



Texas City Wings



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AMA– NASA Program

By Dave Mathewson,
AMA president

AMA recently signed a memorandum of understanding with NASA to collaborate on a program to incorporate NASA Remote Sensing resources as an aid in the classroom to teach Earth Science. This Space Act Agreement signed between NASA’s Remote Sensing Earth Science Teacher Program (RSESTeP) and the Academy of Model Aeronautics (AMA) will allow certified Earth Science teachers nationwide to continue to take part in the program.

NASA has a history of developing programs to encourage young people to become more involved in aviation and aerospace as a career choice. As an important participant in the RSESTeP program, AMA members can play a significant role in helping to build our country’s future workforce.

The agreement calls for AMA members

and clubs to work side-by-side with teachers and students in local school systems using NASA research equipment. While NASA provides the necessary tools, AMA members will provide the modeling experience and piloting skills to make the program successful. RSESTeP is administered by the Goddard Space Flight Center and is available to teachers instructing in fourth through 12th grade levels.

To take part in the program teachers are required to submit a conceptual outline of how they will incorporate the program into their classroom. Teachers selected to take part then spend a week during the summer at Goddard Space Flight Center developing their “missions.”

The program, which began in 2005, has involved teachers in 21 states and we hope to increase that number through this effort. By participating

in the program AMA members have an opportunity to help young people learn new skills and to apply those skills in a real-world experience. Working together, experienced modelers, pilots, and students will conduct real-time research projects.

This is another opportunity for our clubs to become involved in—and an asset to—their local communities. At the same time participation opens the door to introducing students and teachers to model aviation. This is an excellent example of a “win-win” situation for everyone involved.

Details of our new partnership will be finalized soon with an anticipated launch date of early 2011. More information will be published in *Model Aviation* magazine and be available on the AMA Web site.

See you next time
... Q

Texas City Radio Club Meeting Minutes October 2010—

These are the minutes for the Texas City Radio Control Club meeting for October 23rd 2010. The meeting at the TCRCC flying field was called to order at 8:15am by President Randy Brown. There were 25 members in attendance.

Secretary's Report – Kevin Furman:

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

The November club meeting will be held on November 20th at 9am.

Treasurer's Report – Ray Saenz:

Ray stated that the beginning balance in August was \$xxxx and ending balance was xxxxx.

President's Report – Randy Brown

Randy stated that all pilots during the Fun Fly needed to keep safety in mind. Since there would be an airshow at Ellington, be aware there may be low flying aircraft in the area so spotters should be aware.

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:

Field has been repaired and is in great shape. Thanks to the entire crew!

Events Section

The Ballunar festival will be held this year at Nasa on October 30th.

The 2010 Christmas party will be on December 2nd.

OLD Business –

No old business

NEW Business –

Motion was made to open the nomination process. The following nominations were proposed and accepted

President – James Grassmuck

VP – Kevin Furman

Treasurer- Ray Saenz

Member at large – Don Roccaforte

Member at large – Dick Suggs

Secretary – Travis Nicholson

A motion was made to elect the nominees for the 2011 board by acclimation. Motion was seconded and passed.

Meeting was adjourned at 8:45 am.

Next scheduled members meeting – November 20th at 9am at the field!

On the Safe Side

It Wasn't the First Time

By Don Nix, Insider Safety Column Editor

And it certainly won't be the last time my occasionally warped sense of humor gets me in trouble. In a previous column I offended someone by making a remark that seemed callous and unfeeling to one reader.

I wrote about one club losing its flying field because a non-member's model crashed into a prison yard. I followed with this comment: "I was just wondering ... if the model had taken out a hardened criminal, d'ya' suppose the officials might have withheld their complaints?"

Apparently that touched a sensitive spot with this reader, even though (I thought) it was clearly intended as dark humor.

Dang ... foot in mouth again. I have already apologized to this individual, but just in case it missed the mark with anyone else, I would never seriously advocate killing anyone with a model.

Now, with that taken care of, let's get back to the subject of safety, which for the past several months has dealt with the safety of people. Considering the cost of our equipment, perhaps we should devote a few paragraphs to its well-being.

As I have mentioned in the past, for a dozen years I was

the owner of one of the leading model fuel manufacturers. During that time—and even now another dozen years later—one of the most frequently asked questions was about rust and corrosion in engines. In retrospect, it seems there have been almost as many different theories about the cause as the number of questions.

Assuming the fuel was made properly in the first place (key word: assuming), there is only one thing that causes rust: water. Experienced modelers know the trick of disconnecting the fuel line and running their engines completely dry after the last flight of the day. Methanol, the primary ingredient of glow fuel is extremely hygroscopic—meaning it absorbs moisture from the air very rapidly. Residual fuel left in engines, even small amounts, can easily cause rust on steel parts in a very short time.

Smart (and careful) modelers will follow this with a few drops of an after-run oil in the intake, followed by a quick hit with the electric starter to disperse the oil throughout the engine. Incidentally, Marvel Mystery Oil works just fine as an after-run.

Oh, did I mention that methanol is hygroscopic? I have no data to support it, but my guess is more "bad fuel" is caused by leaving the cap off the fuel container than by all other reasons combined, and it can happen in an astonishingly short time. Anyone who has spilled fuel on top of the can has noticed it very shortly as-

sumes a milky appearance. That dear reader is a graphic demonstration of the hygroscopic nature of methanol, so keep the cap on the fuel container at all times.

Frequent e-mails ask something like, "I bought (found, whatever) several gallons of fuel that I'm sure are several years old. Is it any good, or will it damage my engine if I run it?"

The only way to know if it is still good is to run it. If it runs fine (particularly at idle), then it's good. If it runs roughly (particularly at idle) or won't run at all, you have the obvious answer. If the latter happens, drain the tank thoroughly, replace with new fuel and go fly. And use after-run oil.

A few paragraphs above, I said that properly made fuel would not cause rust. I am aware of one incident where a particular blend of a popular and normally highly respected fuel suddenly began causing extreme cases of rust in certain brands of engines. The owner of the company nearly drove himself and those near him crazy checking everything in that particular batch; same methanol as in other blends and batches, same oils, same additives.

No clue whatever, until the owner asked his plant foreman if there was anything—even the slightest little thing—that could have been different about that one batch. "Well," the manager replied, "nothing except a different dye. We ran out of our usual industrial dye, so I went down to Wal-Mart, got lucky and found the exact same

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

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color “Rit” dye. I used it until we got the new supply the next day. That certainly couldn’t have caused any problem, could it?” Oh, no; except that one of the ingredients of “Rit” dye is salt.

Jumping subjects abruptly, I remember a time some twenty-odd years ago when an out-of-control model hit one of the other fliers at our field, injuring him rather seriously. Although this was before every kid and his cat had a cell phone, fortunately one in the group had one, and EMTs were called. We couldn’t understand what took them so long to get there until the boss told us no one really knew where the field was. Always be sure the local EMT and fire department have the precise coordinates of your local field.

Oh, in case you’re curious about the dye story, wondering if it really happened, I can assure you it did, since I know the original owner of that fuel maker quite well. I see him every time I brush my teeth.

As always, suggestions, stories, and any sort of input is welcome.
