

Carrier Wave

Newsletter of the Phantom Flyers R/C Club

<http://phantomflyersrc.com>

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February 2004

Upcoming Events/Important Notices

March 13, Swap Meet

Fort Zumwalt South High School

March 24, Club Meeting, St. Peters City Hall

In this issue:

- January 2004 meeting minutes
- GLSMA Report
- Helpful Hints & Tips

NOTES FROM THE EDITOR

My tenure as Carrier Wave Editor has been short lived as this is my second and last edition in that position. Between spending time with my family and starting construction of a new home in Washington, MO, I don't think I can do this newsletter proper justice by continuing. Ed White has graciously agreed to continue as editor until or if a new editor can be found. It seems that the club members are anxious to receive their monthly newsletter but I've found that very few want to contribute articles, submit their bios, or even make suggestions on content. I believe that Ed has done a yeoman's job in the past as editor and will continue to do so in the future.

Club Member Bio's – None submitted for this edition.

January 2004 Meeting Minutes:

President Herb Johnson opened the meeting at 7:00 PM with 31 members in attendance. New member Steve Gerenka introduced himself.

Treasurer's Report – was accepted as presented.

Secretary's Report – Minutes of the November 2003 meeting were accepted as written.

Recreation Report – Recreation will pay the lease but we will get no further budget.

GSLMA Report – No report. Buder Park permit forms are in the January Carrier Wave.

Field Manager's Report – The job of field manager is still open and for the time being will be performed by a committee composed of the officers. There was a recommendation to protect the starting benches with Linseed oil to make them last longer. The field manager committee will include this recommendation with spring maintenance.

Safety Officers Report – No report

Activities Report – Dan Abel reported that the 2004 schedule is in work and is currently planned to be similar to the 2003 schedule. Please contact Dan if you have any suggestions. A motion was made and approved for \$20 for the pattern contest sanction.

Old Business – UAV support. The company has bought and is outfitting a Maule. This is a four place STOL full scale airplane for use as a chase plane for UAV flight testing. The order for club shirts was discussed. The sources checked so far have a minimum order that we currently can not meet. Sources are being sought that have no minimum order. Bill Ahrens is pulling together a fuel order for buying Magnum fuel in bulk. Cost last year was \$11.20 per gallon and we expect it will be similar this year. Contact Bill by email if you are interested. Specify the number of gallons and type. #1 is approx. 20-22% nitro, #2 is approximately 28-30% nitro. Lower nitro levels are also available.

Swap Meet – Boeing remains at Orange alert and is not usable for the swap meet. We are looking for other locations and have had discussions with two St. Charles High Schools (Francis Howell North and Fort Zumwalt South). A motion was made and passed authorizing the swap meet CD (Phil Moore) along with the club officers to decide on the location of the swap meet and authorized up to \$1000 for rental of the facility. Also included will likely be rental of tables because neither school has enough tables.

New Business – There was no new business.

The meeting was adjourned at approximately 8:30 PM.

Recorded by Ed White, VP (because someone forgot to tell the secretary where the meeting got moved to)

GSLMA Report – Charlie Bonney

This GLSMA report is through February 2004.

Steve Mizerany (Signal Chasers) was elected as president of GSLMA, for the remainder of 2004. Retiring president Bill Hartman has taken a position in Branson, Missouri.

To date, the Cricket Field is the only flying site provided to GSLMA, in Forest Park. Usage reports on this site are as follows:

1. Too small for general r/c aircraft flying.
2. Too small for large helicopter flying.
3. Control line flyers feel, pedestrian traffic is a safety issue.

Troy Kloha (Whirley Birds) is collecting current copies of modeling magazines for shipment to a military unit in Germany. Magazines may be brought to the GSLMA meeting or for collection call Troy at 314-832-7161.

Desirability of linking GSLMA to the flybuder.com website, needs feed back from the club membership.

Swap meet flyer has been posted at Buder Park. Bill Ahrens will be GSLMA representative for our club starting with the 03 MAR 2004 meeting, at 7:00 PM.

Charlie Bonney, Rep.

From Ed White: Now I've done it, I can't remember who sent me this photo of Japanese F-15's, just thought it looked cool. If you sent it to me – Thanks!



The following are some helpful hints and tips captured from the AMA National Newsletter.

Hints and tips

Is that iron hot enough?

A good way to see if your iron is hot enough, or worse yet, too hot, is to place the iron on a stand (I use a 6-inch scrap 2 x 4) so the foot is facing up. The top of the iron should rest on the 2 x 4. Get a scrap of the material you are using to cover the airplane. Using a Coverite thermometer, heat the iron to the recommended temperature. Then, rest the scrap on the shoe. If it shrivels into a ball right way, the iron is too hot. Readjust the temperature and try again. If nothing happen, then the iron is too cold. Keep adjusting until the scrap barely shrivels. I wait until it shrivels rather slowly and use that temperature as my hot setting. For my low setting, I watch for the piece to shrivel in a few seconds. Since I use MonoKote almost exclusively, I just mark on the iron where the two settings that work best for me are located. You might have to experiment to see what works best for you.

from *Circus Flyer*
Camarillo Flying Circus
Ron Boyer, editor
Camarillo CA

Fuel cans

If you have a favorite or otherwise standard fuel can in your flight box, then you routinely transfer fuel from one can to another. While you are doing this transfer, you have the perfect opportunity to make sure you are using only the cleanest of fuels. Put a coffee filter in the funnel you use for the transfer for super-fine fuel filtration.

Scrap aluminum

from *Mark Kallio*

One of the most useful and inexpensive tools in the workshop are pieces of scrap aluminum angle iron cut to various links and of various sizes. I find that a selection of 1-inch, 2-inch, and 3-inch pieces, varying in length from one to six inches, is quite helpful, and these can be obtained at a metal supply shop. If you have a metal fabricator near you, you might try asking him to sell you some scraps of angle about these sizes. Since these lengths are considered trash to these fellows, you may get lucky and get them for free. Even if you don't, the cost should be minimal, and as useful as these are I would have purchased new stock and cut it up into pieces to obtain these tools.

What good are they, you ask? Well, here are a few of the things I use them for, and I'm sure you can come up with more once you start using them. First off, this is a great way to align the table on disk/belt sanders, drill presses, band saws, etc. You can use them to hold items to be glued or drilled exactly perpendicular to the work surface, such as drilling into the edge of sheeting, or holding ribs at 90° to the table while your adhesive dries.

Glasses and paint

Do you wear glasses? Do you spray paint your models? The next time you do both at the same time, try this. Stretch a piece of Saran Wrap over the glasses using some Scotch tape to hold it in place. Now when you finished painting, simply peel off the Saran Wrap and you'll have glasses you can still see through. (*Technical editor's note: Using safety*

goggles is another idea.)

Epoxying hinges

from Mark Kallio

An easy way to epoxy hinges in control surfaces and to be sure to get the glue to fill the hinge slot is to use a plastic drinking straw as a disposable "hypodermic." Flatten the end of the straw between your fingers and test fit it into the hinge slot so you will get the hang of inserting it. Then mix your epoxy, scoop some up in the end of the flattened straw, insert it into the slot, and "milk" the epoxy into the slot. You can wipe the outside of the hinge slots off before inserting the hinges. This assures that each slot is filled with epoxy. I like to take a small drill and drill through the control surface to pin the hinges with a toothpick. The toothpick should be cut off flush and a small piece of covering placed over the pin. These are only noticeable upon close inspection, and the benefit to the control surface is substantial.



Mylar covering

Have you ever had trouble peeling the backing from mylar covering material? I certainly have, especially with the lower temperature coverings. The easiest way to prevent a nervous breakdown when you are trying to peel this stuff is to use two pieces of masking tape. At a corner of the mylar, stick a piece of masking tape on the front and back of the covering, with about half hanging over the edge so that the pieces of tape stick together past the edge of the covering material. Then peel the two pieces of tape apart, and presto! The backing peels right off. Happy covering!

from Tangled Lines

Tampa Bay Line Flyers

Phil Bayly, editor

Tampa Bay FL

Removing oil residue stains

To remove oil residue stains from a four-stroke exhaust, take the exhaust from the engine and pack it into a can of hand cleaner, such as Goop or Gojo. Leave it there for a couple of days (the longer the better). Upon removing the exhaust from the cleaner, rinse it with warm water, and the baked-on residue comes right off with some light scrubbing.

from the newsletter of the

Holly Cloud Hoppers

Scott Rhoades, editor

Holly MI

Light, strong servo mounting

The servo trays that come with the radios require a 6-point mounting. They never fit right in your airplane, and they allow the servos to flop around too much under stress. A lot of kits include hardwood servo rails, but these are heavy, require reinforcement on the typical fuselage side, and are a pain to fit correctly.

Try making your own mount out of light plywood. It becomes a strengthening part of your airplane, is very light yet rigid, and you can set up your servos in the configuration you desire. Glue in a couple of light scrap balsa rails to the sides of the fuselage for guidance and to increase the gluing area. Cut the light plywood to fit the sides of the fuselage snugly and cut appropriate holes for the servos. Add an extra small piece of

light plywood underneath, where the servo mounting screws will go. Now you're all set.

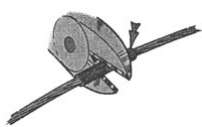
from *The Beacon*
Miramar Radio Control Flyers
Dick Doucet, editor
San Diego CA

Cutting corners

from *Roy McGuckin*

For a better fitting joint when using triangle stock, sand a little off the 90° corner to provide clearance for any glue fillet that may exist.

Captured on tape



from *John Clark*

Before cutting steel control cable, wrap it tightly with masking tape to prevent the strands from unraveling as you cut. It makes it easier to solder into a threaded push rod end too. Remember to wear safety goggles.

from *Circus Flyer*
Camarillo Flying Circus
Ron Boyer, editor
Camarillo CA

Push rods

Did you ever go through all the trouble to make up your control surface push rods only to find at installation that they were a quarter inch too short? Try this easy way to get the lengths just right. Tie a string to the control horn on the control surface. Drop the free end of the string through the fuselage. With the control surface in the neutral position, tie the other end of the string to the servo arm. Cut off the excess string at both tie points. Now, cut the string at the two and what you end up with is a piece of string that is the exact length of the push rod you will need to fabricate.

Paper circles

Use a paper punch to cut out little circles of gummed paper. Stick these pieces to the backside of firewall blind nuts. Once you do this, you can fuel proof the tank compartment with resin without fouling the threads of the blind nuts.

Firewall gasket

Where you have a screwed-on, removable firewall/motor mount, oil seepage can occur. RV suppliers have flexible "putty tape" that can be hand-formed into a squishable, removable gasket. Silly Putty might also work.

from the newsletter of
SAM 26, Central Coast Chapter
Bob Angel, editor
Santa Maria CA

Sandbag weights

Fill plastic Ziploc bags of various sizes approximately three-quarters full of fine sand and seal each well. Use these to hold down large parts of your airplane, such as wings, while

building. The sand conforms to the shape of the parts. The bags also work well when gluing sheeting.

from the newsletter of
The Orbiting Eagles
via WIRCS Touch & Go
Mike Mosbrooker, editor
Oak Harbor WA

Editor's final Comments: Having monitored message traffic between the club officers and planning committee for the Club's 2004 swap meet I can only say that this year will bring about a whole new direction for one of our most important club activities. We will have a new larger location, new and more diversified activities, and a whole new approach to how the event will be conducted. That said, it is most important that each and every club member make a contribution to this event by sharing in the work that is needed to make this a successful and profitable show.

Old new Editor's comments (or is it new old?)

I'm back – but hopefully it's just temporary. **We need a Carrier Wave Editor!** Here are just a few of the perks of the position: opportunities to make friends and influence people, including endless opportunities to slam your friends and fellow modelers – and they have to call it EDITORIALIZING! You get people to build your airplanes for you for free, you get preferred parking at the field, you get a club supplied van/trailer for your airplanes, you get interns, you get the undying respect of your peers, you get to lie your #\$\$@ off. What could be better??

Ed White

From: Ed White, Mailcode S245-1260

Boeing

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