



AMA
Chartered
Club
#1140

The Tail Spinner

Greater Southwest Aero Modelers

P.O. Box 1355
Bedford, TX 76021
<http://www.flygsw.org>



2003 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 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, March 9
7:00pm
NRH Parks & Rec
Building**

PresidentLewie Moore.....(817) 571-0347
Vice President(s)Steve French.....(817) 284-0875
SecretarySonny Coleman.....(817) 281-3010
TreasurerFrank Mobley.....(817) 461-2278
Newsletter EditorRoy Baker(817) 545-4031

President's Corner

We had another very interesting and informative program at our last meeting.



Dick Atkins, with the Vought Heritage Association, presented a program on the restoration of vintage Vought aircraft. Mr. Atkins showed us a 1937 film, converted to video, covering the development of Voughts experimental Pancake Aircraft. The film started out by showing the modeling development stage of the aircraft. The engineers in this project were attempting to develop an aircraft capable of vertical take off and short landings. The first experimental flights were attempted with a radio controlled model tethered to a 110 volt power cord, and 2 separated transmitters. Who thought 3D flying was new!!!! The video next showed the construction to completion and test flights of the aircraft. The aircraft did fly and is still in existence today. The second video showed how the Vought Heritage Association was able to obtain the aircraft and successfully complete the transportation to the Vought hangar at Grand Prairie where the aircraft will be restored to its original condition. Thanks to Chuck Rovell for arranging this program.

One of my goals, as President, is to present a program at each monthly meeting that will give the members an opportunity to gain some knowledge

about our aero modeling hobby. Our last program definitely showed how important model aircraft are to the development of full scale aircraft.

As president, I am again, urging every member to attend our meetings. Being a member of any club or association carries a certain responsibility. It's nice to have a great place to show up and fly, especially the convenient location and tremendous facility offered by GSW. What you see at GSW, today, just didn't happen by itself. It takes a lot of work and effort to run GSW and maintain the field. GSW'S life blood and survival depends on membership involvement. We constantly need members to get involved in the everyday operation of our club. We seem to have the habit of expecting a perfect field every time we show up to fly. I am very thankful for the members that are presently doing the field maintenance work. The condition of the facility reflects the good work that these members are doing, but we have a habit of over working these members. They need replacement as we can't expect the same member to have the same responsibilities year in and year out. Walt Fisher and Chuck Rovell have been mowing on Mondays and Fridays for the last 2 years going on 3 years. They need a break from this responsibility. It's time someone else steps up to the plate. Summer time is approaching and we will need full mowing and watering crews. Contact our Vice President, Steve French, at (817-313-1098) and let him know you are willing to help. Your help will be greatly appreciated.

This is some food for thought. Since

Mar/Apr Event Calendar

MAR 14--Parker, TX (A) Sailplane 10 minute Time Slot Site: Southfork Ranch, Parker, TX Events: 444 (JSO) Robert Taylor CD, 653 Stafford Circle, Rockwall, TX 75087 Phone:972-772-7567(both) Sponsor: Soaring League of North Texas #1957 Awards 5 Places.

MAR 20-21--Paris, TX (C) Lone Star Nationals Site: Paris RC Club Field, Paris, TX Kelvin McFadden CD, Rt. 5 Box 53M, Paris, TX 75460 Phone:903-784-2464(day), 903-785-9387(eve) Sponsor: Paris RC Association #1671 Will be using current RCCA rules for both Open and 2610 Scale, also SSC provisional.

MAR 27-28--Big Spring, TX (C) Indoor Electric Fun Fly Site: Howard College Coliseum, Big Spring, TX Robert Williams CD, 1721 Yale Avenue, Big Spring, TX 79720 Phone:432-816-9470(both) Sponsor: Big Spring Model Aircraft Association #1526 Howard College Coliseum, 1001 Birdwell Lane, Big Spring, TX 280 size motors maximum. \$10 Landing fee. CD Email: rwilliams@howardcollege.edu

APR 3--Fort Worth, TX (UnSanc) G.E. All Electric Fun-Fly. Site: Ft. Worth Thunderbirds, Benbrook, TX. Sponsor: Ft. Worth Thunderbirds #1217. Event: Fun-fly for all types of electrics; Low-key, high fun event. CD: Fitz Walker, 9112 Camp Bowie W. #417, Ft. Worth, TX 76116. Phone (817) 246-3662 e-mail flying_fitz@yahoo.com. Club features 400' paved runway, shelters, A/C power, con-

cessions, and ample parking. More info at club website: www.fwthunderbirds.org

APRIL 3--Malakoff, TX (C) Fun Fly and Swap Meet Site: Club Field, Malakoff, TX Myron



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and Zenoah Engines

Brashear CD, P.O.Box 42, Kerens, TX 75144 Phone:903-396-2185(both) Sponsor: Ceder Creek Aeromodelers #4087 Food and drinks at field. No Landing Fee On site camping, but no hook-ups. CD Email: majb@airmail.net

APRIL 3-4--Waco, TX (AA) HOTMAC Pattern Contest Site: Speegleville Field, Waco, TX Todd Blose CD, 1005 N. Betsy, Waco, TX 76706 Phone:254-662-5587(day), 254-744-9218(eve) Sponsor: Heart Of Texas Model Aircraft Club #613 Directions are on the web site. Any other questions; call Todd or Max Blose. Numbers are listed. CD email: wttwblose1@aol.com

APRIL 17-18--Austin, TX (C) Central Texas Jet Rally Site: Club Field, 8705 Lindell Rd., Austin, TX Patrick Fernandez CD, 105 Wee

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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

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becoming President, I have struggled with a considerable learning curve in handling the responsibility of this office in an efficient and effective manner. Thanks to George Clark, Craig Bevil and Frank Mobley when I needed help. Learning your way around AMA and everyday club business is a new experience. I know our Vice President and Secretary have had the same experience as to their job description and responsibilities. GSW was not a very large club when our constitution was originally drawn. Since the reconstruction of the field, membership has dramatically increased. This last year our membership ended up at 272 and in the past has been as high as 345 members. In my opinion we will maintain a membership of 300 plus or minus a few. We are the largest club in Texas and District 8, and one of the larger clubs in the United States. GSW is a very large club. Presently, in our charter we change a full slate of officers every year. Fortunately, in the recent past we have had a slate of officers that stayed in office for several years. I have found out that the office of President takes a considerable amount of time, and I don't feel an adequate job can really be done without any previous experience. It's my opinion, that we have a need for a change in the way our officers are elected. With a club this large, I feel our governing body would be able to be run in a much more efficient manner if we would elect just one officer a year, say Treasurer and let the remaining Officers move up the chairs. This would mean a 4 year commitment when elected. This method would give us a much smoother transition from chair to chair. Like I previously stated this is just food for thought and your input and opinions will be greatly appreciated.

It's Mall show time again!! Let's get fired up and make this years show bigger and better than last year. Get your models ready to show. You will be able to get into the mall at 8:00am on the morning of March 13th. Our display will be by the fountain in front of Foleys. This year the mall manager has requested that we don't put any float planes in the pool area. Hawk Electronics will be supplying us with 2 large screen TV's for videos and Simulators, thanks to Mark Fuess and James McGuiness. This is a great event to show case and promote our hobby. The

audience will be voting on their favorite models and cash prizes will be awarded to the top 10 vote getters. For more details contact our Mall Show Chairman, Tony Trimarchi (817-431-3617).

Mark Fuess will be our program presenter at the next meeting. Due to the length of our business session during the January meeting, Mark had to cut his program short. From the positive comments I received on Marks presentation, about 4 stroke motors, I figured it would only be fair to the membership to let Mark complete his very interesting and informative program. This is a second chance for those who missed part one.

I have been informed that the Seven Tower RC Club is in the process of losing their flying site. They have asked this club for assistance until they can obtain another flying site. Craig Bevil will give us a run down on their problems and request for assistance. Lets see if we can't extend them a helping hand.

Bring your money, as our new shirts will be on sale at the meeting. Lets get dressed up for the mall show. Shirts will also be available at the field. I will need a couple of volunteers to help with the distribution of the shirts.

The third time is a charm!!! Try to schedule a regular work day and see what happens. First time rain, second time snow and its anybody guess what will happen on the next scheduled work day. We will try to beat the weather man by having a rainout date, the following Saturday.

Several members have reported that the coke machine cage has been left unlocked by the last person to leave the field. Locking the cage is just as important as locking the gate.

Lets get all of our events scheduled as soon as possible. We still have lots of open dates.

Don't miss out on the raffle and drawing for a gallon of fuel. This month, the raffle will have approximately \$135.00 worth of merchandise. Lets see some competition for model of the month. See you at the meeting

In the spirit of GSW

Lewie Moore

President

AGENDA: GSW MARCH MEETING

Call to order

Approval of minutes of the February meeting as printed in the Tail Spinner

Treasurers report - Frank Mobley

Field report - Steve French

Flight Instructor Coordinator - Max Ficken

Safety Officer - John Bradley

OLD BUSINESS:

1. Mall Show
2. Work Day
3. Scheduled events
4. 2004 Leader Club Award
5. Rule A. 10 clarification
6. Presidents web page
7. Fence and electrical
8. Storage for mower
9. Any other old business

NEW BUSINESS:

1. 2004 Club Charter
2. Discussion of election of officers
3. Seven Towers Radio Control Club
4. Any other new business

PROGRAM:

Mark Fuess - 4 stroke and 2 stroke engines Part II

MODEL OF THE MONTH:

RAFFLE AND DRAWING FOR FUEL:

MEETING ADJOURNED:

February Secretary's Notes

2/10/2004 meeting was called to order by Club President - Lewie Moore. Members in attendance: 39
The minutes of the January meeting as printed in the newsletter were approved

Treasurers Report – Frank Mobley:
Current balance: \$4,733.69

Field Report - Steve French: The field's water supply had to be shut off due to an underground water leak. When the weather improves the PVC water pipe

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will be repaired, volunteers are needed to assist in the repair work. A mower person is needed to mow the field on Wednesdays, see Steve for more details.

Flight Instructor's Report – Max Ficken: More flight instructors needed, see Max for further details. Doug Adams made his solo flight this month!

Old Business:

Club Secretary Election - Sonny Coleman ran unopposed

Mall Show - The upcoming mall show will be held on the 13th & 14th of March at the North East Mall. See Tony Tri-marchi if you are available to help make this another successful mall show.

Work Day – The Saturday after each club meeting will be a work day for club members to work on field improvements and maintenance, there's plenty of work to keep busy with so please come help out. The work day will be from 9:00AM to 11:00AM, plan to come out to the field and do your part in making our flying field as good as it can be.

Club Tee Shirts - Shirts will be completed in 2-weeks.

New Business:

2004 Leader Club Award - James McGuinness and Walt Fisher will be overseeing the 2004 Leader Club Award.

Program - Vintage Aircraft Restoration, by Dick Atkins. Currently Dick is the Chief Historian and Director of Publications for the Vought Aircraft Heritage Foundation. The development of the V-173 "Flying Pancake" was shown through film shot during the beginning stages of the design of this unusual aircraft through the maiden voyage. A most interesting program, thank you Dick Atkins.

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

March Training Report

We have two new members that have soloed this month. I soloed Doug Adams and Walt Soloed Rodney Boswell. Congratulations Guys.

The club has applied and received authorization for the Introductory Pilot Program. This is a program that allows Designated Members that have received extended insurance coverage to instruct

not AMA members for a period of 30 days. We will be using this program to help people to start flying before their AMA membership arrives and to give interested individuals an opportunity to fly a time or two to see if this really is something that they want to do. There is some paperwork involved but if you know of someone that wants to get in a couple of flights or is waiting on a AMA membership Walt Fisher, Bob Mueller, and Myself are the designated Instructors and we will be glad to help you. We will also be using this program for the CAP program.

The current instructor list is included below. Students should call to schedule appoints for training if possible. If your name is not on the list and you wish to be included please call or email me with the time that you can train and how you wish to be contacted. I would like to be as specific as possible regarding the times you are available so that students can contact an instructor with compatible schedules.

New members:

I would like to welcome **David Duvall** to the club. Please Extend a Hearty GSW Welcome to David.

Max Ficken

Instructors

Max Ficken	Sunday afternoon and Wednesday Other times by	Home 817-498-4744 Cell 817 691-9630 Triplane@charter.net
Walt Fisher	Weekdays occasional	Cell 817-368-6619 Home 817-540-5921 Wlfisher@flash.net
Louie Moore	Weekday &	817-571-0347 Lfmooretx@aol.com
Mark Fuess	Fridays and Weekends	817-723-7617 mfuess@texas.net
James McGuinness	Call to set time	817-282-3509 Jamcg@attbi.com
John Bradley	Call to set times	817 680 9086
Frank Rowell	Sunday	817 656 2471

From The Safety Officer

This month I'd like to cover a couple of topics, first being mid-air collisions and secondly, new members/ pilots.

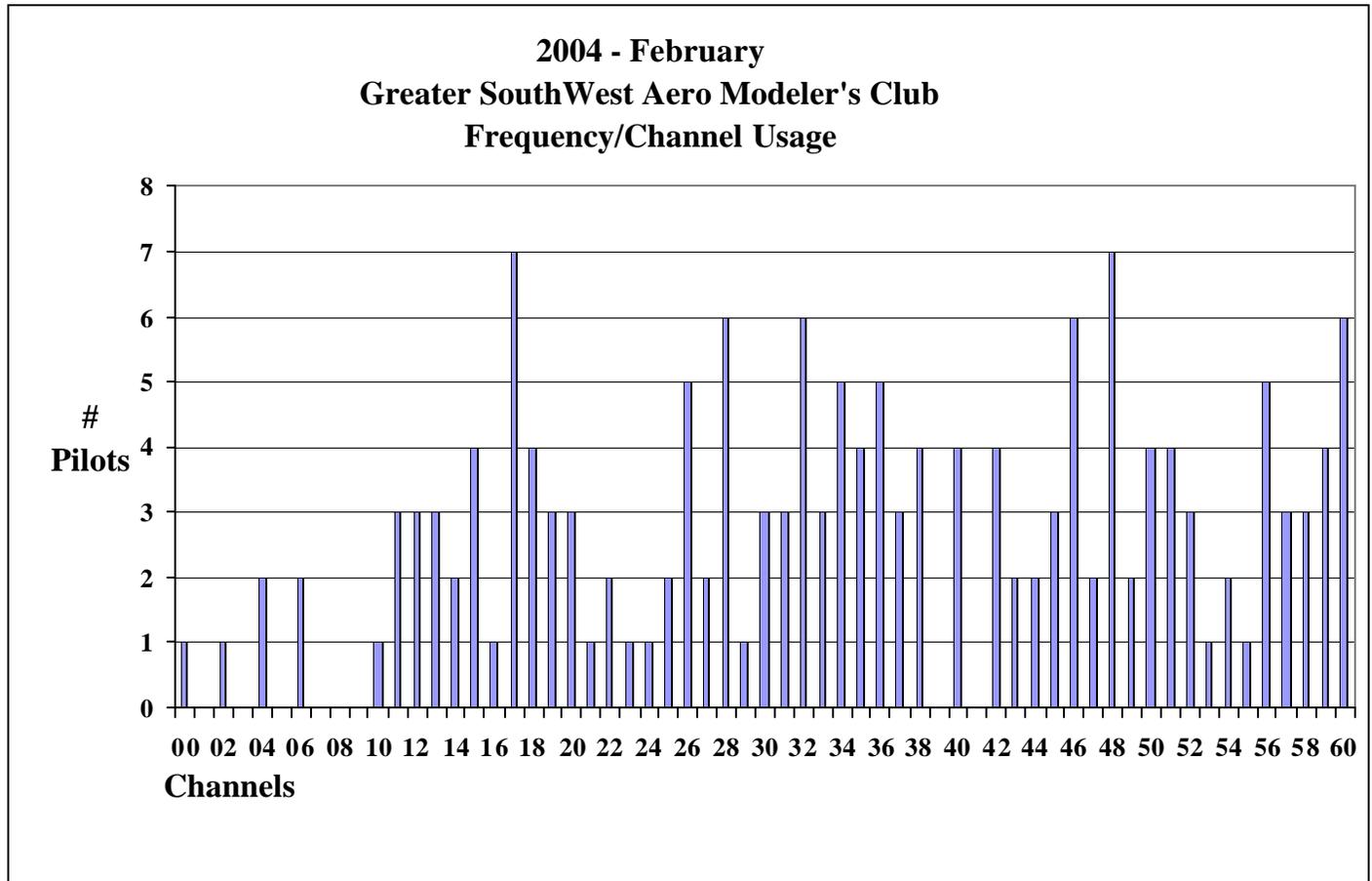
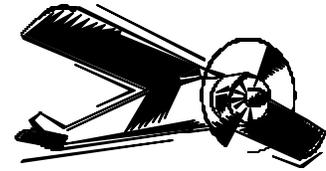
We all hope that we never have a mid-air collision, but when and if it ever happens to you, please remember the field regulations before the finger pointing begins. Paragraph D subparagraph 4 of the GSW field regulations state that "extreme aerobatic or 3-D flying should be done outside the normal established pattern, east of the runway when other planes are in the pattern. In addition, subparagraph 12 states that mid-air's are an equally shared responsibility. If a pilot is not flying an established pattern or is flying unsafely, he/she is morally responsible for the collision and should

make the other party whole for the loss. Flying in an unsafe manner, flying against the pattern, aerobatics, and 3-D flying, are a few examples of deviating from the established pattern. So before you blame someone else, make sure you are following the rules set forth in the GSW field regulations.

We are always happy to have new faces whether you are a new pilot or an experienced pilot just new to our club. I've had reports of new pilots flying planes (particularly H.O.R's) without instructors at GSW. This is dangerous to you and your fellow members. GSW field regulations Paragraph A subparagraph 1 states that, pilots who have not completed a solo flight may only fly with an instructor. Please get help if you are unfamiliar with your equipment or GSW field regulations. GSW has plenty of

instructors that are more than happy to share their knowledge and expertise with you.

John Bradley



FREQUENCY MANAGEMENT

This month's Frequency Management Chart reflects information provided on the 2004 members' applications. As membership applications are processed and or additional frequency information is received the chart will be updated. Please send frequency usage to gswfrequencies@flash.net or call Walt at 817 540 5921, if you did not include it on your application. Thanks to those who did and a big THANKS to Sonny for extracting the frequency information from the applications.

Shoestring Day at GSWAM



Saturday, February 28 was a special day at the GSWAM field. It looks like a flock of migrating Shoestrings landed!! Seriously, there was a very impressive showing and a fun time. The proud owners kneeling next to their planes here are from left to right: Paul Busby, Walt Fisher, John Bradley, Jim Moss. Mark Fuess, James Mc Guinness, and Bob Muller.



Helpful hints for two-stroke glow engines

Today's two-stroke glow engines are technological marvels; they're powerful, lightweight, easy to use, and with proper use and care, will last for many years.

Next to the radio system, the engine is one of the most expensive investments we make in Radio Control (RC) aircraft. Over the years, we've learned a lot about the care and feeding of engines, and we know there aren't any secrets to operating a model airplane engine correctly. From adjusting the fuel mixture and choosing the best glow plug to proper maintenance and using common sense to improve reliability, this article is full of helpful hints and information so you can have a happy relationship with your two-stroke glow engine.

Easy starting

Nothing is more frustrating than owning an engine that is difficult to start. Our frustration often leads to a flight that ends with a dead-stick landing or a crash. When you start any engine, there are three things to remember. For combustion to occur, your engine needs air, fuel, and fire (heat). If your engine won't start, check the carburetor to make sure that air and fuel are available and check your glow plug to ensure that it provides enough heat to ignite the air/fuel mixture.

Remove the glow plug and attach the glow driver; its element should glow brightly. If it doesn't, replace it; if it does, reinstall it. Close the needle valve and then open it three full turns. Place your thumb over the carburetor, and flip the propeller several times until fuel is drawn through the fuel line and into the carburetor. If you remove any one of these three elements from the equation, your engine will not start.

Two-stroke engine operation

The operation of a two-stroke engine is relatively simple. The crankshaft makes one complete revolution for every power cycle. During the piston's upstroke, the fuel/air mixture above the piston is compressed for combustion. At the same time, a fresh mixture is drawn into the crankcase below the piston. After combustion, the piston is forced downward,

and the spent fuel charge is expelled through the exhaust port. Simultaneously, a fresh fuel/air mixture is drawn through the carburetor and into the crankcase. The intake valve is sealed, and the mixture is forced through the transfer ports and into the cylinder above the piston to start a new power cycle.

Secure fuel lines

Proper fuel line installation is very important. If your fuel line is too big, it may leak air or even slip off in flight. Fuel lines come in several sizes, so use the size that best fits the carburetor's fuel fittings. Air bubbles in the fuel line may cause the engine to run lean, and if the line slips off, the engine will die. Be sure there is adequate slack in the line and secure it to the fuel fitting with a wire clip or a small length of fuel line slipped over the end of the main line.

Tight seals

If your engine begins to run erratically, and the mixture leans out even after you've adjusted the needle valve, you may have an air leak in the carburetor. Make sure the carburetor is firmly and properly attached to the crankcase. If the intake is sealed with an O-ring, check it for cracks or breaks and make sure that it's seated properly, lies flat, and isn't distorted when the carburetor-attachment screw is tightened. Make sure that all the adjustment screws and the needle-valve assembly are properly sealed and work correctly.

Check that the fuel-intake fitting is tightly screwed into place and that it isn't damaged or cracked. The fuel tank and fuel lines must be properly and securely installed. If you have previously nosed the model over or made a hard landing, the fuel pick-up clunk may have shifted forward in the tank; this can pinch off the fuel supply. The clunk and pick-up line should move freely, and you should be able to hear the clunk rattle in the tank.

Fuel flow

If your engine always runs rich or floods easily, check the position of the fuel tank. The tank should be installed in the fuselage so its centerline is at or slightly below the carburetor's spray bar. Use scraps of foam to position it securely so it can't move around in the tank compartment. If the tank is too high in the fuselage, fuel will tend to be siphoned

out and run freely into the carburetor.

If the tank is too low or too far away from the carburetor, the engine may have difficulty drawing fuel into the carburetor, and it will run lean. To improve fuel draw, attach a line from the pressure fitting on your muffler to the tank's vent line. If you use a third filler line with your tank, close it off to allow the muffler pressure to enhance fuel draw.

from *RC Prop Wash*
Ocala Flying Model Club
Dick Smith, editor
Ocala FL

(Continued from page 2)

Scot Cove, Austin, TX 78734 Phone:512-826-2658(both) Sponsor: Austin R/C Association #877 15th Annual event. Turbines and ducted fans only. Friday nite pilot dinner. Saturday nite Steak dinner & awards \$10. Hotel, Maps, & registration available at www.austin.org. CD Email: pfe@ev1.net

APR 17-18--Dallas, TX (AA) D.M.A.A. Spring Warm Up. Site: Hobby Park, Dallas, TX. Events: (301-310), 312, 313, Sport Jet, Texas Quickie Rat (JSO); Sportsman Goodyear, Goldberg (JS)(O). All Speed Record Ratio; Speed and Sport Jet flown both days; Racing events on Sunday CD: Patrick Hempel, 3005 Bayport Cir., Rowlett, TX 75088 Day Phone: 972-231-2185 Eve Phone: 972-841-8766 E Mail: PHempel@dataconninc.com Sponsor: Dallas Model Aircraft Association #1902.

APRIL 23-25--Austin, TX (C) 6th Annual Any Size Warbird Site: Lester Field, Austin, TX Kenneth White CD, 21046 Cameron Road, Coupland, TX 78615 Phone:512-365-7540 (day), 512-736-3007(eve) Sponsor: Austin Radio Control Club #877 Any Military aircraft including jets (Turbine waiver required) any color. Acft. Must have been used by military. Pizza Friday nite. Fajita Dinner Sat. Nite for pilots & guests - \$6 per person. Camping at field w/limited hook-ups @\$5 per nite. Landing fee - \$15. Field phone: 512-272-8402 Cd Email: f9flyer@aol.com

APRIL 24--Sherman, TX (C) Texoma R/C Electric Fly-In Site: Club Field, Sherman, TX Wendell Hubbard CD, 7924 Cold Shire Court, North Richland Hills, TX 76108 Phone:817-777-8230(day), 817-485-1498(eve) Sponsor: Texoma R/C Modelers #267 The fourth annual TRC Electric Fly-In. This is a Fly-In for all electric powered aircraft. RV's welcome. Lunch provided for pilots. Event web site: www.texomarc.org



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Greater Southwest Aero Modelers
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