



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

It is time for voluntaries to help at the field with mowing and weekly maintains, if you can help please contact any officer, they will guide you to the proper person to sign you up. Our dues and fees are based on members volunteering their time. If you want the dues to stay, some of the lowest in the nation, please volunteer, we can use all the help we can get.

I would like to repeat what I wrote last month: I would like to thank, all the members, for the support and trust the past 5 years, 2 as your secretary and 3 as your president. We have a first class facility, which only, has become a reality because of the hard work by all the members. I hope the next group of officers will have the great support and hands on workers that I have had the pleasure to have. In June, I will return to being a non-officer member, which is the most important part of any organization.

Come to the meeting in May. We will be nominating the new officers for the next year, the vote for these nominees will be held at the June meeting.

The May meeting will be held at the field. The "model of the month" can prove its airworthiness.

Again, I want to thank everyone for your trust and support the past 5 years.
SEE YA' AT THE FIELD!

George Clark
combatdawg@charter.net

Welcome

We would like to welcome our new members for April:

Carl Moskovitz
Dustin Remmers
John Pate
James Moss Jr.
Jeff Simms
Jonathan McClellan

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

We would like to congratulate **James Moss** for his first solo flight on April 17th.

We would also like to congratulate **David Riegel** for his first solo flight; I was told he soloed on April 10th.

Way to go guys, keep up the good work.

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.

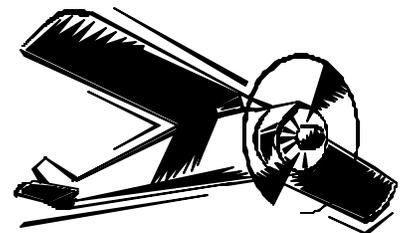
Craig Bevil
Instructor coordinator
Cbevil@msn.com
817-282-3340

Next Meeting:

Tuesday
7:00PM

May 13, 2003

At the Field!



May Event Calendar

MAY 10--Weatherford, TX (C) Semi-Annual Unlimited Float Fly Site: Cartwright Park, Weatherford, TX Vern Bell CD, 1805 Greenwood Cutoff Road, Weatherford, TX 76088 Phone:817-599-9580(both) Sponsor: Weatherford Aeromodeling Society #2267 Great Site, Great Spectator Location. North of Weatherford Court House on U.S. 51 to FM920. 2 miles to Cartwright Park. \$10 Landing Fee. Transmitter impound & freq. board. Food & restrooms available. 9a.m. to 4p.m.

MAY 17--Benbrook, TX (C) Bill Slatter Memorial Warbird Fly-In Site: Thunderbird Field, Benbrook, TX Woody Lake CD, 4800 Alicia Drive, Fort Worth, TX 76133 Phone:817-294-8746(both) Sponsor: Fort Worth Thunderbirds #1217 7th Annual Warbird Fly-In. Open flying all aircraft, WW1 to present, fixed or rotary wing. 450' concrete runway or grass. Safety briefing - 9am, \$10 Landing fee. Free pilot lunch, give-away's & promotions. Web Site: www.fwthunderbirds.org

MAY 17--Mount Pleasant, TX (C) Annual Donley Gilbreath Fun-Fly Site: Lake Bob Sandlin Club Field, Mount Pleasant, TX Weldon Freeman CD, P.O.Box 251, Mount Pleasant, TX 75456-0251 Phone:903-577-6544(day), 903-572-6931(eve) Sponsor: Northeast Texas R/C Club #866 Open Fun-fly; all r/c aircraft welcome. Registration: \$10. Concessions on site. Noon Meal: \$5. Airplane kit raffle. Pilot drawings through out the day. Registration and Radio impound open at 8 am; pilot meeting at 9 am. Fun fly over at

4pm.

MAY 17--White Settlement, TX (UnSanc)2nd Annual Model Airplane Yard Sale. (Rain Date: May 24). Where: 8123 E. Melrose St.,



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White Settlement, TX 76108 Time: 9 AM to 1 PM. Admission is FREE. Contacts: Fred Wolfe (817) 246-6777 or Jim Polvadore (817) 923-7261

MAY 17-18--Midland, TX (AA) IMAC Site: Club Field, Midland, TX Events: 411, 412, 413, 414 (JSO) A. J. Lee CD, 811 Stanolind, Midland, TX 79705 Phone:915-687-4142 (both) Sponsor: Hi-Sky R/C Club #851 Plaques - 1st - 4th, each event.

MAY 24-25--Benbrook, TX (AA) TX Scale Championships - Scale Masters Qualifier Site: Thunderbird Field, Benbrook Lake, 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

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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@attbi.com

April Secretary's Notes

The meeting was called to order by George Clark.

Meeting attendance was 21. We had one visitor present: Gary Pannnell, who is a member of Golden Triangle R/C Club.

The motion was made and passed to approve the minutes as printed in the March newsletter.

In Frank Mobley's absence, George Clark gave the treasurers report.

Bob Leone and Jerry Stagner gave the field report.

Currently they are working on a plan to improve drainage both in the pits and in the infield area. Plans are being considered to build either a berm from south of the runway across to the drop off to the north of the heli area or possibly install an underground pipe for drainage across the same area.

The rear end has gone out on the John Deere tractor (used for pulling reel mower). Please keep an eye open for a "new" rider to be used as a replacement. Please bring any prices to the next meeting.

Chuck Rovell and Bob Mueller gave the float fly location report.

The shed has been built and was completed under budget. Thanks to all who helped.

The April 19th float fly was discussed. It was held at the Lake Arlington Yacht Club. Awards were given for best civilian, military, splash, and pilots choice.

All members should be aware that the AMA has drastically raised not only individual dues, but also chartered club dues. For our club alone the yearly renewal fee has gone from \$110 to \$284. Please contact the AMA if you agree that this is excessive.

Discussion was held regarding the field rules. We currently have a clear, workable set of rules that only a few members are consistently following.

Remember:

SAFETY FIRST!!

Also remember:

**NO TAXIING IN PITS
NO FLYING AGAINST THE
PATTERN**

USE ALL ACTIVITY CALLS

**FOLLOW ALL THE RULES,
ALL THE TIME.**

The motion was made and passed to have all the rules printed and laminated for posting at the field. A cost limit of \$200 was set.

The motion was made and passed to establish a daily field marshal. This is ANY member who is willing to address rule violators. A red vest (to identify field marshal) and logbook are available in the cage. The logbook is there so that the field marshal can, at his discretion, record safety violations pending future club action.

A vest was donated by Jim Clark to be used and a \$50 limit was approved to have the vest lettered and patches attached.

The club starting tables have been built, painted and delivered to the field. Thanks to all who helped.

The table-building project ended up about \$50 over budget. A motion was made and passed to allow the under budget from the shed project to balance out the over budget on the table project.

The Big Bird was discussed. The date will have to change to avoid a scheduling conflict with the September Warbird fly-in.

REMEMBER: Officer nominations will be next month and elections will be in June.

As of this date the following officers will NOT run again for their current positions:

George Clark
Jerry Stagner
Craig Bevil

Please think about whom you want to run your club for the next year and bring names for nominations.

Jerry Kara gave a demonstration on using existing plastic cowls as a mold for stronger fiberglass cowls.

Chuck Rovell gave a report regarding the ongoing frequency problems we're having at our field. As it stands now, all pager interference is legal and likely is not going away anytime soon.

The meeting was adjourned by George Clark.

Don't Forget: The May meeting will be held May 13th at the field.

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

From the Instructor Coordinator:

Training season is in full swing now and, as I have promised, I have been watching each of the club instructors as they work with their students. Most of you aren't even aware that I am there and that is exactly the idea. Most of you have your own preferred style of teaching and the last thing I want to do is try to fix what aint broke.

That said though, if I see a mistake I will surely say something about it (away from the student or spectators).

One problem I am seeing though, and I am seeing it fairly consistently in some instructors, is the desire to "cut the cord" too soon.

In my opinion, a student is not ready to be considered solo until a few things have been taught.

These things are:

1: The student must know and follow the rules. Every time, no exceptions.

2: The student must know and use the activity calls. Again, every time, no exceptions.

3: The student must be able to comfortably and consistently make left hand and right hand approaches. I understand that north wind landings are virtually impossible to teach in the summer months, but there is no reason that you can't teach a north wind approach. The student needs to be able to make a reasonable approach without having to cross Randol Mill road.

4: The student must be able to "save" his plane if he makes an error while in flight. He needs to know to cut power if

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he has to use drastic controls to correct for that error. I have already seen a newly solo pilot get crossed up in the sky and break a wing in half trying to correct it without pulling the power back.

5: He needs to know the correct way to do a preflight check and a range check.

6: (And finally) The student needs to be able to do a "scale" take-off and landing. No 2-mile approaches and no 45-degree take-offs. Remember that someday he will get tired of that trainer and get a less forgiving plane. He needs to be able to take off and land without stalling.

I have already seen several new pilots start their plane, taxi from the tables to the gate, take-off without calling it, fly against the pattern, land without calling it, taxi back to the tables and then kill the engine. This is NOT acceptable.

Remember that above all else teaching is about **QUALITY** not quantity. I would rather see an instructor train 4 students a year well than 40 a year that are hazards to themselves and others.

Sorry if this seems totally negative this month, it wasn't intended to sound that way.

Thanks to ALL our instructors for giving their time and knowledge to help train the pilots of tomorrow. It is truly appreciated.

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

Engine break-in procedures improve performance

By LARRY DUDKOWSKI

Breaking in an engine ensures smooth and reliable performance. Nothing is more frustrating than having your engine quit, whether it's in flight or on takeoff. Breaking in an engine reduces this problem.

The break-in process involves impregnating the metal surfaces with lubricant as they wear together. I picked up this method from a model magazine a few years ago and have used it ever since. The procedure repeatedly brings the engine up to operating temperature, which opens the pores in the metal, allowing the lubricant to penetrate during the cool down cycle.

The following steps are performed with the throttle wide open. The engine speed is adjusted via the needle valve. Generally an engine is broken-in when it will idle reliably and will throttle up smoothly. The instructions here are for 2-cycle engines; 4-cycle engines require a different break in. When in doubt, follow the manufacturer's instructions.

Engine Break-in Procedure:

1. Warm up the engine. Start it. Once it's running, set the throttle wide open and adjust the needle valve mixture very rich. The engine exhaust should be wet with unburned fuel and oil. The engine should be four-cycling (that is firing only every other cycle). Run this way for two minutes.
2. Lean out the mixture until you're near peak rpm. Run for 30 seconds.
3. Enrich the mixture again until the engine is four-cycling. Run for 30 seconds.
4. Lean out the mixture until you're near peak rpm. Run for 60 seconds.
5. Enrich the mixture until the engine is four-cycling again. Run for 30 seconds.
6. Keep alternating the high-speed runs with the cool down periods, increasing the amount of time you're running near peak rpm in 30-second increments. Remember the 30 seconds of running rich cool down time in between each high-speed run.

For the next tank of fuel, let's begin with step one, "the warm-up," but pick up the high-speed run time where you left off. If you ran out of fuel after two minutes, the next high-speed run would be two minutes, 30 seconds. After the second tank of fuel is used, check for smooth idle and throttle response.

If the engine quits at idle or hesitates at throttle up, continue the process. Once completed, you should have a reliable power plant for your model. I find that

about 20 ounces of fuel is the minimum required for proper break-in.

For the first few flights, you should run the engine slightly on the rich side, gradually leaning it out for peak power in successive flights. The fuel is also an engine coolant and lubricant. Engines, especially the ABC types, are manufactured to very close tolerances. When the model is in motion, less load is on the engine, and the propeller moves easier. This allows the engine to run faster. If the fuel mixture is too lean, the engine overheats because of the high combustion temperature, and less unburned fuel is available for cooling and lubrication. This causes the internal parts to expand. Expansion can cause the engine to seize and quit running during flight.

Remember, it's running too lean if:

1. At full throttle, you quickly pinch and release the fuel line and the engine hesitates or slows.
2. At full throttle, you hold the aircraft vertical and the engine slows or hesitates. Wait 15 seconds.
3. Brown or black residue is on the cylinder head. This is burned oil.
4. Your engine slows or quits on take off or during vertical maneuvers.

from *Plane Talk*
Prop Masters R/C Aero Club

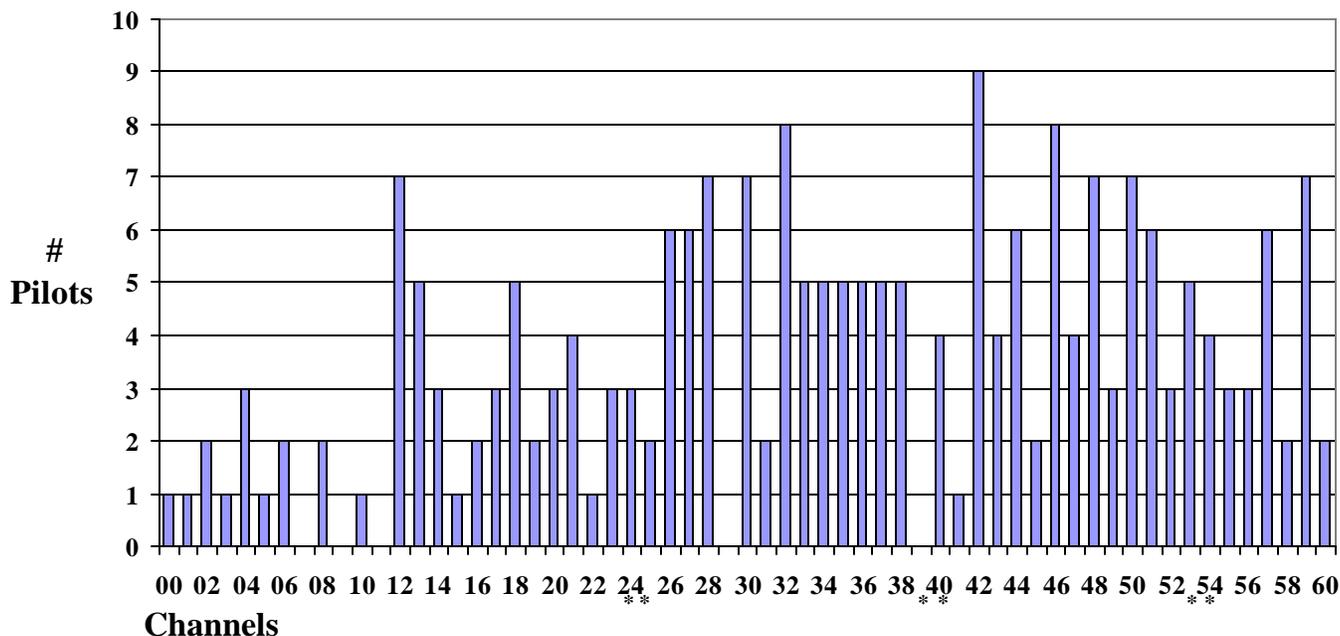
Dave Masters, editor
Warrenville IL

Starting Tables

WOW! Larry and Mitch the starting tables are magnificent. You did a superb job and I am impressed. Being at the field when the starting tables were delivered, I was one of the first to use them. They are really great. It so happened that the starter tables were delivered on a training evening and I had a new pilot with a new plane and a new engine. The starter tables made working on the plane and adjusting its engine a breeze. There is ample room to place the transmitter, starter and tools on the table away from the propeller

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Greater SouthWest Aero Modeler's Club Frequency/Channel Usage



Prepared & Maintained by
Walt Fisher

gswamfrequencies@flash.net
817 540 5921

*Suspect Channels
24,25,39,40,53,54

minimizing the chance of being struck by the propeller. During engine run-ups and the padded uprights restrain the plane, reducing the need to physically hold it while making critical engine adjustments safely. The starter tables are a great asset to the field and significantly increase the safety for all concerned. Thanks for volunteering to construct the starter tables and for your work.

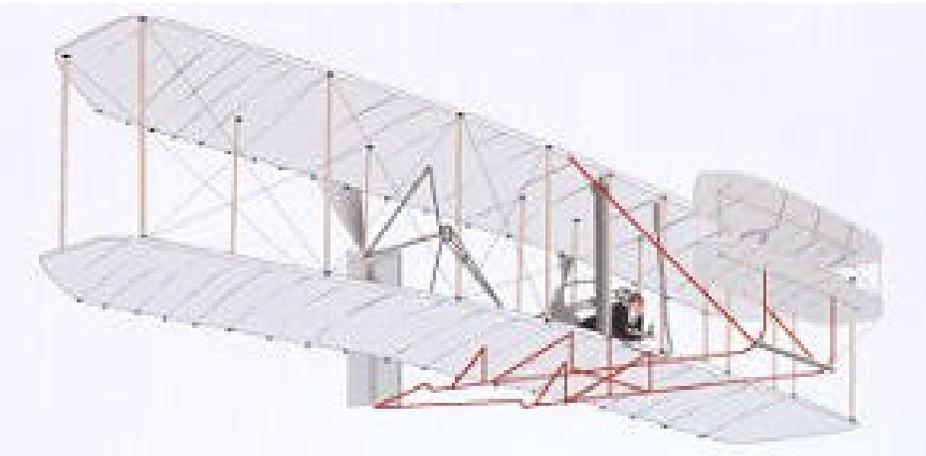
Walt Fisher

**Countdown to Kitty Hawk—100 Years of Flight
December 17, 1903**

May Event Calendar –con/t

#1217 Scale Masters Qualifier email:
lawharv@yahoo.com

MAY 31-JUNE 1--Corsicana, TX (C) COR-MAC 2nd Annual Big Bird Fly-In Site: Club Field, 1001 Lake Halbert Road, Corsicana, TX David Jones CD, 534 Lacy Way, Fairfield, TX 75840 Phone:905-879-5616(both) Sponsor: Corsicana MAC #2983 Planes must meet Big Bird rules. Concessions will be available. Come for a great time.





The Tail Spinner

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

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