

# Carrier Wave

Newsletter of the Phantom Flyers R/C Club

<http://phantomflyersrc.com>

CLUB OFFICERS	Work	Home
President – Ed White	232-1479	(636) 441-6431
Vice President – Frank Thomas		(636) 394-1546
Secretary – Jan Jansen	234-2459	(314) 921-9420
Treasurer – Dan Sundman	777-9204	(636) 281-0676
Safety Officer – Dave Evans		(636) 332-1980
Boeing Rec Counselor – Mitch Galatioto	234-5141	(636) 447-5484
Field Manager – By Committee		
Chief Flight Instructor - Jan Jansen	234-2459	(314) 921-9420
Activities Committee Chairperson - Dan Abel		(314) 830-0138

Board of Directors:	Work	Home	Send Membership Renewals to:
Ed White	(314) 232-1479	(636) 441-6431	Jan Jansen
Jim Wortkoetter	(314) 777-8953	(636) 947-1034	16724 North Fork Ridge Dr.
Mitch Galatioto	(314) 234-5141	(636) 447-5484	Florissant MO 63034

Send Newsletter Items to:

ED. Dave Evans                      Phone (Home) (636) 332-1980  
4214 Bedford Creek Ln.              Email: editor07@phantomflyersrc.com  
Wentzville, MO 63385

## November 2008

### Upcoming Events/Important Notices

19 November, Club Meeting, Senior Center

6 December, Christmas Dinner, Hatfield's and McCoy's  
Restaurant

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

## 2008 Phantom Flyers Event Calendar

EVENT	2008 DATE	DAY	2008 CD
SNOW FLY	1-Jan	TUE	
CLUB MTG @ SR CENTER	16-Jan	WED	CLUB PREZ
CLUB MTG @ SR CENTER	20-Feb	WED	CLUB PREZ
CLUB MTG @ SR CENTER	19-Mar	WED	CLUB PREZ
CLUB MTG @ SR CENTER	16-Apr	WED	CLUB PREZ
PACK 30 ROCKET LAUNCH	19-Apr	SAT	
ELEC RED BULL RACE/CARRIER/COX	4-May	SUN	JAN JANSEN
CLUB MTG-FIELD	21-May	WED	CLUB PREZ
FLOAT FLY : 9:00 AM -12	24-May	SAT	DON VETRONE
FAMILY BBQ / B-A-P / COX PYLON	<b>To be Rescheduled</b>		
CLUB MTG - FIELD	18-Jun	WED	CLUB PREZ
PATTERN SEMINAR 12 NOON	5-Jul	SUN	ED WHITE
FIELD PREP FOR ELECTRIC FLY	12-Jul	SAT	
CLUB MTG - FIELD	16-Jul	WED	CLUB PREZ
ELECTRIC FLY	19-Jul	SAT	
ELECTRIC FLY	20-Jul	SUN	
CARRIER FUN FLY / COX PYLON	2-Aug	SAT	
FIELD PREP FOR PATTERN CONTEST	16-Aug	SAT	BILL AHRENS
CLUB MEETING - FIELD	20-Aug	WED	CLUB PREZ
PATTERN CONTEST	23-Aug	SAT	ED WHITE
PATTERN CONTEST	24-Aug	SUN	ED WHITE
CLUB MTG @ SR CENTER	17-Sep	WED	CLUB PREZ
ELEC RED BULL RACE/CARRIER/COX	21-Sep	SUN	JAN JANSEN
CLUB MTG @ SR CENTER	15-Oct	WED	CLUB PREZ
CLUB MTG @ SR CENTER	19-Nov	WED	CLUB PREZ
CHRISTMAS DINNER	6-Dec	SAT	CLUB PREZ
<b>REVISED</b>	<b>4-Feb</b>		



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



Meeting Minutes for October 15, 2008

President Ed White called the meeting to order at 7:10 p.m.. There were eight members in attendance.

Tech Session – There was no tech session.

Secretary's report – September meeting minutes were approved as published in the Carrier Wave.

Treasury report – Treasurer's report was approved as presented. Indications are that next year's expenses may be greater than this year's.

Recreation/Mactivities report – Associate member forms must be completed for our associate members. These forms document qualifying reasons for associate status.

Please put your home email address on the distribution list if you haven't already done so. This will avoid any company email abuse issues. Mactivities representative for St. Louis says the company may not renew our flying field lease. Discussions will continue...

Club should place our events on the company Mactivities calendar to foster interest in the club, its events, and club membership.

GSLMA report – No report.

Field Managers report – Club thanks to Donn Albert, Mitch Galatioto, and Ed White. On Saturday, Sept. 27, the three volunteers replaced the rotted wood flooring in the trailer. Ed also bought a new canvas tarp for it. The green mower is down pending replacement of a part. The trailer license must be renewed.

Safety report – No issues to report.

Activity report – The Fun Fly scheduled for Sept. 21 did not occur due to travel on the part of the organizers. The Christmas Party will be Saturday, December 6 at Hatfield's and McCoy's Restaurant, same place as last year. (Note: Pres. Ed White sent out an email on Nov. 17, requesting attendance numbers, menu requests, and suggestions for Model Person of the Year.)

**Old Business** – There was no old business discussed.

**New Business** – Nominations were opened for next year's officers. They include:

Dan Sundman for President  
Frank Thomas for Vice President  
Jim Alberico for Secretary  
Ed Kachman for Treasurer

Nominations will remain open until the November 19 meeting at the St. Peters Senior Center.

Frank Thomas suggested the club look into establishing an endowment or trust to which folks could contribute. No conclusions were reached during the discussion.

The meeting was adjourned at 7:55 p.m..

Respectfully submitted, Dave Evans

MEETING OPENED: 7:00 PM

ATTENDANCE: Aero Pilots, Laf. Esq., Signal Chasers, St. Louis R/C, Whirley Birds

MINUTES: Corrected as follows: In August, it was also decided to conduct Buddy Box training flights on Oct. 4 immediately following the Swap Meet.

TREASURER'S REPORT: Old Balance \$7218.58 New Balance \$7243.72  
Buder Permits Issued in August- 8 Year to Date - 248

WEBMASTER REPORT:

- ◆ GSLMA is seeking a volunteer to take over the Buder Flyers website. If no volunteers come forward within 30 days, then the Buder Flyers site will be consolidated with the GSLMA site.

OLD BUSINESS:

- ◆ Steve Mizerany will contact the Parks Department regarding the need to cut the grass on the R/C field and the entire Control Line area just before the weekend of Sept. 27-28 for Extravaganza and the Control Line contests being held that weekend.
- ◆ John Moll will contact the Post Dispatch regarding an article on Extravaganza in the "Get Out" section.
- ◆ No response yet from Boeing or Energizer re: donations for give-away balsa airplanes for Extravaganza.
- ◆ St. Louis Rocketry will NOT participate in Extravaganza this year.
- ◆ Steve Mizerany will reserve the same room for GSLMA meetings in 2009.
- ◆ Nominations for GSLMA officers for 2009 will open at the October meeting. Elections will be held in November.

EVENT REPORT:

- ◆ Bob Arata reported that several Laf. Esq. members attended the Oshgosh AirVenture event and worked in support of the youth activities.

NEW BUSINESS:

- ◆ None

MEETING ADJOURNED: 7:40 PM

NEXT MEETING: Wednesday, October 1, 2008 at 7:00 PM at the Grand Glaize County Library, 1010 Meramec Station Road.

MEETING OPENED: 7:00 PM

ATTENDANCE: Aero Pilots, Laf. Esq., River City Flyers, St. Louis R/C, St. Louis Rocketry Assn.,  
Thermaleers, Whirley Birds

MINUTES: Approved as published

TREASURER'S REPORT: Old Balance \$7243.72 New Balance \$7278.30  
Buder Permits Issued in Sept. 17 Year to Date - 265

OLD BUSINESS:

- ◆ Nominations for 2009 GSLMA officers were opened. The offices of President and Vice-President are open. Carl Bibbs (St. Louis R/C) was nominated for President. No nominees for Vice-President were put forward.
- ◆ Extravaganza 2008. Steve Mizerany thanked everyone who worked at the event. Special thanks to Carl Bibbs and Troy Von Kloha who worked both days.
- ◆ 2009 Reserve dates for Buder Park: Steve Mizerany asked that clubs get their requests in at the November 2008 meeting if possible or at the December meeting.
- ◆ Extravaganza 2009: There was considerable discussion of the possibility of changing the date to sometime earlier (i.e. August) to avoid the back-to-school activities that start in September. The need for more effective promotion of the event, and ways to do it, was also discussed. It was agreed to take these issues back to the clubs for feedback and take it up again at the November meeting.
- ◆ Financial results from Extravaganza are not yet known. Best guess is that we will about break even.
- ◆ Bruce Weidner explained why St. Louis Rocketry Assn. did not participate in Extravaganza 2008. However, they do plan to participate in future GSLMA events. Due to personal problems, Bruce will be unable to continue as the Rocketry Assn. rep for the next several months. A temporary replacement will be appointed by the Rocketry Assn.

NEW BUSINESS:

- ◆ None

MEETING ADJOURNED: 8:00 PM

NEXT MEETING: Wednesday, November 5, 2008 at 7:00 PM at the Grand Glaize County Library,  
1010 Meramec Station Road.

GSLMA MINUTES

November 5, 2008

MEETING OPENED: 7:00 PM

ATTENDANCE: Aero Pilots, Laf. Esq., River City Flyers, St. Louis Rocketry Assn., Signal Chasers,  
St. Louis R/C, Thermaleers, Whirley Birds

MINUTES: Approved as published

TREASURER'S REPORT: Old Balance \$7278.30 New Balance \$7734.28  
Buder Permits Issued in Oct. 6 Year to Date = 271

OLD BUSINESS:

- ◆ Election of Officers for 2009
  - Carl Bibbs (St. Louis R/C) was elected President
  - No nominees for Vice-President – office still open
- ◆ Extravaganza 2009 – Date was set for June 6-7
- ◆ Everyone joined in expressing our appreciation to Steve Mizerany for the great job he has done as GSLMA President for the past three years.

NEW BUSINESS:

- ◆ None

MEETING ADJOURNED: 8:00 PM

NEXT MEETING: Wednesday, December 3, 2008 at 7:00 PM at the Grand Glaize County Library,  
1010 Meramec Station Road.

*AMA Insider November 2008*

ON THE SAFE SIDE

**Cabbage and Kings**

*“The time has come,” the walrus said, ‘To talk of many things: of shoes and ships and sealing wax, of cabbages and kings ...”*

—Through the Looking Glass (Alice in Wonderland) by Lewis Carroll

Or ... let's talk about safety, which can sometimes be about as interesting as talking about buying insurance or clipping toenails. However, we all know we need to do both from time to time, so let's start with a few thoughts and facts about safety when handling model engine fuel.

I owned a model fuel manufacturing business (“blender” would be a more accurate term) for a dozen years. For 20 years before that, I was involved in blending, packaging, and marketing a wide variety of flammable solvents used in the printing industry. Throughout those three-plus decades, I began to develop a healthy respect for the inherent dangers of flammable liquids—and a concern about the general lack of knowledge among even experienced users.

## **Flammable Liquids 101** (considerably oversimplified in the interest of brevity):

Flash point. Terrible sounding term, conjuring up all sorts of mental images. All liquids classified as either flammable or combustible by the U.S. Department of Transportation (and industry standards) have a listed flash point. Most often, the casual user assumes—incorrectly—that when the temperature of a particular liquid reaches that listed temperature, the liquid is going to explode or at least burst into flames.

Not so. That event would be the auto-ignition point, and in most cases is several hundred degrees F.

Briefly stated, flash point is the temperature to which a liquid must be raised before the vapors can be ignited by a source of ignition (spark, flame, etc.). Vapors—in engines, or in the open—are what actually ignite, not the liquid itself. To put things in perspective, here are the approximate flash points of some common liquids:

Gasoline: 45° F below zero!

Acetone: 0° F

Methanol: 50° F

Nitromethane: 95° F

Model engine lubricants: vary in the range of 350° F to 445° F.

Surprised? I knew you would be. So, as you can see, nitro methane, the baaaad-sounding ingredient in model glow fuel, is actually only about half as flammable as the methanol. The Department of Transportation classifies liquids with a flash point of 100 degrees F. or lower as “flammable;” higher than that as “combustible.” So, if the flash point of nitro were just 6° higher, it wouldn’t even have to carry the familiar diamond-shaped red label, because it would then be classified as combustible rather than flammable. Further, our hot glow fuel is actually far less flammable and dangerous than gasoline. Gas users, please take note! Flash point of typical sport glow fuels is around 60° F vs. the minus 45° F of gasoline.

Typically, people interpret stated flash points backwards ... a high flash point must be the most dangerous, right? Wrong. Here’s a simple memory device you will never forget: flash points are like paychecks—high is good; low is bad.

Modelers typically fly in relatively warm weather, so if the ambient temperature is 60° F or above, glow fuel can be ignited by the presence of a spark or flame. The greater the difference between the flash point and the temperature of the liquid, the greater the danger; because, as the differential increases, the rate of vaporization increases dramatically.

Example: Suppose the temperature of your fuel reaches 90° from sitting in the sun, the back of your car, etc. That would be a 30° differential for glow fuel, but an astounding (and dangerous!) 135° for gasoline. Please, never forget that.

I’ve read reports where modelers had their fuel cans in the back of their vehicles, the starter battery contact points came in contact with the metal, shorted out and caused a dangerous fire. My personal opinion is that model fuel is safer in plastic jugs than in metal. Contrary to conventional wisdom, if the fuel blender has used the proper-type plastic jug, the fuel will remain just as moisture-free as in metal or better!

## **Toxicity 101**

I hesitate to make a broad statement for fear someone will take it as license to do something stupid, but for practical purposes, the most toxic ingredient of glow fuel is the methanol. One of the big reasons is that—unlike many liquids —methanol can be absorbed through the skin, and stated simply, it just ain’t good for you. Ditto inhaling the fumes. No, it’s not going to kill you on the spot, that day, or that month, but try to minimize your exposure. Finally, ingesting it could make you sick, possibly blind or kill you, depending on the quantity swallowed.

Dating back to about the time the earth cooled, methanol (methyl alcohol, referred to as wood alcohol in the dark ages) was always considered poisonous, and my recommendation would be to continue to treat it as such. Having said that, I’ll add that about 15 years ago, the U.S. Department of Transportation decided it wasn’t toxic, and not only rescinded the requirement to put the usual skull-and-crossbones symbol and written warnings on the outer shipping container, but threatened to fine anyone who shipped it that way. Trust me on

that; it happened to a friend, and I had some shipments blocked until we removed the warning on the cartons.

I've been away from the glow fuel business for some years now, but the last time I looked, all the model engine fuel I saw still carried the same warnings on the fuel containers (plastic or metal, inside the box) to encourage users to be prudent. Please heed them.

When it comes to gasoline, I'll do what I wish our politicians would do more often: Admit it when you're not too knowledgeable about a subject. Nearly all my personal experience was with glow fuel, but I don't think I would go very far out on a limb by saying that when it comes to toxicity, gasoline is considerably less of a health threat than glow fuel.

Here's what one source says: "No acute toxic health effects would occur during the normal course of using automotive fuels." Please note the bold, underlined, italicized emphasis. Water is the most essential substance on the planet to sustain life, but if one insists on diving into it and swallowing it, that person will die. Contrary to popular belief, gasoline is not just a single ingredient refined from crude oil. All of it contains varying amounts of many other chemicals, none of which would do your health any favors. Some states require gasoline pumps to carry a warning saying something like, "Gasoline contains ingredients known to cause cancer in certain ..."

That's enough for one session. Anyone who might care for more details, argue with me, or suggest subjects for future columns is free to do so at [FLYERDON@aol.com](mailto:FLYERDON@aol.com). →

## **EDITOR'S PICKS**

*From the St. Paul Model Radio Controllers, Inc., St. Paul Minnesota*

### **Winter Airplane Storage**

Since the snow will be falling very soon, many AMA members may not be flying for quite some time. For those who don't intend to fly on skis, the following suggestions may help to preserve your model over the winter months and allow you to get back in operation quickly when the snow disappears next season.

#### **Airplane**

Be sure to give the entire airplane a thorough cleaning to remove all traces of exhaust residue. Check the covering to be sure that fuel is not creeping under the seams around the firewall and areas around the exhaust outlet, soaking the balsa. If so, make the repairs during the off season while you have some extra time. Check the fuselage and flying surfaces closely for cracks or other damage. Check the servo arms, control horns, clevises, pushrods, and/or control cables for excessive wear or damage.

The airplane can be stored indoors or outdoors in the garage; the constant cold temperatures can be tough on batteries, but otherwise don't seem to cause any problems. The only problem that could occur would be if you stored it in, for example, a workshop that is heated occasionally and then allowed to cool down after use. This could result in damage to the engine because of condensation and probably to the balsa or covering material from temperature changes.

If you store the airplane on a wall, it should not be supported on the nose because this could damage the engine bearings. Support it by the tail structure or similar means. If the wing is removed, do not stand it on end. Support it similar to the way it is normally mounted on the fuselage. Do not leave the weight of the airplane resting on the tires if you don't store it vertically.

#### **Engine**

The major concern regarding engine storage is to remove all the glow fuel from the inside of the crankcase and cylinder to prevent rust formation on the bearings, crankshaft, etc. The best advice is to remove the engine from the airplane, remove the glow plug and backplate, and flush the inside out with a solvent such as kerosene.

While the backplate is off, check it over for signs of rust, bearing failure, etc. After cleaning, generously oil the bearings and the cylinder with lubricant such as one of the after-run oils or Marvel Mystery Oil. After it is well oiled, reinstall the backplate and plug and place it in a sealed plastic bag along with the mounting hardware until next season.



If you decide not to remove the engine, at least remove the glow plug, pour some oil into the carburetor, and spin the engine over clockwise to distribute the oil through the bearings. Add some oil through the glow plug hole, turn the engine over slowly a few more times and reinstall the glow plug. Remove the propeller if it is made of wood. Put a plastic bag over the engine to keep dust and dirt out.

### **Batteries**

Ideally you should cycle the transmitter and receiver batteries and record their capacity for reference next season. It is best to leave them on a trickle charger to maintain a charge during the off season. If this is not practical, try to charge them at least every one to two months. When ready to fly again next spring, cycle the batteries first to be sure they have adequate capacity.

### **Transmitter/Receiver/Servos**

Don't forget to check over the servo wiring and connectors. If there is any sign of corrosion on the connectors, then get them replaced. Also check the output shaft for looseness.

Check the receiver antenna for damage. If there are any doubts, get it fixed or replaced. Extend the transmitter antenna and clean it with alcohol. Collapse the antenna and repeat the cleaning several times. (There are contact fingers inside each antenna section that may become coated with oil, preventing the proper contact between sections, greatly reducing the transmitting range.)

### **Fuel**

If you have fuel left, be sure it is capped tightly and store it in a cool place out of sunlight. Some recommend against storing fuel in very cold temperatures, but I have not had any problems doing this in the past.

### **Starter Battery**

If you have an electric starter hookup, remove the 12-volt lead acid battery, clean the terminals and check the electrolyte level. Add water if necessary. This battery must be charged if stored outdoors during the winter. A monthly charging will keep the battery from freezing and also extend its life.

### **Miscellaneous**

If you have a handful of used rubber bands as I do, throw them out and plan to buy a new box next season. This would be a good time to check your supply of spare glow plugs, propellers, etc., and make up a parts list to replace those used during the summer. If, during your inspection, you run into problems or there is something you are not sure about, call another club member for some advice or suggestions. Make the repairs during the winter and save the warm weather for flying! →

**Please change the dates in the following application to avoid confusion. An updated, 2009, form has not been provided.**

# **BOEING EMPLOYEES' RC MODEL AIRPLANE CLUB**

## **2008 MEMBERSHIP APPLICATION**

**Submit form and membership dues to:**

Jan T. Jansen  
16724 North Fork Ridge Drive  
Florissant, Mo. 63034

**Membership Type and Fee:**

- Regular/Retired            \$50/year x \_\_\_\_ yr(s) = \_\_\_\_\_
- Family (IRS Dependents) \$55/year x \_\_\_\_ yr(s) = \_\_\_\_\_
- Auxiliary (see below)    \$50/year x \_\_\_\_ yr(s) = \_\_\_\_\_
- Nonparticipant/Co-Op    \$ 5/year x \_\_\_\_ yr(s) = \_\_\_\_\_



Select  
One

Note: All new applications received after 01 Jul of this year will receive next year's dues free

\*\*\*\*\* **Late Renewal Fee** \*\*\*\*\* \$15 fee  
(Late Renewal Fee Required if member hasn't paid by 31 Dec of 2007)

Make checks payable to:  
*Boeing Employees' RC Club, Inc.*

**Total Amount Due = \_\_\_\_\_**

**Eligible Member**

**Additional Family Member**

Member Name (Name/Nickname)	_____	_____
AMA Number	_____	_____
Employee Number	_____	_____
Department	_____	_____
Mailcode _____	_____	_____
Work Phone	_____	_____
Home Phone	_____	_____
Street	_____	_____
City, State, Zip	_____	_____
Birth Date	_____	_____
Spouse's Name	_____	_____
Work E-Mail Address	_____	_____
Home E-Mail Address	_____	_____
Can Tow Mower? (Yes/No)	_____	_____
Can Mow Flying Field? (Yes/No)	_____	_____
Radio Frequencies (List all you use)	_____	_____

**Auxiliary Member Only: (\$50 each Auxiliary Member)**  
 Qualification: \_\_\_\_\_ Immediate Family Member\* \_\_\_\_\_ Former Boeing Employee\*\*  
 \*Please indicate relation to member \_\_\_ Parent \_\_\_ Sister/Brother \_\_\_ Non-Dependent Child  
 If immediate family member, please indicate the sponsoring qualified club member: \_\_\_\_\_  
 \*\*Former Boeing Employees are defined as those who either voluntarily terminated their employment or individuals who were previously employed by the company and terminated as a result of reduction in force. In addition, they must have been employed by the company and been active members of the club for which they are seeking associate membership for a minimum of 3 consecutive years immediately prior to their application for associate membership.

<b>For Club Administrative Use Only</b>	<b>Dues Received</b> _____ Date	<b>Current AMA Received/Shown</b> _____ Date
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**My signature below signifies that:**

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

***I understand that my participation in this activity is purely voluntary and I agree to hold Boeing harmless for any and all liability for any injuries including death, which I might sustain while participating in this activity. This release will not affect any benefits to which I am entitled under the Boeing benefit plans.***

Signature: \_\_\_\_\_ Date: \_\_\_\_\_