



AMA
Chartered
Club
#1140



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
November 12, 2002
7:00PM**

N.R.H. Rec Center

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

President's Corner

I would like to thank, all the people, who have picked up the slack with my absence, at the field. Sorry folks, the past couple of months, my business and personal life have consumed most of my time. Things are starting to get close to normal (if there is such a thing). So, don't worry it won't be long till, you again, will have to hide when I'm in the air.

Day light savings time has arrived and the evening flying has ended till next spring. It's time to think about those winter projects that we have been planning. The winter season is also a good time to check all those Ni-Cads.

November 16th we are hosting the last round of the "2002 North Texas Club Series" Combat Round Robin, with an awards ceremony following the meet. We will be needing all the workers again for this meet, contact any officer, if you can help or be at field day of the meet.

December 7th is our 2nd annual Christmas fun fly/party for charities. This is the time of year for everyone to get together for having a great time and help the community. So, get out that fun fly plane or just one you want to show off and come join the fun. Please bring toys, can goods, or just anything you think a needy person or organization may need

Come to the meeting, if you want to have your options heard, on matters of the club rules, you must be present at the meetings.

The next meeting will be at North Richland Hills Recreation Building. Remember, this is your club, contact any officer if you need anything or just let us know if you are happy with things.

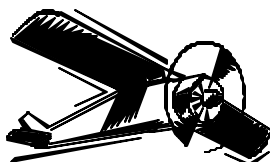
Come to the meeting so you can have a say on the running of the club.

George Clark
trex1@flash.net

November Event Calendar

NOV 9-10--Frisco, TX (AA) Scale Aerobatics (IMAC) Site: NDRCC Club Field, Frisco, TX Events: 411, 412, 413, 414 (JSO Combined) Jack Zimmanck CD, 3355 Blackburn, #9404, Dallas, TX 75204 Phone:214-219-9957(day), 214-219-5559(eve) Sponsor: North Dallas RC Club #1238 IMAC Season Wrap-up for 411- 414 (JSO) North Dallas Club Field, Frisco, TX. Registration 9 a.m. - Flying 10 a.m., Freestyle Sunday. \$25 entry Fee. CD Jack Zimmanck 214-219-5559, E-mail: jzimanck@cs.com, Web-site: www.NDRCC.com

NOV 9-10--Seguin, TX (AA) 18th Annual Autumn Cup. Site: USAF Auxilliary Field, Seguin, TX. CD: Reid Simpson, 115 Trailridge Dr., Athens, TX 75751 Events: Cat III: (101-105),150-155 (JSO) Events (101-105) combined and flown to
(Continued on page 2)



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international F1C flight rules, but with no other restrictions including the flyer. Nitro fuels permitted for this event. Day Phone: (903)677-8525 Sponsor: Tri-City Flyers #850.

NOV 10--Dallas, TX (A) Sailplane Thermal Duration Site: Eastfield College Campus, Dallas, TX Events: 444 (JSO) Jerry Walton CD, 9730 Forest Ridge, Dallas, TX 75238 Phone:214-349-9634 (both) Sponsor: Soaring League of North Texas #1213

NOV 16--Fort Worth, TX (C) RCCA Combat Site: GSW Club Field, Ft. Worth, TX Gerald Kara, Jr. CD, 808 Bigfork Drive, Arlington, TX 76001 Phone:682-518-9009(both) Sponsor: Greater South West #1140 RCCA Rules Open Class "B" & 2610 Scale RC Combat. Part of North Texas Round Robin Club. \$25 entry, \$15 per extra Class. National Championship Points, Hard Hats Required. Map: www.flygsw.org Rules: www.rccombat.com

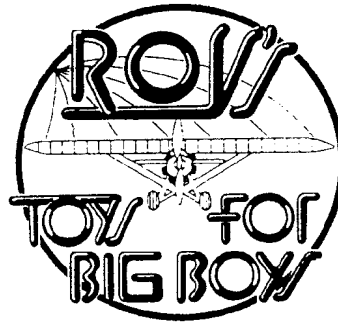
NOV 17--Odem, TX (C) Vintage Aircraft Fly-In Site: Club Field, Odem, TX Ron Cooper CD, 309 Beverly, Corpus Christi, TX 78411 Phone:361-882-1069(day), 361-852-0868(eve) Sponsor: Gerber's Aero Squadron #4022 Any Scale model of an airplane flown prior to 1959. No Profiles or kit bashed. Grass Runway. Registration & Flying begins at sunup.

Pilot entry Fee - \$10 Limited RV hook-ups. Current AMA Regs apply.

NOV 23--Waco, TX (UnSanc) Annual Swap Meet. Site: Knox Hall, Texas Ranger Hall of Fame. Contact: Max Blöse, 254-662-5587 or e-mail BPAMAX@aol.com. Just off I-35 in Waco, TX. Starting at 8:00 am. This is

usually held in Dec. but was moved to Nov. Sponsor: Heart of Texas Miniature Aircraft Club, Inc. #613

NOV 24--Penitas, TX (C) Relaxed Fun-Fly Site: Bell Properties, Penitas, TX Art Brock CD, 6820 North Ware Road, McAllen, TX 78504 Phone:956-686-4003(both) Sponsor: Rio Grande RC Flyers #490 Site is located West of Mission, TX at Bell Properties (Penitas, TX). Field one mile North of U.S. Hwy 83 (Freeway). Safety is number one. Club rules enforced to greatest extent.



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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

October Secretary's Notes

The meeting was called to order by George Clark

There were no new members or visitors in attendance. Meeting attendance was 20.

The motion was made and seconded to approve the minutes from the September meeting as printed in the newsletter.

Jerry Stagner gave the field report. The field has been overseeded with rye and is starting to grow. As most of you know, there is an armadillo tearing up the north end of the runway. The popular opinion is that if you see the thing feel free to dispose of it in any way you see fit.

Chuck Rovell gave the float fly report. The decision was made to wait until next year before building the shelters at the float fly location.

Frank Mobley gave the treasurers report.

We have purchased a 10ft banner for the club. It will be used during club events and to promote our club at other fields during events. If you would like to use it, contact George Clark. We now have a disk with the club logo for use by printers. If you would like a copy of the artwork, contact George.

Old Business:

The November 16th combat meet was discussed. As always, if you can volunteer to help, please contact any club officer or Jerry Kara. The more the merrier.

The December 7th club fun-fly/ Christmas party was discussed and events were decided on. Scheduled events include: spot landing, donut drop, limbo and inverted limbo, figure 8 pylon racing, pilots choice and the ever popular paint ball. Remember that there will be a Toys For Tots toy drive also, so bring your donations.

Next years schedule of events is being set. If you have preferences or ideas regarding next years sanctioned events, please contact Max Ficken.

Lewie Moore gave a full report on club expenses and how it relates to potentially hiring a mowing company. It is estimated that it will cost \$6500 per year. Further discussion was tabled until next month.

The discussion about a potential dues change regarding the removal of the pro-rate for new members was started. Further discussion was tabled until next month.

The mall show was discussed. If you can help, contact Tony Trimarchi as soon as possible.

New Business:

A discussion was held regarding problems at the field and how to address them. If someone breaks a rule and you need to address it, remember first that we are all friends. There is never a reason to scream or make a scene. Remember also that no one is any better than anyone else. Address the problem, but do not talk down to them.

Remember that flying fixed wing aircraft over the helipad area is PROHIBITED anytime helicopters are present. This does not mean only when they are flying.

Also, glider pilots are asked to stop setting up their "hi-starts" across the runway. This practice has created some problems for powered planes.

Finally, flying gliders over the pits, parking lot and heli area is PROHIBITED. The same rules apply to gliders as to all powered aircraft.

Effective immediately, rules regarding AMA noise limits will be enforced. A motion was made and passed to have a sign made that reads "Engines must meet AMA noise guidelines. 95dB @9ft"

Walt Fisher will give a report next month regarding any applicable city noise ordinances. Any further discussion regarding setting flying hours or stricter rules was tabled until then.

Walt Fisher gave a report regarding gutters for the sheds. After reviewing several bids, the motion was made and passed to have gutters installed with 3 downspouts and using schedule 40 drains. The approved budget was \$825.

Gary Stephens will get bids for club t-shirts and will give a report on availability and price next month.

Bill Parker won the drawing for the gallon of fuel donated by Airport Pawn and Hobby.

David Cash won Model of the Month

Congratulations to Gary Booth for taking the award for 3rd place in best Military pre 1935 at the scale meet at Bomber Field.

The meeting was adjourned by George Clark.

Craig Bevil
817-905-6144
Cbevil_1@charter.net

On a separate note:
Remember that alcohol of any type is prohibited at our field. If you are caught with alcohol in your possession or under the influence of alcohol, your membership will be terminated immediately. Also remember that you are responsible for the actions of your invited guests.

Epoxy

Did you ever have your six-minute epoxy start setting up on you after one or two minutes? Epoxy manufacturers suggest that you mix your epoxy on a flat, wide open surface as opposed to a deep container. It seems that mixing epoxy in a deep container speeds up its chemical reaction time. If you still want to use a deep container, add a little alcohol (don't exceed 50%) to the epoxy to slow down setting time.

*from Valley City R/C Club Newsletter
Carl Koehn, Editor
5853 Doxmere Drive
Parma Heights, Oh 44130
via Prop Wash, Max Blose, Editor*

To Repair or Not to Repair?

by Phil Bayly

Concept: All of us have crashed our share of model airplanes. Following any crash, the immediate question that follows is whether or not to repair the monster that, at that moment, we wish we would never see again. Nothing is more ugly, and painful than seeing a remaining bunch of balsa parts that have just littered up the place and is beyond recognition. You may also have your pride overrun with embarrassment and negative emotions playing their part in the scene. As a diversion to your frustrations, your next thought may be to determine what caused the accident. But alas, it is an exercise of futility to find a way to exonerate ourselves from the blame since we did it through building or flying error.

Following this evaluation, most will quickly come to the conclusion to "junk it all" after salvaging the engine and hardware for the next airplane that will be "better than ever." We've all been there and done that! At least I know I have. I also have observed too many flyers as they rushed to judgement and totally junked their crashed airplanes right on the spot, whereas it would have taken them only a few hours to completely repair the damage. All that said, let's look at some of the logic that usually goes on here.

Logic and Process: First, we know our planes are originally built from a bunch of small parts anyway. Therefore, we can easily see that a crash simply results in a bunch of smaller parts than with what we originally started to put together again or replace. That makes it sound a lot less tragic, doesn't it? We also know that we spent a lot of time developing our building skills to be able to fit an airplane's parts together exactly right without any gaps in the joints. Beyond it looking better, it means those well fit glue joints will bond together with greater strength, especially if CyA glues are used.

Now let's look at some facts. With a typical crash, most breaks in the wood should occur at places other than at its joints, unless the joints are poorly fit. More on that later, but otherwise, we would only need to glue the separated joint(s) again for an easy repair. Have you ever noticed how perfectly those

broken pieces of wood fit back together again? Using our best craftsmanship skills, we could never achieve a joint fit like they will fit together. It is perfect! All of the separated wood fiber ends fit snugly into every mating crevice. Therefore, the first principle to accept for our repair consideration is: *following any crash, gather up all of the parts.* This is not to just be an good guy and keep the flying field clear of debris. It is also to have a basis for "crash analysis" and to retain all options for repair.

There are two things that may be lost during your repair. One is a "new looking appearance" and the other is that the center of gravity (CG) usually moves aft a bit from the extra glue and wood being added in the process. Awareness of both of these typical occurrences can usually, minimize the amount of each. So, rule two is, *get everything out of sight until you are cool again and can better assess the repair option.*

Now let's deal with "crash assessment." I examine the details at every crash to learn something more about construction. That includes other people's crashes, too. The question to always ask is why did the break occur where it did instead of someplace else, or maybe not at all? Following enough crash inquiries, you may find a pattern emerging. You may begin to better realize where you had excess wood in your construction as well as where more or harder wood was needed. Gussets, hardwood, grain lines, balsa density, and glue joints are just some of the considerations that must be taken if the "next one" on the horizon is to be better. This introduces the third principle: *assess the damage with an eye toward improved design and construction layout, as well as to complete the repair.*

The Repair Process: Now let's look at the repair itself since there are definitely some techniques and approaches that can help accomplish the repair of these crashed critters.

- 1) Following the "crash analysis" we should know how and if each part fits back together in its original location.
- 2) Plan a schedule of events that must occur to get everything back together, including the parts or areas that will need replacement or additions, such as doublers.
- 3) Pay primary attention to any repair required on load bearing items such as

spars or motor mounts. They may require replacement if they broke off squarely. Doublers are suspect for final strength but don't underestimate the strength of a good doubler, or progressive tripler. Consider $1/64$ -inch ply for the first layer.

4) Minimize the tail heaviness that typically occurs from the extra glue and wood that is added.

5) Progress from the inside outward.

6) Keep the wing straight with jig studs projected upward from a flat building board.

7) Wing rib damage (crunched out areas) can be replaced by overlapping and gluing sheet balsa to the remaining rib parts as necessary, front and back and contoured to streamline the covering surface after it's in place.

8) Broken wing spars need doublers for necessary strength. I prefer thinner doublers on all four sides to box in the damage and to ensure strength in all dimensions.

9) Fuselage breakage repair is easily done with $1/64$ -inch ply over the entire broken area with good overlap. There may be a minor bump on the surface that will hardly show through filler and painting.

10) Motor mount breakage is the most serious. Replace if possible. If not, glue in broken mount part(s) and overlap and glue them and the remaining mount, top and bottom with $1/8$ -inch ply. Go through the firewall if necessary. Then re-drill the mount holes. I also add bolt (s) through the mount stud to not rely solely upon the glue. This modification alters the thrust line by the ply thickness and may also require a tank adjustment if the engine is vertically mounted.

11) Following all wood repairs, you may recover and paint or MonoKote[®] as necessary. A lot of strength results from the covering, so do not skimp here. Double covering is always an excellent option for additional strength.

Conclusions: Repairs are easier to accomplish than you first think. If you are unsure about a crashed airplane, begin with the hardest part. If it goes okay, you may continue with confidence. If not, this is the time to concede, not before. Good luck on your new adventure.

from *Tangled Lines*

Tampa Bay Line Flyers Controline Model Airplane Club
Phil Bayly, editor
Tampa Bay FL

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The Tail Spinner

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

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HELP! NOVEMBER COMBAT MEET

WE NEED JUDGES AND WORKERS

CONTACT:

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

**BE AT THE FIELD 1st SATURDAY OCTOBER OR NOVEMBER
FOR MEETING AND INSTRUCTION**