



AMA
Chartered
Club
#1140

The Tail Spinner

Greater Southwest Aero Modelers

P.O. Box 1355

Bedford, TX 76021

<http://www.flygsw.org>



AMA Leader Club

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).

Next Meeting:

**Tuesday
April 10, 2007
At the Field
7:00PM**

President	Tim Lovett.....	(817) 268-7797
Vice President(s)	Lee Rice	(817) 431-5408
Secretary	Sonny Coleman	(817) 251-3940
Treasurer	Tom Russell.....	(817) 457-3236
Newsletter Editor	Roy Baker.....	(817) 545-4031

President's Corner

Tim has been having a few problems with his hands and shoulders, so he asked me to pass along his comments for the newsletter this month [Roy].

We want to thank all of the club members who were able to come out and help at the Lone Star Nationals combat meet a few weeks ago. There were contestants from Oklahoma, Missouri, Colorado, Tennessee, and probably a few others that I missed. Comments about our hospitality and our field were all positive and the club is getting a lot of good publicity in the RC forums. Thanks again to everyone who helped out, and for helping get a good crowd out to see the meet.

Speaking of meets, make sure to come out to the Big Bird Fly-In on the 28th and 29th of April, it's going to be quite a show. Again, we will need the support of club members to assist Max in putting out club hospitality to all of the participants.

There will be an important work day on the Saturday after the meeting, that would be the 14th, and the field will be closed until we get finished. The work is running a new electrical service up to the food service area. If we can get a good crowd of workers, we can get this done quickly; otherwise the field will be shut down all day! Hint, hint!!

And while were on the subject of workers and help needed, keep in mind that the club officers are not slaves, pitch in and help if you see something that

needs to be done. The club gets a lot of mileage out of the hard core few (you know who you are, and thanks much!!), but ALL members are expected to help do their part in keeping our flying field in good shape and to watch out for proper safety practices with other fliers and spectators. (Don't leave it to someone else if you see something that needs fixing!!)

*See you at the field.
Tim*

TIPS FOR CLUBS

from the East Valley Aviators, Apache Junction, Arizona

How is a Good Preflight Check Performed?

by Bill Cummings

You might think this is a simple thing to do, but each time I'm at the field, I see mishaps that could have been avoided if the pilot would have only taken the time to make some routine checks. A good preflight check should start before your airplane is assembled. You should go through a meticulous check of all parts of the airplane before assembly, because some very important things cannot be accessed afterwards. Start at the front of the airplane and proceed to the rear.

- 1. Propeller/Spinner** - Check the spinner for cracks, especially around the screw holes. A cracked spinner could come apart when the engine is started and injure you or someone standing close by. Also check the propeller for cracks and nicks. Propellers take a beating. A damaged propeller can be very dangerous if the blades come off at speed.

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April Event Calendar

APR 07--Alvin, TX (C) Alvin RC Big Bird/ Swap Meet. Site: Club Field. Sponsor: Alvin RC Modelers Assn. #1307. CD: Fred Daniels, 1618 Richvale Lane, Houston, TX 77062. Phone: 713-819-1974(day) 281-488-8371 (eve) E-Mail: fdaniels51@sbcglobal.net Web-Site: www.alvinrc.net Food and Drinks. \$10 Landing Fee. Overnight Camping, No Hook-ups. Restroom. 80" Mono, 60" Biplane, Quarter Scale.

APR 14--Dallas, TX (A) Dallas F2C - 1.. Site: Dallas Hobby Park, Dallas, TX. Events: 318-F2C (JSO) Three rounds. Sponsor: Dallas Model Aircraft Association #1902. CD: Bill Lee, 601 Van Zandt CR 4815, Chandler, TX 75758. Phone: 903-852-5599(day) 903-852-5599(eve) 903-288-6029(other) E-Mail: Bill@WRLee.com WebSite: <http://www.DMAA-1902.org/>

APR 14--Bryan, TX (C) Just Plane Fun Fly-In. Site: BVRC Wixon Valley Field GPS: 30.750783, -96.312283. Sponsor: Brazos Valley RC Modelers #1781. CD: David Strawn, 601 Castlebrook, College Station, TX 77845. Phone: 979-696-7100(day) 979-653-5655(eve) E-Mail: dstrawn@ispwest.com WebSite: www.flybvrc.com Wixon Valley Field: 1/4 mile East of Hwy-21 on FM-2776. Fly whatever you bring. Prizes and awards for "Most Flights", and Furthest Distance Traveled". Big Bird, 3D, Warbird & Combat Demonstrations. Landing Fee \$10, includes lunch. Concessions available. RV Parking permit-

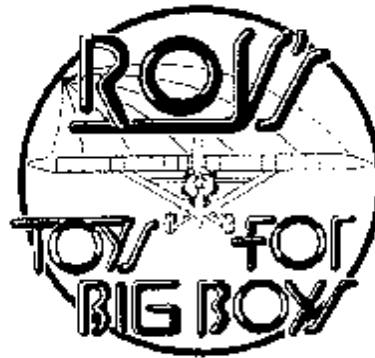
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Metro 268-0210

See Us for B&B (Bennett) Products
and Zenoah Engines

ted; No Hook-ups.

APR 15--Dallas, TX (A) Dallas F2C - 2.. Site: Dallas Hobby Park, Dallas, TX. Events: 318-F2C (JSO) Three rounds. Sponsor: Dallas Model Aircraft Association #1902. CD: Bill Lee, 601 Van Zandt CR 4815, Chandler, TX 75758. Phone: 903-852-5599(day) 903-852-5599(eve) 903-288-6029(other) E-Mail: Bill@WRLee.com WebSite: <http://www.DMAA-1902.org/>

APR 21--Malakoff, TX (C) Fun-Fly - Swap Meet. Site: Royal Ranch Airfield, 32.1376N, 95.9696W. Sponsor: Cedar Creek Aero-ClubModelers #4087. CD: Jack Hogan, 8642 CR 3408, Chandler, TX 75758. Phone: 903-849-4193(day) 903-849-4193(eve) E-Mail: jack1@wildblue.net A beautiful flying site on The Royal Ranch airstrip atop Mallard Hill. Plenty of room for aircraft large and small.

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
(817) 545-4031
(817) 455-0922 (cell)

(e-mail) rbaker19@tx.rr.com

March Secretary's Report

The March 2007 business meeting was called to order by Club President Tim Lovett at the North Richland Hills Community Center.

The Minutes of the February meeting as printed in the newsletter were approved.

Visitors/New Members: Jerry Barnette

Old Business:

Electrical Service Upgrade: Material prices for underground wire and conduit were obtained by Bill Tarver for the electrical service upgrade at the flying facility. There will also be a trencher rental involved to dig a narrow ditch from power meter location to the concessions area, which is a distance of approximately 600'. Total estimated materials cost is \$1,100.00, plus trencher rental fees. The attending members voted to approve the electrical materials purchase with a spending cap of \$1,100.00.

Club Incorporation: The paperwork involved in the incorporation of the club has been completed and submitted.

Combat Meet: The Lone Star National combat meet is scheduled for March 16, 17, & 18.

Mall Show: The Mall Show dates are March 24th & 25th.

New Business:

Spring Fun-Fly: We will be having our Spring Fun-Fly on April 21, 2007, this is a free fun-fly and all club members are invited to join in the fun. Concessions will be available on site.

April Business Meeting Location: The April business meeting will be held at the club flying facility on April 10th at 7:00 P.M.

Model of the Month: Harold Staats won the March meeting's Model of the Month award with his kit built Aerostar-40, which is guided by the new Spektrum radio system.

Sonny Coleman - Secretary
817-251-3940
Sonny@flygsw.org

March Training Report

Training begins the first Monday in April. During the training season I would like to request that the instructors plan to attend as many Monday and Wednesday evenings as their time allows. Thank you.

Frank Rowell, Instructor
Coordinator



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2. **Throttle linkage** – Check to make sure that the screws are secure and the pushrod (or cable) is firmly attached and not damaged.

3. **Engine mount bolts** – Make sure all bolts are present (obvious) and they are tight. Do not forget to check the bolts that hold the motor mount to the firewall!

4. **Muffler** – Check to make sure the muffler bolts are tight. Also check that the tailpiece is tight and will not rotate.

5. **Firewall** – Grasp the airplane by the propeller and fuselage, and rock back and forth to make sure the firewall is not loose.

6. **Landing gear** – Check the wheel collars and axles to make sure they are tight. Spin the wheels to make sure they rotate freely. If you have wheel pants, check that they are secure and tight. Check the landing gear attachment bolts to make sure they are tight.

7. **Servos/Linkages** – With the wing off (or through an access cover) check each servo to make sure the attachment screws are in place and tight. Check each control-rod linkage to make sure it is firmly attached and bolts, screws, and connectors are tight. While in this area, check any wire connections you have access to such as battery, switch, etc. You should also check wing-attachment points to make sure they are solid and tight.

8. **Check the batteries** with a load test-type checker. The batteries must remain in the safe zone even under load. If they do not, recharge before you fly. Make sure the load test meter is the proper type for the kind and number of cells you are testing. If you have

mixed batteries in your airplane (for example a Lithium Ion on the receiver and NiMH on the ignition) it is a good idea to put a note on the charge jack as to type and size as a reminder for both charging and testing.

9. **Horizontal stabilizer** – Grasp and pull on the stabilizer to make sure it is attached solidly. Pull on the elevator (both halves) to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a “safety device” (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn. If you use flying wires, check to make sure they are tight.

10. **Vertical stabilizer** – Grasp and pull on the fin to make sure it is attached securely. Pull on the rudder to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a “safety device” (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn.

11. **Antenna** – If your antenna is accessible, check it for nicks or breaks.

12. **Wing** – Check the wing for obvious damage such as tears in the covering, broken ribs, etc. Grasp and pull on each aileron and flap to make sure the hinges are tight. Check each control horn to make sure they are tight and the control rods are attached solidly. Make sure you have a “safety device” (fuel line) on each clevis to ensure they cannot come loose during flight. Check wing bolts or any other means used to attach the wing.

Now attach the wing, and check to make sure the bolts have the correct torque to hold the wing solidly.

13. **Check controls** - Once the wing is in place, turn on the radio and, with the antenna collapsed, check all controls for ease of movement and correct direction of travel.

14. **If this will be the first flight** on the airplane, verify that the Center of Gravity (CG) is within the safe range. If you are unaware of what that range is, it is usually safe to test fly at 25% of the chord of the wing from the leading edge. That should leave the airplane a little nose heavy, which is a safe way to test fly. Remember: A nose-heavy airplane flies poorly – A tail-heavy airplane fly's ONCE!

15. **Range check, engine off** - With the antenna still collapsed, walk about 60 to 80 feet away while moving the controls. There should be no interruption or chattering from the servos. It is helpful to have someone stand near the airplane to

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listen for chattering.

16. Range check, Engine running – MAKE SURE YOUR AIRPLANE IS RESTRAINED BEFORE STARTING THE ENGINE! Start the engine, and with it running and the antenna collapsed, walk around the airplane checking controls. This should be done at idle and at full throttle. I know some of you will look at this list and say, "If I do all that before each day of flying, I will not have time to fly!" In fact, if you make this checklist a part of your "routine" every time you put an airplane together, after a while you will find it will only take a few minutes to complete.

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Friends and food on location. Directions: In Malakoff, turn South at the only light in town. Cross the railroad tracks. The road will split. Stay left on 2636. Gate on left about 4 miles. No landing fee; lunch \$5.00.

APR 21--Sherman, TX (C) Texoma RC Electric Extravaganza. Site: Club Field. Sponsor: Texoma RC Modelers #276. CD: Joe Denney, 1304 Blanton Drive, Sherman, TX 75092. Phone: 903-819-5843(day) 903-819-5843(eve) E-Mail: joe1d@juno.com WebSite: www.texoma.org The 7th Texoma RC Electric Extravaganza. This is a Fly-In for all electric powered aircraft. RV's welcome, but no hook-ups, AC only. Out of town guests are welcome to also fly on Friday and Saturday. \$15 landing fee includes lunch. Pilot's meeting - 9a.m.

APR 21-22--Moffat, TX (AA) Temple AeroModelers 19th Annual Pattern Contest. Site: Club Field GPS: 31.2331, -97.4997. Events: 401 thru 404 & 406 (JSO) Sponsor: Temple AeroModelers #1053. CD: Bobby Zikes, 3306 Deer Trail, Temple, TX 76504. Phone: 254-773-3773(day) 254-773-3773(eve) E-Mail: bzpostal@hotmail.com WebSite: www.templeaeromodelers.org Field Open for practice on Friday, April 20, at noon. Overnight camping Okay, no hook-ups.

APR 27-29--Austin, TX (C) 9th Annual Any Size War Bird. Site: Lester Field, 8705 Lindel Lane. Sponsor: Austin Radio Control Association #877. CD: Kenneth White, 21046 Cameron Road, Coupland, TX 78615. Phone: 512-352-2294(day) 512-736-3007(eve) E-Mail: f9fflyer@juno.com WebSite: www.austinrc.org Any size military aircraft including jets (Turbine waiver required). Any paint color as long as used by any military. Free Pizza at field Friday evening for pilots. Dinner Saturday night at field; \$15 per person. Camping at field Okay with limited electric; \$5 per night. Landing fee \$20. Raffle & concessions. Field phone: 512-272-8402

APR 28-29--Dallas, TX (AA) DMAA Spring Warm-Up.. Site: Samuell Hobby Park, Dallas, TX. Events: Saturday and Sunday: (301-310)

Record Ratio. Sport Jet (JSO); Sunday: 312, 313, Goldberg, NCLRA Quickie Rat, Sportsman Goodyear (JSO) Sponsor: Dallas Model Aircraft Association #1902. CD: Patrick Hempel, 304 Becky Lane, Rockwall, TX 75087. Phone: 972-841-8766(day) E-Mail: pempel@dataconninc.com WebSite: <http://www.dmaa-1902.org/> Fuel and awards provided by DMAA. Contact CD for additional details.

APR 28-29--Ft. Worth, TX (C) Greater Southwest Aero Modelers Club AMA Big Bird Fly-In. Site: Club Field, 6903 Randol Mill Road. Sponsor: Greater Southwest Aero Modelers Club #1140. CD: Max Ficken, 8216 Hallmark Drive, North Richland Hills, TX 76180. Phone: 817-691-9630(day) 817-498-4744(eve) E-Mail: triplane@charter.net WebSite: www.flygsw.org Register @8a.m.; fly 8a.m. to 4p.m.. 80" Monoplane, 60" Biplane, True 1/4 scale. No Turbines. 600' X 75' manicured grass runway. On site concessions, raffles. Best WWI, WWII, Civilian, and Post WWII. Landing fee \$20 No RV Hook-ups. Known bad channels; 24, 25, 39, 40, 53, 54. Designated times for 3D flying. .4 miles East of E Loop 820 on Randol Mill Road.

The Rainbow Aero Modelers Society, Milwaukee, Wisconsin

Appreciating Modern RC Scale

by Russell Knetzger

Scale aeromodeling competition, as practiced in the United States since the mid-1970s, has revived Scale. Prior to the Academy of Model Aeronautics adopting the "stand-off scale" concept, Scale was declining. The decline was because Fédération Aéronautique Internationale (FAI) worldwide rules were so exacting. Models, to be FAI competitive, need 1,000-2,000 hours of building time. Two earners per U.S. family were becoming common in the 1970s, leaving less time for adult hobbies.

The AMA system divides the 100 possible static points: 40 for accuracy of outline, 30 for finish, color and markings, and 30 for craftsmanship. Judges must decide points strictly based upon the scale documentation provided by the pilot, and that is limited to only a few sheets so judges are not overwhelmed. The finish, color, and markings sheet(s) show degree of gloss, position, size, and color of insignia and other markings, and overall paint scheme. The outline sheet(s) give top, bottom, side, and front views of an

aircraft. These four sides are called "three -views."

Now called Sport Scale, the "stand-off" rules keep judges 15 feet away from the model during "static judging." AMA rules award half of a pilot's points for how faithfully the model replicates the prototype (the static aspect), and half for a pilot's flying skills. That greater static distance (FAI judges can come as close as they like and peer into the cockpit) means modelers can build with less detail. Ironically, with each passing year U.S. builders are becoming more detailed, even in the low-points cockpit area.

The 100 points AMA assigns for flying skills are divided into 10 points to each of nine flying maneuvers, plus 10 points for overall realism of flight. Mandatory maneuvers include takeoff, landing, low fly-by, and horizontal Figure 8. Optional flying maneuvers must be prototypical of the modeled aircraft. Judges deduct for maneuvers that are off center, not parallel to the runway, too high, too far out, too close, not level, and for realism, too fast, too jerky, etc.

Refinements to these basic concepts, which have further attracted modelers to Scale, include Team Scale and Fun Scale. Team Scale allows the builder, who may not be a good pilot, to team with a better pilot. One does the building, one does the flying. Fun Scale attracts beginners. The documentation requirements are simplified because obtaining documentation is always a challenge.

Almost-Ready-to-Fly models (ARFs) are also being provided for in Scale competition. The modeler is encouraged to improve the detail of the ARF, such as drawing or scribing in panel lines, added lettering, decal markings, etc. Again, finding documentation to match a manufactured model can be difficult. The shipping box cover art may be all that is available.

A surprising impetus back to Scale modeling has also come from an anti-competitive source, the International Miniature Aircraft Association (IMAA), which formed roughly 25 years ago for two purposes. One was to promote Giant Scale modeling, and the other to switch from competition as a reason for gathering, to the fly-in approach: "display, see, and be seen." Fly if possible, but not required. Since larger aircraft naturally fly more realistically, the serious Scale competitors are building large: 10- to 12-foot spans, 25- to 50 pounds.

LONE STAR NATIONALS



MALL SHOW 2007

The mall show is over and the top 3 places for airplanes is Larry Obereck with his Corsair 243 votes he took first place, Gary Booth with his TRI PLANE 177 votes, and Walt P-51 Mustang 172 votes. The Hanger 9 Flight Sim went to Dustin Johnston of Keller Texas. And the Great Planes G3.5 went to John Purdy.

Turn out was Good we had 19 airplanes and 2 helicopters Oh yea I got first place for helicopters and second place too. Here is the list of people that showed their airplanes. Walt a Patty Wagstaff 300S ,P-51, Shoestring. Larry Oberbeck Corsair, Sundancer. Bob Mueller Komet, Tommy ,E-Cub, Lawrence Harville Skyraider, John D Stanzak 2 Raptor 50's Helicopters, Jim Moss Pitts SS, Gary Booth Tri-Plane, Chuck Rovell Jupiter (Plastic), John J Stanzak P-51 Mustang, Berry Ponder 20 size Gee-Bee, Max Ficken SR9 Stinson, Ross Woods DC-3, Mark Fuess MONSTER PITTS, Robert McGee Extra300LX & Sig Cadet, John Graham Waco.

John D Stanzak



Greater Southwest Aero Modelers

AMA Big Bird Fly-in 2007

Saturday & Sunday April 28th & 29th

AMA Sanctioned

Pilot Registration at 8:00 am Flying at 9:00 to 4:30

The sky is yours for 3D flying at 10:30-11:00, 12:30-1:00, 3:00-3:30.
No flying over the runway at any time.



80" Monoplane, 60" Biplane or 1/4 scale, No turbines

* Lots of open & 3D Flying * Raffle * Awards

* Concessions

50' x 600' Grass Runway at Club Field 6903 Randol Mill Rd. Ft. Worth, TX
Please NO Channel 24, 25, 39, 40, 53, & 54.

Landing Fee \$ 20.00

CD. Max Ficken Phone # 817-691-9630 Email triplane@charter.net
Additional Club Information at www.flygsw.org or Gary Stephens 817-431-4121
Email Gary.Stephens@worldnet.att.net



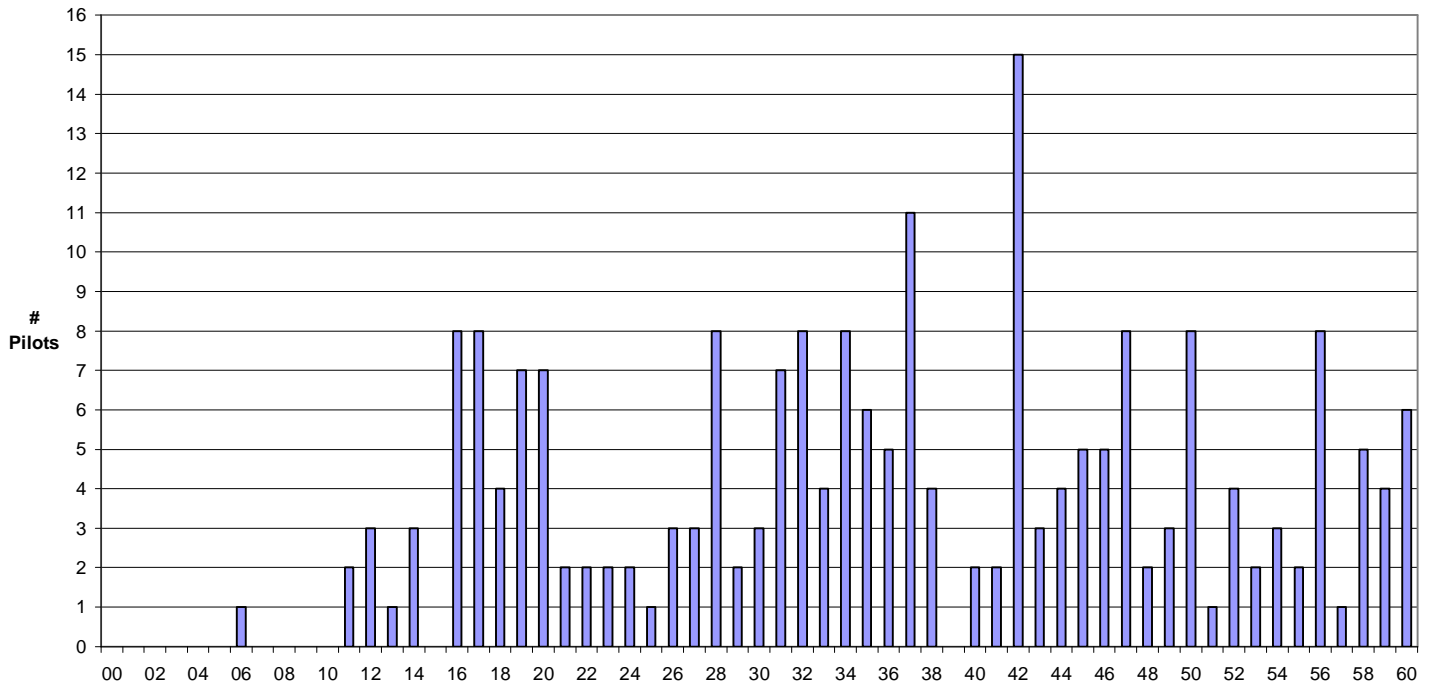
The Tail Spinner

Greater Southwest Aero Modelers
 P.O. Box 1355
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**2007 -March
 Greater Southwest Modeler's Club
 Frequency/Channel Usage**



NOTICE! There is interference on channels 24, 25, 39, 40, 53, and 54, therefore flying on these channels is banned.