



Tri City Flyers

NEWSLETTER



www.tricityflyers.com

JUNE 2026

AMA #850

Your 2026 Tri City Club Contacts:

President

Ed Valls
president@tricityflyers.com

Vice-President

Matt Greenlee
vp@tricityflyers.com

Secretary

John Franklin
secretary@tricityflyers.com

Treasurer

Michael Zachau
treasurer@tricityflyers.com

Safety Officers

Seguin Field
Augustine Santiago
seguinsafety@tricityflyers.com

Kingsbury Field
Mike Fisher
okasafety@tricityflyers.com

News Editor
Frank L George
newseditor@tricityflyers.com

JUNE 2026 PRESIDENT'S COLUMN

Hello again everyone. Where I live in Seguin, we have had unusually high amounts of rain. I hope that you have not been impacted by all of the recent heavy storms.

During the month of May we had a lot going on. Frank George has designed, and the club procured, all new speakers and cabling for the Kingsbury field. On Monday, prior to the 3rd Annual Warbirds Over Kingsbury event, a large number of our members spent the day replacing all of the underground speaker cabling and all of the speakers. The results were widely praised by all during the Warbirds Over Kingsbury event, I would like to thank Frank George and Mike Fisher for taking the lead on getting the upgraded PA system installed and working. Our 3rd annual Warbirds Over Kingsbury event was also very successful. This year we drew 43 pilots from the surrounding area. The event was very well run by our CD, Tom DiCuirci and I would like to congratulate Tom and all of the club members that attended and worked the event. Well done to all.

As some of you know, over the past few years the club has been operating at a deficit with regards to club expenditures versus club income. During the April club meeting our treasurer, Mike Zachau, presented a very detailed overview of our club income and expenditures for the past six years. In doing research on our fiscal situation, it was discovered that our dues were the lowest for AMA clubs in the south Texas area. Clubs in Austin, Waco, Houston and surrounding areas were charging upwards of \$150/year and in some cases much more. After some discussion, our club officers recommended the members consider a motion to increase the club's annual dues from the current \$80/year to \$120/year. Our Bylaws require that any vote to change the dues requires us to address the issue during two meetings. The initial recommendation and discussion were presented during the April meeting, and the follow up discussion was held during the June meeting. After the motion to increase the dues was seconded, our club member voted unanimously to increase the club dues to \$120/year, effective in 2027. I would like to thank Mike Zachau for all of the hard work in compiling the financial data the officers presented to the members, and I would like to thank all of the club members that attended the meeting and supported the motion.

That's all for now. Thank you all for continuing to support our club and I hope to see you at the field.

Sincerely,
Ed

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 June Meeting Minutes, June 11, 2026

Call to Order: The June TCF business meeting was called to order by club president, Ed Valls, at 7:03pm. There were 14 members in attendance, including 5 officers.

May Meeting Minutes: The May TCF meeting was canceled to allow more time to prepare for the Warbirds over Kingsbury fly-in.

New Members/Guests: Rusty Koehler introduced two new member applications. They were Andrew Matlock and Keith Fredrickson. Andrew was in attendance and came forward to present his background and experience to the club. Keith was not in attendance; Rusty briefed the members on his background and experience. Rusty then called for a vote of the attending members to accept the applications of these two candidates. All members voted to accept the applications.

Treasurer's Report: Mike Zachau presented the attending members with the financial reports for April and May. Rusty Koehler made a motion to receive the reports as presented. Ernie Swiontek seconded, and all members voted to receive the financial reports.

Safety Officer Reports:

Kingsbury: Mike Fisher reported that several safety issues had occurred during the Warbirds fly-in. They included a few crashes, with one crash being on a PFM hangar roof. Minor damage to the hangar skylight was quickly repaired on Sunday morning after the event. We also had one crash during night flying, which resulted in a very minor fire with no property damage.

Seguin: Augie Santiago was not in attendance. Ed Valls reported no incidents at Seguin.

Field Manager Report: Mike Fisher reported that the Kingsbury field was in good shape following the recent rains and field maintenance. Mike also performed some maintenance on the riding mower. This included replacing the worn cutting blades and several mower deck idler pulleys that had bad bearings.

AMA Business: Frank George reported that the Federal Government's National Safety Council has assigned June as National Safety Month. AMA then named June as National Model Safety Month. The AMA is reviewing the FAA proposed policy for Critical Infrastructure Restrictions. AMA continues to assist the FAA with new regulations to assure continued safe operation of model aircraft. FAA no-fly airspace restrictions usually accompany the visit of a President or other Dignitary, and include a specific radius around the visit location. No-fly restrictions are currently posted

for World Cup event venues.

Unfinished Club Business:

PA System: Ed Valls reported that Frank George designed a new PA system for the old inoperative system at Kingsbury. Frank coordinated the equipment replacement about a week prior to the Warbirds fly-in. During the fly-in many attendees commended the operation of the new system.

Flag Pole: Ed Valls proposed an upgrade to the flagpole at Kingsbury. That should occur sometime this year.

Warbird Event: Ed Valls presented a summary of the Warbirds over Kingsbury fly-in. He told the members that the fly-in went well and had 43 registered pilots in attendance. Some of last year's out of town pilots were unable to attend because of other commitments. Some safety issues occurred during the fly-in. Ed also told members that the club had acquired a striping machine and striped the field for the first time before the event. He felt like the striping made a big difference in outlining the runway and pit area. Final numbers showed a profit for the overall event. Tom Dicuirci and Ed Valls brought ice cream and watermelon to the fly-in. Ed felt like they had been well received by attendees.

Swap meet: Frank George told members that a successor to his Swap Meet position has been identified. Frank will schedule time to meet with him. Frank will also assist him in planning next year's meet. He said they will need volunteers for a committee to help with the Swap Meet tasks. Ed stated that he has spoken with the caterer we have been using to help with food preparation, and they may be available for the meet.

Static Display: The club did not participate in a static display at the Pioneer Wings and Wheels spring event this year. Ed Valls was not available to take the lead, and he was disappointed no one stepped up to take over.

Club Dues: Changes to the club dues, and the Bylaws were discussed at the April business meeting. The Board had recommended increasing the annual member dues to \$120.00. The Board's original recommendation was reviewed, and Rusty Koehler made a motion to increase the annual club dues from \$80.00 to \$120.00 per member. Mike Zachau seconded the motion. Mike presented the members with a summary supporting the board's decision to increase dues. During discussion, Frank George offered an amendment to include approval of a club Policy Document amendment to reflect the dues increase. The amendment was approved. There being no further discussion, the vote was called for. The amended motion passed by voice vote.



New Club Business:

Flyins: Ed Valls discussed future fly-in scheduling for 2026. He asked members to review the proposed fly-ins and bring their findings to the next meeting for scheduling. Future fly-ins being considered are the National Model Aviation Day, Fall AMA Free Fly-in, Cubs and Cousins Fly-in, and a Fun Fly-in open to all AMA members. These events will require planning and event leaders.

Field Safety: Ed Valls addressed a few club safety related issues concerning discussion of politics, religion, and other potentially sensitive topics, at the club fields. Ed stated that such discussions can be distracting, can increase tension, and hence safety. Our safety officers are at the fields to ensure members do not violate either the AMA safety code or the club flying site rules. He assured the members that the safety officers have the full confidence of the club officers. He requested that if a safety officer asks a club member to come in compliance with AMA or club flying site rules, they please do so. Ed related some recent episodes where club members discussing politics and/or religion at the field have alienated some club members. The flying fields are for the enjoyment of our members and guests, as well as providing an opportunity for camaraderie. Our officers ask that members refrain from discussing potentially sensitive subjects like politics and religion at the fields. We did not have an annual safety review in March as we have done in the past. So, Ed encouraged all members to review the AMA and Club Safety Rules that can be found online.

Broken Prop Award: No nominations were made this month.

Show and Tell: No one brought any show and tell to this meeting.

Scheduled Upcoming Club Events:

Regular Business Meeting, July 9, 2026. 7:00pm at the American Legion Hall in Converse, Texas.

Hello TCF members and friends. Here we are in June and both the heat and humidity are stifling. And, as the weather forecasters are saying, "It's not even Summer yet". I have not been out to our field so far this month. I'll have to get a plane ready and correct that.

For now, I hope you all have read Ed's column, and the June Minutes. In both cases, they describe April and May as very busy months for the club. Thanks again to all who helped with the PA system upgrade in April. Read the details of that effort in the April Newsletter if you haven't already done so. The PFM folks were the first to use the new system, followed by the Warbird event. In both cases, everyone said the results were well worth the effort.

Also, thanks again to everyone who pitched in to make the Warbird fly in another successful club event. Ed described additional potential events for the remainder of the year. Please give him feedback on the kind of flying activities you would support. Informal, non-sanctioned activities don't require a CD, but can be organized by any member.

The most important decision at the business meeting was the vote to increase annual member dues to \$120.00. Thanks to the members present who supported the increase. While it is a large increase, we are the only club surveyed that operates two leased flying sites. The increase still places us on the lower end of the dues range for San Antonio - Austin area clubs. Finally, I encourage members to attend the monthly business meetings, and participated in decisions that affect all members.

There were no broken prop or show and tell items this month. Not that I encourage crashes - we all have them eventually. Don't be embarrassed if you have one. I enjoy Show and Tell, and am always interested in seeing and hearing about member projects. So, with that, I will launch into the third installment of my OMP Edge 540 ARF assembly.

Following is the June installment of my build project, beginning where I ended the May installment, with the elevator tip misalignment. I used a similar approach on the elevator tip as on the aileron twist. After weighting the tail upside down on my building board, with the right tip taped in correct alignment, I twisted the left tip up and shrank wrinkles out of the covering. That corrected about half of the misalignment, so I reversed the procedure and re-shrank the covering on the right tip. It took a bit

of "fiddling" because the tail has an airfoil shape rather than being flat. A final check with the tail flat on my building board showed a completely aligned elevator and stabilizer. Moving on, I roughed up the mounting plates in the fuselage and tail, applied slow drying glue to allow time for a final alignment check, and reinstalled the tail. All surfaces were still aligned, as previously checked. Finally, done!



The next step is installing the wing servos and then control surface hardware. At this point, one feature of this ARF kit that I appreciate, is the way all of the provided hardware is sorted in small plastic bags and labelled as to use, for example, elevator, wing, etc. as shown here.



There is even an "Extra Small Hardware" bag. I also liked that all of the servo connections are ball links, and all control rods are the right length. Here is a typical linkage hookup. I used DuBro long arms on all servos, and



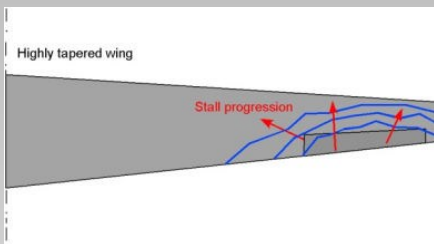
installed the ball links to get 90° connections.

Installing my shorter servos in the pre-cut wing openings left bare spots at one end. Fortunately, I found a very close blue in my covering stash to cover those spots.

The fuselage is primarily tab and slot lock construction, and looked pretty well done in general. For added safety, I did reinforce joints the nose area with epoxy where motor, landing and battery loads can be highest. My next step is to set up this new

model in my Futaba 14SG transmitter. Since it will replace my old AJ Slick, I brought up that model, changed its name to Edge 540, and deleted all the old settings. The 14SG uses a hierarchical programming logic. Setup begins with defining the model type and characteristics, followed by defining control functions.

Remember my discussion in the first installment about tip stall as the suspected cause of my AJ Slick crash? I am digressing here to a short discussion of thin tapered wing low speed stall characteristics. The figure below illustrates the typical stall flow pattern for a tapered wing planform. The Edge wing, with a taper ratio of 1.81%, represents a mild taper.



Measuring the maximum thickness of the Edge root and tip shows a small thickness taper of 12%. While these are not near the planform in the figure, the Edge will

still have a tendency for low speed tip stall. A small washout angle, or increase in camber can reduce the stall tendency. A wing tip plate can also help by changing the air flow at the tip. Since the wing is built, and very stiff in torsion, permanent wing tip camber is not a practical solution. I will a Flaperon Function in the transmitter to increase camber for landing by lowering the ailerons slightly. I don't know how effective this will be with strip ailerons, so we will see. The model also comes with optional wing tip plates which I may try, to improve the wing-tip air flow, after first flying without them.

With the basic Control Functions defined, including "Camber", I will continue programming, with a Camber Mix, to command the ailerons to drop slightly, as flaps, for landing. With Functions, and their controllers, defined, initial control response settings will be programmed. After that, a receiver, temporary battery and switch will be installed. With the servos connected, their center positions can be set, and initial travels can be tested. I will proceed with these tasks and report progress next month.

I hope you find some helpful tips in this series of build articles. Having built a number of both kit and ARF airplanes, I think I have learned a few things to pass along.

Jim Rice gave me a collection of RC model humorous definitions a while ago. I have used a few of them previously, so here are some more, plus a

couple cartoons to close out this month. Since these originally came from Jim's father, some of them are for people who have been in the hobby a long time.

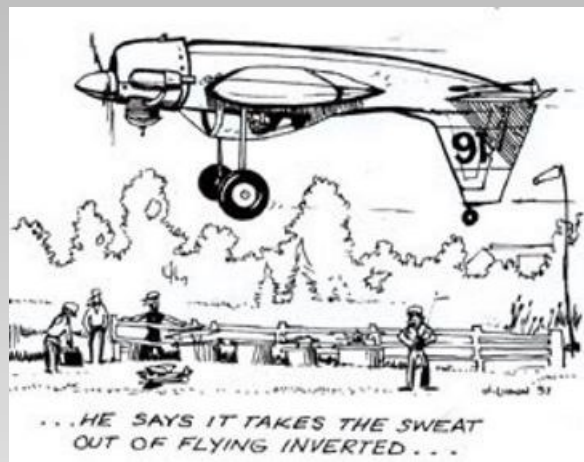
Definitions:

Elevator = a Galloping-Ghost device to give proportional porpoising.

Hinge = an awkward device which binds up control surfaces, messes up the finish, and breaks.

Inverted = a maneuver which points the wheels upward.

Junk = the results of landing upside down (See Inverted)



And finally:



That's all for this month. This is your newsletter, so let me know what you think. Remember, I am a retired flight control engineer, so feedback is important to me. Contact me at

newseditor@tricityflyers.com