



5001 Beardsley Rd.  
Richland Wa

# TCRCM Leading Edge



## May 2026

### From the Editor

Assets to a club:

Are you:...

A welcomer

A tinkerer

A fixer

A quiet worker

An inventor

A systems person

An organizer

A leader

A teacher

A visionary

An historian

Or are you...

The know-it-all

The complainer

The cry-baby

The faultfinder

The protester

The grumpy

The nitpicker

The troublemaker

How are you perceived?

### 2026 Officers

**President:**  
Gary Grosso  
[president@tcrcm.com](mailto:president@tcrcm.com)

**VP/Web Admin:**  
Dave Holland

**Secretary/Newsletter:**  
Camille Page  
[secretary@tcrcm.com](mailto:secretary@tcrcm.com)

**Treasurer:** John Patton

**Safety Officer:**  
John Pulsipher

**Field Manager:**  
OJ Brooks

**Comm. Liaison:**  
Scott Page

**Lead Instructor:**  
Lyle Laughery  
[instruction@tcrcm.com](mailto:instruction@tcrcm.com)

### Calendar of Events

- ✈ Every Thursday– **Float Fly** at the Mud Hole in Wye Park, (time via email)
- ✈ May 2, 2026, **Takeoff And Grow** (Learn to Fly) 10:00—1:00
- ✈ May 15, 3:00 **Training for Pattern Flying. Night Fly to follow.**
- ✈ May 16-17, 2026, **NSRCA Pattern Contest**
- ✈ May 20– **BOD 6:00, Club Mtg 7:00 Night Fly to follow**
- ✈ 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**



# Message from the President

**Dear TCRCM Members,**

Spring has arrived, temperatures are climbing, and flying weather is improving by the day—though I think we could all do with a little less wind.

Our annual Egg Drop was a great success and, as always, a fun way to kick off the season with a little friendly competition. Congratulations to our big winners, Bob Anderson and Lyle Laughery, for bringing home top honors. A terrific way to start another flying season.

Due to a windy forecast, we postponed the Float Fly to Thursday the 30th at 2:00 p.m. Our plan is to continue float flying every Thursday, weather permitting, but it will be earlier in the day. **If you'd like weekly confirmation and updates, get on the notification list by emailing Camille at [Tri.city.rc.modelers@gmail.com](mailto:Tri.city.rc.modelers@gmail.com).**

**Take Off and Grow** is coming up this weekend, May 2nd at 10:00 a.m., with lunch at 11:00. This is an all-hands event and one of the best opportunities we have to introduce new people to the hobby. Please come out, lend a hand, and help make it a success.

The **Pattern Contest** follows on May 16th and 17th. For anyone curious about trying something new, Lyle is generously offering to help first-timers at no cost to club members, by holding a workshop on May 15 at 3:00. It's a great chance to expand your flying skills, challenge yourself, and maybe discover a new side of the hobby.

A special thank you to OJ Brooks for replacing the Fresno Valve actuators and for all the work from our volunteers that keeps our field looking and functioning so well. Efforts like these often happen behind the scenes, but they make a huge difference for all of us.

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

Let's keep the momentum building, continue treating one another with respect, and make this another outstanding season for TCRCM.

**With appreciation,**  
Gary Grosso



# Minutes from April 15 Club Mtg.

1. Membership: Currently 44 members
2. Financial Report given by Treasurer.
3. Grant and Fundraising Update: There will be no City of Richland grant available to us. The AMA Flying Site Field Improvement Grant is pending..

4. Safety:

5. Irrigation Repairs:

- The system is working, however, OJ is keeping a close eye on a few leaks.

- Cla-Val rebuild update- Work cannot be done on it at this time. The entire system needs to be shut down for work to be done on the Cla-Val and the Horn Rapids Motorsports Complex is unable to do so. It may be able to proceed in the fall.

- The Fresno Valve actuators replacement is complete.

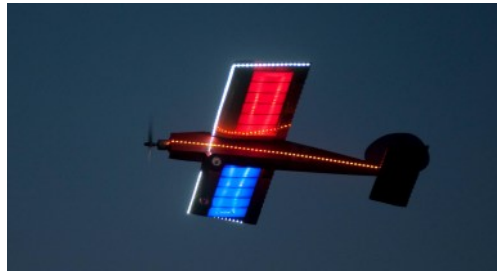
Thank you OJ.

6. Field Maintenance: Sign-up sheet for weekly mowing and maintenance— [Click here for the volunteer form on the club web site.](#) So far Joe, Rod, and Rick have responded.

Someone is needed to string trim.

The grass is encroaching on the Geotex and needs to be pulled or cut back.

**Please E-mail [tri.city.rc.modelers@gmail.com](mailto:tri.city.rc.modelers@gmail.com) if you want to be on the float fly notification list!**



7. Calendar:

**Night Flying**- April 15 after club meeting, BOD 6:00, Club mtg. 7:00, sprinklers come on at 9:00.

Float Flying- April 23, 30, 2:00



TAG- May 2, 10:00 am. Lunch at 11:00, airshow at 11:30, drawing at 12:00, and end by 1:00. Jerry of-

fered to run the simulator station again! Many hands are needed to assist our six established Introductory Pilot Program instructors.

Float Flying- May 7, 9:00, Wye Park Mudhole.

May 15th- Training session for Pattern Flying at 3:00. Everyone is welcome. **Night fly after.**

May 16-17- field will be closed for the Pattern Contest, however, it may conclude early on Sunday. Club members are welcome to fly in the Sportsman class.

8. Next Meeting: May 20, BOD 6:00, Club mtg. 7:00 at the field, **night fly after.**

Should be warmer than today!

9. Battery drawing winner is

Jerry Wallis!

**RCBATTERY.COM**



# Are you new to aerobatics?



If you've ever wondered about the NSRCA, here is an article that will help you understand.

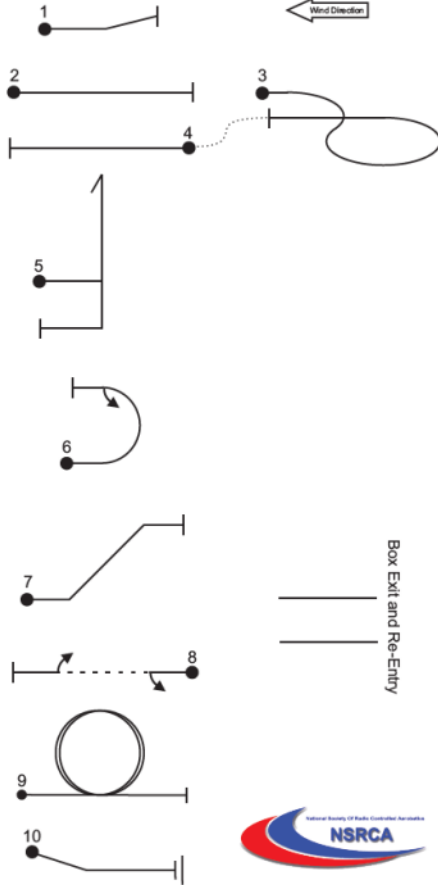


# Introduction to Pattern Flying

Join us Friday, May 15 at 3:00 PM for an introduction to pattern flying. This session is open to anyone interested in learning what it's all about. You'll have the opportunity to explore the basics and decide if you'd like to give it a try on the 16th. Beginners are welcome, and **any type of plane can be used.**

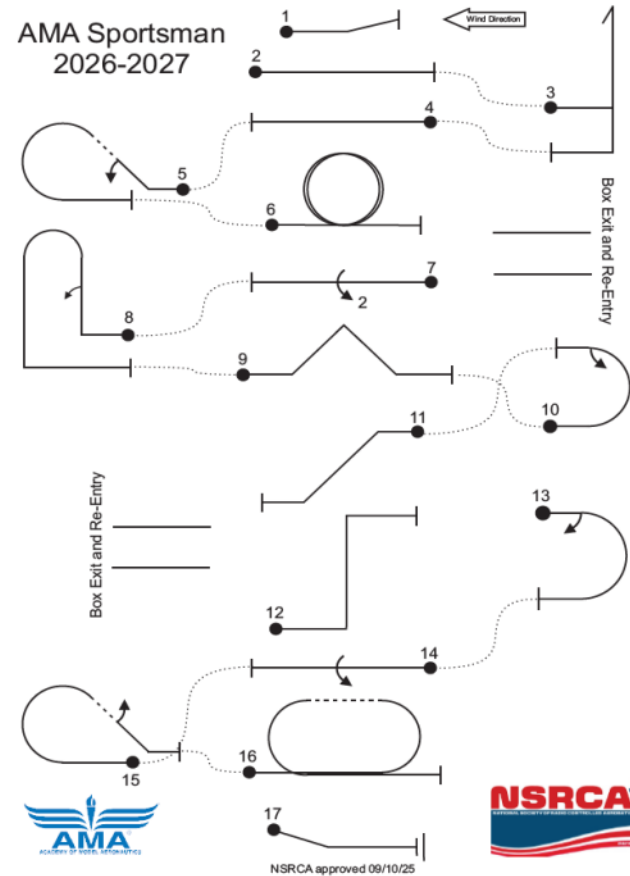
## AMA Club Class 2022/23

Box Exit and Re-Entry  
Box Exit and Re-Entry  
Box Exit and Re-Entry  
Box Exit and Re-Entry  
Box Exit and Re-Entry



## AMA Sportsman 2026-2027

Box Exit and Re-Entry



# Egg Drop 2026



The annual TCRCM Egg Drop was a huge success—even with the wind trying to steal the show! Five brave pilots took on



four rounds of egg drops, battling it out for points in a contest that ended in a tie. In a record-setting moment, 19 out of 20 eggs landed safely on the field—our best result ever! After some seriously close competition, Bob and Lyle walked away tied for first place and ultimate bragging rights.



Great job to everyone who participated and cheered on the pilots!



# Egg Drop 2014 (where it all started)

Blast from the past! ✈️ 🥚 Twelve years ago, the Egg Drop looked a little different—planes flew with Solo cups strapped to the fuselage and eggs were released by inverting the plane or bumping them out mid-flight. It definitely took some serious skill (and maybe a little bravery)!



# The basics of flight – What we often forget.

Alright—put on your safety glasses and imagination hat. I'm going to explain RC airplanes the way I would to a curious 10-year-old who really wants to fly, but also doesn't want to turn their plane into confetti on day one.

This is the *core stuff*—the ideas that make everything else make sense.

## RC Airplanes: The Big Ideas Every Beginner Must Understand

I've been flying RC airplanes for 20+ years. I've crashed a lot, fixed a lot, and taught a lot of beginners. The people who succeed aren't the ones with the fanciest planes—they're the ones who understand **a few simple principles**.

Let's break them down.

### 1. An Airplane Is Just a Controlled Fall

This is the most important idea of all.

An airplane does **not** stay up because the engine pulls it up.

It stays up because **air moves over the wings**.

Think of it like this:

If you jump off a roof, you fall.



If you jump off a roof *holding a big flat sheet*, you fall slower.

A wing is a fancy, curved sheet that falls *sideways* through the air.

So flying is really:

Falling forward in a very controlled way

The motor's job is **not** to hold the plane up.

The motor's job is to:

Push the plane fast enough

So air flows over the wings

So the wings can do their job

No airspeed = no lift = gravity wins.



### 2. The Wing Is the Boss

If the wing isn't happy, nothing else matters.

The wing needs **smooth air** moving across it. When that happens, it makes lift.

When the wing doesn't get smooth airflow, it **stalls**.

#### What is a stall?

A stall is when:

The wing is tilted too much

Or the plane is too slow

And the air can't stay attached to the wing

Think of riding a bike:

Fast enough → stable

Too slow → wobble → fall

Planes are the same.

#### Beginner mistake:

Pulling back on the elevator when the plane is already slow.

## Basics of flying, continued

That's like trying to pedal harder on a bike while standing still.

### 3. The Three Main Controls (Your Steering Wheel, Gas Pedal, and Balance)

RC planes are controlled with **three primary controls**.

#### Elevator – “Up and Down”

Moves the nose up or down

Controls climb and descent

Analogy:

Elevator is like leaning forward or backward on a bike ramp

Pulling up doesn't mean “go up.”

It means “change the wing's angle.”

Too much = stall.

#### Ailerons – “Left and Right Roll”

Tilt the wings left or right

Make the plane bank into turns

Analogy:

Ailerons are like leaning your bike left or right

Planes turn by **banking**, not by steering like a car.

#### Rudder – “Yaw”

Moves the nose left or right

Helps keep turns smooth and coordinated

Analogy:

Rudder is like the back wheel on a shopping cart

On beginner planes, rudder often does most of the turning.

On advanced planes, it's more about *refinement*.

### 4. Throttle Is Not an On/Off Switch

This is where beginners get into trouble.

Throttle controls **airspeed**, not altitude.

Think of a plane like a swing:

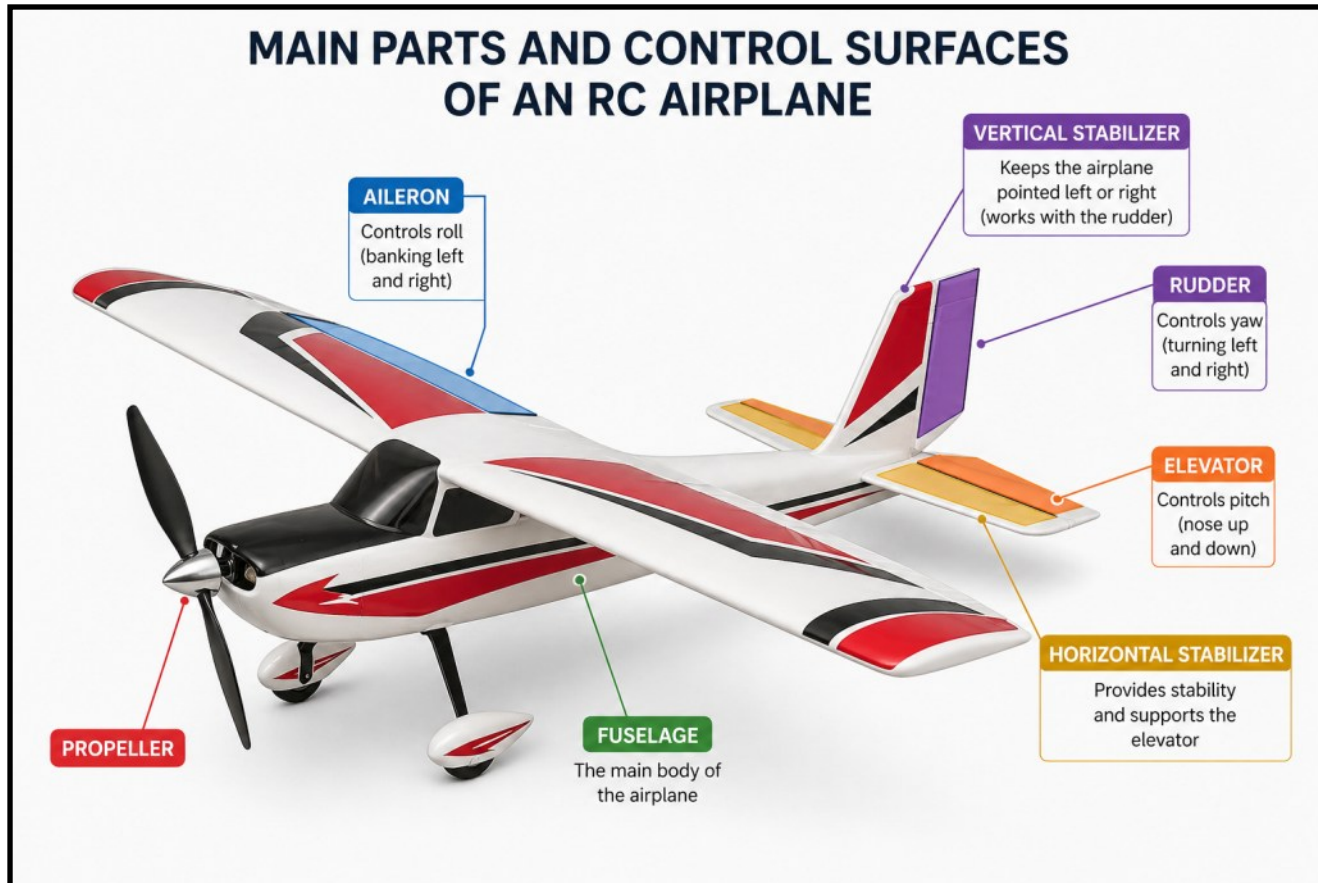
More throttle = more energy

Less throttle = gravity takes over

You use:

Throttle to control speed

Elevator to choose where that speed goes



## Basics of flying, continued

Good flying is a **balance** between the two.

### 5. Turns Are Tilt + Lift, Not Steering

Planes don't turn flat like cars.

To turn:

Bank the plane with aileron or rudder

The lift vector tilts

Lift pulls the plane around the turn

Important detail:

When you bank, some lift is now sideways

So you need a little elevator to keep altitude

This is why turns feel hard at first.

#### Beginner rule:

Slow turns are safer than sharp ones.

### 6. Orientation Will Mess With Your Brain (That's Normal)

When the plane is:

Flying away from you → controls feel normal

Flying toward you → left and right feel backwards

Everyone struggles with this.

The trick:

Don't think "left stick"

Think "push the low wing back up"

If one wing drops, raise *that* wing—no matter which direction it's facing.

### 7. Most Crashes Happen Low and Slow

Altitude is insurance.

High up:

You can think

You can recover

Mistakes are cheap

Low and slow:

No time

No airspeed

Gravity collects its debt immediately

#### Golden beginner rule:

When confused, add power and level the wings



### 8. Stability Is Your Friend (At First)

Beginner planes are designed to **want to fly straight**.

They have:

Dihedral (wings angled up)

Long wings

Light wing loading

That's not "cheating."

That's learning.

Trying to learn on a twitchy warbird is like learning to drive in a race car.

### 9. Landings Are Just Controlled Crashes

Even experienced pilots mess up landings.

A good landing is:

Lined up

Slow but not stalled

Power reduced gradually

Nose held slightly up

If it plops and survives, it counts.

Perfection comes later.

## Basics of flying, continued



### 10. Crashing Is Part of the Hobby

Let me say this clearly:

**Everyone crashes.** Good pilots just crash less *now* than they did before. Crashes teach: What not to do  
How your plane

reacts

How to fix things

Foam planes exist so you can learn without crying.

### The Beginner Mindset That Wins

If you remember nothing else, remember this:

Fly high

Fly smooth

Fly slow turns

Keep airspeed

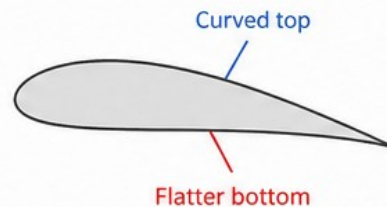
Respect the wing

RC flying isn't about reflexes.

It's about **understanding energy and air.**

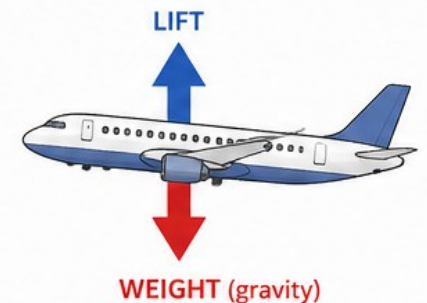
#### THE WING SHAPE (AIRFOIL)

The curved top and flatter bottom surface is called an airfoil. This shape is key to creating the pressure difference that produces lift.



#### THE RESULT

Lift acts upward, while the airplane's weight acts downward. When lift is greater than weight, the airplane climbs. When they are equal, it flies level.



**RCBATTERY.COM**  
OFFER AVAILABLE TO TCRGM READERS ONLY.

Get **15%** Off

► YOUR NEXT PURCHASE ◀

SIMPLY GO TO **RCBATTERY.COM** AND ENTER PROMO CODE:

**TCRCM!RCB26MAY** AND GET 15% OFF YOUR NEXT PURCHASE.

Promo code is only valid until May 31, 2026, and can only be used once per user and not in conjunction with any other offer or discounted price. Discount does not apply to shipping cost.

**Discount code doesn't apply to items already discounted**

# Your New Co-Pilot: Using AI to Set Up Your Aircraft in EdgeTX, by Scott Page

## How tools like Claude and ChatGPT can save you time, frustration, and a lot of head-scratching

If you've ever stared at the EdgeTX menu on your RadioMaster TX16S Mark 2 wondering where to even start, you're not alone. EdgeTX is one of the most powerful open-source transmitter operating systems available — but that power comes with a learning curve that can feel steep, especially for newer pilots or those setting up an unfamiliar aircraft type.

Here's the good news: AI assistants like Claude (claude.ai) and ChatGPT are surprisingly good at helping you work through EdgeTX setups, step by step, in plain English. This article will show you how.



## What AI Can Help You With

AI assistants won't connect to your radio for you — but they can do something almost as valuable: **explain, guide, and troubleshoot** in a conversational way. Here are some things you can ask:

- How to create a new model profile from scratch
- Setting up channel mappings (AETR, TAER, etc.) for a specific aircraft
- Configuring mixes for differential thrust, elevons, or V-tail
- Understanding flight modes and how to assign them to a switch
- Setting up expo and rate curves for smoother flying
- Configuring a failsafe
- Binding your TX16S Mark 2 to a specific receiver
- Troubleshooting a channel that isn't responding correctly

## How to Ask AI the Right Way

The key to getting useful answers is being **specific**. The more detail you give, the better the response. Here are some example prompts you can use or adapt:

### For a new model setup:

*"I'm using a RadioMaster TX16S Mark 2 running EdgeTX. I want to set up a new model for a standard 4-channel fixed-wing trainer with ailerons, elevator, rudder, and throttle. Can you walk me through creating the model profile step by step?"*

### For a flying wing or elevon mix:

*"I'm setting up a flying wing in EdgeTX on my TX16S Mark 2.*

## Your New Co-Pilot, continued

*The aircraft uses elevons — no separate ailerons or elevator. How do I configure the mixer to handle elevon mixing correctly?"*



### For flight modes:

*"How do I set up three flight modes in EdgeTX — normal, sport, and landing — and assign them to the 3-position switch SF on my TX16S Mark 2? I want different rates for each mode."*

### For troubleshooting:

*"In EdgeTX on my TX16S Mark 2, my elevator channel is reversed but only in one flight mode. What would cause that and how do I fix it?"*

## A Real Example Session

Here's a shortened version of what a real AI-assisted setup conversation might look like:

**You:** I'm setting up a new model in EdgeTX on my Radio-Master TX16S Mark 2 for a Parkzone Apprentice. It has ailerons, elevator, rudder, and throttle. Where do I start?

**AI:** Start by pressing the MDL button and creating a new model. Name it something recognizable like "Apprentice." Set the

model type to "Airplane." Then go to the Inputs page and confirm your sticks are mapped — typically Throttle on Channel 1, Aileron on Channel 2, Elevator on Channel 3, and Rudder on Channel 4 (TAER order is common for many receivers but verify your receiver's expected order). From there, go to the Mixer page and add a simple 1-to-1 mix for each channel...

The AI will keep going as long as you keep asking — and if something doesn't match what you see on your screen, just say so and it will adjust.

## Tips for Getting the Best Results

- 1. Tell it your exact hardware.** Always mention the Radio-Master TX16S Mark 2 and EdgeTX. This matters because menu layouts differ between firmware versions and radio brands.
- 2. Mention the EdgeTX version if you know it.** You can find it in System Settings on your radio. Newer versions sometimes move menus around.
- 3. Ask follow-up questions freely.** If a step doesn't make sense, just say *"I don't see that option"* or *"Can you explain that differently?"* AI doesn't get impatient.
- 4. Use it to understand, not just to follow steps.** Ask *why* something works the way it does. Understanding the logic behind mixes and rates will make you a better programmer over

## Your New Co-Pilot, continued

time.

**5. Verify safety-critical settings yourself.** AI is a great guide but always do a control check — moving each stick and confirming the correct surface moves in the correct direction — before every maiden flight.

## Getting Started Right Now

You don't need to install anything. Just open a browser on your phone or computer, go to **claude.ai** or **chat.openai.com**, and start typing your question. Both are free to use at a basic level.

Try starting with this prompt:

*"I have a RadioMaster TX16S Mark 2 running EdgeTX and I want to learn how to set up a basic airplane model from scratch. Can you guide me through the process in simple steps?"*

You might be surprised how much ground you can cover in a single session — and how much more confident you'll feel at the field.

*Happy flying — and happy programming!*

*Article prepared for club newsletter. Feel free to share with fellow members.*

**May 2026**



Model Airplane News

Yesterday at 7:00 AM

Today's Hobby Hack

CA glues are sensitive to moisture in the air and can thicken or harden in the bottle. To help prevent the glue from spoiling, squeeze out the air before replacing the cap. This minimizes the amount of air/moisture in the bottle and helps the glue last longer.

Model Airplane News -- the magazine for model pilots! Subscribe today at

<https://simplecirc.com/subscribe/model-airplane-news>



# Which One Are You? editorial

If you think about the best clubs, they're less like a group of hobbyists and more like a small community: people teach, organize, fix, welcome, and have fun together.

If you strip it down, a healthy RC airplane club isn't about *one* type of person—it's about having the right mix of personalities that cover each other's blind spots. Here are the personality "archetypes" you'll usually see in clubs that actually work:



crashes.

## The Organizer

Structured and reliable. Keeps events on track, sends emails, handles logistics. Without them, things don't fall apart immediately... but they slowly drift into chaos.

## The Mentor

Calm, patient, and encouraging. They don't just know how to fly—they know how to *teach*. They're the reason beginners stick around instead of quitting after two

## The Safety Hawk

Detail-oriented and cautious. They're watching flight lines, frequencies, and spacing. In the wrong tone, they can feel nit-picky—but when balanced well, they prevent accidents.

## The Welcomer

Friendly, outgoing, and socially aware. They notice the new person standing off to the side and pull them in. This personality often matters more than people realize for club growth.



## The Tinkerer

Curious and hands-on. Loves fixing planes, dialing in setups, experimenting. They're the unofficial pit crew everyone relies on when something breaks.

## The Enthusiast

High-energy, passionate, and fun. They bring excitement to events and keep morale up. Sometimes not the most organized—but they're the spark.

## The Quiet Regular

Shows up consistently, helps when needed, doesn't seek attention. Every club has a few—and they're more important than they look. They're the backbone.



## Which One Are You?, continued



### The Leader

Decisive but fair. Can step in, make calls, and keep things moving without dominating everything. Good leaders build others up instead of controlling everything.

### The ones that *hurt* a club (worth recognizing)

Every club runs into these at some point:

- **The Gatekeeper** – Acts like you have to “earn” your place
- **The Know-It-All** – Gives advice no one asked for, dismisses others
- **The Lone Wolf** – Flies and leaves, never contributes
- **The Drama Magnet** – Turns small issues into ongoing conflicts

You don't have to eliminate these people entirely—but if they outweigh the positive types, the club starts shrinking.

### The sweet spot

The best clubs usually have:



- A few Mentors
- At least one solid Organizer
- A couple Safety Hawks (balanced with friendliness)
- Several Welcomers/Enthusiasts
- A Core of Quiet Regulars

That mix creates something that feels less like a hobby group and more like a community people want to be part of.



# Neil Armstrong

Neil Armstrong was a member of the [Academy of Model Aeronautics](#) (AMA) and an avid aeromodeler, often flying in competitions between 1946 and 1950 as part of the Purdue Aeromodelers club. His early experience with model aviation is believed to have helped shape his career as a naval aviator and Apollo 11 astronaut.

**AMA Involvement:** Records indicate he was a member and, according to [AMA National Model Aviation Museum Archives](#) photos, served as an honorary director at the 1964 Navy Nats, a major model aircraft competition.

**Aeromodeling Passion:** His interest in aviation started early, and he built model planes before becoming a licensed pilot at age 16.

According to the June 1984 issue of MA, Neil was a member of the Purdue Aeromodelers club and flew in model aircraft competitions between 1946 through 1950. Neil's model aviation experience is believed to have shaped his future as a naval aviator and astronaut.

**Significance:** The AMA considers him an "AMA member/ astronaut" who likely utilized these early modeling experiences to build his foundational skills.



*1964: Neil at the Glenview, IL Naval Air Station, talking with model airplane contestants at the National Model Airplane Championships, or "Nats." (Official Photograph of the U.S. Navy, #0001 AMA Collection, National Model Aviation Museum)*



[One Small Step With Model Aviation](#)





Model Airplane News

1d ·



Today's Hobby Hack!

A common task in the workshop is to cut music-wire pushrods to length with a wire cutter. The scrap piece often flies across the shop or, even worse, can cause injury should it hit someone in the face. A quick and simple remedy is to use a plastic bag to capture the piece. If you don't have a bag handy, place a towel or shop rag over the part before you snip it to length.

Model Airplane News -- the magazine for model pilots! Subscribe today at <https://simplecirc.com/subscribe/model-airplane-news>



# Float Flying

## Exciting News: TCRCM Launches Weekly Float Flying Sessions at Wye Park!

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. Every **Thursday** 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](mailto: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 protect 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

## Float Flying, continued

tolerant. ESC's will fail with a tiny bit of water **unless waterproofed**. I waterproof my ESC's by dinking 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 grow-

ing our community—whether you're from the Tri-Cities, Yakima, Walla Walla, up north, or just passing through, come on down to the water!

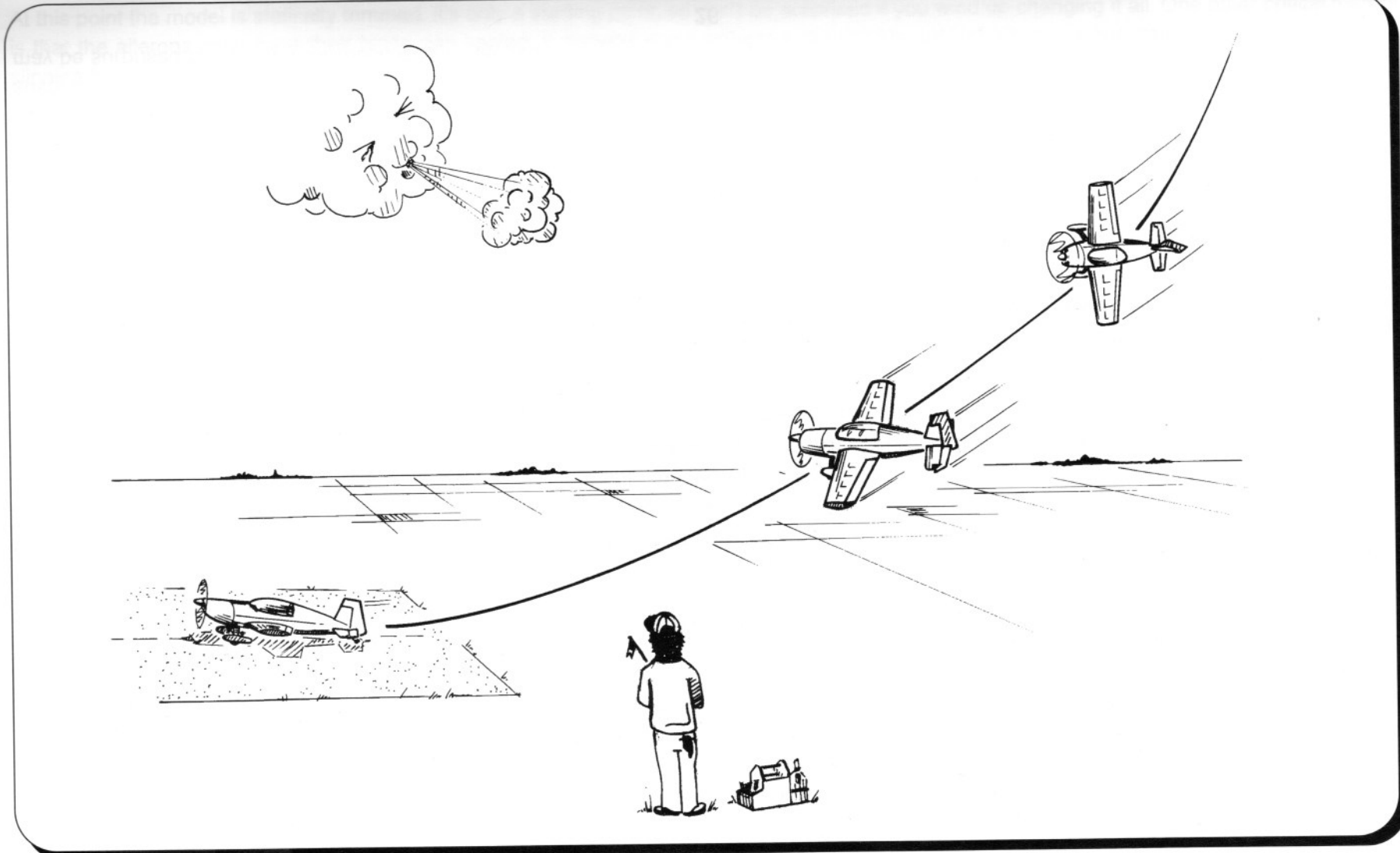
Plus, Wye Park is a prime FRIA (FAA-Recognized Identification Area)—one of only four float flying FRIAs in the nation—it's also a front-row seat to nature's wildlife show. We frequently spot osprey and eagles soaring overhead, otters playing in the water, deer on the island, mink on the shore, even herons, pelicans, and water fowl 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!





### KNIFE EDGE SLIDE

A Knife Edge Slide is a unique landing approach which **MUST** be practiced with plenty of altitude until complete confidence is gained. Assuming your prevailing wind is from the left, start from several hundred feet of altitude and off to the right end of the field, rotate left to Knife Edge, throttle back and apply full right rudder. Allow the aircraft to descend rapidly Knife Edge, gradually rolling the aircraft upright into a slip as it approaches the runway, then set the plane on the runway on its gear. This maneuver takes **LOTS** of courage and even more practice, so be sure to practice the landing phase of it at a hundred feet or more until you get comfortable, then gradually work the plane down.

## 2026 Weaver's Jet Stampede



Welcome to the 1st Annual Jet Fly-In **June 12<sup>th</sup>, 13<sup>th</sup> and 14<sup>th</sup> 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 12<sup>th</sup>:**

Pilot's Meeting: 8:00am  
First Flight: 8:30am  
Open Fly until dusk

#### **Saturday, June 13<sup>th</sup>:**

Pilot's Meeting: 8:00am  
First Flight: 8:30am  
Open Fly until dusk

#### **Sunday, June 14<sup>th</sup>:**

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](mailto:phillip.tallman@gmail.com) 509-220-6513

AMA Sanction # 19056