



Texas City RC Club Newsletter



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January 2009

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ARF Tips

From the Aero-Shaft newsletter, Flint, Michigan

Manufacturers strive to design and build almost-ready-to-fly (ARF) kits that any RC pilot can proudly show off and enjoy for many years, and more often than not, they are enormously successful. The quality, appearance, and flight capabilities of the airplanes available today are truly outstanding, and I am among those who want to ensure that my new models will still be around for me to enjoy 10 years down the road. Fortunately, a little extra time during the final assembly will help extend the life of that new airplane. Try out some of these tips on your next ARF.

1. Seal down loose covering: This should be the first step in the assembly of an ARF that uses heat-shrink covering. Use an iron or heat gun to remove wrinkles that may have emerged during shipping, and then turn the heat up and go over all the surfaces where the covering overlaps

or ends on bare wood. Be sure you don't melt or shrink the covering too much, and pay particular attention to the engine compartment and wing-saddle areas. After you've sealed the covering where it ends on bare wood, apply cyanoacrylate glue (CA) along the edges to ensure that it stays that way.

2. Fuel proof the firewall: After a few flights, the firewall or engine compartment of airplanes powered by nitro and gas engines can incur damage if left unprotected. Check these areas, and if needed, paint, epoxy, and CA can provide the necessary protection. (Heat-shrink covering material will not sufficiently protect these areas from repeated exposures to fuel and gas residue.) The paint can be sprayed or brushed on, and the epoxy should be thinned with a little rubbing alcohol and applied with a brush. Thin CA can be dripped on the surface and allowed to soak in, but thick CA should be rubbed in with your finger; of course, it's a good idea to wrap your finger in plastic.

3. Check high-stress glue joints: All visible glue joints should be checked for cracks or stress breaks when you unpack a new kit. Damage can easily occur during shipping; changes in humidity levels from one part of the country to another can warp parts and cause cracks or other damage to joints. When checking the joints, pay particular attention to high-stress areas such as the wings, stabilizer, rudder, firewall, landing gear attachments, and servo trays. Repair the damage with CA or epoxy, and reinforce that area with balsa triangle stock, plywood, or fiberglass cloth.

4. Rubber tubing around the clevis: When the control surfaces deflect, pressure builds on the control horn and the clevis. The weakest link is the clevis—specifically, on its tiny pin. The pressure can generate enough force to pop that clevis pin loose but rubber tubing will help prevent this.

5. Reinforce the screw holes with CA: All

January Minutes

Minutes of the Texas City Radio Control Club meeting for January 29th, 2009. The meeting at the Nessler Recreation Center was called to order at 7:30pm by President Michael Grassmuck. A quorum was met with 21 members in attendance.

Visitors: Edward Cokeland

Secretary's Report -

David Gatling: A motion was made, seconded, and accepted by the members to accept the December minutes as presented on email.

Treasurer's Report -

Ray Saenz:
See Meeting minutes published on the website.

President's Report -

Michael Grassmuck:
Mike opened with the meeting schedule approved by the directors for the year. All members meetings will be held at the flying field beginning in March and through September on the last Saturday of the month at 9:00am. All the remaining meetings will be held at the Nessler Center in Texas City the last Thursday of the month at 7:30pm.

Mike stated that the Directors will be presenting the 2009 budget for the club at the February 26th meeting. If anyone has suggestions as to what they would like to see in the budget, they should contact a

director before February 19th with their request.

The directors set dates for most of the events for the year as follows:

Club 40 races, TCRCC only, every third Saturday of the month in the morning if no other event is going on.

April 18th Club40 races for all area clubs, 9:00 – 3:00. Lunch is planned.

May 2nd Fun Fly and swap meet.

June 20th Braden Clough Big Bird. Back up date June 27th.

Pylon races will be scheduled later.

A War Bird meet also being planned.

Mike expressed concern that not enough members have volunteered to be in the mowing crew this year. Three members volunteered making the total of 8 members which is required for the mowing team. Also needed is a volunteer to oversee the maintenance of the field, a member to weed eat once a month and a member to move the garbage from the covered area to the front gate as needed.

Event's Section Report

- Mike Walther: Mike working with Mark Weiss will arrange the Club 40 races scheduled for April 14th. Mike stated he will need seven members to run the race plus two members to arrange and run the concession stand.

Newsletter Editor Report

- Kyle Tupin has agreed to publish the newsletter if he can get someone to give him articles to place in the newsletter. Glen Pope will help with the articles.

Safety Officer's Report

- Kevin Furman: no report

Pilot Instruction - Harvey Cappel:

Harvey said he has one prospect for training.

Field Marshall's Report

- Still looking for a volunteer for this position.

Old Business none

New Business none

Show and Tell none

Meeting was adjourned at 8:30pm.

Remember dues are

due by February 28th, 2009.

Next members meeting – February 26th, 7:30 at the Nessler Center.

screw holes in wood (balsa, ply

ARF TIPS

(Continued from page 1)

wood, and hardwood) should be reinforced with CA, especially those for the control horns, servos, canopy, and cowl. Drill the hole, insert the screw and remove it, and then drop thin CA into the hole. This will strengthen the wood and prevent it from being stripped.

6. Seal fuel-tank tubing at the firewall: Tubing that exits through holes in the firewall will eventually wear out from vibration, but you can prevent this by sealing the fuel tubing at the firewall with silicone sealant. Tanks that extend through the firewall should also have sealant around the hole; this will stop any fuel from seeping into the tank compartment.

7. Properly installing the hinges: The CA hinges that are included in many ARF kits do a fine job of supporting the control surfaces. They are usually chemically treated to encourage the CA to wick to all parts of the hinge and provide good adhesion, but this process can be helped along by drilling a small hole (3/32 inch) in the center of each hinge slot. This gap above and below the hinge will allow the CA to penetrate all the way to the back of the hinge.

8. Foam tape on the wing saddle: Exhaust residue that enters through the wing saddle can damage unprotected wood in the airplane's interior and will eventually ruin it. You can protect this

area by applying foam tape around the wing saddle. It will form a fuelproof seal and is soft, so it won't hinder wing alignment.

9. Thread-lock all bolts:

With the exception of engine screws, all of the bolts that screw into nuts, blind nuts, and threaded metal pieces benefit from thread-lock. It reinforces the grip and provides a measure of insurance that the screws won't vibrate loose. This simple step can save you quite a bit of grief later.

10. Keep those wheels rolling:

To ensure that the wheels remain in place, use a small file or a rotary tool to grind a small flat spot on the axle beneath the wheel-collar setscrew. This flat spot will prevent the wheel collar from sliding off. Don't forget to apply thread-lock to the setscrew. →

may be able to learn something from your experience.

I want challenge each and everyone to think of one item over the coming year that you could write about or let some write it for you in the form of an interview.

Also what about budding cartoonists in the group? We would love to have some interesting and humorous on a regular basis in our newsletter.

It's very easy to get started. Type up your articles and include photos if you like. It would be best in MS Word format but I will take plain old text email just to make it easy.

Warm-up those keyboards and get started! Have fun, and you never know it may get picked up in syndication in other club newsletters.

Display your Talents!

Have a particular talent you would like to feature? Scratch builder? Safety issues? Tips and Tricks?

We have a variety of talents and knowledge in our club spanning years of knowledge and interests. Even if you don't want to write the article, we have gifted people that will take your information in the form of an interview and turn it into interesting and useful information.

I have been a member of this club only for a few short years but in that time I have been able to get to know a number of you. Everyone has a story to tell. Maybe it is about early RC activity, long before the advent of FM radio. What about a memorable crash of your own? We all mourn the loss of that favorite plane or helicopter by many times there is a story to tell, maybe now even humorous and others

Just email your articles or questions to ktupin@tercc.org

Does RC Flying Qualify as Exercise?

(From the *Eglin Aero Modellers, Fort Walton Beach, Florida*)

Is the flying of Radio Control aircraft considered adequate exercise? Arguments for and against are described below.

1. Almost every flier gets up at 6 a.m. to fly in the mild breezes of dawn. Problem: A person has to get up more than once before they are considered to be doing sit-ups.
2. RC fliers tend to have larger thumbs. Problem: There is no known association between cardiovascular fitness and large thumbs.
3. RC fliers often bend down or squat near their airplanes. Problem: It has been noticed that once they are down, they have a hard time getting up.
4. Some of the terminology sounds like exercise. For example, sport aerobatics, fuel, or gear. Problem: Terminology in and of itself is insufficient evidence of an adequate aerobic exercise program.
5. RC fliers often are seen walking in the woods. Problem: Generally, they only walk in the woods once a quarter, and that is not for exercise but to recover a downed aircraft.
6. Weight lifting involves a buddy to spot the lifter. Problem: Even though club members use a "buddy box" and often "spot" real airplanes, the concepts involved are quite different than those used in body building.
7. In an exercise program, an individual is known to sweat after about 20 minutes. RC fliers also are known to sweat after about 20 minutes. This is the only assertion where similarities exist between exercise programs and RC flying.
8. People who exercise usually have better eyesight. Fliers often have to see at great distances but generally cannot

tell whether the object they are looking at is right side up.

9. Persons involved in exercise programs often are fixated on building the perfect shape. Similarly, RC builders are fixated on achieving the perfect shape, but in this case, we are talking about the aircraft, not the person. The individual may actually be way out of shape.

10. Those involved in exercise programs are concerned about weight gain. RC builders are equally concerned about weight gain, but again the focus is on the aircraft.

11. People who are successful in exercise programs generally work out at the same time of day, five times a week. RC fliers can be found at the field on the same days and times.

Conversations among those who exercise regularly often are laced with letter and number combinations, (B-6, B-12, the B complex). Similarly, RC flier conversations contain letter and number combinations (B-52, P-26, etc

ON THE SAFE SIDE

From the Temple Aero Modeler's Newsletter, Temple, Texas

Summer Safety Steps

Summer is here! Some key points to keep in mind as our days get hotter: stay hydrated, take frequent breaks, and keep some shade handy.

Heat can create extra stress on your body, so it's important to pay attention to that inner voice. Don't y'all hear that voice sometimes? Seriously though; know your limits. Some of us can't plow through the days like we used to.

We might remember having

done strenuous work during the summer months, but do you remember how old you were then? Sad but true, age can make a difference on how well your body can tolerate the hot days ahead.

The summer months will afford more flying days, but they'll also be hot. Sunscreen is another agent to protect your skin from the damaging effects of long exposure to Sol, our sun. I'm sure that at some point during our lives we have all experienced a sunburn or two, which probably led to "I ain't gonna do that again."

You have better protection from the sun's effects available these days than you did in the past, so take advantage of sunscreens and wear a hat to protect your head. A wide-brim hat will offer more protection than the plain old baseball cap most of us wear. The straw hats, like you see on the golf course, are a good choice too. They allow air to circulate to keep your head cool, similar to a cowl on an airplane. The sun can cause skin cancer, a topic I would just as soon avoid.

In addition to protecting yourself from the ravages of the sun, add insect repellent to your list of stuff you'll wish you had in your flight box. Mosquitoes are a real nuisance, but they can also carry some nasty parasites in addition to disease. The mosquito problem is really noticeable at the end of a day of flying. As the sun starts to get low on the horizon, the little bloodsuckers seem to come alive.

The ingredient I have heard the most about in insect repellents is DEET. I know that like everything else, people tend to get the products with the highest DEET content.

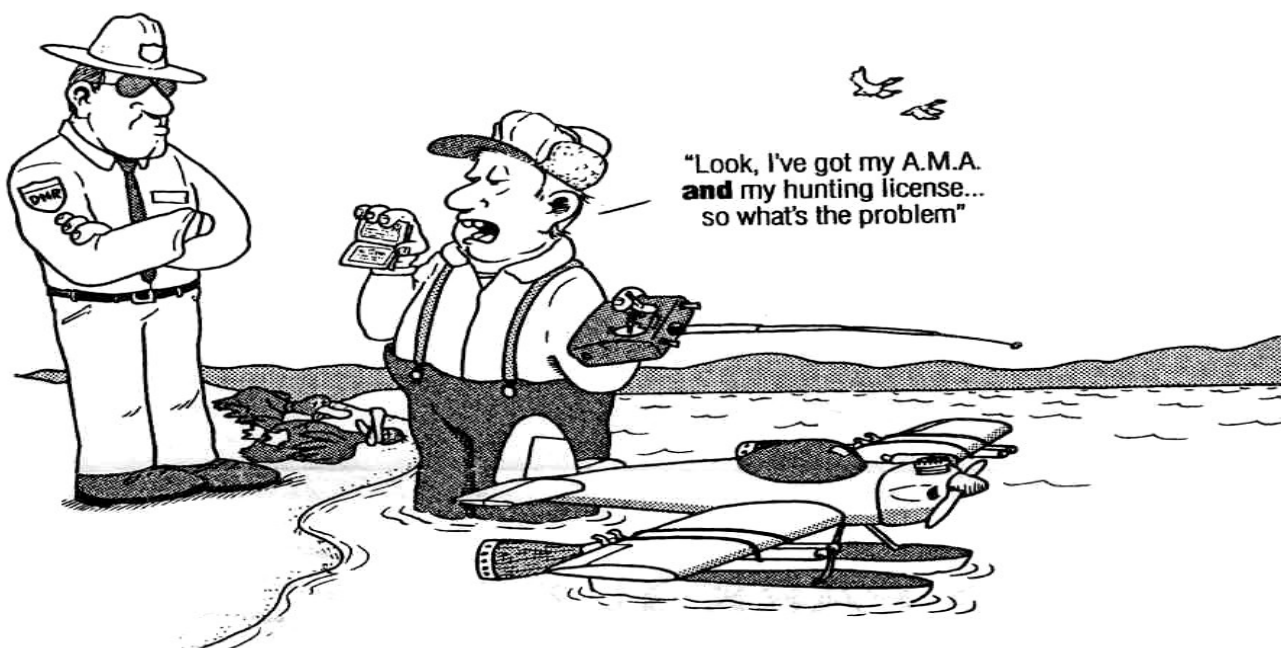
(on the Safe Side from Page 4)

While the stuff works fairly well, keep in mind that you are spraying a chemical on your body on purpose. If you're serious about not donating blood to perpetuate the mosquito population, you'll be spraying a chemical on your hands and rubbing it on your face, neck, hair, shirt, shorts, legs, and just about anything else you can reach. Go easy on the DEET—I don't know what it is or how it works, but I would be willing to bet that it doesn't taste good and it really could cause red, bloodshot eyes. Take some time, read the label and buy small quantities just in case you don't like it or it has some other undesirable effects.

How about wasps? It's wasp season too, you know. People usually get into a wasp nest because they were unseen, hidden under something, and so on. Wasp spray would be a good idea for the club to keep in the storage shed just in case.

Is anyone in your club allergic to bees and/or wasps? Perhaps keep a bee sting kit handy, again just in case.
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LONELY COLUMN SPACE LOOKING FOR GOOD ARTICLE



Texas City RC Club
P.O. Box 1265
Dickinson, TX 77539

We're on the web
www.tcrcc.org

Texas City RC Club

P.O. Box 1265
Dickinson, TX 77539

Meetings: Last Thursday of the month
At the Nessler Center in Texas City

Field Located at Holland park on Humble
Camp Road.



Tips and Tricks

Captured on Tape

Before cutting steel control cable, wrap it tightly with masking tape to prevent the strands from unraveling as you cut. It makes it easier to solder into a threaded push rod end too. Remember to wear safety goggles.

Paper Circles

Use a paper punch to cut out little circles of gummed paper. Stick these pieces to the backside of firewall blind nuts. Once you do this, you can fuel proof the tank compartment with resin without fouling the threads of the blind nuts.

Pellon

Fabric stores sell a product known as "pellon." This can be used for general reinforcement and is especially good for wing center sections. Be careful when you do apply it as it does have grain and should be applied in the direction that affords maximum strength.

Taken from the Talon Tales newsletter, Schoolcraft, Michigan (collected from various sources)
