



Tri City Flyers

NEWSLETTER



www.tricityflyers.com

JULY 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
seguintsafety@tricityflyers.com

Kingsbury Field
Mike Fisher
okasafety@tricityflyers.com

News Editor
Frank L George
newseditor@tricityflyers.com

JULY 2026 PRESIDENT'S COLUMN

Hello again everyone. Well, I am sure many of you are in the same boat as I am, and that is the continuing rain. We have had quite a lot in Seguin but I know that some of you have had much more rain than I have. I hope that all you and your families and friends are OK and have not been severely impacted by the rain.

Our club has quite a number of Contest Directors and Event Managers. We are in need of some of you to volunteer to manage some events. I had hoped to have about three or four "flying events" this year. But we have not been able to schedule any but the Warbirds Over Kingsbury event, due to the lack of volunteers to manage or CD them. I would like to have a Cubs and Cousins event in the fall, but we need someone to "step up" to organize and oversee the event. If you are interested, please contact me or any of the club officers, and we will help you with the planning.

Normally, we would have a National Model Aviation Day event in the August/September time frame but our previous CD can't host the event. So, we are looking for someone else to manage it. It is not difficult and will be a one-day event. Please consider volunteering to help with the event.

Finally, we plan on having another of the AMA members Fly Free fly-in in the Fall. Planning still needs to be done, but I am confident we can find someone to "host" the event. Additionally, my thoughts would be to have the event and combine it with a swap meet.

Over the past 50+ years this club has been in existence we have been fortunate to have a number of our members compete in AMA National and International events. I am happy to report that on July 17, 2026 club member Brian Strachan was crowned the Scale Aerobatic National Champion at the 2026 AMA National Championships. I hope all of you will join me in congratulating Brian on this significant accomplishment. Well done, Brian, and congratulations.

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 Meeting Minutes July 9, 2026

Call to Order: President Ed Valls called the July regular business meeting to order at 7:02pm. 14 members, including 4 officers, were in attendance.

June meeting Minutes: Ed asked members if any corrections were needed for the published June Minutes. None being offered, Rusty Koehler made a motion to approve the minutes as written. Mike Zachau seconded the motion and all members voted to approve the minutes.

New Members/Guests: None.

Treasurers' Report: Mike Zachau presented the June month-end financial report to those in attendance. Rusty Koehler made a motion to receive the report and Johnell Holley seconded; all members voted to receive the report as written.

Safety Officers Reports:

Kingsbury: Mike Fisher was not in attendance. Rusty Koehler said he had been to the field, and there were no safety issues.

Seguin: Ed Valls reported that Augie was going to take a brief leave of absence. Ed reported that no safety issues occurred at the Seguin Flying Field.

Field Officer Report: Mike Fisher was not in attendance; Ed Valls reported that Mike has performed maintenance on the Kingsbury zero turn mower. That included replacement of the blades and bearings. Also, the front tires were replaced with solid tires to help with flats. Thanks to Mike for his efforts to maintain the mower.

AMA Report: Frank George told members that the AMA was monitoring the FCC Safer Sky act that governs the use of UAV and drone aircraft. Ed Valls told members that 2 incidents have been reported recently by commercial pilots. One was a possible UAV strike to a commercial airliner. The other was a report of a UAV sighting at 30,000 feet. No more details were given at this time. Jim Rice told members he has stepped down from the AMA safety committee that he has been involved with for many years.

Unfinished Club Business:

Event Planning: Ed Valls said the August National Model Aviation Day event will be rescheduled for a later date, but will need a CD. This is due to Augie Santiago not being able to CD the event this year. Frank George said that the AMA would allow the event to take place at some other time

than August. Rusty Koehler told members that the Club only needed to present 2 projects to maintain our club Gold Leader Status. They could be The NMAD Fly In or supporting an academic scholarship, and a static display at the Fall PFM Wings and Wheels Fly-in. Ed told members that we should be able to do the display at the November PFM Wings and Wheels Fly-in. The AMA Fun Fly-in and swap Meet needs to be organized and planned. Ed said he has commitments in September and feels we could schedule the event in October. He said the Fun Fly-in would be a one-day event. Ed also told members that he had put some thought into a possible Cubs and Cousins Fly-in. That event would need to be a 2-day event to allow for out-of-town pilot participation. This event will need a CD and planning.

Safety Review: Ed Valls conducted the annual AMA required Safety review. He encouraged members to review the AMA and Club Flying Site Safety Rules. He told members that the club Safety Officers have the support of the board. He encouraged members to adhere to any corrections by the safety officers or a club officer. Ed presented an outline of procedures to be followed to address safety violations. The members will be expected to abide by the established safety rules and club by-laws. The by-laws outline procedures to correct behavioral violations.

Policy Updates: Several amendments and changes are to be carried out to the Policy Document. They will address the annual dues increase, and changes concerning outdated procedures. Members will be notified when corrections have been made.

New Business: Ed told members that three officer positions are coming up for election. They are the Club Vice-President, Secretary, and Kingsbury Safety Officer. A nominating committee consisting of Rusty Koehler and Matt Dirienzo will be looking for candidates for the positions. They will also be consulting the incumbent officers to see if they are interested in being reelected. The Committee will announce candidates for the offices at the October meeting. The election will be in November. Candidates can be nominated from the floor, but need to have given their permission and be present to be elected.

Broken Prop Award: Ed Valls nominated Ron Wahl for an accident he had at the Seguin Field. Ron lost control of a turbine aircraft which was completely destroyed. Ed also nominated himself



for 2 crashes he had at the Warbirds fly-in. Ed had tried the night flying part of the fly-in but was not able to maintain orientation and control of the aircraft. The second crash was due to carburetor problems with an L-4 cub. Ed had attempted a water flight with the aircraft which ended with it in the water. The plane was recovered but had engine issues which resulted in the second crash. Jim Rice nominated himself due to a crash that occurred when the wing came off a plane in flight. The members voted, and Ed won the Broken Prop Award.

Show and Tell: Jim Rice brought an aircraft that he showed to the members. He said he had recently acquired the plane as an incomplete kit from Roger Gormley. He initially thought the plane was a Mini Mambo, and since he had one previously, he proceeded to finish the plane. He converted the aircraft to full R/C since it originally only had rudder control. After getting the conversion done, his son Gary was flying the airplane when the wing came off. While repairing the aircraft, he discovered that it was a 1960 Guillow Models Vanguard and not a Mini Mambo. The aircraft was originally designed to be a rubber band powered free flight model. Jim told members that since the last repair the airplane flew well.

Adjournment: Rusty Koehler made a motion to adjourn. Sherman Lindsey seconded and the members voted unanimously to adjourn.

Upcoming events: Monthly Club Meeting, 7:00PM August 13, 2026, at the American Legion Post, 326 Legion Drive West, Converse, Texas.

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Since there is enough space left on this page after the minutes, I am placing Jim's show and tell airplane here. Jim's craftsmanship always amazes me; both his building and restoring skills. This picture with Jim describing the model emphasizes its small size.



Here is a picture focusing on the model.



Jim described details of his modifications to the model, including reducing the wing dihedral and changing its attachment from rubber bands to a leading edge dowel and trailing edge screws. Failure of the initial dowel mount was the cause of the inflight wing "incident". I'm pretty sure Gary and Jim were "wringing out" the plane too, which could have been a "contributing" factor—to use post accident analysis language.

To wrap up this discussion, I know there are other talented builders in this club. So don't be shy - bring your projects to the meeting and show them off.



Hello again and welcome to the July News Section. It appears the rains have subsided for a while, and the South Texas heat is upon us. Our backyard weather station reported our first over 100 "feels like" temperature of 101.5° yesterday (07/18) and right now, Sunday, 1:25PM, it is 99.3°. For reference, we are off of Comal County FM306 between New Braunfels and Canyon Lake. By the way, as of today, Canyon Lake is 98.2% full!

Enough on the weather, I encourage you to review Ed's column on the first page and consider helping out with some of the events he described. Being an event organizer does not mean you do it all. Most of the flyins he described can be non-sanctioned, which means no AMA paperwork. You can also get help from the officers or others who have run past events. An informal TCF members only fly in is a very easy way to start.

I hope you have reviewed the July meeting minutes, and made note of items important to members. Events have been discussed enough already. Safety is also very important to us, so if you were not at the meeting I encourage you to review the field Safety Procedures on the club website. Just enter this URL on your browser window to open the home page:

<https://www.tricityflyers.com/a/r/szz/rc/home>

You don't need to log in, click on the three horizontal lines at the left end of the blue banner at the top of the page to open the main menu and see the Kingsbury and Seguin field safety rules under the Flying Sites heading. I apologize if this is old stuff for some of you, but it may be useful to newer members.

Officer elections are also coming up again. Our offices are all for two-year terms and are staggered so three are elected every year. Officer duties are outlined in the Club Bylaws, which are also available on the club website. So please consider helping manage our club operation by running for office. Our current officers can use a break, but won't leave you without help. I have been an officer of our club, and every other club I belonged to in several moves during my work career. I never felt it kept me from enjoying flying time or fellowship with other members - 'nuff said.

On to this month's installment of my Edge540 assembly saga. Much of this month's progress is not easily seen. I continued last month's task of

centering all servos, connecting and adjusting the linkage arms to get everything lined up with 90° angles, and all surfaces centered in their neutral positions. Having the control rods precut to the right lengths, and using all ball links made the work easier but no less tedious. Getting the servo arms precisely at 90° is practically impossible with analog servos because of the spline teeth limits. It can be done using the Sub Trim feature on your transmitter, with the understanding that also slightly offsets the servo travel limits. That has never been a problem for me because my programmed surface travel limits are normally not near the servo limits.

After completing the mechanical adjustments, I began programming the surface travels. First I reviewed the recommended settings from the model's description on its webpage. It was obvious those values were set for extreme aerobatics. So I reviewed the settings for my Katana and the AJ Slick that the Edge540 is replacing; then set low, medium and high initial travel values similar to those, including exponential on medium and high. I will fine tune the values by careful early flight testing.

Next I proceeded to install the propulsion and other systems to make the airplane flyable. The motor and ESC installation was pretty straightforward, except the firewall was predrilled with blind nuts installed for a 59mm motor cross mount. But my Cobra motor came with a 56mm mount. Luckily, Innovative Designs' adjustable cross mount for their BadAss motor similar to my Cobra fits it and, covers the 59mm firewall hole spacing. I ordered the mount and a few other small items, and thanks to their quick service, the delay was minimal. With the new motor mount, the installation went very quickly.



With that hurdle over, I went on to fitting and installing the cowl. Notice the two color scheme on the airplane nose in the picture above. That pattern



continues on the cowl, so it must be matched up on both sides and, at the same time, centered on and spaced properly from the spinner backplate. After trying to match all of those things simultaneously using pieces of tape, and my wife's hands, while trying to hand drill four pilot holes for mounting screws, I decided to stop and think a minute. The method I came up with worked pretty well for me, so here it is. The assembly manual suggests a 1.5mm spacing between the cowl and spinner backplate. So, I searched through my wood stash for a sheet of balsa as close to 1.5mm as I could get. Next I cut a disc the same size as the backplate from the balsa, mounted it on the motor shaft, and followed with the backplate, a stub prop spacer and the washer and nut. The picture below shows the installation.



I centered the cowl on, and tight against the backplate and balsa disc. Once satisfied with the fit, I taped both in place and continued with setting the back edge of the cowl in place. Luckily, lining up one



side left only a very small adjustment on the other. The figure, below left, shows one side lined up, and the first pilot hole drilled using a dimple molded in the cowl. The remaining pilot holes were drilled and four Nr 2x3/8 inch pan head screws were installed along with small washers. With the screws holding everything firmly in place, I am pleased with the final result, shown here.



And, once I figured out how to do it, the task went pretty smoothly, without needing to ask for help.

I thought installing landing gear might be a nice easy thing to do next. The tail wheel was very easy. The wheel assembly came completed and the fuselage mounting holes were ready, with mounting screws loosely in place. The steering tiller fitting was pre installed on the bottom of the rudder. The installation took about two minutes - remove two screws, slip the tiller wire into its fitting and hold the wheel mount in place while reinstalling the screws. The main gear is a different story. This 60 inch plane came with skinny 2-inch wheels, which in my opinion, are inadequate for an airplane this size on a grass runway. If I want to use the wheel pants, I am limited to a 2.75 inch wheel, which I think would be workable, if I can find some with narrow enough hubs - Google search! DuBro to the rescue, with Super Slim Lightweight 2.75 and 3 inch wheels they market specifically for my problem, which appears to be common among ARFs. Now I'm waiting for another delivery. More next month. So long for now

As always, email me with thoughts or suggestions.

Frank George, TCF News Editor
newseditor@tricityflyers.com