

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

October 2008

Upcoming Events/Important Notices

15 October, Club Meeting, Senior Center

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	To be Rescheduled		
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
REVISED	4-Feb		



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



Meeting Minutes for September 17, 2008

President Ed White called the meeting to order at 7:10 pm. Five members were present. There were no new members present.

Tech Session – There was no tech session.

Secretary's report – There were no minutes from the August meeting in the Carrier Wave. No one knew if minutes were taken at the August meeting.

Treasury report – Treasurer's report was approved as presented.

Recreation report – No report.

GSLMA report – No report.

Field Managers report – Repairs are needed for the trailer, large sections of the floor are rotted away.

Safety report – No issues to report.

Activity report – The pattern contest was held 23-24 August. The cost to the club was very close to \$200. Generally we try to break, even but costs for trophies were higher this year and attendance was a down a little. Next year we will search for cheaper options for trophies and other ways to save funds. The Christmas Party will be Saturday, December 6 at Hatfield's and McCoy's Restaurant. There is a fun fly scheduled for this Sunday (Sept 21) and Jan Jansen was listed as the CD.

Old Business – There was no old business discussed.

New Business – There was no new business raised.

The meeting was adjourned at 7:40 pm.

Respectfully submitted, Ed White

Updates since the meeting: Jan was out of town on Sept 21 (so was I) so neither of us knows if there was a Fun Fly on the 21st. Club thanks to Donn Albert and Mitch Galatioto. On Saturday, Sept 27, the three of us replaced the rotted wood flooring in the trailer. I also bought a new canvas tarp for it. Some Notes from the President:

October is practically here and the flying season is drawing to a close. The by-laws say renewals are due in October. Good to do it now. If you forget and let it slide until after the first of the year, you will have to pay the new member fee. Don't forget to get and sign the membership form (in this Carrier Wave and available on-line). Send renewals as directed on the membership application form - to the club secretary – not to me!

The last mower came to find the gate unlocked and open, the mower with a dead battery due to the ignition being left on and flat tire on the new mower. Mowers please keep the following in mind of what is expected besides mowing the field:

- Check the oil level in the mower engine, check the tires, if they need air, they should be at 13 psi
- Trim around the runway and fence. Also we need to keep the weeds in the ditch next to the road knocked down (arrange to get keys to the container beforehand)
- Empty the trash (load the trash bags on the mower trailer when you are returning it. There is a dumpster on the right outside the large building you drive by to get to the mower)
- Check the john and if it needs to be serviced, let me know.
- Please make sure the mower ignition is turned off.

Here are some known service issues that someone (preferably for a change someone other than Donn Albert) can work on if they feel inclined to help the club out.

- I was told the push mower in the container would not start. If someone who can service mowers can take a look at it and try to get it running or let us know if more serious repairs are needed.
- The left light on the trailer is non-functional. The bulb looked good so we suspect a wiring problem somewhere.
- Looks like someone shot the back of the outhouse with a shotgun again. No dents but a lot of paint knocked off. Some rust treatment and touch-up paint is needed.

Last for Everyone - please be sure to lock the gate if you are the last one out.

ON THE SAFE SIDE

Safety Incident Reporting

By Chuck Waller, AMA District VIII

What is a model airplane pilot's worst nightmare? To me, it is the sight of a model aircraft out of control, or with no radio response, heading for a parking lot or spectator area filled with people.

As this unfortunate incident occurs, everyone who sees it starts yelling, "Heads up!" to get the attention of every one at the field and, hopefully, in the parking lot or wherever the airplane is heading. All non-flying pilots are focused on the airplane and do their best to help people get out of the way. The pilot never stops fighting. He keeps the throttle all the way back in case he gets one more command in before the inevitable.

I have personally witnessed this event at least four times and had it happen to me once. Fortunately, no people were injured in any of these events.

So what would happen if we were not so lucky? What happens next when an incident, with or without personal injury, occurs?

Obviously, the first thing is to take care of any injured persons, if there are any. Your club should have a first aid kit available if the injury is minor. For major injuries you should immediately call for emergency services (911) and give them directions to your field. (These directions should also be posted at your flying field.)

Now what do you do next? It is very important at this point to gather as many facts regarding the incident as you can. You should immediately appoint one person as the "investigating" official. This may be the club safety officer or another club officer. It is actually better if the investigating official did not actually witness the incident. This way, his report will not be "clouded" by his own recollections.

Immediately talk to any one who witnessed the event. Make sure to get their name, address, and phone number for future interviews. Take down a statement of events and facts from each witness. Try to do this before the witnesses talk to each other if at all possible. You may want to assign several people to

assist in getting statements at this time. It is very important to take pictures of any damage that was caused to any personal property including autos, buildings, trailers, other models, etc. Do not spare the film! You can always throw out or delete repetitive or nonessential pictures.

As soon as possible, you should contact AMA to report the incident and to request a claim form. Even if the incident results in no personal injury or property damage, all incidents (close calls) should be reported so they can be evaluated for any possible corrective actions.

From the AMA membership manual: During regular business hours (Monday-Friday, 8 a.m. to 5 p.m. EST) please call (765) 287-1256. To report an incident involving serious injuries after hours or on weekends please call (765) 749-9210 or (765) 212-0793.

I sincerely hope you never have this type of incident happen at your flying site, but if it does, keep cool and follow these steps as closely as possible.

Fly safely, and remember to have fun! →

From the Flying Aces, Originally from Air Wars by A.C. Anson

Carve Yourself a Balsa Pilot

You don't have to be a sculptor to use this simple six-step formula to achieve realistic-looking pilots. And you'll get brownie points from some of the scale judges.

(Enlarge or reduce these drawings for different scale pilots. You can substitute blue foam for balsa.)



Step 1: Cut this center template out of 1/4-inch or 1/8-inch balsa or scrap. Note: Only this center section has the nose.



Step 2: All other laminates must conform to the center shape. Start sanding to match.



Step 3: Cut underside of pilot head to begin to approximate neck width.



Step 4: Using finished pilot in Step 6 as a guide, draw outline of face and head on flat face in Step 4.



Step 5: Continue sanding to finish head, neck, and shoulders. Add laminates to achieve full should width. Match drawing in Step 6. Thin nose slightly if using 1/4-inch sheet.



Step 6: Paint finished pilot. Paint on goggles or cut out of bond paper and glue on. Flesh tone comes ready mixed in watercolor tubes at your local art store. Detail lines in dark brown. Hollow-out base of pilot for lightness.



Use same formula for Jet Pilot or antique flier. →

From the Suffolk Aeromodelers, Long Island, New York

How're Your NiCads?

By Ted Brindle

The Nicad batteries that we use in our transmitters and aircraft wear out with time. If you have a battery pack that is more than three years old, you should be keeping a close check on it by cycling every month. If it is five years or older, you should replace it and be sure to properly dispose of the old cells. So, how do we tell the age of our batteries?

Most Futaba battery packs and individual Sanyo battery cells (which most OEM radio manufacturers use) have a two-letter date code stamped somewhere on the pack or cell. The first letter of the code is the year of manufacture and the second letter is the month of manufacture. 1996=A, 1997=B, 1998=C, etc. January=A, February=B, March=C, etc.

If you have a battery or pack with a date code of IB, it was manufactured in February of 2004. Probably still okay but keep a close check on it. The pack in my 8UAF transmitter was ZF, or June of 1995 so I replaced it. I found one pack with a date code of WC which translates to 1992; replaced that one without question. →

TIPS AND TRICKS

Cooling Your Engine

If your engine is running hotter than you would like, how can you cool it down? Most people make the mistake of thinking more is better when it comes to the air inlet at the front of the cowl. This is a common error and, while it seems logical, the reverse is actually true. To properly cool your engine, you need more outlet, not more inlet. You want at least 2:1—preferably 3:1—air out to air in ratio. Otherwise, it makes a dam and the air cannot come into the cowl because it has nowhere to go out of the cowl. If your engine is not cooling properly, try blocking off the other air inlet or opening the belly of the cowl further.

Wing/Tail Alignment

Get an old telescope antenna (the same type as found on transmitters). Use it as an adjustable-length measuring rod to compare critical measurements on airplanes during construction. This can help you compare the distance from one wingtip to the stabilizer and to make sure this distance is equal on both sides of the airplane. This ensures that the stabilizer is parallel to the wing.

—Both from the South Bend Radio Control Club, South Bend, Indiana

Soldering Advisories

Someone suggested that the use of a soldering gun was safer than other types because it would not roll off the workbench and burn you. It should also be mentioned over and over that soldering guns have a very strong alternating current magnetic field around the tip. When brought in proximity to electric motors and servos, this magnetic field de-gausses (demagnetizes) the magnets inside the motors and servos and causes permanent damage.

I have seen several people come to the flying field with a new electric-powered airplane that does not have enough power for flight. When asked if they soldered the wires to the motor with a soldering gun, the answer is usually “yes.”

Also you should never stick the tip of a soldering gun into the airplane’s radio compartment while soldering pushrods and etc. as it will presently damage the motors inside the servos.

If you must use a soldering gun, you should stay well away from electric motors and servos, meaning at least 24 inches just to be safe

—From the Rogue Eagles RC Club, Medford, Oregon

Those Handy LEDs

Those ubiquitous light emitting diodes (LEDs) are so handy they need to be used in even more places. Every RC transmitter should have a prominent red one on its faceplate to greatly reduce the incidence of switches being accidentally left on. And you can also use one exposed up front in your ship to assure that your receiver is or is not turned on. All you have to do is plug one into an unused channel on your receiver. And for the coil protection on a spark ignition system, a red “on” LED up front is useful as well. Not all wall chargers have them but they should! Dubro Ni-Starter chargers have handy LEDs, but for some reason I’ve had two of them fail. The chargers still work, but the LEDs stutter and kick off. Disappointing.

—The Central Coast chapter of the Society of Antique Modelers, California

Second Annual Indianapolis Area Swap Meet & Hobby Expo



SATURDAY, OCT. 18, 2008
9 AM TO 2:30 PM
INDIANA STATE FAIRGROUNDS
(38th Street at Fall Creek Blvd)
INDIANAPOLIS, IN



- All modelers, vendors, and clubs are welcome.
- 18,000 square feet of space.
- Easy unload and loading access.
- Food concession on site.
- Vendors can setup on tables starting at 7:30 AM.

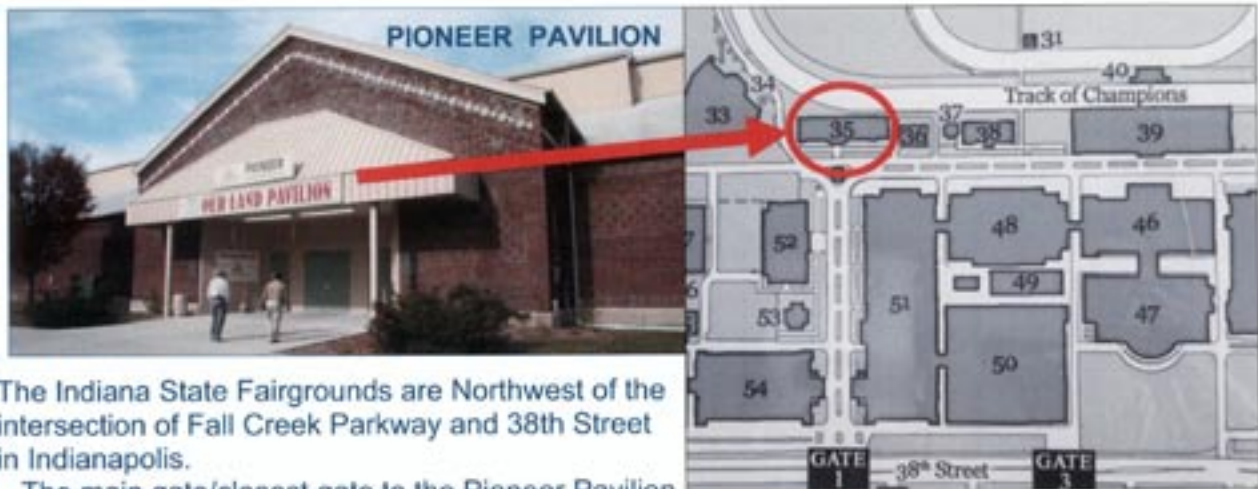


- Tables (8 feet) \$15 ea.
- Admission* \$5 adult, children 12 & under free.
- For event information, contact:



Dave Hampton: (317) 826-9118
Email: indyswapmeet@ameritech.net
Vendor forms: www.Indyadmirals.org,
see swap meet section





The Indiana State Fairgrounds are Northwest of the intersection of Fall Creek Parkway and 38th Street in Indianapolis.

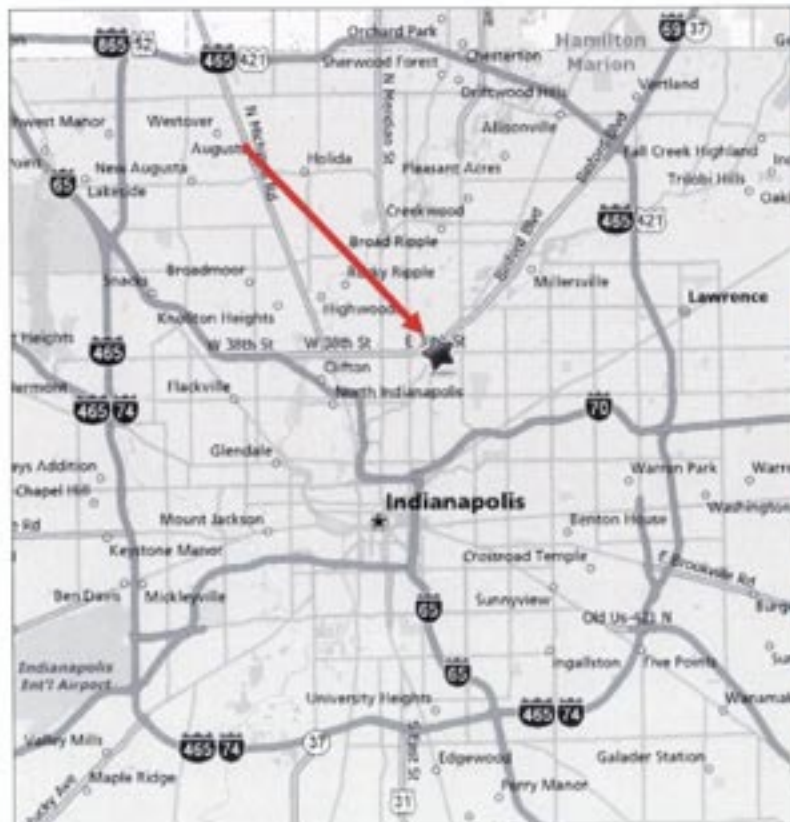
The main gate/closest gate to the Pioneer Pavilion is Gate #1 on 38th Street which is one block west of Fall Creek Parkway.

The Pavilion is located on the north side of the roundabout at the end of the street entering the fairgrounds. There is ample parking near the facility.

Unloading and loading may be accomplished at the west end of the pavilion.

THERE IS A NORMAL \$3 CHARGE FOR PARKING ON THE FAIRGROUNDS

BUT PARTICIPANTS WHO PRE-RESERVE AND PREPAY TABLES BY THE DEADLINE WILL BE SENT A FREE PASS TO THE FAIRGROUNDS AND WILL ALSO RECEIVE FREE ENTRY TO THE SWAP MEET AND EXPO.



From Northeast (I-69) take Binford Blvd southwest to the fairgrounds. (It becomes Fall Creek Blvd.)

From Northwest exit I-465 onto Michigan Road (south) to 38th St, turn left onto 38th and go East to fairgrounds.

From East, stay on I-70 to the Keystone exit, go north to 38th Street, turn left to Gate 1.

From West, from I-465 take the 38th Street exit and go east to fairgrounds.

From South, take I-65 into town, bear right onto I-70 East and exit I-70 at Keystone. Follow directions (above) for people coming from the east.

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.

For Club Administrative Use Only	Dues Received _____ Date	Current AMA Received/Shown _____ 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: _____