Tri City Flyers

NEWSLETTER

www.tricityflyers.com

MAY 2026

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MAY 2026 OPENING COMMENTS

The May club business meeting was cancelled to minimize interference with the May 15, 16 Warbirds Over Kingsbury fly in. Scheduled business items will be carried over to the June business meeting. So, the May newsletter will highlight the Warbird fly in, which got underway informally on Thursday May 14, with a number of flyers arriving to camp onsite. Thanks to the TCF members who worked on Monday, May 11, to get the field ready, and everyone who supported the event.

Ed Valls provided the following brief summary of the fly in. The final event report will be on the June meeting agenda.

"The event drew 43 pilots from around central and south Texas. We had a successful event CD'd by Tom DiCuirci and made a tidy profit. I Want to thank our club members who volunteered for the Monday event work day and for those that entered the event as well as those who volunteered to work. Madchef Dog Catering cooked for the event and served a choice of brisket or chicken drum sticks with green beans, and mashed potatoes or potato salad. The food was outstanding. A number of our out of town pilots complimented the club on field conditions and enjoyed the event."

The updated PA system worked very well, and also drew positive comments from the participants. The roaming announcer did an excellent job with the wireless mic throughout the fly in. Thanks again to those who worked on the installation.

I will also continue my Edge 540 assembly series in this month's edition.

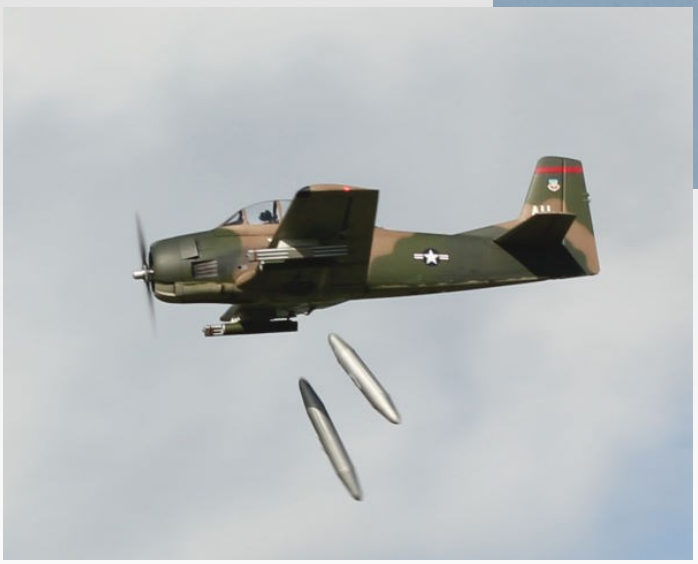
Frank George, Editor

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

Tri City Flyers Warbirds Over Kingsbury May 15, 16, 2026

So, the 2026 Warbirds Over Kingsbury Fly In is officially "in the books", as sometimes expressed. Thanks to the hard work of Tom DiCuirci and his crew of volunteers it was a very successful event. Although the number of registered pilots was down a bit from last year, the flightline was busy with a large variety of warbirds from WW1 biplanes to modern jets. Here are a couple examples of each, in the hands of their very capable pilots, demonstrating maneuvers not normally expected of

their full scale counterparts. This really large OV-10 is on final approach after another successful sortie. Other planes demonstrated ordinance delivery. The wind was



with us most of the time during the event, but fortunately, most of the warbirds were heavy enough to handle it. Some of the lighter observation type planes (i.e. based on Cub and similar planes) and biplanes did have more ground handling difficulties.

As mentioned before, there was a large variety of warbirds represented at the Fly In, including examples of the heavy bombers that played a big part in WW2. Both of these large planes flew very well, with bomb drops from the B-24.

Awards were presented on Saturday in several categories. The raffle table was

well stocked with attractive merchandise, and there was the usual group of observers, and unofficial judges. In my humble judgement, the annual TCF Warbird Fly In continues to be a successful club event. I have not heard of any mishaps or crashes, and did not see any while there Thursday and Friday. Attend the June business meeting for the detailed wrap up. Thanks to John Franklin and Matt Greenlee for sharing their pictures from the Fly In for this summary.

The News Section is a bit different this month since there are no minutes or other meeting items to be discussed. You have already read about the Warbird Fly In. If you did not participate in the event, or attend this year, I encourage you to plan on being part of the event next year.

Before moving on to the promised installment of my Edge 540 build, I want to be sure you are aware of this recent FAA action, announced on the AMA Government Blog on May 6. "The FAA has released a Notice of Proposed Rulemaking (NPRM) related to Section 2209, which focuses on the designation of critical infrastructure and the potential restriction of unmanned aircraft operations around those sites." AMA has been aware of this proposal for some time, and is reviewing it to determine potential negative effects on our hobby, as well as educational flying, because of the broad nature of potential sites included.

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Now for the 2nd installment of my OMP Edge 540 build. In March, I explained my reasons for selecting the airplane, and described my first impression of the kit. Since this airplane is a replacement for the AJ Slick, I compared their basic specifications to assess similarities and differences. After unpacking everything I weighed each component for a direct comparison of the planes. One interesting note about the weights; the two wings were slightly different, which I remembered being case with the Slick as well. The difference was slight in both planes, and easily accounted for in the wing servo installation.

Comparing the two airframes:	AJ Slick	Edge 540	
Complete Airframe alone	42.86oz	54.5oz	
Adding servos and receiver	4.58oz	4.58oz	4 HiTec HS225+cables+Fut-R617FS Rcvr.
Airframe with electronics	47.44oz	59.08oz	Edge Diff: Airframe, +11.64 oz
Adding Power Components	14.73oz	14.95oz	Edge Diff: Slightly heavier ESC
Reay to Fly – Less Battery	62.17oz	74.03oz	Edge Diff: +11.86oz
Add Glacier 4S 4000mAh Battery	13.75oz	13.75oz	
Flying Weight	75.92oz	87.78oz	With Glacier 45C 4S-4000mAh LiPo
	4.75lb	5.49lb	Edge Diff: +0.74lb

Summary of Basic Airplane Specifications

	AJ Slick	Edge 540	
Wingspan	59.0in	60.0in	Edge Diff: +1.0in Span
Fuselage Length	54.0in	59.0in	Edge Diff: +5.0in Length
Wing Area	659.0in^2	658.0in^2	Edge Diff: -1.0in^2 Area
Flying Weight	4.75lb	5.49lb	Edge Diff: +0.74lb
Wing Loading	16.59oz/ft^2	19.21oz/ft^2	Edge Diff: +2.62oz/ft^2 With Glacier 45C 4S-4000mAh LiPo

These comparisons verify that the two planes are very similar in most respects. The Edge is slightly larger than the Slick, which accounts for most of the weight and wing loading difference. So, I plan to use the same power components, except for a slightly higher capacity ESC as the starting point for the Edge, because my Motocalc electric airplane performance calculator indicated a bit higher operating current due to the Edge differences.

All weights and measurements used above were for my actual airplanes rather than relying on published figures. I have learned they are often "typical" or "average" values, and in some cases, inconsistent from different sources. Weighing and measuring everything was tedious and time consuming, but is just one part of eliminating surprises later on. My 40 years in Aerospace R&D has made me detail oriented by habit, but it turns out to be beneficial most of the time. For example, this assessment verifies my choice of

the OMP Edge 540 as a good replacement for my AJ Slick, so lets continue with the build process. After weighing the Edge components, and comparing everything with my stored data on the Slick it is time to sort things out and begin assembly.

Comparing steps in the printed manual with things I found during my detailed inspection, showed that a number of them had already been done for me. For example, pinned hinge points are used for all the control surfaces. I found the wing and horizontal tail hinges were already glued in and the gaps sealed with strips of covering. The fin and rudder were drilled with the hinges to be glued in and the gap sealed with provided material after assembly.

The manual begins with installation of the motor, ESC and landing gear. For ARF's I prefer to work on the airframe components first, without the motor and landing gear in the way. I usually start by setting the fuselage up on a test stand to check the wings' fit and alignment, followed by horizontal tail alignment and installation. When getting the fuselage ready to go, I recalled the online description pointing out the use of carbon fiber reinforcement. This picture illustrates that fact quite impressively. The assembly manual also indicated that tail surface servo extension cables are preinstalled, with pull strings for easy access. Also noting how close the servo cutouts are to the horizontal tail cutout, I decided to mount the rudder and elevator servos before working on the wing and tail surfaces. That turned out to be a good decision because my HiTec servos are just a bit wider and shorter than the ones suggested by OMP. So, I trimmed away one side and glued a spacer in one end of both tail servo cutouts. The picture above shows it would have been much more tedious if the horizontal tail was already installed.

After installing both tail servos I moved on to setting the plane up on a stand and attaching the wings to check them for alignment, twist or warps and such. The carbon wing tube was a very snug fit in both wings and the fuselage. I will sand it lightly if it doesn't loosen up with use. The wings are held in place by nylon thumb screws through these metal fittings, and tighten up so their heads are held in place by the vertical notch in the plate. Finally, the wing root ribs are covered by 3/32 inch rubber to provide a tight seal against the fuselage. Alignment is maintained by metal pins through

reinforced holes in the fuselage. Here is the plane on my test stand with wings attached and ready to begin measuring their properties. My incidence meter read identical left and right root chord values, indicating perfect alignment at the fuselage. But, as I moved towards the wing tips, the left and right readings did not agree, even with the ailerons clamped in position. At this point I decided to check for warps or twist in the wings or ailerons.

First, I removed the wings from the plane and got out my laminated level building board. Laying the wings side by side on the board, both top up and top down, revealed a small twist in the right wing aileron. That was easily corrected by holding reverse twist in the aileron, and shrinking the wrinkled covering with my sealing iron. The final check was to match the wings weighted down on my board. Everything measured OK here, so back to the fuselage and tail installation. First I made some passes over the carbon wing tube with 220 grit Emery paper. The fit was still snug but the wing installation went much more smoothly.

Pushing the horizontal tail into the precut fuselage slot was also a tight fit, but resulted in good alignment with the wing tips and the vertical fin.

But, the left elevator tip is up slightly, with the right tip clamped level. I verified the difference with my inclinometer. So I will remove the tail and check everything as I did with the wings. This is where I will end this build thread installment. Next time I will discuss the horizontal tail fix and move on from there.

In the meantime, I hope to see some of you at kingsbury, and get some flying time.

As always, I appreciate your feedback and suggestions for making your TCF newsletter more interesting and useful.

Frank George, TCF News Editor
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