed that a Planning Committee will be needed to plan and coordinate the event. Clubs are asked to support the event with volunteers to work as committee members and event support staff.
- Dion Cini has given notice that he will be unable to continue as GSLMA Vice President. Nominations for that office will be opened at the August meeting.
- *Special Note:* All clubs are asked to please pass the word that Ray Gallina is NOT the person to send Buder Park permit applications to. They should be sent to John Moll, 7315 Elm Grove Court, Hazelwood, MO, 63042.

MEETING ADJOURNED: 8:00 PM

NEXT MEETING: Wednesday, August 4, 2004 at 7:00 PM in the East Room of St. Louis County Library on Lindbergh Blvd.

GSLMA MINUTES

AUGUST 4, 2004

MEETING OPENED: 7:00 PM

ATTENDANCE: AeroPilots, Balsa Busters (AMA & IMA), Lone Eagles, ~~Flyers~~, Signal Chasers, Thermaleers, Laf. Esq., Whirley Birds, St. Louis R/C

MINUTES: Correction; While it was reported that Dion Cini was vacating the office of Vice President, he will continue in office.

TREASURER'S REPORT: Old Balance \$5697.35 New Balance \$5912.36
2004 Buder Permits Issued in July - 12

OLD BUSINESS:

- August 10 & 11, from 4:30 PM to Dark, GSLMA members will work on flying surface repairs at Buder. If it rains or either day, no work will be done that day. All clubs are urged to participate in the work.
- Following GSLMA's inquiry, St. Louis County Parks Department has requested the Forestry Service to trim the trees back from the flying circles at the control line area.
- Still no final arrangements for the trial meetings at the Science Center.

NEW BUSINESS:

- The Science Center is interested in having GSLMA stage static displays and flying demonstrations there in the fall. October 23, 2004 was chosen as the date.
- The St. Louis Rocketing Association is interested in participating in Extravaganza 2005. Their membership in GSLMA is under discussion.
- Laf. Esq. reported on their participation in the Oshkosh, Wisconsin, Air Venture event. July 26-Aug. 2, 2004. The show includes modeling events as well as full-size aircraft.
- The combination of the lock on the first aid kit at the R/C pavilion is on the Buder Permit card. It is the FA (First Aid) number on the face of the permit card.
- Coming Event: St. Louis R/C will hold a Fun Fly at their field on Sept 17-19, 2004.

MEETING ADJOURNED: 7:40 PM

NEXT MEETING: Wednesday, September, 2004 at 7:00 PM in the East Room of St. Louis County Library on Lindbergh Blvd.

Boeing Employees RC Model Airplane Club

c/o Brian Kretchmar
12 Pin Oak Court
St. Peters, MO 63376