



# Texas City Wings



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## A Lesson in How to Crash

*From the newsletter of the Silent Electric Flyers, San Diego*

I recently destroyed a very nice aerobatic 49-inch Yak. Not really a great thing to do, but it happened and I hope by telling my story I can save at least one other pilot from doing the same.

I had just finished putting some very detailed cockpit work in

a very nice Cermark 49-inch Yak 54 so I could enter it in to the 2010 Spring Fling Scale contest. I had earlier increased the power to 4S and had to beef up the motor mount with added carbon fiber along the top and sides to hold the now nearly 1,000 watts it could develop, so I was confident it would perform very nicely.

In full-scale aviation, we always say it takes two or three problems to make a crash, as we are trained to recover from one problem at a time. I think this story bears that axiom out. It took three distinct errors on the pilot's part to create an unrecoverable situation.

It started with my desire to fly one afternoon after I had just finished the above modifications and checked the

balance and control throws in my shop. Because of all the things needing to be done, it got later and later in the day before I got out to the field. By the time I got settled in and ready for takeoff the sun was very low on the horizon, but the wind had calmed down a lot (error one).

I did my preflight and noticed that I had a little extra throw in the surfaces, but that's okay, I wanted to be sure I could recover from any attitude I got into during the trim flight (error two).

I took off and climbed out to the west, noticing I needed to adjust the elevator a little for smooth, level flight. While doing this, I let the airplane get a long ways downwind to the east (error three). As I

*(Continued on page 3)*



## Texas City Radio Club Meeting Minutes April—

### Kevin Furman – Secretary

These are the minutes for the Texas City Radio Control Club meeting for April 24th, 2010. The meeting at the TCRCC Club house was called to order at 9:03am by President Randy Brown. A quorum was met with 23 members and 2 visitors in attendance.

### Secretary's Report – Kevin Furman:

A motion was made, seconded, and passed to accept the minutes as presented in the March Newsletter.

### Treasurer's Report – Ray

**Saenz:** Ray stated that the beginning balance in March was \$XXXXX and ending balance was \$XXXXX

Ray noted that the profit from the Helicopter event was \$xxxx

### President's Report – Randy Brown

Randy discussed the success of the Helicopter Event. He also reviewed the current club rules related to training new pilots.

### Vice President's Report – James Grassmuck:

James stated that is currently working on getting donations

for the Big Bird Event. Also the EAA chapter 12 is interested in working together with our club to increase participation in both clubs. James will get some information together and share it at the next members meeting.

### Safety Officer's Report – Butch McEachern:

Butch had nothing to report. Randy Brown stated that safety is the job of every club member. Randy also stated that the new AMA rules have been placed and the side of the clubhouse. Also all members are required to place their membership card on the board and pull a frequency pin (even 2.4).

### Pilot Instruction – Harvey Cap-pel:

Harvey stated that he is currently training a new 8 yr old student who is doing very well. He is currently using channel 44. On another note, Harvey thanked Gordon and Russell Lamb for all the work and materials they have given to our club past. They handle the spraying of the fence lines etc.

### Field Marshalls Report – Mike Grassmuck:

Mike plans to extend the fence from the clubhouse to the south end of the field. He also plans to add cabinets to the new clubhouse

kitchen area. An exit off of the runway will be added at the south end of the field. The engine shut down line has been sprayed and engines should be shut down before crossing the shut down line. Mike is still looking for additional members to help as part of the mowing crew. A list was started and if you would like to join the mowing crew please send Mike an email or give him a call. Harvey asked that if you should need to unplug the radio and light out near the pilot stations to please plug it back in before you leave for the day.

### Events Section

Randy stated that Alvin RC Club in holding club 40 pylon practice on Wednesday nights. The Mark Weiss Memorial Club 40 Pylon race is scheduled for May 22, 2010 and our Big Bird event is scheduled for June 19, 2010.

### OLD Business –

Randy stated that the board has reviewed and discussed the issued that was tabled at the last meeting and it has been resolved.

### NEW Business –

Club house rules were discussed. No alcohol or tobacco use permitted in the club house, no fuel stored in the building, and no charging were the rules purposed. A motion was made to accept these rules and a 2nd was made. Motion passed unopposed. Randy mentioned the passing

*(Minutes-Continued from page 2)*

of Wayne Simmons and gave his condolences. Randy also mentioned that Mike Grassmuck sent flowers to the funeral services on behalf of the club. The cost of the flowers was \$120. If you would like to donate to help pay part of the floral cost please give your donation to Mike as he paid this out of pocket. A discussion about honorary memberships and tax issues also took place. A motion was made to table the issue until Kevin Furman is available to discuss. The motion received a 2nd and was passed unopposed.

Sonny brought some bungee cords to show the members. Butch also brought a plane that he has been working on that is almost complete.

A motion was made, seconded, and passed to adjourn the meeting.

Meeting was adjourned at 10:07am.

**Next scheduled members meeting – May 29<sup>th</sup> at the field!**

*(Continued from page 1)*

started to turn toward me to come back to the center of the field, I over rotated due to the larger-than-needed throws of the ailerons, and due to the low sun angle I lost orientation of how far I'd banked and in my attempt to recover I must have thought I was inverted and ziggged when I should have zagged.

End result was a near full-power dive into the ground instead of pulling up smartly.

So how could I have avoided this unnecessary loss of a very nice and near new airplane?

1. Don't get in a hurry to go do a flight. If it's 3:30 p.m. when you leave for the field in the winter, it will be dark in only 1.5-2 hours.
2. A headwind is a good thing, dead calm requires more roll out and longer takeoffs.
3. Larger surface throws are inherently bad for control. Use small, reasonable throws and check that the surfaces are in line with the wing or tail fixed surface for easier flight control.
4. Keep your situational awareness! Don't let one aspect of flying (ex. trimming) get in the way of overall flight path control. If you get too far away with an "active" model, you'll have more problems

## Upcoming Events

May 22

Mark Weiss

Memorial Club

40 Races

June 19

Annual Braden  
Clough Big Bird  
Event

Volunteers needed for  
both events.

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## Tips and Tricks

**Visit us on the web**  
**[www.tcrcc.org](http://www.tcrcc.org)**

### Gluing on Canopies

Before gluing on your airplane's canopy, put a small hole in some obscure place to allow air circulation under the canopy. This will keep your canopy from popping off in the summer when the air inside expands or from collapsing in the winter when the air shrinks.

AMA Charter #1075



### Soldering Wires

Unless you have nerves of steel, it's difficult to hold two wires still while you solder them together, even if one is clamped to your workbench. An easy solution to this problem is to glue two wooden clothespins to a wooden base, about an inch apart. Now, slip the wires to be soldered into the clamping part of the clothespins, and they will be held together without jiggling. You can put the clothespins side by side rather than nose to nose. This keeps them from interfering with longer wires. You will probably have to sand the gripping part to create a larger grip area.—*both from the Beachmasters RC Club newsletter, Ocean Park, Washington*

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