



Texas City Wings



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May 2010

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Getting Kids Interested in Modeling

From the District X Newsletter

By Mike Brown, Interim District X Vice President

Today's youth have "more choices" of things to do, such as video games, which for the most part are done indoors. But many still like to do outside things.

So why don't we see them hanging out watching us fly, asking question after question? I think it's because clubs are not in towns the way they used to be. Kids can't watch modelers fly right in their own neighborhoods, becoming interested the way I am sure many of you did when you were young.

So, because most clubs are way out past the edge of town, how can we introduce kids to modeling?

One way is at

events where we advertise something such as buddy-box flying, or free rubber-powered airplane building. Parents will bring their kids to those events.

I thought the Park Pilot program would be huge. With very low-cost insurance, pilots could have another club in town, flying little stuff. Then once again we would introduce modeling to kids. If you've ever flown a small airplane or helicopter at your local ball field I am sure you know what I mean. I bet you've had kids (of all ages) come by to watch and ask questions.

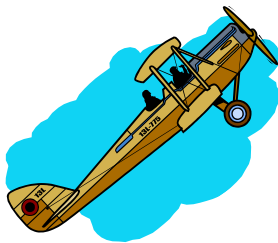
Another way is to go to schools and talk with teachers about our clubs. Invite them out for a field trip or offer to come to the school with a couple club members

and build and fly gliders or rubber-powered airplanes. This way we can reach classrooms full of students all at the same time.

That is what this article is about, getting kids interested in aviation, modeling, and learning a little science, math, and a few other things, all at the same time.

The AMA has a program called AeroLab. It is a set of two DVDs, that teaches folks like us, or school teachers, how to teach kids how to build and fly a few simple rubber- and glider-type airplanes (even a paper helicopter), and learn some basic concepts in physical science at the same time. Now before you say, "I can't teach that stuff," I never learned it as a kid my-

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Texas City Radio Club Meeting Minutes May 2010—

These are the minutes for the Texas City Radio Control Club meeting for May 29th 2010. The meeting at the TCRCC flying field was called to order at 9:05am by Vice President James Grassmuck. There were 16 members in attendance and 1 visitor.

Secretary's Report – James Grassmuck in the absence of Kevin Furman:

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

Treasurer's Report – Ray

Saenz: Ray presented the treasury status. The starting balance for May was \$xxxx and the ending balance was \$xxxxx. Ray also noted that the profit from the Mark Weiss memorial club 40 pylon event was \$xxxx

President's Report – James Grassmuck in the absence of Randy Brown:

Nothing to report

Vice President's Report –

James Grassmuck: Nothing to report

Event's Section Report –

James Grassmuck: James discussed the success of the 1st annual Mark Weiss Memorial

Club 40 pylon race. James thanked everyone for their help during the event with a special thanks to Don Roccaforte for putting on the event, to the Weiss family for their help and support and Heather Rehwald for her help with concessions and registration.

The upcoming Braden Clough Big Bird Event on June 19th was discussed and Randy Brown will call separate meetings in the coming weeks to prepare for the event.

Safety Officer's Report – James Grassmuck in the absence of Butch McEachron:

James discussed the heat and the signs of heat exhaustion and heat stroke. James asked that everyone be aware of the heat and be cautious. Be alert of fellow members and remind them to take a break if you see someone getting overheated or to get in the AC and get some water if they get overheated. Setting up protection for cut judges during pylon races was also discussed and Don Roccaforte is pursuing.

Pilot Instruction – James Grassmuck in the absence of Harvey Cappel:

James stated that anyone can come out and fly for three days without being an AMA member as a guest as long as they are on a buddy box with an intro pilot instructor and flying under the intro pilot program. Intro pilot instructors are

listed on the club website.

Field Marshall's Report - Mike Grassmuck:

Mike stated field is in good condition. Mike will schedule a general clean up before the big bird event. Richard Rehwald request that drinking water for the mowing crew be secured.

Old Business: Nothing to report.

New Business:

A discussion about club t-shirts and hats came up. James stated that this is already being looked into by Don Roccaforte and Randy Brown.

Show and Tell:

Nothing to report

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

Meeting was adjourned at 9:53am.

Next members meeting will be held at the field June 26th at 9:00 am.

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self. That is why the DVDs are so good. They teach you how to do it, and it's simple, basic stuff.

I thought I'd let you know about one part of the program I am going to use soon. It's been raining every day here lately and it's something we can do inside a classroom, or several at the same time in a gym. This is the simplified version, but if you get the DVDs it goes into detail with a video of everything.

You build a slide-together, rubber-powered balsa plane. One end of a two-meter piece of string is attached to one end of the wing, the other end is attached to a nail (by means of a paper clip). The nail (in a piece of wood) is taped to something such as an upside down garbage can (to hold the string in the air). You wind the rubber band (the same number of winds each time) and place the airplane on the ground. One student has a stop watch, another will count laps. The airplane is released and within a lap it will take off and the time started. The laps are counted and the time stopped when the wheels touch down. Figuring the distance around the circle and the time flown will give speed. Weight can be added and the effects of drag taught, or two airplanes can be put on the same nail and you have Pylon Racing!

The DVDs are helpful. It's a simple way to get kids started in modeling and inviting them to the field for a field trip will provide even more fun.

The fun ideas on the DVDs can also be done at the field, but so can others. Take a simple Delta Dart build. It takes about one hour for a group of 40 people to build and balance their creations. That is of course with a good group of volunteers and setting up properly at the start.

If you plan to do this with a larger group, or if you need to get the build done faster (like at a mall show), stick to a glider or simple, slide-together, rubber-powered airplane like the DVDs talk about. These can do the trick nicely.

For a more challenging build, the Delta Darts are only \$41.99 for a pack of 35 through the AMA store. All you need to supply are pins, single-edge razor blades (supervised of course), glue, and a building board (which is a small piece of cardboard).

The Northern California R/C Unlimited Flyers like to have the builders meet in the center of the runway at noon for a mass launch.

Remember to read the directions and balance your airplanes. Little rubber planes, such as the Delta Dart, don't fly worth a hoot if they aren't balanced!

Picking Thermals

From the Thermalier, newsletter of the Pensacola Free Flight Team

Picking thermals has to do with feeling the subtle changes in the environments, which, to the untrained, are not apparent. Therefore there is no simple recipe.

Tools: Mylar streamers, fast sampling thermistor devices, fluffies, bubble machines, piggy-backing (on) birds, and other models.

Early morning: The air is buoyant neutral, small rises in temperature possible (as little as 2° F).

Midday: Strong thermals (boomers) develop that exceed the sink rate of models, rise in temperature can be a few degrees with wind calming, wait until a cooler breeze (fill) is felt and the temperature clearly drops. Do not launch right away, especially with fast, higher climbing models. Wait 10 to 20 seconds, depending on wind velocity.

Late Afternoon: Thermals stay closer to the ground, tend to be larger size. Smaller rises in temperature (1°+ F). Be patient; fly over dark areas.

Strong wind: Wait for a three- or four-second lull of lower wind velocity; launch immediately at an angle to the wind.

No wind: Watch streamers to see center of building hot air

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Visit us on the web
www.tcrcc.org

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column. The rising air circles counterclockwise. Wait for light air movement indicating fill. Be patient as the air rises very slowly. When launching, place the model in the center of the rising air.

Cold front: Rising air precedes the rain and the breeze. Good air is still present even when rain starts.

Flapping: If wind is moderate and ground surface is warm, then flapping a shirt or running or driving under the model will release rising air.

General Rules: Do not launch if there is a chance that the sun might soon come out of the clouds. Do not fly if other models are launched when a conscientious decision to launch has not been made; rather watch other models behavior. Most of the time flying a little later will give better results. Concentrate and take in your environment. Q



AMA Charter #1075
