



# Texas City Wings



Volume 11, Issue 7

July 2009

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## How to Glass a Wing Center Section

*From the Milwaukee Area Radio Kontol Club, Milwaukee, Wisconsin*

By Scott Wilke

Many folks have asked me how I manage to get such a smooth polyester resin center section on my wings. Believe me when I say that it wasn't always that way! However, I found that following these techniques, while taking a little more time and effort, is quite affective.

1. Make faint pencil markings, 3-4 inches apart, as a guide on the center section indicating the width the glass cloth and resin will eventually cover.
2. Cut two pieces of glass cloth to the proper width and length. For the wing bottom, cut a length that just approaches the width of the wing (chord), but does not go over the leading or trailing edges. Next, cut a length for the wing top that goes over the top, around the

leading and trailing edges and overlaps the bottom glass cloth about 1/4 inch or less on both ends. The purpose of this is to keep your seams, if any, at the bottom to avoid having to mate the two pieces at the exact center of the leading and trailing edges where it can be quite difficult to get the cloth to lay down.

3. Mix up about 1/2-ounce polyester resin and put one drop more hardener in the mix than the instructions call for. This works great with K&B resin but might be a little too hot for some other brands. Test your brand before you try it as you will need about 10-15 minutes working time.

Using the pencil lines you made before as a guide, paint a light coat of resin on the center section bottom, just enough so that it is almost absorbed into the balsa, but not entirely. (Note: This is important

and you should avoid excesses here, a little less than more would be better.)

Next, lay the bottom piece of glass cloth on the resin and work it into the resin with your fingers, working all bubbles or wrinkles until it lays flat. You should have good lighting and look at the work from all angles to make sure it is lying perfectly flat. Also, if you are sensitive to the resin, you may wish to consider wearing rubber gloves.

Repeat the above procedure on the top except you will also be painting the leading and trailing edges and overlapping on the bottom. If you think you need more resin to get the cloth to stick, particularly at the LE or TE, use your finger to paint it on because the bristles of your brush will sag the

cloth.

4. Let the resin cure for 24

*(Continued on page 4)*

## Texas City Radio Club Meeting Minutes July 2009—

These are the minutes for the Texas City Radio Control Club meeting on July 25th, 2009. The meeting at the TCRCC flying field was called to order at 9:00am by President Michael Grassmuck. A quorum was met with 17 members in attendance.

Visitors: none

### Secretary's Report -

**David Gatling:** A motion was made and passed to accept the June 27<sup>th</sup> minutes as published in the June 2009 Newsletter.

### Treasurer's Report – Ray

**Saenz:** Ray was absent from the meeting. Mike Grassmuck reported that even though the Club 40 racing event of April 18<sup>th</sup> was successful, it was essentially break even on the money.

### President's Report – Michael Grassmuck:

Mike stated that Harvey Cappel and the building committee will present their proposal for the TCRCC field club house at the Directors and members meetings in August. Mike circulated a concept drawing of the proposed club house.

Mike reminded the members that a volunteer for the Field Marshall's position is still needed. Also, a volunteer to keep the coke machine filled with drinks. Dick Suggs volunteered to fill the coke machine. Thanks, Dick.

### Event's Section Report –

The board of directors agreed to a fun-fly for club members and family October 10<sup>th</sup>. More later.

### Newsletter Editor Report –

**Kyle Tupin:** Kyle requested more articles for the Newsletter from the members. He also brought to the membership attention that a video of the field prepared by Glenn Murphy can be seen on the TCRCC web site.

### Safety Officer's Report –

**Butch McEachern:** Butch stated that the races went good with no incidents. He asked that all members review the AMA and club rules as a reminder of what is required of them at the field.

Butch also asked that when the racers finish with the Club 40 pylon poles that they remove them since the poles present a flying hazard to those not racing, especially the small electrics.

### Pilot Instruction – Harvey

**Cappel:** Harvey was absent.

### Field Marshall's Report –

The field continues to look good. David Gatling asked all members to help with the garbage cans. Keep the plastic bags over the rims of the drums and do not continue to place garbage in the drum if the bag falls in or the drum is full. There are additional 55 gallon garbage bags in the concession stand. Full garbage bags should be placed in the gated area at the entrance of the field for pick up.

## Old Business - None

**New Business –** The TCRCC constitution requires a change and will be voted on at the August members meeting. The change is to the second article of the Bill of Rights where the statement "Donations are tax deductible." must be removed. TCRCC is considered a social club, section 501(c)(7), and not a charity organization, section 501(c)(3), and therefore does not qualify as a tax deductible entity as described in the Federal tax code.

Nominations for board members will be held at the October members meeting. Presently, the positions of president and secretary will be open.

Mike Grassmuck asked the members to consider an outstanding member for the "Member of the Year" award. If you have a candidate, please contact Randy Brown.

## Show and Tell none

Meeting was adjourned at 9:45 am.

**Next members meeting at the TCRCC flying field will be at 9:00 am Saturday, August 29<sup>th</sup>, 2009.**

## On the Safe Side

### 101 Ways Part Deux

By Don Nix, Insider Safety Column Editor

Gee, when I agreed to write this bi-monthly column, I didn't realize some of you readers would practically write it for me. The column in the last issue, "101 Ways to Stop a Spinning Propeller," generated more e-mail than any other to date, nearly all contributing brain lapses of their own, which they gave permission to pass on to readers.

Before I do that, though, I must apologize for the way I described an incident I had witnessed nearly 20 years ago involving John Brodbeck, the "B" of K&B engines. I told of flying in the pit next to John when he reached to tune the needle from the front and ended up with a nasty gash requiring stitches.

An acquaintance of mine and a friend of John's for decades felt I might have done John a disservice by the way the example was written. Since John died some years ago and was also a friend of mine, I must assure everyone no such negative connotation was intended. My purpose was simply to point out how a momentary lapse in safe practices could reach out and grab a person who had probably been flying since he got out of diapers, but made his living in the industry as well.

My sincere apologies to any who saw my intent in a different light.

Now for a few of the incidents sent in by readers, who gave permission to use their names. Member D. Mock writes:

"Accidentally reversed the throttle servo on a 52cc Brison. Started with a heavily gloved hand.

Realized the transmitter is directly below the now roaring engine. Notice the tail restraint is giving up under the intense pressure. Freak out and grab the prop with the gloved hand.

"If it weren't for the glove, I wouldn't have a hand (like my friend in a neighboring club). It shattered all my fingers. I wore a cast for five months and missed the whole season. Bummer. BTW, the hand is fine now. Thank God for great medicine."



From J. Low: "I really enjoyed your article about propeller accidents. I was safety officer for a large model club for several years. Every thing you mentioned did happen and will happen again and again.

"I'll bet you could take a safety article written many years ago and print it today and it would be just a current as it was when made up. As new people join our hobby and old ones forget what they have learned, there are the ingredients for

the problems.

"Anyway, wanted to tell you I could relate to the article because been there, done that. Fly like you wish everyone else would: 'Safely.'"

Les from Florida sent a very detailed story (with a photo) of an incident that almost cost him a finger. Here's part of his note:

"I am a safety fanatic, and am to the point of being anal about safety stakes, not flying alone, and cringe when I see someone start any size plane without safety stakes, or a person holding the plane.

"That being who I am, I decided to run the fuel out of the engine, and pack it up for the day. I went to a low idle,

glow starter on, flipped the prop (with Chicken Stick). As it leaned out because of running dry, the RPMs came up, and the plane started to move forward. Yes, I reached thru the prop to stop it. I had NOT put my safety stakes in!"

The preceding are a just a few examples of propeller injuries that probably happen dozens of times every week among our members. Read 'em and take heed.

My next column will be entitled "An Attitude of Gratitude," and relates courteous flying to safe flying. Ya'll come back, ya' hear? flyerdon@aol.com.

### How to Receive \$300 for Public Relations About Your Club

By Erin Dobbs, Programs Coordinator

AMA launched the Club Recognition and Reward Program in 2008. This program is to reward clubs monetarily who receive positive media coverage either by print (newspaper or magazine), radio, and television. It was a complete success for the clubs who participated.

During 2008, AMA's budget for this program was depleted and AMA is proud of the clubs that received the funds for their positive contributions to charities and their communities.

We would like to see this FREE money given away to more clubs this year. Time is running out! If your club participates in a charity event or donates its time to benefit the community, you will receive \$100, \$200, or \$300 respectively if the event receives media coverage.

The application can be downloaded from our website at the following address [www.modelaircraft.org/files/716.pdf](http://www.modelaircraft.org/files/716.pdf).

If you have any questions about the program please contact Erin Dobbs at [erind@modelaircraft.org](mailto:erind@modelaircraft.org).

Thanks and we look forward to rewarding your club!

## AMA Embraces the Online Future

By Dave Mathewson AMA President

AMA launched its Members Only online forum early in June in a notice to our Leader Members. Our intent was to start slowly to try to identify any bugs in the system that may have been overlooked during the internal testing phase. The launch went almost flawlessly and we're now beginning to promote the forum and encourage member participation.

I've written in the past that communication is the key to success in any membership organization and AMA is no different. Our new forum will give us the ability to communicate in a quick and cost effective way with our members, and vice versa.

This forum is not intended to compete with the other popular, more traditional model aviation related forums. These forums play an important role in the modeling community and are a good resource for model aviation-related information. Our AMA forum will be dedicated to an exchange of AMA-related information. If you haven't had a chance to visit yet you can get to the forum from a link on AMA's Web site at [www.model](http://www.model)

[aircraft.org](http://aircraft.org). Over the next several months new topics and sections will be added based on member input. Posting is limited to members but the ability to read posts is open to all.

AMA plans to take greater advantage of the Internet and the resources and opportunities it provides. By the time this issue of the AMA Insider reaches you, AMA should be accepting PayPal as a method of payment to join or renew a membership. As we get farther into the year, this option will also be made available for purchases from our Plans Department and Merchandising.

Club charter renewals and applying for event sanctions are areas

that take significant time and effort for club officers and contest directors to manage. Beginning in 2010 our plans are to have in place the option to process both club charters and sanction applications online. There are several advantages in doing this. First, of course, the ability to submit an electronic charter online will eliminate the tedious task of entering all of this information manually. For club charters, officers will have the ability not only to submit their initial yearly charter online but they will also be able to manage club rosters and other club information throughout the year.

The time needed to process a sanction application today includes a significant amount of time when the paperwork is "in transit." Applications are first sent to the district contest coordinator then, if approved, forwarded onto AMA Headquarters for processing and then mailed back to the CD.

Being able to submit an application online will virtually eliminate nearly all of the transit time. Contest coordinators will still authorize and approve sanction requests but will do so electronically. The "system" will take the information provided in the sanction application and automatically process it once the contest coordinator gives his or her okay.

Finally, the option will be available to return the processed sanction certificate to the CD in electronic form instead of sending hard copies though the mail. What now takes several weeks to accomplish could realistically be done in a matter of days. Supporting paperwork would still be sent through the postal system.

These are just a couple of the new electronic options that we hope to be implementing in the next year or so. However, for those who wish to handle these tasks as we have in the past, that option will still be available as well.

See you next time.....

### How to Glass a Wing Center Section from Page 1

hours in a horizontal position to avoid drips from forming.

5. Mix up another ½ ounce of resin and paint it over the already hardened surface until you can see the cloth is completely filled and the surface is smooth. Let it cure for 24 hours.
6. Cut off the cloth that covers the servo or wing bolt openings. Sand the center section lightly to remove stray cloth fibers and to blend the resined center section into the rest of the balsa wood. If you did the job right you will have very little or no sanding at all. Isn't that what you wanted in the first place? →

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Have an interesting story to tell? What about your first experience with RC or control line? Tell us about your first experiences here.

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

AMA Charter #1075



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## **Battery Shorts, How They Occur, by Red Scholefield**

*From the Anoka County Radio Control Club, Coon Rapids, Minnesota*

A short develops in a NiCad when conductive particulates bridge the separator or the separator itself deteriorates to the point where it allows the negative and positive plates to touch. Rarely does the short occur all at once but rather building up a very small conductance path termed "soft shorts."

In a charged cell the energy in the cell will blow away any short as it tries to develop. You've heard about "zapping" cells. The cell actually zaps itself before the short can develop. Only in cases of severe overcharge at high rates when the cells heat up significantly, can the separator melt down to the point where the plates contact each other (hard short). In this case the energy in the cell then dumps and we have what is referred to as a hot steamer, the electrolyte boils, nylon in the separator melts down and is forced by the steam through the vent.

On some occasions the vent is clogged by the molten nylon separator and becomes inoperative causing the cell to rapidly disassemble. So under normal circumstances a cell maintained at some state of charge is much less likely to short than a cell that is completely discharged.

It should be noted however, that the self-discharge increases rapidly in cells where there is a short building (high resistance-soft short) because of separator deterioration and/or cadmium migration. One other shorting mechanism is a manufacturing defect where the positive or negative collector tab bridges the opposite plate. These usually fall out before the cells are shipped or assembled into batteries.

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