



Tri City Flyers

NEWSLETTER



www.tricityflyers.com

MARCH 2025

AMA #850

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MARCH 2025 EDITOR'S COMMENTS

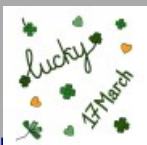
Hello TCF members and guest readers. I hope you will read the business meeting minutes and be prepared to vote on their approval at the next meeting. This month's business meeting addressed quite a variety of topics. The Treasurer's financial report, including a summary of the swap meet finances will be of interest. Upcoming lease renewals for both flying sites should also be of interest.

Please note the schedule of upcoming activities and events listed at the end of the minutes. The officers have planned an ambitious schedule of events for 2025, and encourage you to participate in all that you can, the flying ones as well as the work days that maintain and improve our facilities. The May Warbirds Over Kingsbury is shaping up to be a large event that will require significant member support. The Rice Memorial Fly in also returns in October after several years absence. Club only fly ins are also planned that don't require a lot of work, just time to come fly and socialize with your RC buddies.

I encourage all members to attend the monthly business meetings. TCF is your club and the meetings are your opportunity to have a voice in club planning and decisions.

See you next month. In the meantime - get out and fly.
Frank George
TCF News Editor

Club Meeting Reminder: 7:00 PM on the 2nd Thursday of each month at the American Legion Post 593, located at 326 Legion Drive West, Converse, TX 78109. Unless otherwise informed, you can purchase a light meal at the Post prior to the meeting.



Tri City Flyers, Inc. Meeting Minutes, March 13, 2025

President Ed Valls called the meeting to order at 7:00 PM. 21 members were present.

Minutes to Last Meeting: No changes were requested, so the February minutes were approved by the members present as printed in the February Newsletter.

Guests/New Members: Rusty Koehler announced that Robert Rude who lives in New Braunfels has submitted a membership application and paid the required annual dues fee. Robert is a proficient pilot who is getting back into our hobby after having not flown for several months. Mike Fisher has agreed to be his sponsor. Robert was voted into the club in absentia since he was not able to attend the meeting.

Treasurers' Report: Michael Zachau reported the monthly deposits, expenses, and ending balance for our club's financial accounts. The motion to receive the report as presented was seconded, and passed by the members.

Safety Officers' Reports:

Sequin - Ed Valls stated that there was nothing new to report.

Kingsbury - Mike Fisher stated that there was nothing new to report.

AMA Business - There was no new AMA business to report.

Unfinished Business:

2025 Swap Meet - Mike Zachau reported that the net profit for this year's Swap Meet was more than the profit from last year's event. The cost to rent the Garden Ridge Community Center was increased from the previous year. The event manager, Frank George, stated that all the tables were sold out before the event started. Frank also stated that we had more people attending this year. Frank thanked the many club members who volunteered to make this event successful again this year.

Kingsbury Workday - Ed Valls announced that Saturday, March 22nd, will be a workday

at Kingsbury to make some runway improvements and to install a roof vent on the Connex. Those who are willing to help are asked to please contact Ed. Volunteers who will be working on the runway are asked to bring rakes to help smooth out the new dirt to be placed on the runway where needed. Flying will not be allowed while work on the runway is being done.

Members Only Fly-In - A members only fly-in is scheduled for Saturday, April 19th at Kingsbury. Family members are also welcome to attend. Mike Fisher plans to come up with some flying challenge events. Pizza will be served for lunch at no cost to those attending.

New Business:

Warbird Event - The Warbirds Over Kingsbury (WOK) event is scheduled to be held at the Kingsbury field on May 15 -18. The Contest Director, Tom Dicuirci, provided a summary of the tentative plans for this event. It is hoped that over time that our club may be able to grow this event. A discussion followed with comments made by various club members. More details regarding this event will be provided later. Tom requested that club members who are willing to volunteer their time to assist please contact him.

Projected Club Expenses - Ed Valls stated that the septic tank leach field for the Kingsbury restrooms requires extensive repairs. The Board of Officers will determine if our club will contribute for this repair. It was also announced by Ed Valls that our Sequin Field lease is in the process of being renegotiated, and that the lease cost will be increased. The Kingsbury lease will also be renegotiated later this year. Mike Zachau provided some comments regarding the Sequin lease cost increase. A membership dues increase will be discussed by the Board of Officers to cover our club's projected Sequin lease cost plus other possible cost increases. The Board of Officers may submit a proposal to increase dues later this year for a vote by the membership.



Broken Prop Award: There were no nominations for the Broken Prop award. It was suggested that Sherman Lindsay receive this coveted award once again since he forgot to bring the traveling Broken Prop Trophy he won last month to the meeting. No vote was taken on that suggestion.

Show & Tell:

Jim Rice presented a beautiful biplane that he built called the "Two Kewel". This airplane's takeoff weight is about 8½ pounds and is powered by a 20 CC gas engine. Jim demonstrated the crow configuration that he had programmed into a Spektrum DX9 transmitter.

Bill Anderson gave a brief presentation describing how he suggests that a battery be connected to an electronic speed control (ESC) to reduce electrical interference. He suggested keeping the connection between the battery and the ESC as short as possible.

Meeting Adjourned: A motion to adjourn was made, seconded and passed.

Club Members Only or Open Fly-In: Saturday, November 22, Format TBD by the club.

Editor's Note:

Since the March meeting, the Officers Board discussed and approved holding a National Model Aviation Day (NMAD) Fly in at Kingsbury on September 13. Augie Santiago will CD the fly in.

Regular Events:

April Business Meeting: April 10, 2025, 7:00 PM, at American Legion Post 593, 326 Legion Dr West, Converse, Texas.

Scheduled Activities:

Kingsbury Field Maintenance Day: March 22, at 9:00 AM. No flying that day.

Club Members Only fly in: Saturday, April 19, Pizza will be provided.

TCF Kingsbury Workday: Saturday, May 10, preparation for the Warbirds Over Kingsbury (no RC flying that day).

2nd Annual Warbirds Over Kingsbury: Thursday May 15 through Sunday, May 18.

Club or Open Fly-In: Saturday, September 27. Format TBD by the club.

25th Annual Rice Memorial Fly-In: Friday, October 10 and Saturday October 11.



Hello to all TCF members and guests who are reading the news letter. I hope everyone survived the "Ides of March" safely. What are the Ides of March anyway? The phrase was made famous in Shakespeare's Tragedy "Julius Caesar", where Caesar was warned to "beware the Ides of March". Historically, "Ides" is the midpoint of a month. In the Julian calendar, March 15 is the Ides of March. Historically, Julius Caesar was assassinated on March 15, 44 B.C. Today, the expression is a general warning of possible danger. So much for this month's trivia.

So what can I report on now that hasn't been covered already? Oh yes; the swap meet. First, thanks to all the TCF members who volunteered to help. I thanked the volunteers at the club meeting last week, and I extend my appreciation to those who were not in attendance.

2025 was my 7th year as Swap Meet Coordinator after understudying with Rusty Koehler. The meet continues to be the club's best annual fund raiser. The income was increasing each year until the 2021 meet was cancelled due to Covid. After that setback, the income has resumed its positive slope, and helps cover the club's annual expenses.

The 2025 swap meet was moved to March this year because of the Community Center's standing commitment for Valentine's Day. We were concerned the change might impact vendor participation. Instead, the response from our regular vendors was excellent, and we had a good number of first time vendors, including several of our newer club members. Reservation requests began pouring in within hours of emailing the initial swap meet announcement to previous vendors on November 1st.

All of the tables were reserved several weeks before the meet, and a few late respondents reserved some of the floor space on the south patio. Ultimately, we had 50 vendors, 37 of whom rented from 1 to 4 tables for both days. 17 vendors rented 1 or 2 tables for one day. The weather was great compared to last year's February date, resulting in much more shopper foot traffic. I was pleased to see a good number

of families. Based on this year's success we have tentatively scheduled the same March weekend for next year. So be warned, I will be looking for help with specific tasks.

Moving on to Show n Tell, Jim Rice brought in the next chapter of his Two Kewel biplane. He showed us the plane last month before covering it. Jim explained part of his interest in the configuration is how well it performs 3-D maneuvers, including steep approach landings. He is interested in trying the "crow" control configuration with it. On a monoplane crow, or butterfly, configuration means the ailerons are deflected upward and the flaps downward to steepen the glide, while attitude is controlled by elevator. Jim programmed crow on his biplane by deflecting the top wing ailerons upward and the bottom wing ailerons downward as seen in the picture.



Look carefully, you can see the surfaces better on the left wing.

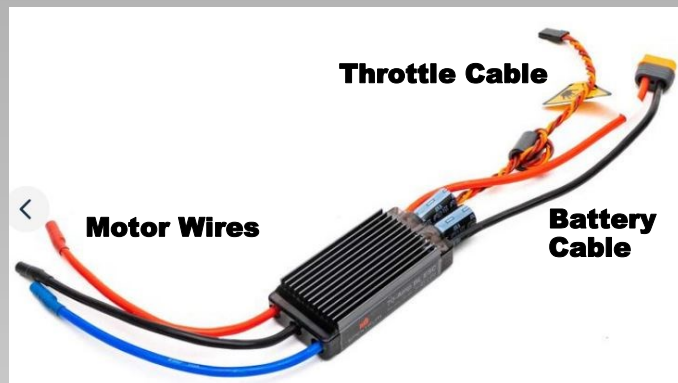
Our second show n tell was Bill Anderson's very informative discussion of do's and don'ts when connecting ESC's in our electric power systems. I didn't mean to hide Bill's face when I asked him to hold the ESC up, but I wanted get a



son's very informative discussion of do's and don'ts when connecting ESC's in our electric power systems. I didn't mean to hide Bill's face when I asked him to hold the ESC up, but I wanted get a



better angle on the ESC. Because of the serious safety concerns associated with modifying the ESC cables, as Bill discussed, I will try to expand on the brief summary of his remarks posted in the minutes. First, here is a picture of a typical ESC as used in our models. The Battery



Cable is the most critical because of the electrical loads it carries. The bottom line for most of us is - *Don't mess with it!* That cable is carrying the full power of your LiPo battery to a switch that opens and closes rapidly. The longer the wire, the more inductive load builds up. Momentum to you mechanical guys. When the switch closes suddenly, that load slams into the capacitors (seen at the end of the controller) causing a large voltage spike that can overload them, eventually causing failure.

Now, for the Throttle Cable, this ESC has the cable wrapped around an iron ring, or ferrite core, which filters electrical noise from the ESC that might otherwise travel through the cable to the radio receiver. The device is commonly called a "choke" and should be near the noise source, in this case, the ESC. In looking through my ESC's and some online sites, I noted that not all ESC's use a choke. If you think you may have a noise problem, one alternative is to twist the cable from end to end, about three twists per inch. It may not be easy to maintain that twist with the flat 3-wire cable typically used. You can always add a choke by wrapping the wire carefully around a ferrite core 5 or 6 times, near the ESC end.

The throttle cable can be extended carefully, if necessary to reach the receiver. Use a heavy duty (22 gauge for example) twisted wire

extension. If you need a very long extension, and are using the ESC's built in BEC, consider using a separate flight battery instead, especially if your airplane has multiple control, plus auxiliary function, servos.

Finally, the motor connection wires can normally be extended without problems. Be sure to use the same size and type of wire as the ESC. You can use the same bullet connectors as the motor, and shrink wrap each connection to both insulate and secure it. Twist the extended motor wires, like the throttle cable, to guard against any stray interference.

Wow - I kind of got into lots of details on this discussion. Hope I didn't lead you away from Bill's main points.

1. The ESC is a sophisticated electronic device that manages the full power of your electric system.
2. It is critical to not do anything to the battery cable that compromises the ESC's ability to handle the input power load spikes.
3. Do not make any changes to the ferrite coil, or choke, on the throttle cable. Its design and position are critical to its function.

So that's about it for this month. As always, I invite your feedback on the newsletter, especially this section. The President's column is pretty much his, and I do minimal editing for readability and presentation. The minutes basically follow the meeting agenda and topics discussed. So this news section is where you all can have some input. What kinds of model related topics would you be interested in? If you are passionate about something, let me know. I invite guest contributors. Reluctant to write about it - maybe I can help. I would like to see this newsletter so interesting that every member wants to read it.

Happy Flying
Frank George, TCF News Editor
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