

Carrier Wave

Newsletter of the Phantom Flyers R/C Club

<http://phantomflyersrc.com>

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Board of Directors:	Work	Home	Send Membership Renewals to:
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June 2008

Upcoming Events/Important Notices

18 June, Club Meeting, Flying Field

5 July, Pattern Seminar, Flying Field

16 July, Club Meeting, Flying Field

19-20 July, Electric Fly, Flying Field

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



Minutes May 21 2008

Vice Pres Frank Thomas called the meeting to order. Ed White joined us a little later.

New members: Mike Lammers is new to the club.

Secretary report was approved.

Treasurer report approved.

Tech session this month. None.

Activity report: Mitch is missing the activity lunch ! Volunteers found to take his place.

GLSMA. No report.

Park Pilot discussion:

Background: AMA has instituted a new membership type, Park Pilot. The Park Pilot program details can be found in the last carrier wave. The membership limits pilots to electric or other quiet models. Model weight of 2 lbs and model speed capability to 60 mph. Requirement to change the by laws and the safety rules were discussed.

Safety issues were discussed. The possibility was brought up that some electric pilots joining might be experienced pilots but unfamiliar with operating under the safety rules we have due to limited experience with any clubs. This discussion revealed that many in the club have not reviewed the Safety Rules for awhile.

A motion to accept the AMA Park Pilots was approved by the club members. The Field Use and Safety Rules were to be updated to include wording restricting Park flyers to the limitations spelled out by the AMA. New club membership cards will show the Park Flyer status if applicable. Membership will be the same in all other aspects, such as dues and voting rights.

Due to the revelation that our safety rules have not received full attention lately we will print the safety rules in the next Carrier Wave. We will also initiate safety orientation for new members.

Club roster, or the lack thereof was discussed.

We will put out a club roster and post it on the web site. On the roster will be home phone number. We will also have a paper version of the roster.

Field work party on Saturday, May 31. The primary objective is filling runway cracks.

Safety Report from Dave Evans. Nothing to report.

June 8th barbecue delayed. No new date set.

New Business:

**PHANTOM FLYERS
RC MODEL
AIRPLANE CLUB
ST. LOUIS, MO**

**SAFETY & FIELD
USE RULES**

**AUTHORIZED AND PUBLISHED BY THE
BOEING EMPLOYEES' RC MODEL AIRPLANE CLUB**

REVISED May 2008

**SAFE FLYING
IS NO
ACCIDENT**

Everyone is hurt when a careless action causes an accident. Most modelers will react favorably and will comply with Safety Rules if the modeler is given factual information. This booklet provides specific Safety Rules and requirements for safe flying. Follow these Rules and requirements for safe flying. Follow these Rules and you will save your hobby, save your airplane and maybe save someone from serious injury. Protect your right to fly!

SAFETY & FIELD USE RULES

THE FIELD SAFETY OFFICER OR ANY CLUB MEMBER SHALL HAVE THE AUTHORITY TO ENFORCE THE RULES HEREIN. IN MOST CASES, A SIMPLE WARNING WILL REMEDY A SITUATION. HOWEVER, IF A FLYER DELIBERATELY REFUSES TO COMPLY WITH A SPECIFIC RULE, THE SAFETY OFFICER OR CLUB MEMBER MAY REPORT THE FACTS TO THE CLUB PRESIDENT. THE INCIDENT SHALL THEN BECOME CLUB BUSINESS FOR DISCUSSION AND APPROPRIATE ACTION AT THE NEXT REGULARLY SCHEDULED CLUB MEETING. FLAGRANT OR REPEATED VIOLATION OF THE SAFETY & FIELD USE RULES IS GROUNDS FOR ACTION BY THE CLUB UP TO AND INCLUDING THE REVOCATION OF FLYING PRIVILEGES.

- 1. The official AMA Safety Code and all Safety Rules contained in the AMA official Model Aircraft Regulations shall be applicable to all flying at the field. In situations where specific guidance is not provided, sound judgement must prevail.**
- 2. The Safety & Field Use Rules furnished herein may be changed with the approval of proposed changes by majority vote at a club meeting.**
- 3. While on the field, all flyers must have in their possession their current AMA License, Club Membership Card, and FCC License (if required).**
- 4. All flyers shall be members of the Boeing Employees' Radio Control Model Airplane Club, Inc. Any club member may sponsor a guest flyer(s). No guest flyer may be sponsored more than 3 times each year. Open events involving fliers sponsored by the Club, and guest fliers must have in their possession their current AMA and FCC License (if required) and must comply with all Safety & Field Use Rules.**
- 5. All flyers, both members and guests, must have current AMA membership and must operate models within the limitations of that AMA membership. AMA Park Flyer members may operate models only within the limitations of the AMA Park Flyer membership.**

6. Radio controlled aircraft activity have absolute priority use of the field.
7. No engine operation will be allowed between sunset and 8:00 a.m. For contests or other special Club activities, these requirements may be waived by the Contest Director or the President.
8. Spectators are only allowed in the pit area or on the flying field when escorted by a Club Member. Children shall be allowed in the pit area only if closely supervised. Children shall not be allowed on or near the runway at anytime, unless they are trained and qualified fliers. Do not allow children to wander unescorted at anytime.
9. Animals must be restrained.
10. No flying of any sort shall be performed from, into or over the hazard area. The hazard area includes the pit, spectator, and parking areas. (See Figure 1)
11. Deliberate flight over the pit, spectator, or parking area is prohibited. Low passes and touch and goes shall be conducted in cooperation with other flyers and in such a manner as to prevent hazard to other flyers and spectators
12. Under no condition shall a transmitter be turned on before your membership card has been placed in the appropriate spot on the frequency control board. Remove your membership card from the rack after turning off your transmitter.
13. After acquiring the radio frequency as defined in Rule 11, turn on transmitter and observe aircraft in operation for abnormalities. If none, proceed to start aircraft in a safe manner. If you observe any aircraft experiencing abnormal operation after radio turn on, shut off your transmitter immediately.
14. All airplanes must be physically restrained when the engine is running while the airplane is in the pit area or on the taxiway behind the pilot's line. Taxiing onto the runway is allowed forward of the pilot's line. When retrieving an airplane from the runway, the engine shall be stopped prior to crossing the pilot's line when returning to the pit area.
15. Do not stand in line with a spinning propeller.
16. A supervised transmitter impound shall be employed during contest activity or other activity when so designated by the Contest Director.
17. When frequency sharing is necessary, possession of the frequency shall be limited to 20 minutes.
18. Models shall not exceed 98 dB at 9 feet. A noise waiver maybe requested using the clubs noise waiver process.
19. Models shall be parked in the pit area. Keep walkways clear.
20. Prolonged ground running of engines, e.g., break-in, will be conducted away from the pit area.
21. Engines started and/or operated in the pit area must be positioned to prevent exhaust, oil, dust and dirt from being blown on spectators, other models, equipment, and/or parked cars.
22. All runway activities including takeoff, landing, touch-and-goes and model retrieval shall be clearly and loudly announced to the other pilots on the pilot's line. (i.e. "on runway", "runway clear", etc.)
23. All pilots must stand on the pilot's line on the downwind side of the taxiway. (Not on the runway, taxiways, or the opposite side of the runway.)
24. Take-offs (including hand launches) and landings shall be forward of the pilot's line. Before crossing the runway to place or retrieve a model, the flyer will (1) ascertain there is no other immediate traffic and (2) advise any other flyers of your intentions. (See also Rule 20)
25. Turns after take-off and during approaches to landings shall be conducted so as to prevent flight over the pits, spectator, or parking area.
26. Careless, reckless, or dangerous flying shall not be permitted.
27. Glider/sailplane launching devices may be utilized only in full cooperation and full cognizance of all flyers at the field.
28. Under all circumstances avoid flying in the proximity of low-flying full-scale aircraft. If in doubt of the path of the full-scale aircraft, land your model and wait until it is safe to resume flight. All flyers must warn each other of

approaching full-scale aircraft.

29. When an approaching model appears to be potentially hazardous to flyers or spectators, any observer(s) will loudly and clearly warn others of the danger.
30. The flyer of a “dead stick” model shall loudly and clearly warn other persons of the situation. Landing priority will be given immediately. (See also Rule 21)
31. When a model experiences suspected radio interference, the pilot, or his/her helper, shall loudly and clearly warn other flyers of the situation. Landing priority shall be given immediately to the flyer/model experiencing the difficulty. (See also Rule 21)
32. No more than two persons (preferably one) shall retrieve a model on or near the runway. Do not allow unqualified persons to retrieve or help retrieve a model stopped on the runway. When retrieving a model on or near the runway, be extremely cautious and aware of approaching models. It is very difficult for the flyer making a landing approach to see a person on or near the runway. Observers/helpers shall warn persons on or near the runway of approaching models. (See also Rule 21)
33. No vehicles shall be driven onto the flying field forward of the safety fence. (Exception: field maintenance vehicles.)
34. During periods of field maintenance and grass mowing operations, every consideration for safety will be given. Do not make low passes or touch and go landings when the mower is in the vicinity of the runway. Keep the grass cutter advised of approaching models, particularly during take-offs and landings. Grass cutting shall have priority.
35. Do not litter on the field. Place all trash in the provided barrels.
36. The shelter will not be used as a pit area. Equipment may be placed in the shelter during inclement weather and for assembly.
37. All gasoline powered aircraft must have a properly rated fire extinguisher in the pit area that is provided by the owner of the model.
38. Prior to first flight of an airplane (or significant rework), the airplane should be inspected by someone other than the owner.
39. Powered Aircraft must have rounded prop spinners or blunt face hubs such that no propeller shaft threads protrude.
40. The last person to leave the field is responsible for locking the field.





YOU'RE INVITED!

The 2nd Annual Jet Rally

WORLD CLASS

Display of Turbine Powered Jet-Aircraft!

"Newly Paved 42' x 600' feet runway with 100 feet run-off"



June 19th thru June 22nd

9:30 am until Dark

Announced by air-show favorite

"Dale Morgan"

Plenty of Parking Space, Food and Beverages available for Purchase!

Pilot registration on Site, \$40.00 landing fee includes pilot lunch!

COME AND JOIN US and DON'T MISS the FUN!

PUBLIC WELCOME! \$3.00 PARKING PER CAR!

The Airfield is located at Eureka Missouri.

Flying site 42 x 600 ft. paved run-way with 100 ft. run-off in the middle of 1,200 acres of farmland.

DIRECTION TO THE FIELD:

Take 1-44 to Exit #264, Go South on Hwy 109 3/4 mile to Augustine Road, Turn left on Augustine Road And go 2 miles to the airfield.

Handicap Accessible

Picnic Tables, Shaded Bleachers, Electricity and Port-a-Potty's available.

OVERNIGHT CAMPING ALLOWED!

24' x 40' pavilion with ceiling fans

Plenty to do in the area...

Six Flags, Riverboat Casinos,

Shopping Malls within 30 minutes..



Patrick Frost CD / Alec Salt Asst. CD

For Additional Information Visit: www.gateway-jets.com

And for more information about the facility please visit:

[St. Louis Radio Control Flying Association website @ www.slrca.com](http://www.slrca.com)

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Schaefer's
Hobby Shop



Help us be a good neighbor, please observe the 25 - 30 MPH speed limit on [Augustine](#) road, Thank You!

Results Of The 2008 Float Fly

Text by Don Vetrone, Photographs by Dave Evans

Since we only have a one day window for this event, the weather is always a major concern. This year's event started under cloudy skies with a steady east wind, brisk, but manageable. That held until about 11:00

AM, when the wind changed to lighter, and westerly. Also, some very dark clouds appeared on the western horizon, a promise of some more rain. At 11:30 the rain came, ending the event. It was good that we added 30 minutes at the front end, so we still have 2 ½ hours of flyable time.



As I feared, the number of pilots and planes was less than previous years. The price of gasoline, the impending bad weather, holiday conflicts may all have taken their toll. Nonetheless, six pilots brought seven planes (two electric), and there were only a few times that someone was not flying. The crowd was smaller, too, but seemed more interested in details about the planes and the hobby.

The six dozen balsa gliders provided by Mark

Twain Hobbies disappeared into the hands of the kids in short order as usual. Thanks, Dennis. Ron Ard's little electric dragon fly kept the kids' interest after they had given the gliders a workout.

Jim Greenwood had some bad luck with his Duelist for the second year in a row. After a beautiful



flight, and good landing, his plane hit one of the poles that mark the swimming area, doing considerable damage to the wing. Jim then made a couple of really



nice flights with Dice Cowger's Pete-N-Poke.
Russ Watts (Spirits), Bob Smaglik, and Don Vetrone



logged about 15 flights on their planes. All were "taxi-backs" until late in the day when Don's Uproar did not want to steer and ended up against the diving platform. Shortly after, Russ' Stick also had steering problems and ended up having to be rescued.





Dan Stander (St. Louis R/C) had two electric models, one of which broke the motor stick in flight, but he managed a dead stick landing to get it back to shore with all the pieces.



Thanks to Rick Allman and Bob Goulding for providing the rescue boats and keeping the lake clear for the event.

In addition to those mentioned above, many thanks to the following members who helped set up, take pictures, act as spotters, and answer questions: Ron Ard, Mark and Sandy Clayton, Harold Clement, Dave Evans, Patrick Loveless, Mike McCarty, Cory Moore, Bill Moran, Craig Pailer, and Marcus Tetzlaff. If I have omitted anyone, I apologize.