

Carrier Wave

Newsletter of the Phantom Flyers R/C Club

<http://phantomflyersrc.com>

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March 2004

Upcoming Events/Important Notices

**March 24, Club Meeting, St. Peters Senior Center
108 McMenemy Road, St. Peters, MO**

Take I-70 to Mid Rivers Mall exit, turn South. Turn right on McMenemy Road (at MacDonalds restaurant) Senior Center is about .2 of a mile down on left

In this issue:

- Swap Meet Report
- GSLMA minutes
- Soaring - Thermals



Some days you get the light pole,
some days the light pole gets you.

NOTES FROM THE EDITOR

The cool photo of the Japanese F-15's in the Carrier Wave last month came from Jeff Brundt. Jeff also sent the light pole picture on the first page (along with the comment "Been there, done that.") And,... it's a Gee Bee on floats!

Thanks Jeff!



SWAP MEET REPORT!

The Swap Meet was held on March 13. We had to move from Boeing to another facility because of security issues. That means we had to pay for the facility. The good news is we more than doubled our floor space. But we also had to pay to rent tables. In order to offset these new expenses, the format of the meet was expanded to be an exposition and swap meet. Getting past all the details, the bottom line is:

- **We had the second highest attendance since we have records** (highest since 1998).
- Despite the significant additional expenses, **our income from the event was almost exactly the same as last year!**
- **Most importantly we established a growth future for this event at this location.**

Personally I was thinking it would be OK if we made much less money this year, even none would be OK, if we could just show growth potential for this event.

When you see Phil Moore, thank him and congratulate him for a GREAT job!



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



Meeting Minutes, February 25, 2004

President Herb Johnson opened the meeting at 7:00 PM with 34 members in attendance.

Treasurer's Report – Gary Luebbert's report was accepted as presented.

The 2004 proposed budget was reviewed at the meeting and contains major items for gravel for the parking lot, resealing the runway, general field maintenance and funding for selected contests/events. After discussion by members from the floor, the budget was voted on and accepted. The detailed budget is available to club members upon request.

Secretary's Report – Minutes of the January 2004 meeting were accepted as written.

Recreation Report – No activity to report.

GSLMA Report – Bill Ahrens gave a brief activity report for Charlie Bonney.

Field Manager's Report – Herb reminded the club that no one had volunteered to be Field Manager so for the time being it will be done by a committee of several of the officers. Volunteers are still needed to support the club. Mitch passed out a preliminary mowing schedule and tractor-towing list for corrections/modifications. Some members expressed that the field parking lot was in bad shape due to the weather this winter.

Safety Officer's Report – No report.

Activities Report – Dan Abel gave a report on the upcoming Expo. Stated many clubs were being contacted for the event. He also stated that Greg Pugh and Steve Cross, and the Spirit of St. Louis RC Club members were doing an outstanding job in this joint sponsorship of the Expo.

Old Business – Bill Ahrens announced the fuel order was complete and received club approval for the treasurer to pay for the fuel and transportation. This advance will be returned to the club as the members pay their individual order.

New Business – Phil Moore gave a report on the Fort Zumwalt South High School facilities for the Expo. It was announced that Gary Alexander is moving out of the area and so can't continue as Carrier Wave editor. Ed White will handle the newsletter for now but requests that someone else volunteer to take on this job for the club.

Charlie Baker gave an outstanding Tech Session presentation on the difference in competition requirements between the various levels of AMA and FAI scale. He and 5 other competitors plus a team manager will travel to Deblin, Poland this summer to represent the United States at the FAI scale world championship competition.

The meeting was adjourned at approximately 8:30 PM.

Respectfully submitted,

Jim Arnac

GLSMA MINUTES

MARCH 3, 2004

MEETING OPENED: 7:00 PM

ATTENDANCE: Aeropilots, Balsa Busters, Lone Eagles, Boeing Phantom Flyers, St. Louis R/C, Signal Chasers, Thermaleers

MINUTES: February Minutes approved as written

TREASURER'S REPORT: Old Balance \$4683.25 New Balance \$5045.10
2004 Buder Permits Issued in February – 52

OLD BUSINESS:

- Officer Election: Dion Cini (AeroPilots) was elected Vice President of GSLMA for 2004.
- Club Flying Site Map: Only St. Louis R/C and Signal Chasers have submitted the location information requested in February. All other clubs are requested to do so by the April meeting. Also, please include a web site address if your club has one.
- John Moll found a pre-built, weatherproof Bulletin Board at a cost of \$273.00. After some discussion, it was decided to keep looking for a cheaper alternative.
- Buder Park Reservation Dates: We have some conflicts among dates requested for May and for June. Steve Mizerany will work with St. Louis County Parks to try to work them out.
- Confirmation of AMA insurance coverage for George Winter Park for 2004 has been received.

NEW BUSINESS:

- Buder Park: Flying surfaces at the R/C field are buckling and checking from the winter weather. All clubs are asked to take a look at ALL of the asphalt and come back to GSLMA with recommendations on what needs to be done to put these surfaces back in prime condition. It is believed that the damage is too severe to fix with crack filling and sealer. Also, all clubs are asked for any recommendations for a contractor who does asphalt work. Call Steve Mizerany at 636-225-1076.
- The possibility of a Float-Fly at the Grand Basin in Forest Park was discussed. Steve Mizerany will work with St. Louis City Parks Department to try to arrange a date sometime in April or May 2004.
- The Boeing Phantom Flyers/Spirits of St. Louis R/C Swap Meet will be held at Fort Zumwalt South High School: 8050 Mexico Road, St. Peters, MO, Saturday, March 13, 2004.
- Bill Ahrens (314-961-2817) is the new GSLMA rep for Boeing Phantom Flyers effective immediately replacing Charles Bonney.

MEETING ADJOURNED: 7:45 PM

NEXT MEETING: Wednesday, April 7, 2004 at 7:00 PM in the East Room of St. Louis County Library on Lindbergh Blvd.

At the February Club Meeting, former club member Charlie Bake did a great presentation on scale airplanes. Charlie will represent the U.S. at the upcoming Scale World Championships to be held this summer in Poland. Charlie is one of three builder/flyers representing the U.S. in RC scale (3 competitors in control line scale will also represent the U.S.). Charlie's plane, the Rawdon T-1 is shown below. He built the plane from his own plans. It duplicates the full scale aircraft which is based at Creve Coeur airport.



Best Wishes from the club Charlie!

SOARING: Thermal entry, escape, and recognition

You know a thermal is basically rising air. To take advantage of this knowledge, you first need to have an airplane that flies reasonably well “hands off.”

Good thermal recognition requires you to detect the slightest rise or fall in our sailplanes. Many a thermal has been missed by pilots who are too heavy-handed on the stick in search of a thermal. Also, an airplane with a tendency to fly in a shallow left or right bank makes recognition more difficult.

I’m not talking about the ability to find a “boomer” thermal but the ability to find the hint of one. Anyone can find the “boomers,” but the Sailplane bloodhound can catch the slightest whiff. This often is the difference between first and third place. The edges of thermals are not well-defined. If you can find the edge, you can find maximum lift.

Don’t search for thermals constantly. Don’t panic if you’re in some sinking air. Better pilots will resist the temptation to turn the airplane every four or five seconds. When you come off the line, allow the airplane to fly straight for at least 15 seconds unless you launch right into a thermal. This allows the airplane to cover ground away from you. You launch into the wind anyway. After four or five circles, you don’t want the airplane so far downwind that it takes a lot of work to get it back. Thermals are easier to work with if you work them upwind.

I have seen airplanes do several things when they encounter a thermal but will only mention a few of the important ones. A big thermal needs no explanation. Even if you’re a new pilot, believe me, you’ll know when you’re in one.

- 1) Watch the horizontal stabilizer. It rises when encountering a thermal, more so than the wing, and especially in weak or edge thermals.
- 2) Watch the wing tips. They often will bobble. The airplane goes through a series of rapid, but small, left and right roll gyrations.
- 3) Watch for an unexplained turn. Often a thermal will pull an aircraft toward it. This is further evidence of the rotating nature of a thermal.

So when do you launch? Don’t launch when the wind is picking up. You probably just missed a thermal. Wait until the wind subsides a little and let the airplane go. Be observant to subtle changes in air temperature. Sometimes, you’ll notice a puff of cool air. This is thermal wind. When or if you feel a cool puff, launch the airplane. Be patient! I have a tendency to release my airplane as soon as possible, especially when using a hi-start. If you can, wait a minute; it can really pay off.

Look down field. If you’re lucky, your field has trees at the far end. Optimally, a thermal will generate upwind of you. Those downwind at launch time are useless. The trees often will swirl. Straight line wind is one thing, but when the trees swirl or move haphazardly, they are probably in the midst of a thermal. If that’s the case, launch your airplane.

Entry

When you encounter a thermal using what you just learned, ask yourself this: “Is the thermal to your left or right and do you feel lucky?”

Here’s what you do. Turn left and begin a nice large arc. If the airplane does not climb, one of two things has occurred: You missed it entirely or it’s on the other side. Continue your turn, straighten it out after 270° and begin a right-hand turn. The 270° is important. If you complete the turn and then initiate the right turn, the thermal has probably blown past your airplane and is now behind it. This basic pattern is based on a wind of about 7-12 mph.

The maneuver looks like a figure eight. You also have made efficient use of time and energy. Your first entry into a thermal should be smooth with the wings banked no more than 30°. Entering a thermal is a multi-staged event. The early stages must be smooth and controlled. Once you establish the strength of the thermal, you begin to work it.

Recognition, entry, and establishment should take about 30 seconds to one minute depending on thermal strength.

Escape

Sometimes, no matter how hard you try, you can't stay in the thermal. It happens to the best of us. Don't panic and don't sweat it. Some veteran pilots feel that escaping from a dead thermal is more important than finding one. Here's what you do.

Decide when to get out. This is subjective. I've seen thermal recovery from as little as 20 feet off the ground. Turn the airplane into the wind and fly hands off, as though you were starting from the launch release. I determine a thermal is dead when I cannot gain altitude and have been losing it steadily for 30 seconds. Your mileage may vary.

There is no substitute for practice. Most Sailplane pilots require two to four seasons before they master those techniques.

Don't get discouraged. I jokingly called this sport "The Hiking and Sailing Club." You do a lot of walking.

Sometimes the thermals are just bad. I have no formula for that; it all depends if you're happy just gliding around or not. This is usually when I quit and go home.

Keep the nose clean and your wings level!

from Miss Information
Michigan International Soaring Society
Norm Sorensen, editor
Detroit MI

Laughter is lighter than air

A pilot was sitting in his seat and pulled out a .38 revolver.

He placed it on top of the instrument panel, and then asked the navigator, "Do you know what I use this for?"

The navigator replied timidly, "No. What's it for?"

The pilot responded, "I use this on navigators who get me lost!"

The navigator proceeded to pull out a .45 and placed it on his chart table.

"What's that for?" the pilot asked.

"To be honest, sir," the navigator replied. "I'll know we're lost before you will."

from *Space City Crash*

Space City R/C

Mike Crotts, editor, Houston TX

Modeling quote of the month

You know you're a real modeler when you arrange your shirts in the closet in two groups—the ones with CyA glue spots and those without.

from *Space City Crash*

Space City R/C

Mike Crotts, editor, Houston TX

From: Ed White, Mailcode S245-1260

Boeing

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