



ARCS News



San Antonio, Texas

Alamo Radio Control Society
AMA Charter 603

www.alamorc.org
February 2020

CLUB FLYING SITE Is located just west of Macdona at 10025 Shepard Road

**Next meeting Tuesday, February 18 at Golden Corral,
9111 N. Loop 1604, 7:00 PM**

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Club Meetings

Held the 3rd Tuesday of each month (except Dec)
7:00 PM to 9:00 PM at
Golden Corral Buffet
9111 N. Loop 1604 W.
San Antonio, TX
78249 210-695-2366

Fun Fly

An abundance of sunshine, blue skies as far as the eye could see, crisp temperatures in the fifties and a light steady wind blowing down the runway greeted the nearly 30 pilots who attend the first Fun Fly of 2020. Seemingly good flying conditions might have forecast plenty of flying. In contrast, that was not the case. The wind blowing from the west-northwest meant pilots had to fly a reverse pattern, something many are not accustomed to, necessitating a keen awareness to the conditions at hand and avoid falling back into the routine pattern of left turn, left turn, left turn. The result: fewer aircraft took to the air though many were ready to fly.

Foam aircraft with their slow nimble flying characteristics seemed to have no problem adjusting and flew far more than electric, gas, or nitro planes. Conspicuous by their absence (at least during the Fun Fly hours) were the drones which normally are ever-present. The most notable flying was done by new member Steve Pursell when he flew his *Extreme Flight Extra 300*. Sadly, this did not end well. Approaching to land from the south the big 300 clipped the trees and crashed behind the roll of hay south of the runway; It's flying days ended.

Other notable events included a detailed topographic map of Harold Cannon field expertly prepared by Scott Foster. Laid out on display, Scott encouraged fellow pilots to provide feedback that will enable him make the map as informative and pertinent as possible. So, what was there to do if you were not flying? Bill Grozdanich provided the answer: Eat Hot Dogs! Bringing a crock pot full of hotdogs complete with condiments, chips, and hot chili Bill made sure everyone had hot food to feast upon while they watched others fly. Thanks Bill!

Jim Witthauer





Start them young!







MEETING MINUTES

The meeting was called to order January 21st at 7:00 p.m. The reading of the November 2019 minutes were approved as published in the Newsletter. Treasurer's Report was read. A motion was made to accept the Treasurer's Report. Approved.

ANNOUNCEMENTS:

The **Fun Fly** is **January 26th** from 10 am to 2 pm. Bring snacks (donuts etc.) for the pilots and food for the Food Bank.

OLD BUSINESS:

If you want a club shirt, check with Eric Amundsen, he will take your order. Order will require \$25 up front. Shirts are \$22. Extended sizes are \$2 higher. Any overage will be refunded when the shirt comes in. There is no minimum order. If you want a shirt, call Eric. Hats are \$15. Name Tags are \$6. New members, hats and name tags are free. Name tags will be attached to the board in the pavilion. New members check the board for your name tag. Secretary needs to send new member names to Eric.

The Club donated 1075 lbs. of food to the San Antonio Food Bank in 2019. Total for 2018 was 1,512 lbs. Thanks to all who donated. **Keep up the good work, folks!** Just put the food in the "Fun Fly Barrel".

Newsletter is done by Jimmie Neff. Newsletter is posted on the Club's Facebook page. You can go to the website and click on a link to get to the Club's Facebook page.

Website is maintained by Buck Murray. Pictures and newsletters updated. Changed payment section. Options broken down with explanations. No more PayPal fees (absorbed by the Club). Youth Membership (\$10) added. Members over 80 (with 5 years of membership) and officers do not pay dues but do pay the field maintenance fee.

The February 23rd fun fly will include a sloppy joe lunch. The club needs to send in a deposit for the October swap meet.

FIELD CONDITIONS

Field is in good shape. Benches now have wheels to move easily for mowing. Joe will make us two more metal tables. Need to schedule a work day to seal roof nails and seams and to replace broken pilot pads. Need more wasp spray.

Rent was paid early in December.

NEW BUSINESS:

New FAA rule for drone identification was discussed. AMA recommends that members write their congressman to protest the new rule.

Suggestion was made to consider designated areas for flying drones, foam planes, etc. to avoid issues.

SHOW AND TELL:

Jimmy Neff brought a new Horizon Hobby Smart Battery.



CRASH OF THE MONTH:

Bill Ponseigo won crash of the month.

Raffle:

The monthly raffles are designed to break even. Any access monies are used for the Christmas Party Raffle. Our wives and guests receive a free raffle ticket for attending the meeting.

Raffle Winners

Tom Richardson- Glow Igniter

Scott Foster- Fuel

Billy- Glue

Raul- Fuel

Buck- Spinner

Mike- Fuel

Dick R- Battery

Mike D- Glue

Bob S- Servo

Bonnie Davis- airplane



Bonnie and her Airplane



Member Spotlight

Following is an article by Peter Shavney Jr.

Outline for Bob Noll

Early history outline of free-flight and RC from the late 1930s just before the Second World War and beyond.

Born 10-12-1928 I had built and rebuilt several cars for my O gage model railroad while 8 or 9 years of age before the flying bug bit at age 10 in 1938. At the local hobby shop my eye caught sight of one of the largest boxes in the store. It was a Berkely Super Buccaneer balsa kit with a huge 7 ½ foot wingspan. Ninety inches tip to tip. As the oldest of six, I had a bit more freedom than the five younger ones and was always fascinated by anything out of the ordinary. My father who was an electrical engineer for the GE Company and a licensed ham radio operator (W3FFR) said OK, but I would have to pay all costs from my magazine and newspaper route. So the deal was struck and dad allowed me to use one of his workbenches in his usually off-limits radio shack.



Photo No. 9. Scene from the 1937 Nats at Ft. Wayne Airport, Detroit, Michigan, shows William "Berkeley Bill" Effinger fitting the wing to his brand new Super Buccaneer. Power was a Brown Jr., although the original kit plans show an O&R .60. Another of Bruce Lester's original photos.

I couldn't carry a box that big on my bicycle but Father to the rescue. Organizing the many pieces of balsa wood and aligning with the huge set of plans was the next challenge. First I built the fuselage then the wing which took a lot (90") of space on the workbench. However I made one colossal mistake. I wasn't strong enough to bend the landing gear into the required shape so had to let Dad do that. But then there was no way to insert the completed landing gear into the completed and planked body so Dad thought to cut it in half, pushing each half in from the opposite side of the body, later corrected 81 years later in 1989 during a major rehab. This involved cutting several sections of the planked fuselage completely out so that the one piece landing gear could be fitted and attached. My motto at that time was "...if you could build it originally, you could rebuild it later."

After six months of work the first fly day was at hand. Nearby in Broomall, PA, was the flying field of the Springfield Flying Farmers, now a large housing development. We quickly joined the group and later the AMA. RC was not yet on the market so had to set the on-board

timer for just several seconds the first weekend. After the weather turned windy, we packed up planning a second fly day visit for the following weekend, weather permitting.

For the second weekend we set the timer for 25 seconds, but after timeout, the plane kept climbing and climbing and heading toward the Delaware River about 10 miles away, and the state of New Jersey. We hopped into the car trying to keep the plane in sight, but had to give up the chase after reaching the half-mile wide river with no bridge in sight.

It was a serious loss for our brand new team. But then early the very next morning we were surprised and amazed to get a phone call from a farmer in Paulsboro, NJ, who found our name and phone number inside the plane. He was about to complete plowing that part of the cornfield, but said that if we wanted the plane to come down right away and he would hold off on plowing the rest of the field. Talk about luck! So we piled into the car and soon found the plane perched on top of a long row of corn. There wasn't a scratch on it and it looked 100% flyable. However, we decided then and there that we would not fly again without radio control.

(Following is from Pete's 2019 end-of-year newsletter and adds to the story)

Had birthday party number 90 at the TTM (Texas Transportation Museum) last October and over 100 special lunches were quickly eaten. A huge Styrofoam 90 was hung from the ceiling and a nine-layer birthday cake was centered on the table with a RROC flying lady on a pedestal for a backdrop. A huge timeline nearly 17 feet long was displayed containing the story of my life with nearly 100 photographs covering many of my hobbies and activities for the past 90 years.

As the oldest of six, I got the best photographic coverage from Dad who in addition to being a well-known electrical engineer was, like me, a good photographer and into many other hobbies such as amateur radio, radio control, classical music, etc.

At the age of 10 I constructed a huge flying model of the "Super Buccaneer" airplane which was based on the popular Piper Cub in which I had flying lessons many years later. After relocating to Texas in 1983, I left the plane in the hands of brother #3 (Donald) who passed away a year ago. Don flew it many times from the local flying field in Broomal, PA just east of Philadelphia. After his passing, I agreed with brother #2 (Richard) to get the plane back and ship it to San Antonio. The 90" wing had to be cut into three 30" pieces for shipping.

My nine foot long concert grand piano came in handy for a base upon which to rebuild the huge wing. I'm now a member of the local ARCS (Alamo Radio Control Society) with the oldest vintage flyable airplane in the group. I didn't need any more hobbies, but this one is another reason for writing a book to be called "Too Many Hobbies." Imagine being active in model building, piano playing and teaching, amateur radio (I'm now WA3OVH), RROC, AMEE (Alamo Model Railroad Engineers). Problem is working on the book and related articles all at the same time. My mailman says that I have the most interesting mail of anyone on the route.

Well, back to the computer as a large magazine publisher wants a few pictures from my memories of the early days of flying before radio control was around.

Again, Happy new year and start a new hobby. You'll live longer.

Peter