



# Texas City Wings



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## Airplanes for Flying in Windy Weather

*From the Middle Point RC Flyers, Murfreesboro, Tennessee*

By Ivan Cankov

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying charac-

teristics to handle winds and the resulting turbulence:

**Size:** In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

**Dihedral:** The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

**Wing Loading:** The higher the wing loading, the less an airplane will be affected when hit with a gust.

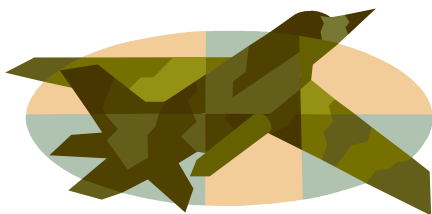
**Aspect Ratio:** Lower aspect ratio (stubby)

wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

**Power:** Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

**Lateral Control:** Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with ailerons

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## Texas City Radio Club Meeting Minutes February—

These are the minutes for the Texas City Radio Control Club meeting for February 18th, 2010. The meeting at the Nessler Recreation Center was called to order at 7:30pm by President Randy Brown. A quorum was met with 20 members in attendance and 1 visitor.

### Secretary's Report – Kevin Furman:

The following changes have been made to the January Minutes

- Meeting was called to order by Randy Brown not Mike Grassmuck

The next meeting date was from February 25<sup>th</sup> to February 18th

Secretary's report was accepted as sent to members by email and regular mail with the above mentioned changes.

The roster of club members has been updated on the AMA website

The club registered Kevin Furman, Randy Brown, Harvey Cappel and James Grassmuck for the AMA Pilot intro instructor program

**Treasurer's Report – Ray Saenz:** Ray stated that the beginning balance in January was

\$XXXX.XX and ending balance was \$XXXX.XX

Ray stated the beginning balance in January of the New Club house account was \$XXXX.XX the ending balance was \$XXXX.XX

### President's Report – Randy Brown

Randy talked about moving the club meeting to 9am on the last Saturday of each month. The club members voted and the motion was passed.

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

Nothing to report

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

Nothing to report

### Pilot Instruction – Harvey Cappel:

Nothing to report

### Field Marshalls Report – Mike Grassmuck:

James asked on behalf of the field Marshall for volunteers for the mowing crew. A list was passed around for volunteers.

### Events Section

The members discussed possible options for a fun fly or night fly. No decision was made and it will be discussed at the next club meeting

### Club 40 RACES for 2010

Don will be the club event co-coordinator for all Club 40 races.

Club 40 races have been scheduled on the following dates May 22<sup>nd</sup> and September 18<sup>th</sup>. Pending club member approval

Don asked to call the first event the Mark Weiss Memorial.

A motion was made to approve the Club 40 races for 2010 and the motion passed

### OLD Business –

Harvey gave an update on the status of the new club building. The building is ahead of schedule on a budget.

Harvey asked for the club members for donations in order to purchase chairs for the new building. \$1300 is needed. The treasurer will track all donations and expenditures.

### NEW Business –

Randy asked the membership if the club should do the Mall of the Mainland show in April. Randy will confirm with the Mall which week-

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## Airplanes for Flying in Windy Weather (Cont'd)

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while landing.

**Landing Gear:** Models with tricycle landing gear are easier to land and take off in a cross-wind than tail draggers; in addition, the wider the spread on the main gear, the better.

**Maneuverability:** This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

**Wing Mounting:** Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing.

Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every preceding item is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers,

there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!"

## Social Media and TCRCC

By Kyle Tupin

So you think the Texas City RC club can only be found at the website address <http://www.tcrcc.org>? Well read on and we will explore the 21st century world of "social media".

**Social media** is media designed to be disseminated through social interaction, created using highly accessible and scalable publishing techniques. Social media uses Internet and web-based technologies to transform broadcast media monologues (one to many) into social media dialogues (many to many). It supports the democratization of knowledge and information, transforming people from

content consumers into content producers.

Our club has several other forms of social media being used to allow members to share information, photos and even files. First we will explore the ever popular Facebook. You will need a Facebook account. Once you have created an account just start typing "Texas City Radio Control Club" in the search box and it will pop up. Just hit enter to proceed to the group page. There you can find ongoing discussions by members, a photo area to share photos, videos and an events calendar. This page is not restricted to members only and you should encourage members of other local clubs to "join" our page.

Second, we have a Yahoo groups area that has to be validated by the administrator to join. You can find a link to "Yahoo groups" on the main page of the TCRCC web site. Yahoo has a nice capability for any member to broadcast an email message to other members of the group. Explore the other features, they can come in quite handy.

There is also a club page on RC-Universe, however it's main purpose is for non-members to search for local clubs.

Join the "social media" revolution and come see us at Facebook and Yahoo!

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## Meeting Minutes (Cont')

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end will be available for the show.

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

AMA Charter #1075

Kevin mentioned due to having to make multiple payments (\$5,000 and \$2,000) for the new club building the budget for 2010 will be very tight. As part of the budget presentation at the March club meeting it will be a requirement to have preapproval to spend club funds if the member is seeking to be reimbursed for those funds. More details of how this will work will be presented at the March club meeting



All members are required to place there membership cards on the board when flying. This includes all members flying in 2.4Ghz. Don will be adding extra slots to accommodate more 2.4Ghz slots.

Meeting was adjourned at 8:45pm. **Next scheduled members meeting – March 27 2010 at 9am at the field!**

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