



AMA
Chartered
Club
#1140



The Tail Spinner

Greater Southwest Aero Modelers

P.O. Box 1355

Bedford, TX 76021

<http://www.flygsw.org>

President	George Clark.....	(817) 457-9149
Vice President(s)	Jerry Stagner	(817) 726-1097
.....	Bob Leone	(817) 907-5432
Secretary	Craig Bevil	(817) 282-3340
Treasurer	Frank Mobley.....	(817) 461-2278
Newsletter Editor	Roy Baker	(817) 545-4031

The Greater Southwest Radio Control Club is a nonprofit organization. Membership is nondiscriminatory and open to anyone who agrees to abide by Club rules. A condition of membership for insurance purposes is current affiliation with the Academy of Model Aeronautics (AMA). Our flying field is located on the North side of Randol Mill Road, 0.4 miles East of Highway 820 at N 32°46.895' W 97° 12.361'. Visitors are welcome whenever the gate is unlocked. Free flight training instruction is available to members from 6:00 PM to dusk on Tuesday and Thursday while Daylight Savings Time is in effect. Regular Club meetings are held on the second Tuesday of each month at 7:00 PM at the North Richland Hills Parks and Recreation Building, 6720 Northeast Loop 820, North Richland Hills, TX 76180 (on the corner of Rufe Snow and NE820).

President's Corner

I am very disappointed with the members who were at the field July 24th. The water line had been broken for a week; we needed to water the moment that the city fixed the line. Some of the less than 1% of the membership that work shut the field to water. Did they get help, **NO**, just complaints. We have close to \$10,000 in to the new field. This does not count the countless hours that so few of our members have put into maintaining the field.

If we have to, we **WILL** lock the front gate with a lock only workers have, so that people who cannot wait to fly can go to another field! Any one that believes "that's what I pay my dues for" does not realize that dues only cover about 40% of expenses, the rest comes from fun flies and events.

The excuse of "nobody called me" has been over used. We have an average of 300 members; we cannot call when its work time, the people who work seem to be able to figure it out. For example: if the trashcan is full - EMPTY IT! If you are **not** going to work--move, stay out of the way and by all means keep quiet! I personally do not mind raising the dues and having vendors do the work. I have been asking for help with the fun flies for over 2 years and it's always the same members who volunteer. If you want to do your fair share and help with our events, we welcome you, if not, do not get in the way or complain when others are working.

tional meet this August, with national magazine coverage. I know that most members want to be proud of what we have. Now, we need lots of help for this event. Many of you were trained by this club, its time to even the score. Contact any officer if you can help.

Come to the meetings, if you would like to take over, but you better be able to fill the shoes and cover the tab of the few workers we have!

George Clark
President

Welcome

We would like to welcome our new members for July:

Brian Beavers
Arlin Countryman
Bill Dorner
Gary Schimmel
Gary Breck Schimmel
Pedro Luzuriaga
Eric Borrowman
Charles Johnson
Glenn Pannell Jr.

We look forward to meeting each of you at the next meeting, which will be on August 13th at the field.

As always, if there is anything you need, please feel free to contact me, or any of the club officers.
Again, Welcome, and Happy Flying.

Craig Bevil
Instructor coordinator
Cbevil@msn.com
817-282-3340

Next Meeting:

Tuesday
August 13, 2002
7:00PM

AT THE FIELD!!

We are going to have our first ra-

August Event Calendar

AUG 10-11--Benbrook, TX (AA) Texas Scale Championships Site: Thunderbird Field, Lake Benbrook, TX Events: 511, 512, 520, 522 (JSO) Lawrence Harville CD, 932 Calloway Court, Hurst, TX 76053 Phone:817-399-2008 (day), 817-589-2636(eve) Sponsor: Fort Worth Thunderbirds #1217 Scale Master Qualifier. Email: brenhar@flash.net

AUG 15-18--Lubbock, TX (C) T-38 Jet Rally at Reese Center Site: Reese Center, Lubbock, TX Michael Danchak CD, 9112 Salem Drive, Lubbock, TX 79424 Phone:806-535-2352 (day), 806-794-9474(eve) Sponsor: Wings Miniature Aircraft Society #1760 The third annual T-38 Jet Rally will be held again at the former Reese AFB. Flying will be done using a full scale runway with a crosswind runway available. The \$35 registration fee includes Fri. and Sat. lunch. Primitive Camping. No Hook-ups. For additional information via email, contact: summit120@prodigy.com

AUG 17-18--Ft. Worth, TX (C) Battle on the Trinity - RC Combat Site: Club Field 820 & Randol Mill Rd .4 mi. E. of 820 on Randol Mill Road. Gerald Kara, Jr. CD, 808 Bigfork Drive, Arlington, TX 76001 Phone:972-264-9034 (day), 682-518-9009(eve) Sponsor: Greater Southwest RC Club #1140 2610 & Open B, Sportsman. Combat Site Club Field 820 & Randol Mill Rd. .4 miles E. on Randol Mill Rd. \$25 entry, \$15 extra class, National Championship points. Hard Hat Required. Cash Prizes. On Site Concessions. 8:30 reg. - fly 10am till its over. Email for map to field gdkjr@msn.com Rules www.rccombat.com

7336 Grapevine Hwy.
Fort Worth, Texas 76118
(817) 589-2624

5720 Davis Blvd.
Fort Worth, Texas 76180
(817) 581-0553



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and Zenoah Engines

AUG 18--Dallas, TX (A) Sailplane Annual Handlaunch Classic Site: Eastfield College Campus, Dallas, TX Events: 441 (JSO) Tim Bennett CD, 138 Sandy Oak Lane, Coppell, TX 75019 Phone:972-462-0784(both) Sponsor: Soaring League of North Texas #1213

AUG 24--Weatherford, TX (C) Semi-Annual Unlimited Float-Fly Site: Cartwright Park, Sunshine Lake, Weatherford, TX Verne Bell CD, 1805 Greenwood Cut Off Road,

Weatherford, TX 76088 Phone:817-929-6042 (day), 817-599-9580(eve) Sponsor: Weatherford Aero Modeling Society #2267 Great site. Great Spectator location. North of Weatherford Courthouse on US-51 to FM920. 2 miles to Cartwright Park road. \$10 landing fee. Transmitter impound & Freq board. Food and restrooms available. 9am to 4pm.

AUG 24-25--New Waverly, TX (AA) Barnstormer Pattern Contest Site: Barnstormer Field, New Waverly, TX Events: 401, 402, 403, 404 & 406 (JSO) Donald Ramsey CD, 655 Guilford Park, Conroe, TX 77302 Phone:936-321-2784(both) Sponsor: Tri-County Barnstormers #1605

AUG 24-25--Seagoville, TX (C) DCRC Big Bird Fly-In Site: Club Field, Bowers Park, Seagoville, TX Ed Valls CD, 517 Mary Jane Lane, Seagoville, TX 75159 Phone:214-905-5315 (day), 972-287-8913(eve) Sponsor: Dallas RC Club #609 350' X 40' Concrete runway. Smooth overruns. 450' X 40' parallel grass runway. Come fly with us.

Tail Spinner Submissions

Items for the Tail Spinner are due by the 25th of the month. Remember that ads are free to members. Send them to:

Roy Baker
3303 Fox Glen
Colleyville, TX 76034
(817) 545-4031

(e-mail) rbaker19@attbi.com

July Secretary's Notes

There are no minutes to print this month. The monthly meeting was cancelled in order to hold the first annual club auction. If you missed it, you missed a lot of fun and some really spectacular deals.

The next meeting will be on August 13th at 7pm at the field.

Also, if you haven't taken the hint yet, we need volunteers **desperately** to help with the August 17th and 18th combat meet. This is not a local fun-fly, it is a national meet where entrants will come from all over the U.S. to compete for national points. Even if combat is not "your thing", your help would be greatly appreciated. And if you aren't familiar with the controlled chaos that is r/c combat, you really should come out to this meet.

Craig Bevil
Cbevil@msn.com
817-905-6144

GSW AUCTION REPORT By Lawrence Harville

Would you believe 55 inch plane, radio including all servos, .40 size motor ready to fly \$75.00 total, how about a complete field box with starter and power panel \$25.00. Sounds to good to be true-well those were just a couple of the items that were sold at the GSW Auction. I bought an airplane with four Futaba 148 for \$22.00. There were helicopters, control line planes, kits, motors and all types of equipment. In all \$2600.00 worth of stuff went through the auction. The club made \$260.00

Now that you are completely upset that you didn't come. Plan on coming to the next auction we have. A good time was had by all and a lot of members parted with items they no longer needed. There was a lot of heavy bidding going on. It will be a while before we have another so start planning now to attend the next one.

From the Treasurer's Desk:

Our auction on July 9 was pretty neat. We handled nearly \$2900.00. Our commission of ten percent was \$263.00. After deducting the room rent, the club net profit was \$131.00. Thanks to Lawrence Harville for all his time and effort in organizing the event. By the way, he was also the auctioneer.

Thanks also to Craig, George and others that helped with this event. I look forward to the next one.

Our second annual Warbird Fly-In on July 20 was a success, however small. We only had ten pilot entries. But, the weather was good and everyone had a good time, thanks to Jerry and Gregg. They cooked hamburgers, wurst and served cold drinks, including iced tea. The club netted \$200.00 profit from this event which was about evenly split between pilot entry fees and profit from the food sales. Thanks so much to Max Ficken, our CD, who pretty much did it all by himself, except for the cooking.

There were no large expenses this month.

See you at the field!

Frank Mobley



From the Instructor Coordinator:

For personal reasons, it has become necessary for me to do a little change in the way I handle the role of Instructor Coordinator. For the foreseeable future it will be necessary for me to shift my focus a little more toward "coordinator" and a little away from "instructor".

What it boils down to is that I may call on an individual instructor to take a student when we are backed up (I have always tried to take up the slack myself). You may notice me sitting out, even when there are students waiting for lessons and you may start seeing me miss the occasional Tues. and Thurs. night training sessions. What this means to the individual instructors is that more than ever the club needs you to come out on training nights and help out. Fortunately(?) this is a slow training year and the most I have seen is 2 or 3 students on any given night.

Thanks to Walt Fisher for his efforts on training night over the last month or so. To the best of my knowledge, he hasn't missed a night yet.

Unfortunately all 3 of the clubs trainer planes has suffered an accident during the last few weeks. Two were "fatal" and one requires a wing. I will ask the club for the funds to purchase a wing for the Avistar at the next meeting. Also, we now have a "buddy box" and trainer cord that are available to any instructor for the asking. There are also two "live" radios in the shed that can be used as buddy boxes if needed. Walt and I both have keys to the shed and can get the equipment if you ask.

As always, if I can do anything to help, just let me know.

Craig Bevil
Cbevil@msn.com
817-905-6144



Thanks for supporting our GSW events!!

Updated information on:
\$1000 "Battle on the Trinity" cash prizes
for most cut of meet... prizes each
class...RCCA national point s...2610
scale, open B, open C, raffles, conces-
sion on site 550X75 golf green quality
runway 160 feet of shelters tables. con-
cessions on site

Where: Fort Worth, Texas
When: August 17 & 18 ,2002

Hotel information:
Best Western- Inn suites
Loop 820 and hwy 183
Hurst, Texas
\$55.37 night single or double (price is
total including tax)
800- 988-8388 (its to this hotel not
some switchboard)
Not the fanciest but:
Good price
Pool (you will use it! In August)
Close to the field (5-10min-3-4miles),
café on site, good safe parking!
Two good hobby shops within 5 miles
for last minute supplies, one open Sun-
day

Contact web site www.flygsw.org or
email for map or any questions:
trex1@flash.net bob-
spondsvc@charter.net gdkjr@msn.
com

Trailer and camper welcome to stay at
the field at night.

Come early lot of stuff (less than 10
miles) close to do: 6flags, huge water
park, Texas ranger baseball with home
games that week, come out and fly all
week the field is open to all with AMA
cards, and many other things to in Fort
Worth -Dallas area.

GREATER SOUTHWEST FORT WORTH, TEXAS

\$1000 CASH

"BATTLE ON THE TRINITY" R/C COMBAT

**1ST, 2ND, 3RD -- CASH PRIZES
MOST TOTAL CUTS OF MEET**

THE MORE CLASSES ENTERED BETTER CHANCE OF CASH

COME FOR THE POINTS AND FUN---STAY FOR THE CASH!!

PART OF NORTH TEXAS COMBAT SERIES

PARIS-3/23, NORTH DALLAS 4/20, RICHARDSON-5/18, PARIS-6/15, MESQUITE-7/20
FORT WORTH-8/17&18, RICHARDSON-9/21, NORTH DALLAS-10/19, FORT WORTH-11/16

\$25 LANDING FEE
ADD \$15 FOR EXTRA CLASS

AUGUST 17 & 18, 2002 RAFFLES

10:00AM-TILL IT'S OVER PRIZES FOR EACH CLASS
PRIZE FOR TOP POINTS

HARD HAT REQUIRED

PILOT MEETING 9:30

AMA MEMBERSHIP REQUIRED

REGISTRATION STARTS AT 8:30AM

SPECTRUM ANALYZER ON SITE

**2610 SCALE (NATIONAL POINTS)
OPEN B (NATIONAL POINTS)
OPEN C (NATIONAL POINTS)**

FOOD & DRINKS AVAILABLE

GREATER SOUTHWEST FIELD FORT WORTH, TEXAS
EAST LOOP 820 @ RANDOL MILLS ROAD--NEW GRASS RUNWAY 550'X80'
(NORTH SIDE RANDOL MILL ROAD, 0.4 MILE EAST OF E. LOOP 820)

www.flygsw.org



The Control Line circle is begin-
ning to take shape!! The club now
has places for planes, helicopters
and for the control line flyers!

WARBIRD FLY-IN

Saturday July 20th the club sponsored a warbird flyin. 10 pilots entered and enjoyed a great day of flying. Jerry and his crew provided great food as always. There were raffle prizes for every pilot. The prizes more than made up for the entry fees. If you missed this event shame on you. Lawrence Harville received the Award for WWI with his unique WWI Cub!! Webb Tenney received best WWII for his Blohm UND Voss Bv 141A, and Keith Sparks won Pilots Choice for his stable of WW2 airplanes.

Max Ficken

TEXAS SCALE CHAMPIONSHIPS SCALE MASTERS QUALIFIER

August 10-11 the Fort Worth Thunderbirds will put on the premier scale event in Texas maybe in the Deep South. The Texas Scale Championships (TCS) has five different classes of competitions. They are Expert-this is for the truly contest oriented scale flyer, you will see some of the best scale airplanes in the country in this category. Sportsman-class is for the scale flyer that is good but not quite ready for the Expert Class, Fun Scale class is for the scale like plane everyone likes to fly, no documentation is required and the emphasis is on flying not scale documentation, Team Scale is just what it says someone builds the plane and someone else flies it in the contest. We have for the first time included an Electric Scale for the growing electric plane flyers. The Texas Scale Champion is the pilot that has the highest score combined in all flights and static, in the past this has been won by GSW club members such as Max Ficken and Larry Jensen.

There should be everything from World War One to present day Jets with a lot of civilian planes in between and the best scale pilots in the area competing. Come on out and have a great time at one of the best events you will see this year. If you want additional information on the contest or help in getting ready to enter or fly contact me Lawrence Harville 817-589-2636 I'll be glad to help.

ENGINE IDLE

A good reliable idle is a great confidence builder. Most motors will idle reliably if the plug is good, the fuel is fresh, and the mixture is lean enough. If the mixture is too lean, the engine will idle well, but when you give it throttle, it will run dry, cough, and die. If it is too rich, the engine can continue to idle for quite a long period, but fuel gradually accumulates in the case and when you give the motor throttle, the liquid splashes up into the cylinder and drowns the plug.

The way to go about adjusting the idle mixture is to pinch off the fuel line and see how the engine acts when the fuel is shut off. If, after stopping the fuel flow, the motor runs more than 10 to 12 seconds, the mixture is too rich. If it shuts off in less than four or five seconds, your mixture is too lean. This check should be made after the engine has been idling for 15 to 20 seconds so the crankcase accumulation can stabilize. Once you have an adjustment that seems to work, it's best not to fool with it.

Things that can foul up the detail include a plug that has become oxidized or fuel that doesn't have enough nitro. Assuming that you have a good plug, the fuel is fresh and contains the right amount of nitro, and your engine does not idle properly, the thing to look for are air leaks. Air leaks could come from a loose rear cover, a leaky gasket, a worn main bearing, a worn piston, leaks around the carburetor, or leaks around the high speed needle thread. These will all contribute to an unstable idle.

Tightening the rear cover or replacing the gasket will usually take care of that kind of problem. A bit of fuel tubing between the high speed needle and seat can stop an air leak around the needle valve. If you have a worn piston skirt or main bearing, there is nothing but a major engine repair that will do much good.

If your engine seems to idle satisfactorily with the glow heater on, but slows and dies when the glow plug heater is off, try a hotter (or new) plug. If that fails, try changing fuel. An inverted motor is always more difficult to get to idle reliably than an upright one. Avoid inverted installations whenever possible.

Don't be a person who thinks that zero rpm is the proper idle speed, but grumbles when he hits the throttle for a go-around and nothing happens. Not one in 100 models can't be landed with a 3,000 rpm idle speed. Most properly adjusted motors are better than 99% reliable at this rpm.

As the motor wears and you start to get more leakage, the first symptoms to appear are idle problems when the engine is hot. That is, your motor will seem to idle quite nicely when you first start it up and taxi it around on the ground. But when you take it up and run it around hard for awhile and get it good and hot, then pull it back for an idle, the oil that seals around the piston skirt and the bearing is too thin and doesn't hold compression as when it was cooler. The result is that the engine quits. Sometimes it's pretty hard to convince a person whose motor has run like gangbusters that it quits at idle time because it has seen too much flying time.

Now for the opposite situation. A brand new motor will seldom idle reliably until it has run enough to free up. A motor that is nice and free can misfire a time or two and still carry on, whereas a tight motor will stop if it misfires just once.

Getting a nicely working linear carburetor with no lean or rich spots is pretty much a matter of luck. This is because of the wide variations of fuel used, prop size and type, the way various manufacturing tolerances may accumulate, and the small amount of fuel flow. Also, as a motor settles in, its demands may change. A carburetor that works beautifully on one motor doesn't always work well on another, even of the same make and model

from *The Marks Informer*
Mid-Atlantic Radio Kontrol Society
Art Perry, editor
Berlin MD



The Tail Spinner

Greater Southwest Aero Modelers
P.O. Box 1355
Bedford, TX 76021

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HELP! AUGUST COMBAT MEET

**WE NEED JUDGES AND WORKERS
FOR THE BIGGEST MEET THIS YEAR**
CONTACT:

JERRY KARA, BOB LEONE, GEORGE CLARK, OR ANY OFFICER

**OR BE AT THE FIELD FIRST SATURDAY JULY AND AUGUST
FOR MEETING AND INSTRUCTION**