



Texas City Wings

Texas City Remote Control Club



Volume 10, Issue 3

Web Version Newsletter

March 2008

TEXAS CITY RADIO CONTROL CLUB MINUTES

David Gatling – Secretary

Minutes of the Texas City Radio Control Club meeting for February 28, 2008. The meeting at the Nessler Recreation Center was called to order at 7:30pm by President Michael Grassmuck. A quorum was not met with 16 members in attendance.

Visitors: No visitors

Secretary's Report - David Gatling:

The minutes for the January 2008 meeting were accepted as written in the February Newsletter.

Continued on page 2

HELPFUL HINTS AND TIPS

By: Mike Walther

For this month, I would like to extend my tips about safety and airplane reliability from those mentioned in the June newsletter. They are as follows:

1. Range-check your airplane, especially if it is new. You should refer to your radio operation or instruction manual for the correct way to do this. Usually, it is a matter of walking away from the plane with your radio and the antennae collapsed about 30 paces or 60 to 90 ft. Check to see if you still have good control throw of the servos and that there is no glitches or unwanted movement of the control surfaces. You may also want to do this with the engine running with someone else holding the airplane. Make sure the airplane is away from anything metal such as a chain link fence as this may cause some unusual interference while performing this.
2. Periodically check all engine and servo mounting bolts for tightness. For the engine mounting bolts, blue thread lock helps to keep everything tight. Do not use red thread lock. This stuff works too well and you will never be able to loosen the bolt. Check your muffler bolts as well.
3. Use a 1/8" to 3/16" long piece of fuel tubing around all your clevises to make sure they stay locked on the control horns. Also, it is a good idea to screw a nut on the threaded rod before putting a threaded clevis on. Use the nut to jam up against the clevis. This helps keep the threads from wallowing out on the clevis.

Continued on page 2

INSIDE THIS ISSUE

- 1 *Club Minutes*
- 1 *Helpful Hints and Tips*
- 3 *Criteria for Becoming an Instructor*
- 4 *Show & Tell*
- 5 *TCRCC Board Members*
- 5 *Calendar of Events*

Continued from page 1

Treasurer’s Report – Ray Saenz:

Financial omitted for Web Version

President’s Report – Michael Grassmuck:

Mike reminded the membership of three Saturday morning, 9:00 am, breakfast meetings for the following dates:

- April 26th
- June 28th
- August 30th

The AMA will be sending a publicity package with hand outs for the Mall of The Mainland Show and Tell. The Kitty Hawkers and the Alvin clubs have also been invited to participate in the event. Harvey Cappel is coordinating and also working to have prizes available from the Mall. The date in May has not been set.

We are considering applying to AMA for certification as a Gold Club Leader. Our club meets most of the qualifications except for contributing to the AMA scholarship fund, community activities and charities. We plan to meet these qualifications around June this year by participating in the Mall of The Mainland show and tell and contributions to H.I.S. Ministries, arranged by Richard Rehwald, from collections during Fun Flies.

Event’s Section Report – Michael Walther:

Mike is working on setting a date in April for the pylon races.

Continued on page 3

Continued from page 1

4. Try to stay away from using flexible ny-rods for elevator control. If you have to use this, make sure that it is anchored at several points in side the fuselage. It is best to use Dave Brown’s fiberglass pushrods or equivalent for elevator control. Also, I try to use 4-40 rods and clevises for the elevator in .40 to .60 size airplanes. If I have to use 2-56 rods, I make sure that the steel rod is short relative to the fiberglass push rod so that there is less chance of any flexing.

5. For all pushrods, only one end should be threaded. The other end should either be a z-bend or soldered clevis. If both ends are threaded and the pushrod is straight, a slight possibility exists for the push rod to thread out of one of the clevises. Use nuts and lock washers if this is the case and jam them up against the clevises so this possibility does not exist.

6. Do not use the E-Z connectors for elevator and aileron controls. I have seen a lot of ARFs use this type of set up, especially the trainers. This is rather unfortunate sense the person to buy these planes is not experienced in this hobby and does not know any better. It is OK to use these on the rudder, but really they should only be used for the throttle. These guys have great tendency to come loose or slip. If this happens on the elevator or ailerons, guess what, you have just “rekitted” an airplane.

That’s all I’ve got for right now. I hope this stuff will help you out. If anyone else has other tips, let me know so I can put them in my article. Until then, keep em’ flying!!!

Continued from page 2

Newsletter Editor Report – Vaughn Johnson:

There were no returns of newsletters sent by email after Vaughn changed the remaining road runner addresses to Comcast.

Safety Officer's Report – Richard Rehwald:

A brief discussion was held about the importance of checking your aircraft functionally before flying. There were several incidences of near misses at the field, aileron hinges failing in flight, the aircraft was saved, and a wing hold down plate came loose and realized after landing and before another attempt to fly.

Pilot Instruction – Ken Juneau:

Not available

Field Marshall's Report – Walter Clemishaw:

Walter will be scheduling a work day at the field possibly in April for the following: (note, if you have any work that is needed to be added, please contact Walter)

1. Cut bottom of mower shed door casing.
2. Repair and paint tables
3. Hydroblast the culvert north of concession stand to open up for drainage.
4. Repair main gate to ease opening.
5. Clean out mower shed and add shelves and lights
6. Add a rear door to the south west side of the mower shed
7. Repair concession stand door plate and floor

The main gate lock has been replaced. The combination for it and the concession stand have been changed to the new 2008 combination. A field striper has been purchased for the field.

Mike stated that as soon as it dries enough, the sand will be placed in the low spots in the north pit area and toward the new heli practice site.

Continued on page 4

CRITERIA FOR BECOMING AN R. C. FLIGHT INSTRUCTOR

1) Ability to inspect a brand new, unflown airplane, and determine its airworthiness with competence. This includes all the criteria of inspection routinely done at a sanctioned event, plus frequently setting up the engine, including reassurances of good power at all attitudes, good and stable transitions, and a reliable idle (very necessary if you plan on getting the plane back down without doing it dead-stick or under far too much power). This also inherently requires considerable familiarity with the plethora of engines you will encounter, glow, 2 and 4 stroke, gas, electric, diesel, fanjet, Turbine Jet, and CO2.

2) The ability to manage first flights of airplanes that have been built by someone totally unaware of the special requirements for flight (balance, washout, dihedral, control surface throws, hinging that obviates probable flutter, etc.). This includes those first few seconds after initial liftoff when any of the above can, and frequently do, require intuitive corrective action to avoid ground loops, and other idiosyncrasies of first flights.

3) The ability to set up an airplane during its first flight for trim, so that when turned over to a prospective student, the control of flight behavior will be easily predictable.

4) There is a need to be familiar with the idiosyncrasies of the various radios you will encounter - ranging all the way from the simplest 4 channel AM radios, to 8 or 9 channel computer radios - and from JR, Airtronics, Futaba, and many others. Since no two radios react quite the same, I feel students should learn using the radio they will routinely fly with (pardon the dangling participle).

5) Finally, anyone considering becoming an Instructor must be prepared to accept the responsibility and accountability for the actions of their students.

Continued on page 4

Continued from page 3

Walter said he has recruited enough volunteers for mowing this year. He is requesting that someone volunteer to take over the Field Marshall's job for him by May of this year.

Old Business No old business

New Business – Mike Grassmuck distributed copies of the 2008 budget proposed by the Board of Directors which was approved by the membership and is as follows:

- 1. Secretary (weather station) \$ 250.00
- 2. Treasurer (supplies) \$ 200.00
- 3. Field maintenance (Heli area, fencing, Repairs/replacement, etc.) \$3,500.00
- 4. Big Bird event \$ 750.00
- 5. 2-Fun flies \$ 800.00
- 6. 2-pylon races \$ 400.00
- 7. Christmas party \$ 650.00
- 8. 3-field meetings (breakfast) \$ 600.00
- 9. Newsletter editor \$ 300.00

Total \$7450.00

Meeting was adjourned at 8:30pm.

**Next Members meeting 7:30pm
March 27th @ the Nessler Center.**

Continued from page 3

Once one feels comfortable with all of the above, "Instructor" status may be conferred at the field.

Ken Juneau is looking for flight instructors as we move toward the summer months and increased interest in RC flying. Besides having the above requirements you must be able to make yourself available to instruct on a students schedule.

In an instructors absence anyone can help a student by using a buddy box. Please be sure you are proficient in the use of a buddy box before attempting to help a student. Also only an instructor can sign off a student for solo flight, so don't attempt to let the student solo without an instructor.

If you have the time, contact Ken Juneau or Harvey Cappel.

Show and Tell

Glen Murphy brought in his Hanger 9 Sopwith Camel



Calendar of Events

March 27th Meeting at Nessler Center @ 7:30PM

Proposed: 2 Pylon races

Braden Clough Big Bird
June 2008

2 Fun Flys

R/C Club display at the Mall of the
Mainland
May 2008

TCRCC Board Members

President – Michael Grassmuck
5507 Highland
Santa Fe, TX 77517
AMA 814797
Phone: 409-739-5986
Email: mikeg29@comcast.net

Vice President - Richard Rehwald
P.O. Box 76
Santa Fe, TX 77517
AMA 518937
Phone: 409-925-8606
Email: rehwald@wt.net

Treasurer- Ray Saenz
6125 Woodacres
Hitchcock, TX 77563
AMA 43792
Phone: 409-986-7742
Email: rcflyer333@aol.com

Secretary - David Gatling
271 Amber Ln
League City, TX 77573
AMA 789729
Phone: 281-332-4344
Email: cdgatling@comcast.net

Members at Large-

Braden Clough
Phone: 281-534-2454

Mike Walther
Phone: 281-218-0953
Email: mwrcpylonracer@sbcglobal.net