

# **THE CARRIER WAVE**

## **PHANTOM FLYERS**

### **R/C CLUB**

**ama #393 SAINT CHARLES, MO**



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## **November 2015**

Newsletter of the Phantom Flyers R/C Club

<http://phantomflyersrc.com>

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### **CLUB OFFICERS**

### **Contact Number**

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President - Ed White	(636) 441-6431
Vice President - Herb Johnson	(636) 579-8062
Secretary - Jim West	(636) 387-0804
Treasure - Jim Greenwood	(636) 577-0569
Safety Officer - Dave Evans	(636) 448-4800
Field Manager - Don Grzina	(314) 409-4771
Chief Flight Instructor - TBD	
Activities Chairperson - Jan Jansen	(314) 921-9420

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### **Send Membership Renewals to:**

Jim West

9 Teak Court

St. Peters, MO 63376

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### **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	(636) 447-5484
Dave Evans	Retired	(636) 448-4800

**Phantom Flyers R/C Club  
October 19, 2015 Meeting Minutes**

The meeting was called to order by Club President Dave Evans at 7:00 pm. There were 15 members in attendance. The meeting was held at Mark Twain Hobby Center.

**Secretary's Report**

The September, 2015 Meeting Minutes were approved. Club membership is at 49 regular members. The Secretary has a new phone number: 636-387-0804

**Treasurer's Report**

The Treasurer gave a report of our balance which is positive after paying the lease on the field. The Treasurer's Report was accepted.

**Club Dues**

Raising the Club Dues was discussed. It is getting late in the year and we must consider raising now as members will start renewing soon. A fifteen dollar increase was discussed and generally agreed upon.

**\* A motion was raised and approved to increase dues an additional \$15.**

- Family Membership will be \$140,
- Regular Member Dues will be \$135
- Non Participant Dues will remain at \$15

Per the Bylaws the increase will not be approved until a vote during the next election.

**Field Managers Report**

Mowing Season is officially over.

**Runway Sealing**

- 18 Club Members participated to seal the Runway. WOW - Nice Turnout!
- Many thanks to Don Albert and his Son who donated the use of his truck and time.
- The runway looks great!

**Other Activities**

- The lawn mowers need to be winterized
- The green mower may need an Ackerman bar ( \$73)
- The Tow Strap was used last week. Don Grzina will provide instructions on how to operate the hydraulic bypass valve to release the wheels when the Zero Turn mower is towed.
- We are planning to do the roof in the spring

**Old Business**

Glider Contest was a great success. Twelve people entered.

**New Business**

- The Christmas Party was briefly discussed and needs to be planned.
- Moscow Mill Indoor Flying - May be held on Saturday or Sunday morning , 9 to 10. Only had 4-5 guys mostly last year which is not enough to keep it going.
- Ben Lantermann has a sale at his house on Saturday

**Officer Nominees**

The following Officers offered their service for another year:

- President - Ed White
- Vice President - Herb Johnson

- Treasurer - James Greenwood
- Secretary - Jim West

### Board of Directors

2 Positions are up for election

### Open Club Positions - Volunteers Welcome

- Chief Flight Instructor: Responsible for the oversight of the Club Training Program

Meeting was adjourned.

jjw 11/09/2015

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## From the President's desk (email):

Club,

At the October meeting the club voted in favor *proposing* a dues increase. This does not mean the dues increase is final. It does mean that the increase will be voted on at the November club meeting. If it passes at that meeting, then it will be final.

The proposed increase is \$15 per year. For about the past 4-5 years we have been generally operating the club at about breakeven on income vs. expenses. While this may sound OK, there are reasons this is becoming a significant concern.

- 1) We have postponed two major maintenance cost items for several years and they have become critical.
  - a. We completed a badly overdue resealing of the runway this year.
  - b. Now we need to replace the roof on the pavilion.
- 2) The field lease will need to be renegotiated next year. The last time we did this we held to only a \$500 per year increase in the lease. It is unlikely we will not have an increase again this time, quite possibly (likely) more than \$500.
- 3) We have not been saving any money against the day when we will need to replace a lawn mower or other major item.

I can provide detailed expenses and income to and club member who requests that information. But at a summary level:

We currently have 49 members (which has been typical for the last several years).  $49 * \$120 = \$5880$ . This is the bulk of our income. The pattern contest has been turning a small profit for several years. This year it made \$287.

The field lease is \$5000 per year which is the largest expense. Next is servicing the john (~\$300 per year). That leaves approximately \$600 for operating expenses such as gas and mower maintenance, AMA fees, theft insurance premiums and other minor expenses.

I think you can see why the club treasury has grown only very slowly.

At the October meeting the club voted in favor the propose dues increase. Also, since this is dues renewal time, we are asking folks that if you renew your club membership now, please use the form on the website and pay the provisional \$135 in dues. The \$135 dues level (\$15 increase) will be voted on at the November meeting. If the increase is voted down, and you have paid the additional \$15, it will be refunded to you.

Bottom line is this, we have one of the nicest flying fields in the area - and one of the lowest dues cost of any club in the area (even after the increase). We have held the line on dues increases for at least 6-7 years.

Please attend the November club meeting and make your voice heard on this subject. The meeting will be at Mark Twain Hobby on November 16 starting at 7:00 PM. I hope to see you there.

Ed

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**We only have one event left on the calendar and it is the Christmas Dinner on December 5!**

This means that indoor flying season has started! Check the link that the President sent.

# Indoor Flying at Jeff City

<http://www.jcrcmo.com/indoor-fun-fly-ymca/>

On Wed, Nov 4, 2015 at 12:18 PM, Ed White <[edvwhite4@gmail.com](mailto:edvwhite4@gmail.com)> wrote:

First date is this weekend! Here are the current list of dates:

11-07-2015  
11-21-2015  
12-12-2015  
01-23-2016  
01-30-2016  
02-13-2016  
02-27-2016  
03-12-2016  
03-26-2016

Ed

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## Safety First!

It is known that a club member sustained an injury while attending an RC event, the results of this was 15 stitches! I had a similar injury myself some years ago and also received stitches. Don Grzina sent me an article for the Carrier Wave that should prove very useful!

And....Here's Don!

We heard Jeff Brundt got cut by an accidental throttle command while he was changing batteries. I wrote the attached article for the Carrier Wave. Hope it saves someone else the pain.

Don Grzina

### Safety Tip: Transmitter Throttle Cut

I fly electric aircraft. My smaller (~50" span) electrics do not have "Arm-Safe" plugs. My planes and transmitter are Spektrum equipped. I understand the transmitter should be turned on to capture a

frequency before energizing the Rx, in this case connecting the flight battery, Further, the flight battery should be disconnected before turning off the transmitter.

Confession time: I find that my wrists are frequently in the vicinity of the prop as I install and connect the flight battery. When I perform that function on a picnic table the prop is more often that not pointed at my gut. There have been times that I carried an armed aircraft to the runway with body parts within the prop arc. Each of these bad habits place me at risk of injury and are unsafe. Worse yet, with the Tx hanging from my neck I have twice bumped the throttle with the plane pointed toward the pits endangering others.

We heard at the last meeting about an injury to a club member due to an unexpected motor start. It seems the throttle stick moved unintentionally during a battery removal. The result required stitches.

Recently I discovered my Spektrum DX8 offers a “Throttle Cut” programmable feature. When active, the throttle channel is fixed “off” or dead regardless of the throttle stick position. Throttle cut overrides throttle trim too. Installing/removing batteries or handling the aircraft is safer with the throttle cut active. My new practice is to deactivate throttle cut when the plane is on the runway, and activate it once the plane clears the runway.

I began activating the throttle cut feature on all my active models this past summer. On the DX8 the throttle cut function is found on the model's Function List menu as “Throttle Cut”. The default setting is Inhibited, you scroll to that field, click it, and scroll to a transmitter switch of choice from a menu of seven. I chose “Mix 1” for my airplanes which is up, less likely to be accidentally bumped to deactivated position. The truth is, one of the L/R trim switches, being low profile, would offer even more protection from inadvertent deactivation. Other switch choices are trainer button, gear 0, gear 1, and Mix 0.

I cannot speak for the throttle cut function with glow or gas, but it appears it would move the throttle servo to its full end-point regardless of idle trim. Seems that would close the carburetor and shut down the motor.

Checking the Spektrum line, every radio from DX6 and up has a throttle cut function. All but the least expensive Futaba radios list a throttle cut function, I suspect the same is true of JR radios.

Consider using this safety feature for your electric, glow, and gas aircraft. That extra layer of protection can keep us all safer.

Don

Thanks for the write-up Don!

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Random pictures from 2015!

**Aero-tow demo**



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](mailto:kevcox@charter.net)