



Texas City Wings



Volume 12, Issue 6

June 2010

Inside this issue:

June Minutes	2
The Club Corner	3
Tips and Tricks	4

A Father's Push to Model Aviation

By Dave Mathewson,
AMA President

I'm sitting here punching out this column the week before Father's Day. If she had a chance, the *Insider* editor would probably tell you that it's really the Friday before Father's Day and this column is already several days late. But that's another story!

Like many of us, I'll be spending some time with my dad on Sunday. I consider myself pretty fortunate that I still have the opportunity to do that. It's because of my dad that I became a modeler. Like most kids, I was involved in the typical activities most kids were growing up: sports, played in the school band, and was involved in some extracurricular school activities. But the one thing that maybe

wasn't quite as typical, and the one thing I enjoyed the most was model aviation—building and flying model airplanes.

Almost every weekend when the weather was good I'd head to the local flying field with my dad. Of course, there was always the stop at the local ice cream stand on the way.

Depending on how things went, sometimes there was also the additional stop on the way home to help ease the pain of picking up the pieces of a model that didn't fare so well that day.

When the weather wasn't quite as nice, we'd head to the basement to build our next models. My dad, who doesn't fly much anymore, was a good flier and a great builder.

In fact, I learned so much from him in that shop that it gave me the skills needed to be successful in my eventual career.

I can remember when iron-on coverings were first introduced to modelers. He gave it a try. The model came out like most of his models but his only comment was, "Nice stuff, but not for me." He liked silk and dope, something some of our younger members have probably never heard of.

When I got married and had kids of my own, as most of us do, I tried to continue the family tradition. Both my son and daughter grew up at the field. And while neither are active modelers right now, I'll bet at least one will fly again someday. And, it's

(Continued on page 3)

Texas City Radio Club Meeting Minutes June 2010—

By Kevin Furman

These are the minutes for the Texas City Radio Control Club meeting for June 26th 2010. The meeting at the TCRCC flying field was called to order at 9:00am by Vice President James Grassmuck. There were 17 members in attendance and no visitors.

Secretary's Report – Kevin Furman:

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

Treasurer's Report – Ray Saenz:

Ray stated that the beginning balance in June was \$xxxxx and ending balance was \$xxxx. Ray noted that the profit from the Big Bird event was \$xxxxx

President's Report – Randy Brown

James stated that Randy has made a request for a club member/non-board member to volunteer to audit the treasurer's books as is done every year. No one would volunteer to do the audit. The board will continue to search for someone to perform an audit.

Vice President's Report – James Grass-

muck:

James thanked everyone for the help working the Big Bird event. The event went very well. James also stated that we need to thank all the non-member volunteers that helped with the event and all the people involved in the airshow along with our sponsors.

Safety Officer's Report – Butch McEachern:

James stated for everyone to continue to be aware of the heat and try to keep cool. Harvey Cappel stated that he found the motor mounts loose on a RTF trainer new out of the box. Loctite is not used on these RTF models so please be aware.

Pilot Instruction – Harvey Cappel:

Harvey asked for volunteers to help work with kids one day in the coming weeks. Harvey asked that volunteers contact him if they are willing to help. Dates and times will be announced later.

Field Marshalls Report – Mike Grassmuck:

Nothing to report

Events Section

James stated that we have our club 40 pylon race on September 18th.

OLD Business –

James stated that shirts and hats with the club logo can be printed and purchased at Embroidryme in Webster. They have the club logo on file and can put it on a shirt or hat that you bring in or one that you purchase at their shop.

NEW Business –

James mentioned that we have not had a club fun fly this year and asked the membership if they would like to have the club fun fly before the September 18th pylon race or after. The membership request that the club fun fly be later in the year when it cools down.

Glenn Murphy brought a Duces are Wild twin engine electric that he purchased second hand.

Meeting was adjourned at 9:40 am.

Next scheduled members meeting – July 31st at the field!

A Father's Push ... (cont'd)

(Continued from page 1)

a pretty safe bet that their kids will get the chance to fly, too.

So, what's the point of all this? My point is that model aviation is a terrific educational and recreational family activity. It's something that families can do together—and there are many AMA families that do just that. It's fun and, like me, you may learn a thing or two along the way.

Next time you head out to the field, think about bringing someone along with you to share the day. A husband, a wife, son or daughter, or maybe even a brother or sister. I'll bet they'll have a good time and you'll both enjoy the company. You might even create a new modeler along the way.

Thanks for letting me reminisce a little bit, and to all you dads, a belated Happy Father's Day.

See you next time ... Q

The Club Corner

By Jim Wallen, *Insider* Club Column Editor

What do you think is the most important thing that keeps our flying clubs active and growing? We all know that our clubs are the focal point of some great social activity and a great place to fly the projects that are our pride and joy.

Everything becomes secondary however, if we do not maintain and improve our flying sites. Providing a safe, comfortable, and well-maintained site is the glue that holds the club together. Without the field, clubs will fade away.

There is a financial burden we must bear in the maintenance and improvement of the flying

paint, gas for the lawnmower, repairing the start-up table, and other day-to-day needs. If major projects or large repairs are required the clubs must delve into the arena of fund-raising.

What techniques are effective in raising the cash requirements? Let me name a few that come to mind.

Auctions are a good way to raise some cash. Have members clean out their rebuild areas and donate items they no longer use to the club auction. Partnering with a community charity and sharing the proceeds works well. Social events such as "pancake feeds" work for some clubs. Don't forget that AMA has a pool of cash available for club site improvement projects that can fund 10% of the project cost.

AMA has recognized that the subject of fund-raising is important on both the local and national level. Chris Brooks at AMA Headquarters has taken on the challenge of addressing our funding needs. If you, or your club, have some creative ideas in addressing fund-raising at the local level, send Chris an e-mail so he can share your thoughts with other clubs.

Chris can be con-

tacted at chrisb@modelaircraft.org.

Q



fields. Dues are the primary source of getting the basics done. That is how we pay for the bucket of

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

*Visit us on the web
www.tcrcc.org*

AMA Charter #1075



Tips and Tricks

Don't cut that wire!

When your cell count gets too high for your speed control's BEC and you want to disable it, cut the positive (red) wire that runs from the speed control to the receiver. If you cringe at the thought of cutting the wire on your expensive speed control, here is a simple solution: buy a short servo extension and cut its positive wire. Plug the servo extension between the speed control and the receiver; now, if you want to use the BEC in another installation, just omit the extension!

Plugged CA Applicators

The long, thin CA applicator tips work great, except when they're clogged or gummed up with dried glue. After you've finished using them, soak them in acetone; they will be clean and will last forever. This will even work for tips that have dried CA on them, and it works great on spray-can nozzles too.

Prop Balancing

I just read in a post about how a propeller was balanced by removing some of the tip of a blade. The better way to balance a propeller is by sanding the back (flat side) of the heavy side near the tip. You can also balance by applying clear dope, colored dope, or CA to the lighter blade. The CA can be sanded for smoothness.
