



AMA
Chartered
Club
#1140

The Tail Spinner

Greater Southwest Aero Modelers

P.O. Box 1355

Bedford, TX 76021

<http://www.flygsw.org>



2005 AMA Gold 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 Monday and Wednesday 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:
March 14, 2006
7:00PM
NRH Building

Work Day
March 18, 2006
At the Field

President Tim Lovett (817) 268-7797
Vice President(s) Lee Rice (817) 431-5408
Secretary Sonny Coleman..... (817) 251-3940
Treasurer John Graham..... (972) 255-4862
Newsletter Editor Roy Baker (817) 545-4031

President's Corner

Well, many things have happened in the short time between newsletters. Let us start with the Mall Show. This event was well attended by club members and brought a great deal of interest from people passing by our display. I have a list of club members that helped with the event. I am certain to miss someone, but this is the only list available I was able to get. We would like to thank, Ross Woods, Ken Spears, Doug Williams, Sonny Coleman, John, Teresa and JJ Stanzak, Mark and Diane Fuess, Gary Booth, Chuck Rovell, Frank Rowell, Ed Trayford, Hugh Ezell, Lawrence Harville, Max Ficken, Jim Griffin, Bob Snedeker, James Rizzardi, Darrell Abby, Joel Jerebek, Lewie Moore and Bob Mueller. And I would also like to thank John Graham and John Stanzak for the hard work they put into a really good show.

Roy's Hobby Shop and Great Planes donated a G3 Flight Simulator to be raffled. We had much interest in the Flight Simulator that was running. We got a chance to set the hook on a few new pilots during the two days of the show. The raffle was won by a future club member, Roy Gomperls. Roy told us he used to belong to Irving RC and is just now coming back into the hobby!

The top three ballot winners were 1. Ross Woods for his Fiber Classics DC-3, 2. Ken Spears for his Ziroli Corsair, and 3. Sonny Coleman for his Stearman. There were about 35 very good looking airplanes and helicopters for the public to admire and start the dream! A funny thing happened when one of our mem-

bers asked a man that was standing at the ropes admiring the planes to cast a ballot. He said, "I don't have time for such foolishness!" Of course, he had been standing there at the ropes gawking at the planes for numerous minutes before making such a profound statement.

Okay, onto the events in March! March 11th will be the first of the club fun-flys for the year. I hope you are all ready to play. The individual events will be a bunch of fun, and you should have an airplane that will do a touch and go maneuver. I hope to have my Magic ready to compete! I know there are a lot of Twists out there, too. Come have some fun and have some good food and fellowship.

March 24-26 will be COMBAT Time!!!! We should have about 50-70 pilots descend on our field for this national contest. We will need all the help we can get for this event. Please contact me at 817 268-7797, or any of the other officers to volunteer. We will have plenty to do. If you forget to volunteer, please come along when we call to draft you.....We will need help in the office, concession area, parking lot, etc. We also need some folks to stand down by the gate to accept donations for the club

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GSWAM CHARTER MEMBERS

Bob Snyder

EMERITUS MEMBERS

Lewis Brachey

John Law

Frank Mobley

March Event Calendar

MAR 03-05--Edinburg, TX (C) Tejas 14th Spring Air Show Site: Edinburg Airport. Sponsor: Tejas RC #2227. CD: Gary Dye, 1310 Pamela Drive, Mission, TX 78572. Phone: 956-581-4340(day) E-Mail: garysjp@rgv.rr.com WebSite: www.tejasrc.org All size and type of models. Primitive camping. Water available. Paved runway; 150' x 4000'. Landing fee - \$10. Concessions on site.

MAR 11-12--Crosby, TX (AA) Crosby IMAC Challenge Site: Club Field. Events: 411-415 (JSO) Sponsor: Propnuts RC Club #1770. CD: Allan Smith, 16146 Bollard, Crosby, TX 77532. Phone: 713-978-2898(day) 281-328-5770(eve) E-Mail: eas1030@ev1.net WebSite: www.propnuts.com \$30 entry fee. Lunch for pilots. Contestant judging. Field open Friday for practice. No practice Saturday morning. Registration at 7:30 a.m. Saturday. Awards for 1st thru 3rd each class, JSO combined. Freestyle Sunday, RVs OK; No hook-ups.

MAR 18--San Antonio, TX (A) RES/S400 Site: Heart of Texas Soaring Society Club Field. Events: 460 & 610 (JSO) Sponsor: Heart of Texas Soaring Society #2203. CD: John Barton, 3618 Windy Ridge Court, San Antonio, TX 78259. Phone: 210-481-9792 (day) 210-481-9792(eve) E-Mail: jasbarton@sbcglobal.net WebSite: www.hotss-rc.org RES (460) Thermal Duration winch launch with landing task. Speed 400 (610) LMR seven cell brushed.



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1309 Norwood
Hurst, Texas 76053
Metro 268-0210

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

MAR 18-19--Big Spring, TX (C) Indoor Electric Fun-Fly Site: Howard College Coliseum. Sponsor: Big Spring Model Aircraft Association #1526. CD: Robert Williams, 1721 Yale Avenue, Big Spring, TX 79720. Phone: 432-

816-9470(day) 432-816-9470(eve) E-Mail: rdw772001@yahoo.com Weight limit; 16 oz. max. Three lipoly max. \$10 landing fee.

MAR 24-26--Fort Worth, TX (A) Lone Star Combat Nationals 2006 Site: GSAM Club Field. Events: 755 (JSO) Sponsor: Greater Southwest Aero Modelers #1140. CD: Ed Kettler, 6725 Grant Lane, Plano, TX 75024. Phone: 469-867-7961(day) 972-618-2989 (eve) EMail: ed.kettler@comcast.net WebSite: www.flygsw.org One of the largest and best RC Combat meets in the world! Friday: 2548 Scale WW2 Fighters. Saturday: SSC. Sunday: Open B. New location this year. AMA Membership and Hard Hats required. Spectators welcome. Overnight camping OK. Contact Bob Leone 817-907-5432 for additional information. Plenty of fun, parking, and hotels; two hobby shops within 10 minute

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

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



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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@comcast.net

February Secretary's Report

The February 2006 business meeting was called to order by Club President Tim Lovett at the North Richland Hills Community Center.

New Members/Visitors: Bunn Butler & Cody Powers

Treasurers Report: Club Treasurer John Graham reported that there were no major expenditures this month. Membership renewals are in full swing with over 180 new and renewing club members already signed up.

Old Business:

Mall Show: The Mall Show is to be held on February 25th & 26th at the North East Mall. The location of the event in the mall is near the 2nd floor entrance to Dillard's. The club passed a motion made to allow for the 1st place winner to receive \$50.00, 2nd place \$25.00 and 3rd place winner to receive \$10.00 in prize money.

Start-up Stand Sales: 4 of our older startup stands were sold to a local R/C flying club, the 4 startup stands sold will be replaced with 4 of the new style startup stands to be built this spring.

New Business:

UTA Student UAV Flyers: The group of flyers from UTA will be allowed to join the club and use the club flying field, the operation of the UAV aircraft at the club flying site has not yet been approved by the AMA.

GSWAM Club Fun-Fly: On March 11th 2006 we will have a club fun-fly, landing fees for the event \$10.00.

Combat Meet: The annual club combat meet "Battle on the Trinity" will be held September 1, 2 & 3.

Club Caps: The club voted to purchase 288 club caps, 4 different cap styles were selected and purchased. The caps will sell for \$8.00 for club members and \$10.00 for non-members. Fifty of the new club patches are also to be made and sold for \$3.00 per patch.

Pilot Station Removal: South end

pilot stations 7, 8, & 9 are to be removed from the flight line.

Frequency Pin Removal: Frequency board pins on known bad channels 24, 25, 39, 40, 53 & 54 will be removed from the board and locked out. Future flying on the bad channels will not be allowed to prevent possible accidents caused by lost planes.

New Smoking Stations: Due to the increasing amount of cigarette butts all over the flying site the attending members voted to purchase three smoking stations that will be dispersed around the pit area.

Club Web Site: Be sure to visit the Greater Southwest Aero Modeler's web site at: <http://www.flygsw.org>. There is a current membership roster in the "Members" area and be sure to check out the club's "Tech" site, there's an abundance of useful information available.

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

March Instructor's Report

A meeting of instructors is planned for March the 6th. All those that have indicated interest in instructing have been sent an email. If you have not received notice and want to be included in the list of instructors call or email me so I can let you know the particulars for the meeting.

I regard to training nights on Tuesday and Thursday evenings from 6:00 to dark; the students that are training will have priority for frequencies. Also please give the students a chance to fly without having to worry about planes making high speed passes close to the runway. I will be enforcing everyone flying the established traffic pattern on these nights. I would appreciate your cooperation.

Max
817-691-9630,
triplane@charter.net

SAFETY ISSUES

Again, I will begin this month's column by stressing that **safety, at the field, is every one's responsibility**. Each month, AMA sends every member their official publication, the Model Aviation magazine. Year by year Model Aviation is becoming a much better magazine. Every publication usually will have an article or two on safety. They are in Model Aviation for a specific reason, to help us run a safer flying field. Instead of pitching the magazine in the corner, pick it up, look up, and read the articles on safety. Check out the article on page 33 of this month's issue. This is an excellent article on workshop safety which I found well worth reading. Page 90 is the regular monthly Safety Comes First column. This month the column talks about prop cuts, Li-Poly safety and several other items. As Li-Poly batteries become more popular and their use increases, it would be advisable for anyone beginning to use this type of battery, to educate themselves on the safe handling and charging of Li-Polys. Proper charging is critical in avoiding explosion and fire. Be safe by learning all the do's and don'ts.

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as people come into the field. Walt will be cooking some of those great pancakes in the mornings and Gary, Barry and crew will be getting out some good grindage for lunch.

We have sold some of the startup stands and next workday we hope to have some kits together to build some replacements. Please don't forget to come to the meeting on March 14th and the workday March 18th.

See you at the Field,

Tim

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drive. Power, water, and overnight parking at the field.

MAR 25--Huffman, TX (C) Jetero 10th Anniversary Fly-In Site: Jetero Field. Sponsor: Jetero #1218. CD: Jim Sterner, 2322 Kings Forest Drive, Kingwood, TX 77339. Phone: 281-360-6147(day) 281-360-6147(eve) E-Mail: thekids@kingwoodcable.com WebSite: www.jetero.com No Landing Fee. Free lunch to pilots. Come out and help us celebrate our 10th year at this field. Pilot give-a-ways Aircraft raffle. 9am - 4pm.

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The AMA Safety Code is on page 136 this month. It's every members responsibility to know these rule. These rules are also posted at the field on the wire cage. It's every members responsibility to know the GSW safety rules. Our rules are on the club website (www.flygsw.com) and are posted at the field on top of the frequency board. These rules are there for your benefit and believe me have come about by trail and error.

Rule #1 in the AMA Safety Codes radio control section reads as follows. **All model flying shall be conducted in a manner to avoid over flight of unprotected people.** In plane English, **NO FLYING OVER THE PITS.** As much as we try to avoid this, accidents will happen, not if, just when. About 3 weeks ago on a Sunday afternoon such an incidence did occur. The pilot upon discovering that his plane was out of control and heading for the pits hollered to the top of his lungs to be heads up. It was very close, several members literally had to hit the dirt to avoid being hit by the incoming plane. The plane did hit at the base of one of the new starting stands and was totally destroyed. Injury to person and property was avoided by the heads up pilots immediate notification of incoming danger.

I have noticed that we are getting more 3D flyers. Pilots involved in 3D please follow the club rules and do your 3D maneuvers to the East of the runway. 3D maneuvers are not allowed over the runway and in the flight path. Thanks

Remember, **GOOD SAFETY HABITS ARE DEVELOPED BY USING A LOT OF COMMON SENSE AND BEING HELPFUL TO OTHERS.**

"In the Spirit of GSW"

Lewie Moore
Safety Officer

Preflight Inspection

by Ivan Cankov

Preflight training teaches the student how to inspect and prepare his model for flight. Like full-scale airplanes, a model airplane flight does not start with takeoff and end with landing. It starts

with preflight inspection and ends with inspecting the airplane for any damage because of hard landings or suspicious behavior during flight. As are full-scale airplanes, our model airplanes are complex machines. To ensure a successful flight we must make sure that all components are in proper working order.

We are in this hobby mainly for the fun, but we all crash—we just don't know when. Even trainer models flown with an instructor using a buddy box will crash. The causes can be component failure or pilot error; yes, instructors err too.

To keep it fun we have to follow safety rules—both general safety rules as well as specific rules that apply to our model aircraft field. Students must learn to follow these rules to ensure that all pilots and spectators are safe and property damage, if any, is limited to our model airplanes only. Safety is of concern to everybody—all pilots at the field whether club members or not, flying or not, spectators, and people just passing by. All model-aircraft pilots should enforce the rules and make bystanders aware of potential hazard areas around the field.

Inspection of a new airplane starts with checking the integrity of the main glue joints and all screws. A student's model comes to the field already assembled so it's not possible to thoroughly check whether it is perfectly put together—whether it's scratch-built, built from a kit, ARF, or RTF. Despite this, an instructor is able to check the components that are likely to fail under stress during flight. These likely failures are the wing joint, tail feathers, control surfaces, landing gear, engine mount, and firewall.

Models are not considered airworthy if there are any problems found. Remember, you're a winner when you get your airplane(s) home in one piece even if you haven't flown them. Any problem(s) found need to be fixed and another inspection performed. Some of the problems can be fixed right at the field. Others require more time and the convenience of a workshop.

Test the wings by placing the center flat on your chest and pulling the wingtips with a reasonable force. Performed the test in both directions—top and bot-

tom of the wing. The joint should not crack. Some ARF and RTF manuals state to use tape or small plastic straps and screws to hold the wing halves together. My advice is to glue the wing halves together using 30-minute epoxy unless the wing is specifically designed to use a different method, such as the NexSTAR wing.

Pulling the tail feathers up, down, and sideways should not move them. Again some ARFs and RTFs use studs glued in the fin and nuts (with plastic inserts to prevent them from unscrewing) to bolt the tail feathers to the fuselage. It's somewhat handy for transportation and storage but they are also more likely to fail, so my advice here is to glue them in place while still using the nuts.

Pulling the control surfaces—ailerons, elevator, and rudder (and flaps on some airplanes)—is the easiest way to check them. They should stay in place. Inspect the hinge gap; is it too big? If so, seal it. The easiest method I've found is to use regular Scotch tape. I always carry a roll in my flight box for repairs at the field (including repairing holes in the covering caused by landing in the weeds).

Check all linkages: there should be no play or slop. Play or slop in the linkages as well as big hinge gaps can cause flutter that can in turn destroy the wing, stabilizer, or fin to which it is attached. Although trainers have smaller control surfaces, moderate speeds of operation, and are not very prone to flutter, it can still happen—usually after the beginner pilot has soloed and starts performing aerobatic maneuvers with the trainer model at higher speeds. It happened to me; I lost my trainer due to aileron flutter.

Check all screws. I put Loctite on all metal-to-metal screws—from landing gear to fuselage. Don't tighten any engine screws if you are not familiar with the particular engine and its carburetor. Some of these should not be tight at all while others are torque-and-sequence sensitive.

All wood screws should be tight, too. Use thin cyanoacrylate glue to harden the holes. First, run the screw in the hole so it taps it, then remove the screw and put a drop of thin cyanoacrylate glue in the hole. Wait for the cyanoacry-

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late glue to fully cure and reassemble the part. These include, but are not limited to, servo screws—the ones that hold the servos to the servo tray—hatches, tail landing gear (most high-wing trainers are not tail-draggers but use tricycle landing gear and don't have a tail wheel), main landing gear, etc.

Most RTFs come with already assembled engines and landing gear. Usually they are not properly tightened and sometimes they become unscrewed and fall in the box. The result is a model that arrives at the field with screws missing or not tightened. Beginners are not knowledgeable enough to notice or even know how many screws should be used, and are misled by the Ready-To-Fly advertisement of the product they just acquired.

Check the propeller. Is it the proper size for that particular airplane/engine combo? Is it suitable for training? Small diameter high-pitch propellers provide a lot of speed that is not needed for a trainer model. A typical propeller for a .40-.46 size engine on a trainer plane is 11 x 5.

Next check to see if the propeller is properly attached to the engine crankshaft. The propeller nut should be tight—very tight. The modern engines have hardened crankshafts and use hardened propeller nuts, so don't be afraid to tighten it. With an electric starter, from a safety and ease point of

view, a spinner or spinner nut should be used. It should be tight, too. If the screws holding the spinner cone to the backplate are not tight, the cone will start to vibrate when applying the electric starter and shatter if it is a plastic one.

Check the center of gravity (CG) of the airplane with an empty tank. An improperly balanced airplane is hard to impossible to control. If done at the field and it's windy, try to find a place where the wind will not affect the airplane's attitude. Using your fingers is not the most precise method but it works. For most trainers the CG is located at the main spar. Check the CG with the fuel tank empty. When it's full, the CG is slightly forward. It's easier to fly a slightly nose-heavy airplane than a tail-heavy one. Most of the fuel is gone by the end of the flight, so the CG goes back to where it was set up with an empty tank.

Check the direction and the amount of control surface deflection. Do not exceed the manufacturer recommended values—they make the model more sensitive to the controls. That, combined with the inherent tendency of beginners to over control the airplane, will lead to aggravation from the student. He or she will be constantly fighting the airplane.

Do a thorough range check with the transmitter antenna fully collapsed and the engine running at idle, half, and full throttle. You can do it while breaking

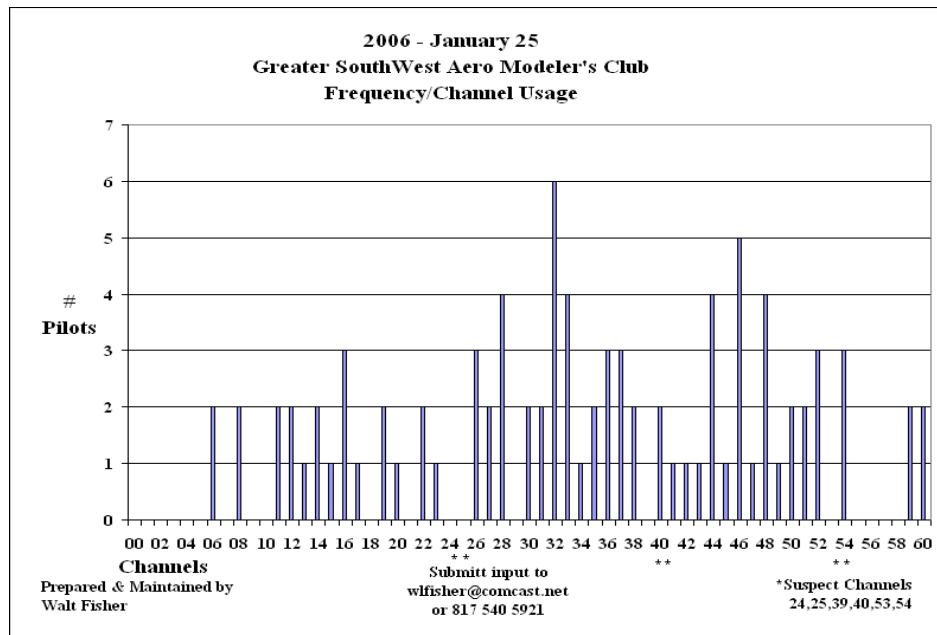
the engine in (if the engine is new). The servos should not twitch when you walk up to 30 paces (60 feet) away from the airplane. Twitching servos might be caused by low battery voltage for the receiver and/or transmitter pack. (Were they charged overnight?)

Break in the engine. ABC/ABN engines normally take one to two tanks before they can run reliably. Ringed engines take longer. Run the engines on the rich side of the needle valve, especially ringed engines. The airplane is ready to fly when the engine can idle and transition reliably.

Some engines (Evolution) are advertised as factory broken in. My advice is to take the time to run at least one tank of fuel through it. After that, if its performance satisfies an experienced pilot, the engine can take an airplane in the air. Keep in mind that the engine will continue to break in until it burns a gallon or two of fuel. How much depends on engine design. During that period, the engine will require some readjustment of its needles.

Leave the maiden flight to an experienced pilot. He will fly the airplane and trim it out. He will also readjust the linkages if necessary when the airplane is back on the ground so the trims can be recentered (if the transmitter is not a computer one).

From the Prop Masters RC Aero Club, Downers Grove IL





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Greater Southwest Aero Modelers
P.O. Box 1355
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