



Texas City Wings

Texas City Radio Control Club



Volume 10, Issue 7

Newsletter Web Version

July 2008

TEXAS CITY RADIO CONTROL CLUB MINUTES

David Gatling – Secretary

Minutes of the Texas City Radio Control Club meeting for June 28th, 2008. The meeting at the TCRCC flying field was called to order at 9:00am by President Michael Grassmuck after a great breakfast prepared by Kyle Tupin. A quorum was met with 32 members in attendance.

Visitors: Page Jackson

Secretary's Report - David Gatling:

A motion was made and seconded to accept the May meeting minutes as presented in the June Newsletter.

Treasurer's Report – Ray Saenz:

Financial information left off of web version

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RCPRO Club 40 Race procedures (Revised 4/26/08)

The objective of Club 40 is to provide an entry level pylon racing class that is affordable and club friendly. Every effort should be made to include all levels of pilot skill. To ensure this, we recommend two classes be run; One for the novice pilot and the other for the more advanced pilots. The only difference is in the power plant.

AIRFRAMES –

World Models Sky Raider Mach II. Built to instructions. (see allowable modifications list)

World Models LA Racer – Built to instructions. (see allowable modifications list)

Planes may be repaired and / or re-covered but no speed enhancing modifications are allowed (such as lightening holes, streamlining or changing landing gear)

ENGINES –

Novice class – OS LA .40, OS FP .40, or any other small frame BUSHING .40 (or smaller) *as the OS LA40 has been discontinued, we are now allowing the **ST GS 40 with a SPEC. 11 x 4** prop in this class.*

Advanced class – Any ball bearing .40 engine with a retail price of (\$120.00) or less. Super Tiger .40 or TT Pro .40 recommended. No specialty race engines such as Nelson or Jett are allowed.

Engines must be STOCK – no speed enhancements such as porting, balancing etc. is allowed. The CD or race organizer retains the right to disqualify any modified engine.

All engines must use the Carburetor and muffler originally supplied with the engine. Carburetor and muffler must be used STOCK – NO modifications

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President’s Report – Michael Grassmuck:

Mike stated that the Braden Clough Big Bird event canceled this month will be rescheduled for October 11th, 2008. Mike Walther will CD the event and needs volunteers to help with organizing. Please contact Mike Walther and give him your support.

Event’s Section Report – Mike Walther:

Quickie pylon races are being scheduled for September 20th and 21st, 2008.

Club 40 racing is being considered for the field. A committee is being organized to make it happen. The members are Mark Weiss, chairman, Ray Saenz, Mike Walther, and Richard Rehwald. If you are interested in these races, contact one of the committee members.

Newsletter Editor Report – Vaughn Johnson:

All is OK.

Safety Officer’s Report – Richard Rehwald:

No incidents.

Harvey Cappel reported that he checked with the neighbors across the street as to whether they were flying radio control aircraft on their property. They stated they were not.

Pilot Instruction – Harvey Cappel:

No one in training at present, but there are two potential new pilots.

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allowed! (including removal of baffles) **Engines must demonstrate extended idle and transition. Engines must shut off on command from the transmitter.**

Any commercially available propeller is allowable.*

Fuel should be supplied by race sponsors or host club. All fuel will be 15% nitro.

Procedures –

We use a 2 pole pylon course because it requires less course workers.

We also recommend a distance of 400 - 450 ft. between pylons as this is long enough to provide a good race and short enough to be set up at small club fields.

Set back – Set backs will be in accordance with the AMA safety code for General Pylon Racing . If your field does not have room for these set backs, a waiver may be requested from AMA. Please contact Chuck Waller chuckstt@gvtc.com for information on waivers.

HEATS –

The number of heats in each round will be determined by the number of pilots registered. We run 4 plane heats in Advanced class and 3 plane heats in Novice class.

Every effort should be made to run as many heats as possible with 4 planes. i.e. 19 pilots = 4 heats of 4 and 1 heat of 3.

All heats will start with 4 (or 3) planes on the runway in assigned lanes. The starter will ask each pilot to hold up his plane so the cut judges / lap counters can identify which plane they are watching. A “holder” is required to restrain the airplane during the starting procedure. When every one is set, the starter will call “start engines” and start the clock. Pilots now have 1 minute to start their engines and get to the pilot station.

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Field Marshall's Report – Walter Clemishaw:

Everything is fine. Still need a new weed eater to replace the ones stolen.

Old Business:

Mike read the revised Field rules and guidelines to the members. Harvey Cappel made a motion to accept the revised Field rules and guidelines as read. The motion was seconded and accepted by all members present.

New Business:

Mike Walther reminded the members to start considering club officer nominations for the next year.

Show and Tell

None

Meeting was adjourned at 9:50 am.

Next meeting at the Nessler Center, July31st @ 7:30pm.

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After 1 minute (or when all pilots are ready at the pilot stations) the starter will verify all pilots and holders are ready then raise the flag. At this point, all pilots will bring the engines to full throttle. At the first drop of the flag, lanes 1 and 3 will take off. (in odd numbered rounds) 1 second later, the starter will drop the flag again for lanes 2 and 4 to take off. **All Lap counters will start their stop watch at the first drop of the flag.** (**the lanes starting first will change each round. In ODD NUMBERED ROUNDS lanes 1 and 3 will start first. In EVEN NUMBERED ROUNDS lanes 2 and 4 will start first)

Order of finish - Each plane will fly 10 laps unless they have a "cut". If a pilot turns inside a pylon (called a cut) the judge at the pylon (cut judge) will inform the starter by walkie talkie. The starter will relay this information to the lap counters. The plane with the cut must fly an extra lap (total of 11 laps). If any plane has 2 cuts in 1 heat, the plane is disqualified for that heat and will receive no points.

POINTS –

Points will be determined by the maximum number of planes SCHEDULED for any heat. If you are flying 4 plane heats: 1st place = 4 points, 2nd place = 3 points, 3rd place = 2 points, 4th place =1 point. (If you have an uneven number of pilots and have to run 1 or more heats with less than 4 planes, we recommend you still award 4 points to the winner etc. to balance points.)

Planes that do NOT get airborne (DNS) or that have 2 pylon cuts (DQ) or do not finish 10 laps (DNF) will not receive points for the heat.

Paul Herrman has a computer program to organize the matrix and assign lanes for racers. All it requires is a lap top computer and a printer. Some find this program easier than manually making a matrix, especially if you have more than 10 – 12 racers at an event.

[RCPRO RacePackage102.exe](#)

[RCPRO Race Users Manual102.pdf](#)

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If you choose not to use the race program or do not have access to a lap top computer, contact me and I will help you learn how to make a matrix.

Plane Identification – We use the standard colors employed by AMA pylon racers. I.E. High and Low, Green / Red. .

There is a good description of how we identify planes here [What we learned.](#)

Course Workers –

Racing on a 2 pole course requires 7 course workers (for 4 plane heats)

2 cut judges – one even with each pylon. They will make sure each plane passes the pylon on every lap.

4 Lap counters – One for each plane. They will be responsible for counting laps for their assigned plane. They will also start / stop a stopwatch and report times to the starter.

Starter / Pit boss – Coordinates identification of planes and starts each heat. Also reports “cuts” to the lap counters (walkie-talkie with cut judges)

Feature or “Mains” format.

After running 4 or more rounds of heat racing, the points are totaled and separated into feature races or Mains. At smaller races, ALL Pilots are grouped by points into flights of 3 planes. i.e. top 3 pilots (by points), next 3 etc. until all pilots are assigned to a Feature race. The bottom group may have 4 pilots. At large races, only 3 mains will be run.

The slowest group is flown first. The winner of that group moves up to be the 4th pilot in the next feature race. This continues until all features (mains) are flown and a winner is declared.

** At larger meets, or when time is short, only the top 10 pilots may be put into mains. This decision will be made by the CD after a pilot vote.

LAP COUNTERS –

1. Start your stop watch at the FIRST drop of the starter's flag.

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2. Keep your eyes on your plane! You must resist the urge to watch the race!
3. Count on your fingers (or flip cards) each time your plane crosses the start / finish line going LEFT TO RIGHT.
4. If a cut is called for your lane color (i.e. “High Green – Cut pylon 1”) drop back 1 lap. Your pilot will have to run 11 laps.
5. If your color has a second cut in the same heat, the plane is disqualified and will receive no time or points.
6. When your color crosses the start / finish line for the 10th (or 11th) time, raise your hand above your head, stop your watch and wait for the starter to gather information on finish order.
7. The starter will compare times on each watch and record finish order and times.
8. If there are questions regarding order of finish, discuss them with the starter or CD only. Lap counters are NOT to discuss any thing with PILOTS. The starter / CD is the final authority regarding order of finish!

RCPRO Club 40 acceptable modifications

Rev. 11/20/07

The airframes used in Club 40 Racing are to remain essentially stock. The goal is to maintain a level playing field and to have fun. Anyone who has flown R/C for any length of time knows that airplanes get hurt and need repairs. Many modelers learn what areas of a particular model need improvement to hold up to everyday use, or more demanding use in R/C pylon racing. “Common Modeling Practices” will be allowed in the assembly and maintenance of the aircraft. This is not the same as “Common Speed Enhancement Practices” which shall not be allowed. This guide will list the areas that are subject to interpretation and provide guidance for groups and contest directors running RCPRO Club 40 Races.

Engine:

1. The engine shall be mounted upright in the position as provided “out-of-the-box”.
2. Raising or lowering the engine is not allowed.
3. Shimming the engine mount to change the thrust line is acceptable.

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4. The stock engine mount or a fiberglass replacement must be used.
5. The engine may be moved fore or aft to aid in balancing the aircraft.
6. Engines must be securely attached to the engine mount with four bolts or screws of at least 4-40 size or 3mm.
7. Engine must be equipped with R/C carburetor as supplied by manufacturer.
8. Engine must use the muffler supplied by the manufacturer.
9. Baffles may NOT be removed from mufflers so equipped.

Prop / Spinner:

1. Any spinner of not more than 2.5 inches in diameter is allowed.
2. "Heavy hub" spinners, spinner weights that fit inside a spinner and aluminum safety spinner nuts are allowed.

Fuel tank:

1. Any brand of tank may be used.
2. Tanks may be raised or lowered to allow for consistent engine runs.
3. The tank may only be pressurized with muffler pressure.
4. Bubble less tanks that have an internal bladder may be used.
5. The stock tank may be converted to use a fuel bladder.

Landing gear:

1. The landing gear block may be reinforced or replaced as needed.
2. The landing gear must be made of wire not less than approximately 5/32" (4mm) in diameter.
3. Main landing gear must have 2 wheels separated by at least 8.5 inches.
4. Replacement wheels (mains and tail wheel) must be the same size as the original equipment.
5. Streamlined "racing" wheels shall not be allowed.
6. Tail wheel must be steerable either by attachment to the rudder or by a separate servo.

Hardware:

1. Control horns, push rods and linkages may be replaced with similar hardware.
2. No internal linkages may be used on the rudder and elevator.

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3. Pushrods, if replaced, must exit the fuselage sides in the same position as original specification.
4. All servos must be mounted with four screws.
5. Mini receivers are allowed if they are **full range** designs. No "Park Flyer" receivers are allowed.
6. Battery packs may be of the four or five cell (or 2-3 cell LiPo) with a suggested minimum of 500 MaH.
7. Nylon wing bolts are allowed.

Airframe:

1. A piece of wood or dowel rod, with a frontal dimension of no more than 1/4", may be used to connect the two sides of the cheek to prevent vibration.
2. Doublers of plywood (or similar wood) may be used on the inside of the compartment sides.
3. No attempt to enclose or streamline the engine is allowed.
4. No rounding of edges or reshaping of the compartment sides is allowed.
5. Removal of the compartment sides is not allowed.
6. Openings for clearance of mufflers and needle valves are allowed as needed.
7. The covering of the airframe may be removed and replaced with similar iron-on covering.
8. No wood may be removed during the re-covering process.
9. Additional reinforcement of airframe components is allowed.
10. Fiber glassing or other reinforcement of the center section of the wing is allowed.
11. The wing may not be thinned using any technique.
12. Contest directors may use templates to insure that the wing airfoil has not been modified.
13. Changing or removing the wing dihedral is not allowed. The dihedral of the wing must be within 0.25" of the standard dihedral.
14. Tail components may be glued in place.
15. Only 2 airplanes are allowed for each pilot at an event.
16. Each aircraft must start the competition with the wing designed for it. If crash damage disables both aircraft, parts (including wings) may be interchanged to produce a flyable aircraft.
17. Control surfaces may be repaired or replaced with wood parts (no composites) of the same size and shape.
18. Control surfaces may be hinged with the supplied metal hinges, CA hinges, Plastic hinges or hinge points (robart or similar).

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- 19. Hinges must be centered vertically in the hinge joint area.
- 20. A minimum of 3 hinges per aileron, 4 per elevator and 3 per rudder are required.
- 21. Hinge lines may be sealed using tape, stick-on plastic covering, or iron-on plastic covering.

Airframe:

WM has modified the cheeks of the SRM2 such that the cheeks are now slightly angled toward each other. The new model is hereby approved for use in RCPRO Club 40 racing.

In addition - In order to "equalize" the older airframes still in service, the following modification is approved:

- 1. Cheeks may be modified to pinch the front end to a minimum outside dimension of **2 3/8** inches at the prop shaft.
- 2. A single piece of ply may be attached to the bottom of the fuse to hold the angle of the cheeks. The ply may extend from the firewall toward the prop no more than **2 1/2"**.
- 3. The plywood brace may be "relieved" to allow airflow out the bottom of the engine compartment.
- 4. This modification should be as close as possible to the "new" design by the manufacturer.
- 5. Race CD will have the final say on legality of "modified" aircraft.

Any modification deemed to be an attempt to provide for speed enhancement shall not be allowed. Decisions of the contest director regarding eligibility are final!

Calendar of Events

- July 31st** Meeting at the Nessler Center @ 7:30PM
- Sept 20th & 21st** Pylon Races
Mike Walther, CD
- TBD** 2 Fun Flys
- Oct 11th** Braden Clough Big Bird
Mike Walther, CD

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