

The Carrier Wave



PHANTOM FLYERS ***R/C CLUB***



ama #393 SAINT CHARLES, MO

July 2026

Phantom Flyers R/C Club Newsletter

CLUB OFFICERS

Contact Number

President – Jim West	(618) 498-9058
Vice President – Jan Jansen	(314) 285-4286
Secretary – Ed White	(636) 219-2255
Treasurer – Don Grzina	(636) 233-0193
Safety Officer – Larry Anderson	(636) 233-3086
Field Manager – Don Grzina	(636) 233-0193
Chief Flight Instructor – Ed White	(636) 219-2255
Event Coordinator – Dan Abel	(314) 707-0138
GSLMA Representative – Harold Weaver	(636) 346-4761

More information: phantomflyersrc.com

To join or renew membership go to phantomflyersrc.com/membership/

Board of Directors:

Phone

Ed White	(636) 219-2255
Dan Sundman	(314) 749-4029
Jan Jansen	(314) 285-4286
Kevin Cox	(314) 303-0259

Contents

Club events
Meeting Minutes
July 12 Glider Contest Results
Name the Plane
Location Devices for Model Airplanes by Richard Jenkins

Club Events

Club Meeting: The next club meeting is scheduled for July 20 at the field 6:30pm.
Glider contest to continue through October on first Sunday of the month.
Open House scheduled TBD.
Meet Me in St Louis Pattern Fly July 24-25.

Phantom Flyers RC Club Meeting

Phantom Flyers RC Club Meeting Minutes June 15, 2026

Attendees: The meeting was called to order by President, Jim West at 6:PM at the field. Members present were: Dan Abel, Tom Albers (new member), Kevin Cox, Jose Espinoza, Bill McMenamy, Wes Wallin, Jim West, Ed White

Tech Session: Mishap investigation. Free Wing F-4 Phantom lost elevator control. Investigation still ongoing. But a similar plane (F/A-18) had a known issue with elevon servos that would come loose inflight.

Secretary's Report: There were no questions or changes to the May meeting minutes published in the Carrier Wave. We currently have 37 members.

Email from the FAA to renew my registration. I contacted AMA to ask about renewal of our 7711-1 Airspace Authorization that expires 26 Sept. That process is now started and AMA expects it will be completed well before the expiration date.

Treasurer's report: There were expenses of \$232.46 paid for mower fuel, servicing the john, and belts for mowers and renewal of the website domain name. The bank balance stands at \$12,125. **The club operating budget for 2026 was reviewed and discussed by the members present and approved.** The approved operating budget does not include any funding for runway sealing. That was separated out and will be discussed below under the field manager's report. The operating budget, which was largely the same as the budget from last year (less runway repair costs). One notable difference is the cost of having the club website is usually purchased in 3-year increments for cost savings. This year is a renewal year so the budget included additional cost for renewal of the website for another 3 years at approximately \$460 (total for 3 years).

As a practice we do not publish the detailed budget and actuals in the Carrier Wave because the Carrier Wave is available to non-members. ***Be aware, the detailed***

budget and actuals data is always available to any current member at any time upon request (send a simple email request to the President, Treasurer or Secretary).

An important item that all of us will need to confront. Our current membership level does not provide sufficient dues income to cover the field lease and other expenses. We have some safety net now. But our expenses have been increasing and we have stuck with our current dues level for at least 6 years. Just to keep up with inflation, the equivalent of \$150 in 2020 is \$195 today. The increase in our budgeted expenses show this increase rate almost exactly. We have several options. We can use our safety net to increase membership fees gradually over a few years rather than all at once. This gradual increase has been our preferred approach in the past.

So how can you help us help you? By far the preferred plan for this is get more members! With each new member the needed dues increase is smaller. The amount we dig into our safety net is smaller. But new members have proved somewhat difficult to come by. Like so many hobbies, our membership is aging and new, young members are few and far between. So the answer is it is in everybody's interest for everybody to be a sales person for our club. Talk to other flyers you know about our advantages: 400 ft paved runway, 2000 ft AGL maximum altitude approved by the FAA, we are 75 years old and we are a great low stress, low drama club.

Safety Report: No issues raised

Field Managers Report: Both mowers are fully operational. However, the red Z-turn mower is showing a slow hydraulic leak. Hydraulic fluid level should be checked before every use of the red mower. This is fully described on the website under Field Information/Mower Hints and Tips. You can view it directly from <https://www.phantomflyersrc.com/wp-content/uploads/2026/04/Hints-and-Tips.pdf> Notify Don if you need reimbursement for filling the fuel jugs.

Two issues are developing with the storage container. The weather stripping on one of the doors is damaged and more seriously the container is sinking making it increasingly hard to open and close the doors. Repair actions are under consideration. But we will likely need to raise the container up some and will need some assistance to do that.

As previously mentioned, we separated out the runway repair from the normal operating budget. We did this to get approval of ordinary and expected expenses but also wanted to look into the possibility of having the work done by professionals. This is because the crack filler we have been using doesn't seem to hold up very long and frankly the heat of the summer is increasingly not something our aging membership can handle well. We have solicited some bids but need to better understand what is and is not in those bids and should be. Our newest member, Tom Albers has significant experience in construction work and will be advising us on the bids we received. Both independent bids were for about the same amount and both were high enough that we would need to look into how we fund them. Many options will be examined (including field

improvement funds from the AMA) to minimize the cost to the club. However, if you take a close look at the runway, it needs work pretty soon.

Activities Report: The Open House on May 16 was postponed due to bad weather. No new date has yet been set. The clear preference of the members present was to look for a new date probably in the fall when the weather is a little cooler and the crosswinds hopefully lower.

The third 2m glider contest (June) has been canceled due to weather. 2m glider contests continue through October on the first Sunday of the month, as the weather gods allow. The next (4th is a lucky number?) 2m glider contest is now "scheduled" for July 11 (to avoid the July 4 holiday weekend).

The meet-me-in-St Louis pre-Nats pattern warm up is scheduled for 24-25 July, though at least a couple flyers are arriving the afternoon of July 23. **The field is open for sport flying during this event.** We just ask that you do not fly when one of the pattern planes are flying.

The Scale Fly-in is scheduled for August 13.

GSLMA Report: Nothing new to report.

Old Business : SFTE (Society of Flight Test Engineers) will be invited to the Open House.

New Business : None raised.

Meeting adjourned at 7:27 PM.

Ed White, Club Secretary

July 12 Glider Contest Results

By Larry Anderson.

We had 8 flyers compete in the July 12 glider contest. The weather was acceptable and the winds were good. Lift was there to be found. The sweat bees were very bad but we persevered.

We flew 5 rounds that took about two hours to complete. Brian M. and Bill O. exchanged first and second place several times in the first 4 rounds with Wes W. right behind them in third place. In the 5th round Wes got a 12 min 10 second flight and took over first place for the contest.

Contest Final standings

1. Wes Wallin
2. Brian Molloy

3. Bill Ott
4. Kevin Cox
5. Bill Reape
6. Ed White
7. Jim West
8. Larry Anderson

Next Contest in the first Sunday in August.

[Name the Plane](#)

Kevin Cox correctly identified the June Name the Plane as a Junker 52.

Now for the July name the plane.



Correct answer will be revealed by Don next month. As before, anyone else sending in a correct answer (as decided by Don) will receive guaranteed respect at their next visit to the flying field.
(Max duration 5 minutes)

Send your answers to NameThatPlane@phantomflyersrc.com

Location Devices for Model Airplanes 2026

By Richard Jenkins

Intro

Recently, I had an aircraft go down in a large soybean field. Even though I had a line on the model, I spent an hour roaming the beans without finding it. When it crashed, the drive battery was disconnected, indicated by loss of telemetry. This means any locator that would have used the drive battery or receiver battery would be useless in this situation.

I never did find the model. After this, I started researching “lost drone” locators. Below are my field test results for different device types:

Types of locators

- GPS
- Bluetooth connecting locator to phone displaying map on app
- Wi-Fi connecting locator to phone displaying map on app
- Cell Phone data link from locator (subscription required) displaying map on app
- Sound only type locates the model by emitting a loud beep from the locator, but no GPS, no maps. No cell phone is required, unless YOU get lost.

GPS – Bluetooth Locator

This type gives a GPS location that allows a smart phone app to show the model location as a red dot on a map. Some locator brands are only compatible with iPhone. The app can also transfer the location to Google maps.

Pros: These do not require monthly subscription.

Cons: GPS location data connection is limited to Bluetooth range of 200 to 300 ft.

According to online reviews, the best one is RUKO R111S and is designed for model aircraft or drones.

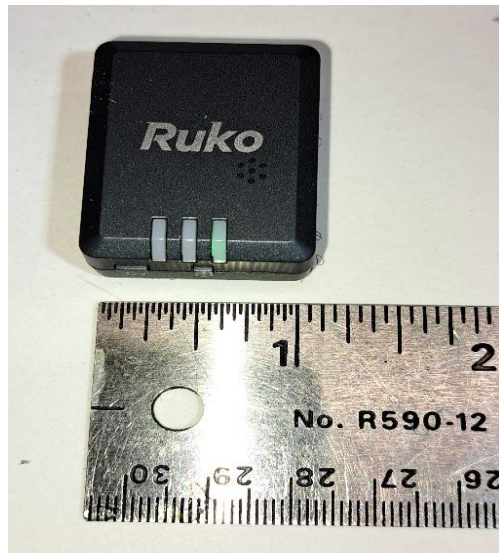
RUKO features

- RUKO Apps are available for iPhone or Android. The app is used to initialize the unit with RFID data. After initialization, the RUKO app finds the unit and displays your location and the model's location on a real-time map. Initialization only has to be done once when the locator is new.
- Other drone tracker apps can see the RUKO unit after initialization. All apps are available in the Google Play Store or iPhone App Store. Drone Finder, Drone Scanner, and Phoenix RFID are a few of the many other apps available.
- Very compact and light
- RUKO has a self-contained battery so it does not rely on drive or receiver battery. Battery is rechargeable by the supplied cable and lasts 3 hours. Recharge time is about 1.5 hours. There is a power button on the device to save battery when not being used or at the end of the flying session.
- Only initial cost of \$40.

- Locator can be moved from one aircraft to another while at flying field.

Notes for RUKO:

The user manual implies you *must* register your RUKO with the FAA to meet RFID requirements. This only applies if you are flying at a non-FRIA field. Otherwise, you can fill in the data in the locator memory with whatever you like. The RUKO does not check in with the FAA to verify the data. The locator will not start working until you enter some kind of RFID data.



Ruko GPS locator size



Ruko attached to hatch with Velcro

GPS – Wi-Fi Connection

Pros: does not require monthly subscription

Cons: GPS location range limited to Wi-Fi phone signal range yet better than Bluetooth.

Have not found one that is Wi-Fi only yet.

GPS – Cell phone data link (best for long distance location and most expensive)

Pros: almost unlimited range as long as cell phone towers are in range. Location shows up on phone locator app map. Locator connects to cell phone data network, then to your phone. This requires a cell network data plan for the locator paid by the monthly subscription.

Cons: requires paying monthly subscription fee to keep cell phone connection active. Can be expensive to continue using at \$10-\$30 monthly. Probably justified if protecting valuable equipment that could be stolen.

Sound Only Locator – Cheapest

This type assumes you have an idea where the model crashed and gives off a loud beep to assist in recovery.

Pros: one time cost

No subscription is required but can be used in conjunction with a GPS locator (belt and suspenders). Some non-battery versions cost less than \$10. This type does not require a smart phone. The non-battery version will not go off when the drive battery is removed or the receiver is turned off between flights.

Cons: No map or GPS location, only beeping sound

Some locator brands of this type rely on the aircraft battery which makes them useless in many crashes.

Notes: The best rated sound locator by internet commentators is the VIFLY Finder V2 which has a small onboard LiPo battery. The battery can power the unit so it does not depend on the aircraft battery. On the other hand, you must take time to disarm the locator after every flight, otherwise the beeper sounds.

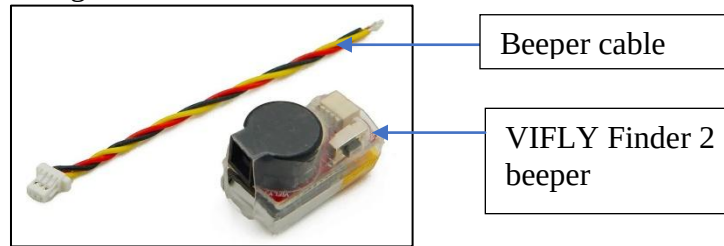
The VIFLY is more expensive (approx. \$20) because of the battery and other features like shock sensor.

There are several ways the VIFLY beeper activates:

- G-shock sensor
A built-in sensor detects if the aircraft crashes and sets off the beeper. Soft landings will not trigger this (hopefully).
- Loss of receiver power
If the aircraft battery becomes disconnected in a crash, the beeper will run on its internal battery and sound the beeper, which will last about 90 minutes. The unit must be connected to an unused channel on the receiver. This allows the unit to monitor the receiver power and recharge the locator battery while the receiver powers up.
- From a switch on the transmitter
If the receiver and aircraft battery are still working, you can force the beeper on from the transmitter. You must have programmed the switch in the transmitter to control the beeper channel.

The VIFLY requires soldering the leads from the supplied beeper cable to a servo lead compatible with your receiver, so this is not newbie friendly. The battery can also be charged from a 4.8V to 6V non-LiPo RC battery charger through the receiver cable. There is no separate charge port.

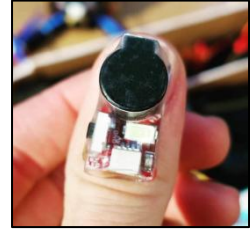
There is a push button on the unit to disable the beeper while you are in the pits or after you find the model wandering around in the wild.



Beeper cable

VIFLY Finder 2
beeper

VIFLY Finder 2



VIFLY Finder 2 Size

VIFLY 2 Specifications

- Volume: Up to 105 dB
- Idle Working Time: Up to 30 hours
- With Beeper sounding - working time is about 2 hours
- Charge Time: 1.5 hours
- Onboard Battery: 80mAh LiPo
- Input Voltage: 4.5V-8.5V
- Dimensions: 24x13x16 mm
- Weight: 5 g
- When power is lost it will be activated automatically:
 - First 40 seconds – beeps in low volume (around 96dB)
 - 40 seconds to 2 hours – beeps every 4 seconds at full volume (106dB)
 - beyond 2 hours – beeping frequency reduced to every 10 seconds