Tri City Radio Control Modelers

AMA FRIA

5001 Beardsley Rd.
Richland Wa

TCRCM Leading Edge

March 2026

2026 Officers

President:
Gary Grosso
president@tcrcm.com

VP/Web Admin:
Dave Holland

Secretary/Newsletter:
Camille Page
secretary@tcrcm.com

Treasurer: John Patton

Safety Officer:
Jacob Pulsipher

Comm. Liaison:
Scott Page

Lead Instructor:
Lyle Laughery
instruction@tcrcm.com

Calendar of Events

- **March 14, WORK PARTY at the field– bring gloves and enthusiasm**
- March 18, 5:30 BOD meeting, 6:30 club meeting, Richland Public Library
- April 11, 2026, Annual Easter Egg Drop Fun Fly for TCRCM members
- Beginning Wednesday, April 15, **Night Flying** is planned after each club meeting at the field
- April 23, **Float flying** will begin and be held each Thursday at Wye Park.
- May 2, 2026, **Takeoff And Grow** (Learn to Fly)
- May 16-17, 2026, NSRCA **Pattern Contest**
- June 20, **Parachute Drop** Fun Fly
- July 18, **Touch and Go** Fun Fly
- August 22, National RC Model Aviation Day Fun Fly
- September 26, Climb and Glide Fun Fly

The TCRCM field will be CLOSED to flying on March 14-15 as a courtesy to our neighbors, Horn Rapids Motorsports, during special motorcycle events.

From the Editor

I was once sked by an observer, "What is dead stick?" Let's help our guests understand pilot lingo.

Dead stick– no power, yield air and field

Bipe– biplane

Dumb thumbs– pilot error

Fuse– fuselage

Maiden flight– first flight of the plane

Stick built– made from scratch of balsa, etc., very time consuming

Foamie– plane built out of foam

Multi-rotor– drone, heli

Dawn Patrol - event with WWI aircraft

LiPo– lithium polymer battery

Flying dirty– wheels down

Gimbal– control sticks

Message from the President

Dear TCRCM Members,

As March approaches and winter begins to fade, I hope your winter projects are nearing completion. With spring just around the corner, it's time to get back in the air and enjoy another great flying season.

Ten members took advantage of the 12-year membership offer to help raise funds for our irrigation rebuild project. We also received additional donations, which are always welcome—every contribution helps. If you have ideas for additional fundraising, please share them with a board member so they can be included in our next board meeting as we are still about $10,000 short of our needs.

Please note that the field will be closed the weekend of March 14th due to races being held by our neighbors in the area we overfly.

As we move into spring and begin the new flying season, please remember to keep your club dues and AMA membership current. Staying up to date ensures uninterrupted flying and full participation in all club activities as the season gets underway.

I remain committed to continuing to strengthen our club—our facilities, our camaraderie, and our presence in the region. The progress we make is a direct result of members pitching in, supporting one another, and working together toward our shared goals.

Let's keep the positive momentum going, treat one another with respect, and continue moving TCRCM forward.

With appreciation,
Gary Grosso

Minutes from Feb. 17 Club Mtg.

The annual TCRCM Banquet was held February 17 at Isla Bonita in Richland, with a great turnout of 32 members and guests. Scott, our M.C., kicked off the evening at 6:35 p.m. as a slideshow of last year's events played in the background. Many thanks to Jennifer Pulsipher for putting together that wonderful presentation.

Camille shared an entertaining (and educational!) treatise on "hangers vs. hangars" — see the next page for details. "Airplane hangars" were also provided in honor of the behind-the-scenes support crew: wives, mothers, and significant others who help keep our hobby flying smoothly.

One of the evening's highlights was the presentation of solo certificates to Shane S. Lyle remarked on how enjoyable it is to watch Shane fly with such confidence and ease — a true accomplishment.

Door prizes were drawn to plenty of cheers and smiles. Special thanks to Jeremy Mansius from HobbyTown USA for attending and generously donating a UMX Viper and four gift cards.

RCBATTERY.COM again provided batteries that were much-appreciated prizes.

HobbyKing contributed a Vampire along with two batteries. Additional prizes included club polo shirts, a crocheted Seahawks hat, and some great swag from Academy of Model Aeronautics.

Thank you to everyone who attended and helped make the evening a success!

Hangars and Hangers, editorial

They say pilots love their hangars. Big ones. Metal ones. Echoing spaces where airplanes rest—polished, powerful, purposeful. Hangars filled with tools, plans, parts, and dreams that take flight.

For many pilots, a hangar is a sanctuary. A place to build, to fix, to tinker, to stand back and admire what has been created. It's a space that says: *I made this. I keep this. I protect what flies.*

Inside a home or building, on the other hand, we have hangers of a different kind. Clothes hangers. Quiet, everyday things that hold together lives rather than machines. They carry uniforms for work, sweaters for children, jackets for storms we never planned for. They hold clothing worn for celebrations and coats worn for hard days.

While the airplane hangar holds what soars, the clothes hanger holds what sustains. One shelters wings of aluminum and steel. The other supports shoulders—sometimes tired ones, sometimes strong ones, always steady.

Pilots step into hangars to prepare for flight. Others reach into closets to prepare everyone else for the day.

And here's the truth worth honoring:

Both are acts of care. Both are acts of love. Both require attention, patience, and pride.

Airplanes don't fly without someone tending to them. And neither do families, communities, or lives.

So today, we honor the hangars— the big ones filled with engines and ambition, and the small ones lined up shoulder to shoulder, quietly holding the weight of everyday life.

Because whether it's an airplane waiting for the sky or a jacket waiting for someone it will warm, what matters most is not the hanger itself, but the devotion of the person who made sure it was ready.

And that— that is something truly worthy of tribute.

The email that sent this newsletter also included an attachment of an in-depth article on logical and physical switches. **Here is a brief overview.**

EdgeTX—Attachment Overview

Logical vs. Physical Switches

Why Timing Matters by Scott Page

On an EdgeTX transmitter, not all switches are equal. There are **physical switches** and **logical switches**, and understanding the difference can greatly improve how your model behaves.

Physical Switches

Physical (hard) switches are simple. You flip them, and they change state instantly. No conditions. No timing. No filtering. They're direct commands—perfect for gear, rates, or flight modes.

Logical Switches

Logical (soft) switches don't control anything directly. They evaluate conditions such as:

- Low battery voltage
- Weak RSSI
- Throttle low AND sticks centered

Timer expired
If the condition becomes true, the switch turns ON and can trigger a Special Function like a voice alert.

They're powerful—but telemetry fluctuates. Voltage sags, RSSI bounces, and sensors occasionally glitch. Without filtering, logical switches can chatter or give false warnings.

The Solution: Delay & Duration

EdgeTX provides two timing tools:

- **Delay** – The condition must remain true for a set time before activating. (Filters glitches.)

Duration – Once activated, the switch stays ON for a minimum time. (Prevents chatter.)
Think of it this way:
Delay = skepticism before reacting.
Duration = commitment after reacting.

Used properly, these two settings turn logical switches from noisy to refined—giving you clean, meaningful alerts instead of constant chatter.

Master timing, and your transmitter becomes smarter and your flying more enjoyable.

Exciting News: TCRCM Launches Weekly Float Flying Sessions at Wye Park! by Scott Page

Spring is in the air, and so are our RC planes—literally! We're thrilled to announce the start of our weekly float flying gatherings at Wye Park on Columbia Park Trail. Our flying area (FRIA) is located between the south bank of the Columbia River and Bateman Island. Beginning **Thursday, May 7**, we'll be hitting the water most every Thursday for some exhilarating float flying action. This is your chance to dive into one of the most rewarding aspects of RC aviation right here in the Tri-Cities!

How It Works

To ensure everything runs smoothly and safely, we'll send out a confirmation email every **Tuesday** throughout the season, but only to those who request to be on this list. This update will verify that we have a rescue boat on standby and that the weather forecast looks promising for float flying. Mother Nature can be unpredictable, but we'll keep you in the loop so you can plan accordingly. To be added to this email list, send a request to tri.city.rc.modelers@gmail.com and watch for a confirmation reply. Sessions will kick off in the morning and end by lunch when it's warmer. We will experiment with afternoon sessions early in the year and adjust time in response to input from attending pilots. Exact times will be included in the weekly email.

Why Float Flying? Boost Your Skills with Less Stress

If you've been sticking to land-based flying, float flying is a game-changer! It's a fantastic way to sharpen your pilot proficiency in a low-pressure environment. Imagine perfecting your takeoffs and landings on the forgiving surface of the Columbia River—no more worrying about cross wind landing or narrow runways, because your runway is the entire expanse of the river. The water surface absorbs those "oops" moments, reducing the stress associated with tricky landings and helping you build confidence faster. Whether you're a seasoned pro or just getting your wings, float flying offers a relaxed yet challenging path to mastery.

Of course, preparation is key. Beyond equipping your RC plane with floats, we recommend ensuring your Electronic Speed Controller (ESC) is waterproofed or specifically designed for wet environments. This simple step helps pro-

tect your ESC from splashes and keeps the fun going without interruptions. Electric brushless motors run fine when wet. Receivers are best protected from a thorough dousing and servos are fairly water tolerant. ESC's will fail with a tiny bit of water **unless waterproofed**. I waterproof my ESC's by duking them in a container of CorosionX and then wiping off the excess on the ESC and wire surface. I'm willing to do the same for any prospective water dog. Of course, landing right side up and staying that way is the best water damage preventative.

The Social Side: Fun, Friends, and Front-Row Wildlife Views

At TCRCM, float flying isn't just about the flights—it's about the fellowship! These Thursday sessions are all about getting together for good times, sharing tips, and enjoying the camaraderie of fellow RC enthusiasts. Laugh over near-misses, celebrate epic loops, and swap stories. And the best part? **Any AMA member is welcome to join for no cost**, regardless of your local club affiliation.

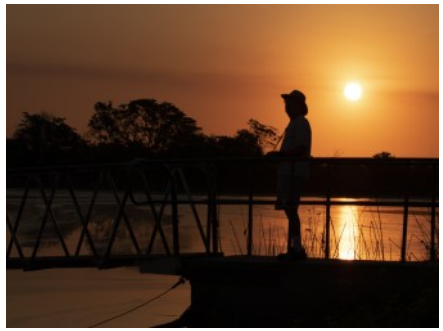
We're all about inclusivity and growing our community—whether you're from the Tri-Cities, Yakima, Walla Walla, up north, or just passing through, come on down to the water!

Plus, Wye Park is a prime FRIA (FAA-Recognized Identification Area)—one of only four float flying FRIAs in the nation—it's also a front-row seat to nature's wildlife show. We frequently spot osprey and eagles soaring overhead, otters playing in the water, deer on the island, mink on the shore, even herons, pelicans, and water foul wading nearby. It's like having courtside seats for surprise wildlife viewing, adding an extra layer of magic to every outing.

Ready to Make a Splash?

Mark your calendars for May 7th and keep an eye on your inbox for those Tuesday confirmations if you request. If you're new to float flying or need advice on setups, reach out to us at TCRCM—we're here to help. Follow us on Facebook for updates, photos from past floats, and more RC inspiration.

Let's make this season unforgettable on the Columbia River. See you at Wye Park!



Removing an ESC from a Model Aircraft by Scott Page

Techniques for Different Adhesives (Including Monofilament Line & Alcohol Release)

Electronic Speed Controllers (ESCs) are commonly mounted in locations chosen for airflow and weight balance—not accessibility. When an ESC fails, overheats, or needs repositioning, removal can be straightforward or risky depending on the adhesive used.

This guide covers **safe, proven ESC removal techniques** tailored to **common RC adhesives**, with special attention to **non-destructive methods**, including **monofilament fishing line cutting** and **alcohol-assisted hot glue release**.

Before You Start: Universal Precautions

Before attempting removal:

- Disconnect and remove the battery
- Photograph wiring and orientation
- Shield surrounding foam, balsa, or composite with thin plastic or cardboard
- Avoid prying directly against foam or light plywood

Work slowly—ESC cases crack more easily than most airframes Whenever possible, remove the ESC *with the adhesive intact* and clean surfaces afterward.

Common ESC Mounting Adhesives & Removal Methods

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1. Double-Sided Foam Tape

Common in: Foam ARFs, park flyers
Difficulty: Easy
Risk: Low

Best Techniques

- Gentle twisting
- Controlled lifting

Monofilament line cutting Removal Method

Foam tape bonds strongly but releases cleanly when cut rather than peeled.

1. Slide **10–20 lb monofilament fishing line** behind the ESC.
2. Hold both ends and use a **slow sawing motion**.
3. Keep the line parallel to the mounting surface.
4. Roll leftover adhesive off with a thumb or clean with isopropyl alcohol.

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2. Hot Glue (Including Alcohol Release Method)

Common in: Foam models, quick field installations
Difficulty: Easy–Moderate
Risk: Low (if heat is avoided)

Hot glue is popular because it's fast and vibration-tolerant—but it doesn't have to be permanent.

Removing an ESC, continued

Best Techniques

- **Isopropyl alcohol (preferred)**
- Gentle peeling
- Monofilament line
- Minimal heat (last resort)

Alcohol-Assisted Removal (Recommended)

Isopropyl alcohol (IPA) effectively weakens hot glue bonds without damaging foam or electronics.

Why It Works

- Alcohol wicks into the glue interface
- Reduces adhesion between glue and surface
- Safe for most RC foams and ESC heat shrink

No thermal risk

Step-by-Step

1. Use **70–99% isopropyl alcohol**.
2. Apply sparingly with a cotton swab, brush, or dropper.
3. Allow **30–60 seconds** for wicking action.
4. Gently twist or lift the ESC.

If needed, use **monofilament line** to cut through softened glue.
Often the ESC will release cleanly, leaving the glue behind.

Heat-Based Removal (Secondary Option)

- Use a **hair dryer on low**, or a heat gun at distance
- Warm until glue becomes rubbery—not liquid

Pull ESC free gently
 Avoid concentrated heat near foam or wiring.

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3. Silicone Adhesive / RTV

Common in: Gas models, large electrics
Difficulty: Moderate
Risk: Low

Silicone resists prying and stretching—cutting works best.

Recommended Technique

1. Feed **monofilament line** behind the ESC.
2. Use a steady sawing motion.

Peel or rub away remaining silicone afterward.
Alcohol can assist with cleanup but won't dissolve cured silicone.

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4. CA Glue (Cyanoacrylate)

Common in: Lightweight builds (often ill-advised)
Difficulty: Hard
Risk: High

Removal Options

- **Foam models:** No safe chemical method—expect damage.

Wood/composite models: Apply small amounts of acetone with a

swab and work slowly.
Often the safest solution is sacrificing the ESC case or mounting pad rather than the airframe.

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5. Epoxy

Common in: Permanent, high-power installations
Difficulty: Very Hard
Risk: Very High

Epoxy is generally permanent.

Practical Options

- Cut out the mounting surface
- Remove surrounding structure and rebuild

Use rotary tools with extreme care
Monofilament line is generally ineffective against cured epoxy.

The Monofilament Line Method (Why It Deserves Its Own Section)

Advantages

- Cuts adhesive instead of tearing structure
- No heat, no solvents
- Extremely precise

Inexpensive and widely available
Best Line Types

- 10–20 lb nylon monofilament
- Dental floss (acceptable)

Braided fishing line (very aggressive—use caution)

Technique Tips

- Wrap ends around dowels or hex drivers
- Keep tension steady
- Let friction do the work

Cleanup After ESC Removal

Adhesive	Cleanup Method
Foam tape	Roll off or wipe with alcohol
Hot glue	Alcohol, gentle reheating
Silicone	Peel or rub away
CA	Sanding, scraping
Epoxy	Mechanical removal

Final Thoughts

ESC removal doesn't have to be destructive. In most cases, **cutting the adhesive—not prying the ESC—is the safest approach**. Among all methods, **monofilament fishing line combined with alcohol-assisted release** provides one of the cleanest, safest solutions for foam and light aircraft.

If you didn't install the ESC yourself, assume it was mounted aggressively—and proceed accordingly.


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Spotlight on HelloRadioSky: A Fresh Option for RC Airplane Pilots

by Scott Page

In the world of RC model aviation, where reliable control is key for fixed-wing flyers, HelloRadioSky is emerging as a strong alternative to FrSky and RadioMaster. Based in Shenzhen, China, this company specializes in 2.4GHz radio systems, transmitters, receivers, and accessories tailored for scale models, gliders, and aerobatic planes. Their gear offers solid connectivity with modern twists like open-source firmware (e.g., EdgeTX) and AI features, appealing to pilots seeking affordable, customizable options.

HelloRadioSky mirrors FrSky and RadioMaster in high-quality 2.4GHz tech, up to 16 channels, ELRS protocols for long-range flights, ergonomic designs with Hall sensor gimbals, and modular RF support. What sets them apart? Unique innovations like AI voice control for hands-free commands (e.g., "deploy flaps" or "lower gear"), 6-axis gyro for motion sensing, and programmable LEDs/flashing lights—perfect for mid-flight adjustments in complex fixed-wing maneuvers.

Quick History

Founded around 2023-2024 as Shenzhen HelloRadioSky Technology Co., Ltd., it draws from RadioMaster and Jumper roots, with FCC certification for U.S. markets. Distributed via Shenzhen Chuangyi Model Technology, it's quickly gaining traction among airplane hobbyists through pilot-focused refinements.

Top Products for Fixed-Wing Flyers

- **V16 Series Transmitters** (e.g., V16 MAX, Pro, R CNC): AI voice assist, CNC metal gimbals, internal ELRS, colorful options. Ideal for scale and aerobatic setups with precise control.
- **V14 Series Transmitters** (e.g., V14 MAX, MAXR9): Compact, portable with rubber grips, AI voice, and foldable antennas. Great for travel-friendly flying; rated 4.8/5 on sites like Syntronix.

HR Series Receivers (e.g., HR7E, HR8C): Dual-antenna ELRS PWM for 7-8 channels, ensuring stable signals in windy fields or competitions.

All support EdgeTX for customization, making them versatile for trainers to advanced aerobatics.

Comparison for Airplane Pilots

Here's a quick look at HelloRadioSky vs. competitors

(approx. USD prices as of early 2026):

Feature	HelloRadio Sky V16 MAX	RadioMaster TX16S MKII	HelloRadio Sky V14 MAX	RadioMaster Boxer
Size (mm)	286x128x182	287x129x184	170x159x108	235x178x77
Weight (g)	750	750	350	532.5
Channels	16	16	14	16
Gimbals	CNC Metal Hall	Hall/AG01	CNC Metal Hall	Hall
Display	4.3" IPS Touch	4.3" IPS Color	OLED	Oversized LCD
RF Module	Internal ELRS/4-in-1	Internal ELRS/4-in-1	Internal ELRS/4-in-1	Internal ELRS/4-in-1
Battery	2S LiPo or 2x18650	2S LiPo or 2x18650	6-8.4V	7.4V 2-cell LiPo
Unique Features	AI voice, gyro motion, lights	High build, SD card	AI voice, LEDs	Ergonomic grips, module bay
Price	$259	$220-460	$180-216	$245

Pilots often highlight HelloRadioSky's value and flair, though RadioMaster wins on durability for intense aerobatics.

Buzz and Community

By early 2026, reviews from Oscar Liang and YouTube demos praise the voice commands for fixed-wing ease. The brand sponsors events and offers a one-year warranty, building loyalty in airplane circles.

Where to Buy

- Official: helloradiosky.com
- Amazon, HobbyKing, Banggood, eBay, AliExpress

Specialty: Makerfire, Pyrodrone, GetFPV, NewBeeDrone

Stick to authorized sellers for authenticity.

HelloRadioSky blends reliability with smart tech, making it a smart upgrade for RC airplane enthusiasts. Check them out at helloradiosky.com or info@helloradiorc.com.

Why Overseas Shipping Sometimes Looks Shockingly Expensive by Scott Page

Customers are often surprised when ordering from an overseas warehouse and seeing shipping charges that appear outrageously high — frequently exceeding the price of the product itself by many times. While this can look like excessive shipping markup, the reality is very different.

The difference comes down to how international taxes, tariffs, and VAT are applied depending on where the product is shipped from.

One Global Price, Different Local Taxes

Many international online stores operate with a **single worldwide product price**. This keeps their pricing simple and consistent across all countries. However, governments apply different taxes and import duties depending on where a product is delivered.

When an item ships directly from an overseas warehouse:

- The base product price is kept low and consistent worldwide
- Import duties, tariffs, and VAT are calculated based on your country

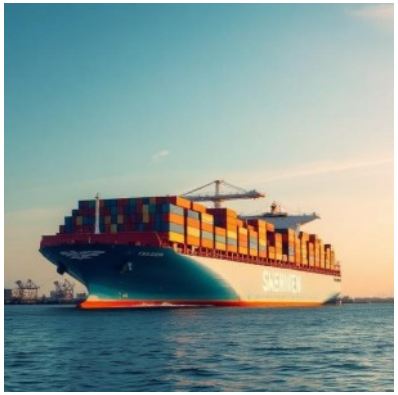
These extra charges are added at checkout — often bundled into the "shipping" line

As a result, the shipping cost may appear **astronomical**, even though the actual freight cost is only a fraction of that number. The rest is government-mandated tax and import duty.

In other words, you're not paying for a gold-plated airplane — you're paying your country's import requirements.

Why U.S. Warehouse Prices Look Higher (But Shipping Looks Normal)

When the same product is stocked inside the United States, the situation is reversed.



Before the item can be sold domestically, the importer must already pay:

- Import tariffs
- Customs duties
- Port fees
- Brokerage costs

VAT-equivalent taxes where applicable

These costs are **baked directly into the listing price** of the product. So the item itself appears much more expensive — but the shipping looks reasonable, because you're now only paying for domestic delivery.

So while the sticker price is higher, the total cost often ends up being similar.

Same Total Cost, Just Packaged Differently

To summarize:

Order Source	Product Price	Shipping Cost	Where Taxes Appear
Overseas Warehouse	Lower	Looks very high	Added to shipping
U.S. Warehouse	Higher	Normal	Included in product

The total amount paid is often nearly the same — it's just dis-

tributed differently on your invoice.

Why Stores Do It This Way

This pricing structure allows international sellers to:

- Maintain one global product price
- Stay compliant with local tax laws
- Avoid listing different prices for every country
- Let customers choose between faster domestic shipping or cheaper overseas inventory

The Bottom Line

When ordering from overseas, a huge shipping charge doesn't mean you're being overcharged for freight. It usually means your country's VAT and import tariffs are being collected at checkout.

When ordering from within the U.S., those same fees are already included in the product price — which is why the item costs more but ships for a reasonable rate.

Different path. Same destination. Same taxes.

Save the date Monday April 6th.

Tri-Cities Airport main terminal.

Pasco was first!

Understanding Deans Connectors

By Phil Laperriere, AMA Insider July 2010

From the newsletter of the Radio Control Club of Detroit, Clinton Township, Michigan

As I continue to discover more and more about the mysteries of electric flight, I'm never surprised when something that I initially think is a big problem turns out to have a simple solution once I understand the nuts and bolts about it. I'd like to share one of my latest learnings that supports this truth.

I've always been very mechanical and understood mechanical things. I also have always had a great deal of confidence about using tools and getting the feel for them very quickly in order to make them work for me. That being said, I found myself getting a little rattled just using a soldering gun as I was putting together the "system" on my first electric-power project. After purchasing the motor, speed controller, and battery, I eagerly started to string things together.

I started by soldering the bullet connectors to the three wires coming off the motor. I spoke with Matt at the Prop Shop and he instructed me to fill the pocket of the bullet connector with molten solder, then plunge the wire in, holding it until the solder cooled. The first obstacle I had here was that I simply didn't have enough hands to hold the clamp while trying to melt solder into the bullet connector. I overcame this by wrapping a rubber band around the handle of a pair of needle nose pliers. I was then able to position the bullet connector with no problem for assembly to the wire. I also quickly realized I had to slide the shrink tubing as far up the wire as possible before putting the bullet connector on. There is enough heat transmitted an inch or so up the wire to shrink the shrink tube.

Now it was time to solder the Deans-style connector onto the battery leads and the speed controller. One month ago I didn't have the foggiest idea what a Deans Connector was. Now, here I am buying them at the Prop Shop and trying to tie them into my power system.

I read the instructions on the back of the pouch that the connector set came in, and the instructions told me to tin (pre-apply solder) to the wires and connectors then touch the two together, add a little heat and you should have a good bond, ready for shrink tubing right? Wrong! By the time I was able to melt the solder on the connector, the tab had melted the outside of the connector, allowing the tab to move out of position. Also, it seemed like an extended period of time before the solder would cool enough for handling due to heat being retained in the connector body. I also found that the bond between the wire and the tab was not very strong and was easi-

ly pulled free.

After a long frustrating struggle, I was successful at getting one set of connectors soldered in place. However, when I tried to plug the two connectors together, the tabs were so far out of alignment due to the melting of the outside shell, they simply would not go together. After ruining three or four pairs of connectors, I finally stumbled upon a solution.

I found if I first plugged a set of connectors together and afterward started the tinning/soldering process. I had much better success at a well aligned connector. I also noted that the solder joint seemed to cool quickly along with the tab alignment remaining intact and showing great bond to the wire. Having the connector plugged together also gave me enough material to hold in a vise for soldering. A couple of other observations I want to point out that seem to make sense to me after going through the process of assembly are as follows:

Lightly sand the tab where you intend to solder, giving the material an opportunity for “tooth.”

Always assemble the female portion of the connector to the battery side. By doing this, you won’t be as likely to inadvertently short out your battery because the terminals are not exposed.

Maintain a standard for your connectors for positive versus negative. Doing this, you’ll finally have flexibility for switching between batteries and speed controllers. Typically, Deans Connectors recommend the wide end be utilized as the positive side.

Have an extra set of connectors available that are used only for the assembly process. This way you won’t power up the speed controller when doing assembly. Also, if you do utilize a set only for assembly, be sure to put the shrink tube over the exposed terminals to minimize the risk of a short.

Use shrink tube over your solder joints. Shrink tubes serve two purposes. First and foremost, it acts as an insulator, minimizing the potential for a short. Second, it adds strength to the wire just behind the solder joint reducing the opportunity for wire fatigue.

Good luck and don’t let the electrics scare you. I’ve been finding that when I first started getting involved with electrics, the amount of confusing information was intimidating. Learning and understanding a piece at a time starts to add up quickly, making the process manageable. Hopefully I’ve been successful giving you a tip that will help you in your own building.

Tips and Tricks

from AMA Insider, July 2010

Plugged CA Applicators

The long, thin CA applicator tips work great, except when they're clogged or gummed up with dried glue. After you've finished using them, soak them in acetone; they will be clean and will last forever. This will even work for tips that have dried CA on them, and it works great on spray-can nozzles too.

Prop Balancing

I just read in a post about how a propeller was balanced by removing some of the tip of a blade. The better way to balance a propeller is by sanding the back (flat side) of the heavy side near the tip. You can also balance by applying clear dope, colored dope, or CA to the lighter blade. The CA can be sanding for smoothness.

Quick First Aid

If you cut yourself in the workshop with an X-Acto or a razor blade, use CA to close the cut. (You should have a first-aid kit in the shop anyway.)

Tech Ed writes: As an explanation, model lore has this bit about "invented for medical use;" not so. It was invented in 1942 (Eastman 910) in the Kodak labs when they were looking for a new, clear, and stable substance for gun sights (WW II ref.) Medical use came later. It is dangerous to use this for cuts, rather use it as a cover to seal tissue.

—the above tips are from the newsletter of the Rogue Eagles R.C. Club, Medford, Oregon

Don't cut that wire!

When your cell count gets too high for your speed control's BEC and you want to disable it, cut the positive (red) wire that runs from the speed control to the receiver. If you cringe at the thought of cutting the wire on your expensive speed control, here is a simple solution: buy a short servo extension and cut its positive wire. Plug the servo extension between the speed control and the receiver; now, if you want to use the BEC in another installation, just omit the extension!

A Repair Tip for Over-sized Control Horns

I have an interesting idea, at least to me. A few years ago I purchased a Bridi Big Bee at an auction. Set it up, flew it and had a great time with it. During the winter months I was inspecting the control horns and found excessive clearance at the clevis pin through holes. The horns (large style) were not the standard variety and needed to be replaced or repaired. I opted to repair. This is so easy a caveman can do it. I drilled a 1/8-inch hole through the sloppy hole and inserted a piece of a plastic ink pen refill tube. CA glue and some minor trimming and the problem was solved. Works for me.

I hope this info has some value to others who may find the same issue.

From the newsletter of the Silent Electric Flyers of San Diego

Landings: Touch-and-Go or Bounce-and-Go?

By Glynn Mount, from the Cam Journal, Central Arizona Modelers, Inc., from AMA Insider, July 2010

"Touch-and-go" is a great way to practice landings. It's a sure way to rapidly improve your technique. Even the best of us, however, will bring one down a little too hard once in a while, and the inevitable result will be a bounce.

The size of said bounce will be in direct proportion to how enthusiastically your airplane meets the runway. If unattended, of course, the first bounce will be followed by a second, and if the second bounce doesn't break your propeller, you might be lucky enough to dribble to a stop before running off of the runway.

This type of landing often will bring an enthusiastic response from the critics sitting on the sidelines.

There are however, a couple of ways you could recover from a bad bounce and keep your dignity intact. One is to maintain "full back pressure" on the stick (i.e. full up elevator) in the hopes that there is enough flying speed to cushion the second bounce. If the bounce is more of a high-speed skip, this method works well.

The second method is to immediately apply power and return to level flight.

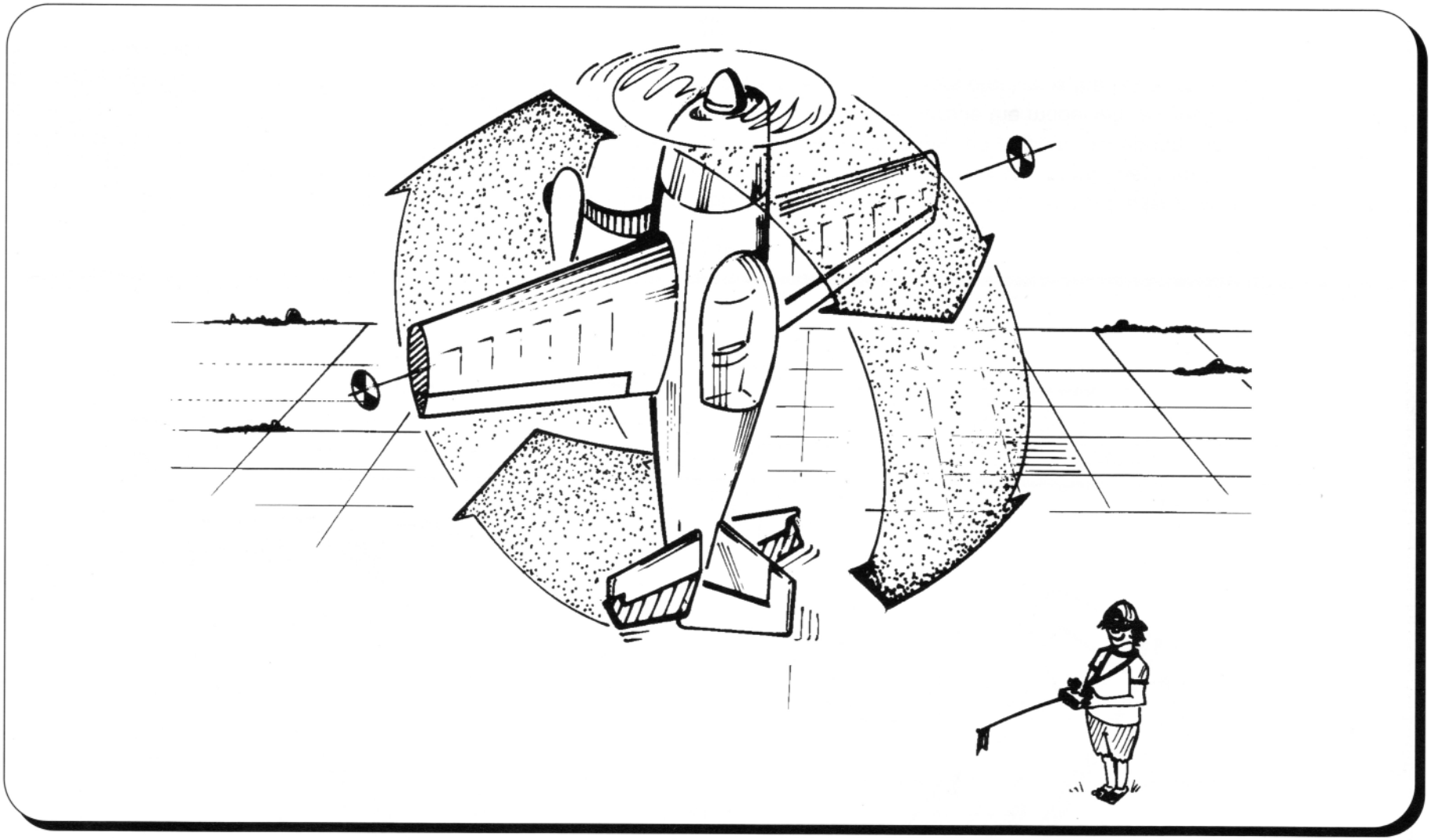
I've tried both methods, and a "bounce-and-go" with quick application of power will usually result in a more positive recovery from a bad bounce. If performed with finesse, you might even make it look as though you did it on purpose.

The best landing procedure is to hold the aircraft off the deck a foot high with idle power and try "not to land." The airplane will slow and "sink in" in spite of you, giving you a smooth transition from air to ground.

Aviation Wisdom,

Mike DaBiere, Front Line Flyers, York, Maine from AMA Insider, July 2010

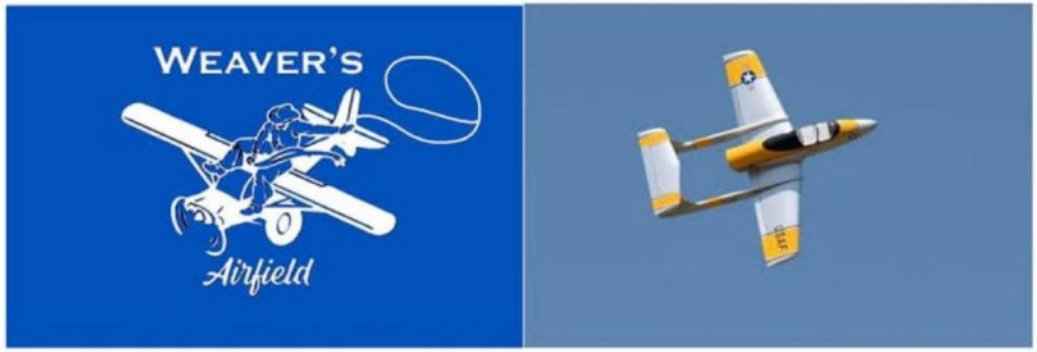
- Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills.
- Rule One: No matter what else happens, fly the airplane.
- Forget all that stuff about thrust and drag, lift and gravity; an airplane flies because of money.
- The propeller is just a big fan in the front of the airplane to keep the pilot cool. Want proof? Make it stop; then watch the pilot break out into a sweat.
- If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em back off.
- Speed is life; altitude is life insurance.
- Never let an airplane take you somewhere your brain didn't get to five minutes earlier.
- Don't drop the aircraft in order to fly the microphone.
- If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller.
- Hovering is for pilots who love to fly but have no place to go.
- The only time you have too much fuel is when you're on fire.
- Flying is the second greatest thrill known to man; landing is the first!
- You know you've landed with the wheels up when it takes full power to taxi.
- Those who hoot with the owls by night should not fly with the eagles by day.
- Young man, was that a landing or were we shot down?
- Learn from the mistakes of others. You won't live long enough to make all of them yourself.
- Things which do you no good in aviation: Altitude above you. Runway behind you. Fuel in the trunk. A navigator. half a second ago. The airspeed you don't have.
- If God meant man to fly, He'd have given him more money.
- Flying is not dangerous; crashing is dangerous.
- Flying is the perfect vocation for a man who wants to feel like a boy, but not for one who still is. +



LOOPET/WATERFALL

A single Loopet is (usually) a negative Loop from a Hanger where the model rotates about its CG rather than following the nose through a large circle. This is a high power 3D maneuver which may not be possible with some engine/aircraft combinations. To do so, hang the model but not long enough to allow torque to pull the plane around. Apply full throttle and full down elevator, decreasing both throttle and elevator at just the right moment to catch the model back in the hanger. (Depending how much power you have, you may have to blip the power in and out again to start the maneuver, then get the model to drop the nose across the top, then power in to rotate the model the rest of the way around.) This is a HARD maneuver that requires split second timing, proper aileron/rudder application to counter the torque, and lots of practice, so don't be surprised when it doesn't come quickly. A Waterfall is a series of Loopets performed in continuous succession, with the model losing a small amount of altitude between each Loopet. The effect is astounding, but takes tons of practice to keep up with the torque effects and timing.

2026 Weaver's Jet Stampede



Welcome to the 1st Annual Jet Fly-In **June 12th, 13th and 14th 2026**. This event is hosted by Weaver's Airfield in Othello, Washington. Weaver's Airfield is a private, full-sized airfield with a beautiful 650 ft grass runway surrounded by 85 acres of farmland to the north and east.

http://weaversairfield.com

There is dry camping available. No reservation required.

- Must show proof of current AMA membership.
- Turbines (require waiver) and EDF jets welcome if you can take off from grass.
- All aircraft will be safety inspected.

Set your GPS to:
2395 Hampton Rd,
Othello WA
Latitude
46.781959,
Longitude
-119.238632

No Entry Fee

Donations will be accepted

Lunches will be available

Event Schedule:

Friday, June 12th:
Pilot's Meeting: 8:00am
First Flight: 8:30am
Open Fly until dusk

Saturday, June 13th:
Pilot's Meeting: 8:00am
First Flight: 8:30am
Open Fly until dusk

Sunday, June 14th:
Pilot's Meeting: 8:00am
First Flight: 8:30am
Open Fly until 1:00pm
Raffle at 1:00pm

Contest Director:

Phil Tallman phillip.tallman@gmail.com 509-220-6513

AMA Sanction # 19056