

# Carrier Wave

Newsletter of the Phantom Flyers R/C Club

<http://phantomflyersrc.com>

CLUB OFFICERS	Work	Home
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Secretary – Jan Jansen	234-2459	(314) 921-9420
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Board of Directors:	Work	Home	Send Membership Renewals to:
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## November 2007

### Upcoming Events/Important Notices

28 November, Club Meeting at Senior Center

1 December, Christmas Dinner Party @ Hatfield & McCoys

Articles, pictures, and tech notes for publishing in the Carrier Wave are always appreciated. Please submit articles a week and a half before the meetings. Please send pictures, preferably in JPEG format, in separate files from text files. Text should be in MS Word format, simple text file format, or some format that MS Word can read. Indicate where pictures should be in the text with a note in parentheses such as (Picture ABCDC001.jpg goes here). I will integrate text and pictures in my page layout program.

Thanks,  
Dave Evans



AMA Club # 393  
**Phantom Flyers**  
St. Charles, Mo RC Club



Minutes October 17 2007

Pres. Ed White called the meeting to order at 7:05 PM.

New members: Larry Anderson long time RC pilot

Ron Adams with a couple of years in the hobby.

Bill Sloan who is new to RC.

Tech session:

Larry Anderson brought in a single stick, early 90<sup>th</sup>, Futaba transmitter. This is an analog radio with an original price tag in the \$1000 range. On the single stick radio the rudder function is by twisting the stick. The throttle is on a sliding control on the box itself. The radio does not use a strap but is intended for cradling in the left arm. Mixing is mechanical. Radio is PCM.

Also mentioned was another option for 2.4 GHz radio: xtremelink (<http://www.xtremepowersystems.net/xtremelink.php>) This system allows you to use your existing transmitter (at least a few models) and still get a 2.4 GHz system.

Secretary report was approved.

Treasurer report with the pattern contest accounted for was approved.

Club activities:

Family day at Boeing was a success. We had a large number of models and a full range in size and complexity displayed for all to see. Including simulator and UAV display. Lots of onlookers and question.

Field report.

Outhouse was painted. Thanks guys! Donn Albert and ?

It was noted that we needed at least one more mowing.

Safety Report from Dave Evans. Nothing to report.

Club activities:

Remember Christmas Dinner Party: It is Saturday December 1 at Hatfield and McCoy's Restaurant (same location as last year). Please drop Ed White an email if you plan to attend.

New Business:

We have some names nominated for next years officers:

President: Ed White

Vice Pres: Bill Ahrens?

Activity: Mitch Galatioto

Treasurer: Dan Sundmann

Secretary: Jan Jansen

Potentially no swap meet next year, as the profits were not that good.

Also: Several club applications and checks were collected.

Respectfully submitted by Jan Jansen

The full scale Pitts S-1C Special pictured at right was originally built by club member Larry Anderson.

This picture of N110T was taken by Tommy Simms at LaGrange Callaway (LGC) airport in Georgia. Unfortunately, the current owner was not listed by the picture, but the comment line read “Nicely built by Mr.. Anderson.”



RC Cub News from President Ed White:

Hope you are all having a Happy Thanksgiving. I'm trying to stay awake after dinner, most likely a losing proposition. But first I've got a bunch of information.

First and Foremost, the Christmas Party will be Saturday, December 1. Dinner will be served at 6:30, plan to arrive between 5:30 and 6:15. The menu will be very similar to last year, a fish dish, a chicken dish and a beef brisket. There will be salad, veggies and dessert (peach cobbler with ice cream). The cost will be \$15 per person. You can pay at the door or pay me beforehand. Please let me know if you will be attending and how many in your party. Children under 12 are free.

Next a reminder, club membership renewals are due. Remember that there is an additional fee for anyone renewing after the first of the year. Please get a membership form from the web site.

<http://phantomflyersrc.com/membership/2008membershipform.pdf>

We do NOT need your AMA card. We DO need your signature on the form. Please be sure to fill out any information that has changed. Send the renewal to the address on the form, or bring it to the club meeting next week.

Speaking of the club meeting next week. It will be Wednesday at the St. Peter's Senior Center and the primary business is electing officers for 2008. The nominees are:

President - Ed White

VP - Bill Ahrens and Frank Thomas

Secretary - Jan Jansen

Treasurer - Dan Sundman

Nominations are still open and will remain open until the vote at the meeting.

Also, Larry Anderson is slated to give a Tech Session on large gas engines.

Lastly, I need to know if you are eligible for Flight-A-Month award. Also, I'd like your vote for model man of the year and if there is any special recognition you'd like to see for any club member.

Hope to see you next week at the meeting and especially see you Dec 1 at the party.

## Event Schedule for 2007

EVENT	2007 DATE	DAY	2007 CD
SNOW FLY	1-Jan	MON	
CLUB MTG @ SR CENTER	17-Jan	WED	CLUB PREZ
CLUB MTG @ SR CENTER	21-Feb	WED	CLUB PREZ
CLUB MTG @ SR CENTER	21-Mar	WED	CLUB PREZ
CLUB MTG @ SR CENTER	18-Apr	SAT	CLUB PREZ
PACK 30 ROCKET LAUNCH	21-Apr	WED	DAN SUNDMAN
CARRIER FUN FLY / COX PYLON	14-May	MON	JAN JANSEN
CLUB MTG-FIELD	16-May	WED	CLUB PREZ
SWAP MEET	19 May	SAT	TIM WORTKOETTER
FLOAT FLY : 9:30 AM -12	26-May	SAT	DON VETRONE
FAMILY BBQ / B-A-P / COX PYLON	10-Jun	SUN	CODY MORGAN
CLUB MTG - FIELD	20-Jun	WED	CLUB PREZ
PATTERN SEMINAR 1 PM	8-July	SUN	ED WHITE
FIELD PREP FOR ELECTRIC FLY	14-Jul	SAT	
CLUB MTG - FIELD	18-Jul	WED	CLUB PREZ
ELECTRIC FLY	21-Jul	SAT	
ELECTRIC FLY	22-Jul	SUN	
CARRIER FUN FLY / COX PYLON	5-Aug	SUN	
CLUB MEETING - FIELD	15-Aug	WED	CLUB PREZ
FIELD PREP FOR CONTEST	18-Aug	SAT	ED WHITE
PATTERN CONTEST	25-Aug	SAT	BILL AHRENS
PATTERN CONTEST	26-Aug	SUN	BILL AHRENS
CLUB MTG @ SR CENTER	19-Sep	WED	CLUB PREZ
CLUB MTG @ SR CENTER	17-Oct	WED	CLUB PREZ
CLUB MTG @ SR CENTER	28-Nov	WED	CLUB PREZ
CHRISTMAS DINNER	1-Dec	SAT	CLUB PREZ

# **EXCERPTS FROM THE NATIONAL NEWSLETTER**

## **ON THE SAFE SIDE**

### **Safety is Everybody's Business**

by Jim Rice

If you are an AMA member, you need to be concerned with safety at your flying field. It is easier to take the heat from a fellow club member for correcting him or her for a safety violation than it is to take that same person to the hospital or the morgue.

I own a hobby shop and it used to worry me to stop people and correct them on safety issues but one day it dawned on me that if one person creates a serious enough safety incident it could cost us a field, which would really hurt my business. If that person maimed or killed another good customer/friend, I would be out a customer anyway. If they did any of that without me trying to intercede and make a difference, then I would probably never forgive myself.

So, the result has been that I take safety to heart every day at every field and I am as gentlemanly and tactful as I can possibly be so as not to aggravate a customer while at the same time fixing a problem at the field. Generally it is not necessary to scream at or humiliate a person who is violating safety rules, a gentle reminder can usually do the trick.

However, if it is really serious and a nudge doesn't do the trick, it may be necessary to take a more forceful approach or even call in assistance from your club's board of directors.

It is important that we all have the opportunity to fly in a safe environment. I have seen pilots land, pack, and go home to avoid flying with or being around a pilot who is dangerous or drinking and flying. That only allows the standard to be lowered.

I worked for a really smart Major General once who drilled into all of us the fact that if you walked past a problem and didn't correct it, you set a new standard and it was lower.

That same philosophy applies to our flying fields. If any of us observes a problem and doesn't try to fix it, we have told the perpetrator that what they are doing is okay with us.

Complaining to each other about the problem without confronting it only aggravates you and your friends while appearing to condone the activity. Find a way to bring it up or get someone else to do it but don't wait until the next club meeting or tattle to the Safety Officer. It really needs to be fixed at the time of occurrence so it can be discussed, if necessary, between all parties present at the time.

Every accident involving safety should be drilled into your mind and reviewed from every aspect to ensure that you know what caused it, what should have been done to avoid it and what you will do in the future to prevent recurrence.

I had a friend hit in the face with a Taurus and it buried the Enya .60 in his cheek all the way to the carburetor. As it turned out, the injured guy had gone dead stick and was walking across the runway to retrieve his airplane and the other guy was making a low, fast flyby. He was turned toward his airplane and could not see the first guy walking onto the runway behind him. He saw him only as his airplane collided with him.

It was all avoidable! Simple communication between pilots would have prevented the incident. I make sure I loudly call out "On the field" and make sure everyone in the air at the time acknowledges before I walk across the dead line and then yell "Clear" when they can use the runway again.

A second incident involved a man starting a G-62 with a starter and the assistant holding the large aircraft by standing in front of the horizontal stabilizer. As the starter was pressed against the spinner, the airplane moved backward between the holder's feet and simultaneously the engine started. As the man with the starter looked down to put the starter down, the airplane at a high idle moved back forward until it came to rest on the holder's ankles.

The man starting the engine just saw the airplane moving and thought his friend had released the airplane so he tried to reach over the propeller and grab the fuselage to stop the airplane. In the process, he got his forearm in the propeller and got several deep cuts in his arm requiring a trip to the emergency room and several stitches.

I reviewed the incident with an eye toward ensuring it never occurred when I was holding an airplane. The best answer is to kneel or crouch down and hold the airplane with your hands, however many of us are older, heavier, and lazier than others.

What I do now is stand over the airplane with the leading edge of the stabilizer against one ankle and then I place the other foot forward so that the trailing edge of the wing is against the shin. That way, the airplane cannot move back as the starter is applied and cannot move forward when it starts.

If the airplane is big enough or is a biplane, I can stand with the stabilizer against both ankles then bend at the waist and hold the canopy or top wing to stop the airplane from moving to the rear. Restraints are good but they do not stop the airplane from moving back when the starter is applied.

Try to make something good come from every accident. Learn what caused it then plan to prevent it and educate others at the same time. →

## **EDITOR'S PICKS**

From the Camarillo Flying Circus, Camarillo, California

### **Glowplug Problems**

Today's glow plugs are well made products and they should give you good service. Although the life of a glow plug is unpredictable, you should reasonably expect a dozen or more flights out of one. It's always best to follow the manufacturer's specific glow plug recommendations, but if you have an engine that seems to eat glow plugs, the probability is that it is suffering from one of the following three causes:

**Overheating:** A glow plug coil will melt if it gets too hot. Reasons why this happens vary. Sometimes the combination of running an engine wide open with a lean setting before you take the glow plug heater off is too much for the element. Quite often people use a power panel which has a built-in surge feature, which sometimes results in a momentary over-voltage to the plug when the power is first switched on. When a glow plug fails because of overheating, the end of the element wire has a tear drop shape at the break. Sometimes a microscope is needed to see this affect.

**Vibration:** If the engine is soft mounted the element is shaken from side to side with tremendous force. This literally fatigues the metal until it breaks. When you look at the end of the element wire break through a microscope it has a jagged, rough type appearance. The only solution is to increase the rigidity of your engine mount.

**Shockwave:** Most model engines use a steel or brass liner mounted on top of a cast aluminum case. As the engine gets older, the liner flange works its way down into the case and lowers the head with it. When the piston clearance gets too low the increase in compression forces air out of the squish band area with supersonic velocity and the action on the glow plug elements is like when a jet plane zooms over your house and knocks out the windows. The cure here is to raise the head with another head gasket.

Less often reasons why glow plugs sometime fail are:

Cranking the engine when it's flooded sprays raw fuel onto the plug and the droplets beat the element over to the side of the housing where it shorts out.

Another problem that occasionally occurs is that engines sometimes wear abnormally, causing a crankshaft to crack, bearings to fail, or a connecting rod to chew metal off the crank pin. Of course, when this metal goes up and deposits on the plug element, the plug burns out. →

From the Ramblings newsletter, Randolph, New Jersey

## **Take More Chances—Enjoy More Crashes**

By Bob Karasiewicz

As you gain in skills, you will take more chances. For instance, an outside loop with a trainer! Well, you just learned that the typical trainer will not do an outside loop (outside loop—from straight and level flight, push down; go down and around to straight, and level flight again.)

When your trainer has reached the inverted position and is trying to go up while inverted, it either won't climb or falls off to the side. The likely result is a crash. The definite result is a learning experience.

Don't give in to the temptation to blame your airplane, radio, the wind, the sun, or anything else external. The fault lies with your urge to try something new. Congratulations! You are well on your way to becoming an excellent flier.

Now, how does a beginning flier get out of a difficult situation? The answer, my friend—it depends. In the above outside loop situation, the experienced flier would stay in inverted flight and level off. Then either give up to do a half-inverted inside loop, or do a half roll to level flight. This comes with experience—experience in getting out of tight situations. The flier who never gets into a difficult situation—that is, never takes a chance—never progresses.

Is there a general method for getting out of trouble? Yes, only one. Before you try it, think about it and think about things that can go wrong. Remember the “three mistakes high” rule. You might want to discuss your attempts with an instructor beforehand. You definitely want to discuss your new maneuvers with someone more experienced afterward. If only to brag or find out what went wrong.

Oh, one more thing. Please make sure your attempts are safely out over the field, never near the pits. →

