



AMA
Chartered
Club
#1140

The Tail Spinner

Greater Southwest Radio Control Club

P.O. Box 1355

Bedford, TX 76021

<http://www.flygsw.org>



President	George Clark.....	(817) 457-9149
Vice President	Dave Arnold.....	(817) 485-5263
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

Welcome to all renewing and new members for 2002, the locks to the gate will be changed February 1st, hobby shops and club officers have new keys, only a member with a 2002 membership card may receive a key.

This year looks to be exciting, with 9 events scheduled. If you have any ideas, we still have a couple of months open without events.

The club must work on an important matter, of what it can do about disciplining members who constantly break rules, which endanger members and visitors. This must be done by adding to our bylaws. The AMA is requiring this in 2003. Review the secretary notes, which have, the draft of possible procedures. The March meeting is a must attend, because, the final draft will be discussed and voted on, to be printed in the March newsletter with final vote in April for/or against adding to the bylaws. If you have, any changes or protest come to the meeting.

Last month, I ask for help from the helicopter pilots about finishing this area. I received only one contact. If you want any input on how this area is to be setup and used contact me ASAP.

The web site is looking great, be sure to check it out, and add to the chat room. **THANKS SONNY!**

Come to the meeting so you can have a say on the running of the club.

George Clark
trex1@flash.net

Welcome

We would like to welcome our new members for January:

**John Hadaway
Austin McIntire
Thomas Moore
James Yu
Joshua Pate
Allen Inness**

We look forward to meeting each of you at the next meeting, which will be on February 12th at the NRH Rec. Center. 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
February 12, 2002
7:00PM**

Feb Event Calendar

FEB 9-10, 2002--Houston, TX (A) Fun Fly. Site: Scobee Field, Houston, TX. Events: 331, 80mph Speed Limit Combat (JSO) CD: Don Cranfill, 110 Birch St., Lake Jackson, TX 77526 Day Phone: (979)297-3021 Eve Phone: (979)297-5517 E-Mail: cranfill@orbitworld.net Sponsor: PropTwisters of Houston #3022.

FEB 10--Dallas, TX (A) Sailplane T4 Cumulative Duration for 2 meter and Unlimited Site: Eastfield College Campus, Dallas, TX Events: 442, 444 (JSO) Jay Schultz CD, 612 David Drive, Tyler, TX 75703 Phone:903-581-2087 (both) Sponsor: Soaring League of North Texas #1213

FEB 15-17--El Paso, TX (C) Warbird Pylon Race Site: Club Field, El Paso, TX Mark Briggs CD, 6628 Brisa del Mar Drive, El Paso, TX 79912 Phone:915-779-0039(day), 915-504-2101(eve) Sponsor: El Paso Radio Controllers #1043 Pylon race for planes .40 size and larger, but limited to less than 20 pounds dry. Conducted according to SWRA AMA SIG rules.

FEB 16-17, 2002--Dallas, TX (AA) Presidents Day Stunt Forum and Contest. Site: Dallas Hobby Park. Events: 319-321, 15 Carrier, 323-326 (JSO) CD: Terry Kirby, 13639 Charcoal Ln., Farmers Branch, TX 75234 Day Phone: (214)637-4361 Eve Phone: (972)247-4241 Stunt Forum on Saturday, 2/16, 9am to 4pm at Farmers Branch Recreation Center Annex, 2909 Amber Ln., Farmers Branch, TX, 75234. Contact Tom Niebuhr (972)736-2079. Contest on Sunday 2/17 at Hobby

Park, Dallas. All Stunt events restricted to Profile fuselage, .40 max displacement, no pipes. Displacement restriction does not apply to event 326. Sponsor: Dallas Model Aircraft Association #1902.

FEB 23-24--Edinburg, TX (C) Tejas R/C Fun-Fly. Site: Edinburg Airport, Edinburg, TX Art Brock CD, Rt.2 Box 2125, Mc Allen, TX 78504 Phone:956-686-4003(both) Sponsor: Tejas R/C Association #2227 RV Parking

ROY'S HOBBY SHOP



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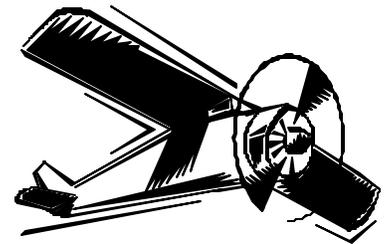
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Tail Spinner Submissions

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

January Secretary's Notes

The meeting was brought to order by George Clark.

Attendance was 29. There were 2 new members in attendance: Roland Bobinger and Ron Allums.

There was one guest: Stephanie Stephens.

The motion was made, seconded and passed to approve the minutes from the November meeting. (There were no December minutes since there was no December meeting.)

Frank Mobley gave the Treasurer's report.

George Clark gave the field report in Dave Arnold's absence.

Jerry Kara brought us all up to speed on the condition of the runway and infield. We can begin fertilizing when the low temps. at night are 60 degrees or better regularly. We can put rye in the infield and pits to green them up quickly this spring. Once the runway turns green we can fill in the low spots with good topsoil or sandy loam.

A Bylaw change has been proposed. The needed change is the first and most important amendment to our Bylaws to bring them up to what the AMA is requiring for all clubs in 2003. This amendment addresses discipline within the club and punishment for repeatedly ignoring and breaking rules.

1st warning: 3 witnessing members sign the violation form listing rule violation and have violator sign

2nd warning: 3 witnessing members sign the violation form listing rule violation and have violator sign. Present to an officer. 1-month suspension of all flight privileges and club benefits.

3rd warning: 3 witnessing members sign the violation form listing rule violation and have violator sign. Present to an officer. Violator's membership is then revoked until next meeting when violator

will have a chance to argue his case. Final membership revocation to be determined by vote of club members present at meeting.

***NOTE: If violating member refuses to sign violation form, a copy of the form shall be sent to them by certified letter.**

All violations will be erased from the record on December 31st of each year.

The motion was made, seconded and passed to have these additions drawn up and brought to the February meeting to be read, modified and approved for printing in the March newsletter for final vote at the March meeting.

The motion was made, seconded and passed to join the AMA Intro Pilot Program. Included in the vote was the motion to release the needed \$15 per year to maintain membership in the program.

The Intro Pilots for the 2002 year are:
Craig Bevil
Bob Snyder
Duke Kimbrough

The following is the planned contest schedule for the 2002 calendar year:

March 2nd - Fun-fly Combat

April 13th - Float fly at Lake Arlington Yacht Club - Sanctioned

April 27th - SMALL STEPS fly-in - Sanctioned

May 11th - Fun-fly Pylon races (tentative rain/wind day May 18th).

June ?? (middle of month) - Big Bird fly-in - Sanctioned (date TBA)

July 13th - Warbird fly-in

August ?? - 2 day sanctioned Combat meet - date TBA

Sept 28th - All Scale Fly-in - Sanctioned

Nov 16th - RCCA sanctioned Combat

The motion was made and discussion has started regarding possibly capping the membership. No vote was taken at this time. Further discussion will begin when membership reaches 300.

Bob Mueller gave a report on the Float-fly to be held in April at the Arlington Yacht Club. Contact him if you would like to learn to float-fly. Please call him enough in advance so he can let the people at Trinity Waste know that we will be needing access to the lake.

There will be a discussion at the next meeting regarding purchasing some "rolled roofing" or some other material to be used as a runway for the Small

(Continued on page 4)



At the January Meeting: Here's Duke Kimbrough checking out Tony Trimarchi's Focke-Wulf Model of the Month with Craig Bevil doing the never ending paperwork of the secretary...

(Continued from page 3)

Steps fly-in and at other events. (The planes at the Small steps can not use our grass runway and most pylon and electrics have problems with it also.) We would like it to be affordable, weather proof and moveable. If you have any ideas, please contact Sparky, George Clark or me.

The Model of the Month was presented by Tony Triamarchi. He showed us all his scratch built Focke-Wulf. It is built from foam and balsa and is an excellent 1/12th stand-off scale model. He says that the whole model weighs just 11 oz.

Sparky gave us all a show with the beginnings of his all Styrofoam C-130. It will have an 8 foot wingspan and be electric. He says his goal weight is 14 lbs.

The meeting was dismissed by George Clark.

Craig Bevil
Cbevil@msn.com



First Look at Sparky's Electric C130

From The Instructor Coordinator

By the time anyone reads this, the new club trainer will have been purchased, built and test flown. Thanks to Airport Pawn and Hobbies for giving us a great price on the plane. I decided on an Avistar ARF, since I have flown many of the currently available trainers and

just haven't found any that fly as well for the price.

As always, it is available to any of the instructors at any time. Just let me know that you would like to use it and I will make sure that it's available to you. There is a box of rubber bands with the transmitter. All you are expected to supply is the fuel (as rarely as its flown, it would not be practical to try to keep fuel fresh for that long).

Don't forget that there is also a "Super Stick" available to any instructor that would like to teach basic aerobatics, etc., that a trainer plane just can't handle. As always, please let me know if there is a problem with either of the planes so that I can get it taken care of.

In the January meeting, the club voted to enroll our club in the AMA's "intro pilot program". This program allows three designated instructors to teach non-AMA and non-club members for up to 30 days. The three instructors are: Bob Snyder, Duke Kimbrough, and me. Thanks for volunteering guys.

I would suggest that for ease of training and to save wear and tear on your personal equipment, that you use the club trainer for these intro pilot lessons. Also, don't forget that in order for any "incidents" to be covered, the student MUST be on a buddy box. If you have any questions or suggestions, feel free to contact me anytime.

The new instructor list will be at the hobby shops by the time you read this (welcome and THANKS to the new instructors that signed up), as will the new recommended equipment list. The only change from last years equipment list is the addition of the Avistar as a recommended plane. If anyone ever has equipment that performs well they would like to see on the list, or if there is something on the list that you have had problems with and would like to see removed, be sure to let me know.

Until next month, thanks and keep up

the good work.

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

MALL SHOW

The Greater Southwest Annual Modelers Show is scheduled at North East Mall at the Main Lobby just outside of Foleys. Dates are Saturday, March 2, 2002 thru Sunday, March 3, 2002 from Mall opening til closing each day. I need some **Volunteers** to help with the working of this event both days. (I will be there both days)

I will be contacting several members that I know of that have nice planes to exhibit including Tony Trimarchi and Keith Sparks (Sparky).

We will also have available floor plugins for electricity and if you have or know of anyone with a RC Flight Simulator program, contact me. (I have the computer but no RC simulator)

Since I'm new to this type of event, if any of you club members with ideas or know things to plan for, please give me a call at 817-788-5418. Thanks

We need members that have planes, helicopters, trainers, electric aircraft or maybe a jet or two to exhibit on these two days.

Planned setup date will be on Friday evening and Saturday (early at mall opening) so we will be ready to start the show!!

Members bringing their aircraft should enter thru the EAST entrance between SAKS FIFTH AVENUE and FOLEYS on the EAST side of the MALL. If you or anyone has any input to help this run really smooth... Please give me a call.

Dave Arnold
Vice President, GSWRCC
Davefortworth@yahoo.com
(817) 788-5418

Model Building & Health
Submitted by Richard Hose
Reprinted with permission from
Expert Giant Scale Builders
Andrew Benjamin & Jason Riley

When I was attending the WRAM show in New York, I met a guy selling epoxies, ca, and similar materials in bulk. He was also selling latex gloves and the like.

He said that skin exposure to epoxy can cause damage to the liver over time. I assume the fumes might pose a health risk as well with regard to allergic reactions, but I'm not sure about liver damage due to fumes. I've heard that this is also true with toluene (a solvent in paint thinner) and acetone with skin exposure.

Is anyone aware of any actual studies, or other evidence that supports the above? It is well known that people can build up an allergic intolerance to epoxies over time, but I've not seen any actual evidence of liver damage due to their use although it's not too hard to believe.

The implications of course are that we should always be diligent to use latex gloves and other body protection and insure that we have adequate ventilation when handling epoxies if this proves to be the case. Not a bad idea as a matter of course anyway. Just wondered if anyone has any hard evidence supporting liver damage due to these substances.

Author: A Benjamin

I don't have any hard evidence to support your suspicion, but from a physiological perspective I would agree with your assumptions. The liver has literally thousands of functions, many of which we have virtually no understanding, or even knowledge of.

One of its primary functions is to detoxify the body. Essentially, this is done by converting non-water soluble substances into water-soluble substances. Sometimes, these chemical reactions yield a toxic end-product or toxic byproduct, and sometimes the liver simply cannot metabolize the toxin. In each of these scenarios, some amount of damage is

done to the liver.

The question of damage occurring over a period of time has a couple of different possible mechanisms, but the short version goes like this. Almost every time your body experiences a minute amount of trauma, some damage is caused and your body has to repair it. When this trauma is repetitive over long periods of time, you lay the foundation for serious illness. This is essentially how many cancers occur (i.e., smoking, gastro esophageal reflux disease, colon cancer etc.)

You may or may not know that your skin is actually quite porous, and literally "breathes". It's actually an organ system, the largest in the human body. You can absorb, quite readily, a wide variety of environmental vapors, gases, and toxins through the skin. Eventually, these will all end up in the blood stream and travel to the liver. Many chemical warfare weapons seek to exploit this aspect of our physiology.

Agents like toluene, acetone and methanol are all well-known toxins that most modelers deal with almost daily, and rarely with any regard to safety issues because we experience no immediate illness. Other substances, like CA, seem to earn a little more respect from modelers because it's more irritable to the eyes and nose at the time it's being used. My organic chemistry memory is fading, but I believe CA introduces formaldehyde into the blood stream (it's a by product of the reaction between CA and the ions already present in your blood).

So that's it for the theory. Anyone else found any written evidence, or journals?

Author: J. Riley

Eliminating Balsa Dents

Got nicks and dents in your balsa? Just put a cloth over the area and wet in, and then place a hot iron on the wet cloth. Small nicks and dents disappear like magic.

from News-O-Flyin'
Jack Needham, editor
P.O. Box 1463
Lake Havasu City, AZ 86403

Electric, Electric

By Larry Sribnick

Should you ever discharge a pack all the way down?

The short answer is... DON'T! Now for the why.

When you connect a pack to a charger, you connect the plus positive, from the charger to the plus positive, of the pack.

If you run a pack all the way down and one of the cells reaches zero before the rest of the cells in the pack (and it will most of the time), how is it connected in the circuit? It's connected plus to minus because the cells are wired in series in the pack. The result is that the rest of the cells in the pack will now start to charge the zero cell backward because it's connected plus to minus rather than plus to plus as it should be for charging. The end result is that you reverse the polarity of that one poor cell and ruin it.

Now, this can't happen if you just put a pack on the shelf and let it self-discharge over a long period of time because there's no complete circuit. The pack isn't plugged into anything.

Likewise, it can't happen to a single cell that you run all the way down because it isn't the running down to zero that does the damage. It's the remaining cells in a multi-cell pack that turn into a backwards charger if one cell is run all the way down that does the damage.

I've been telling people this for 20 years but I still see people running their packs down after every flight. I've given up trying to explain it to them because the attitude usually is "Everyone else is doing it." I was happy to see that Bob Kopski in his *Model Aviation* column a few months ago told people that he finally came to the conclusion that you shouldn't run a pack down after flying.

When you're done flying, let the pack cool off until it's just bare warm to the touch and then either put it back on the charger or go home.

from SR Battery Tech Notes
via *The Altimeter*
Clarksburg Model Aviation Club
Richard Rader, editor
Bridgeport WV



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Bedford, TX 76021

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