



ARCS News



San Antonio, Texas

Alamo Radio Control Society

www.alamorcs.org

AMA Charter 603

March 2020

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

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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

**Notice: Due to the Coronavirus, the March 17 meeting
has been cancelled. Fun Fly on March 22 is still on.**

February Fun Fly

The day started out smooth and calm, forecasting near perfect conditions for clean precision flying for the February Fun Fly. By midday the circumstances were anything but smooth or calm. Winds which were absent during the morning hours suddenly arrived at midday with gusty currents blowing across the runway. The effects produced challenging flying weather featuring sloppy landings much like the sloppy joe sandwiches everyone enjoyed for lunch. A count of 30 pilots watched the nearly ideal flying settings disappear in moments leaving most to cease flying entirely or to sit temporarily and watch those who dueled with the wind. Those who came early in the morning enjoyed the best flying of the day.

Notable aircraft included a *60cc Extreme Flight Slick 580X* and a *Flex Innovations Mamba 60E* biplane flown by visitor Bob Sawyer. Bob also impressed everyone with some awesome 3D flying. Unfortunately, the Biplane died in a crash when Bob was momentarily distracted with his radio. Chris Freeman brought an impressive T-33 and a "*Journey's End*" P-38J. Finally, Bill Surrat boldly flew a diminutive *Horizon UMX ULTRX Ultra Micro Twin* Airplane until the wind proved to be far more powerful than the little jet. And as has become a monthly event, there was the usual Air Force verse Navy rivalry between Juan Galvez and Curtis Chambers.

Sloppy Joe sandwiches provided by Tom Richards along with bountiful assortments of condiments, chicken and potato salad, and drinks, were complimented by a crock pot of hot food from Stephan Christensen. Rest assured everyone who was hungry had plenty to eat. When the flying isn't very enjoyable what better alternative than to eat good food, talk about airplanes and swap stories? Though the weather was less than accommodating, the camaraderie was perfect.

Jim Witthauer



Fun Fly Photos





Meeting Minutes, February 18, 2020

Note: The March 17 ARCS meeting has been cancelled due to Coronavirus concerns. We will still have the Funfly on Sunday March 22.

The meeting was called to order February 18th at 7:00 p.m. The reading of the January 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.

Guests: None

ANNOUNCEMENTS:

The **Fun Fly** is **Jan 23rd** 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 and you must prepay. Shirts are \$22. Extended sizes are \$2 higher. 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.

The Club donated 131 lbs. of food to the San Antonio Food Bank in January 2019. Total for the year is 131 lbs. **Correction: The total for 2019 was 1705 lbs.** Thanks to all who donated. **Keep up the good work, folks!** Just put the food in the "Fun Fly Barrel".

FIELD CONDITIONS

Field condition is excellent. Roof has been patched. Broken pads were replaced. Wheels have been added to all tables to allow them to be moved easily during mowing.

OLD BUSINESS: Sloppy hoes will be served at the funfly. Bring pot luck snacks and desserts.

Please write your comments on remote ID to the FAA. Videos on Motion RC and Horizon sites show how to do it. Need to submit comments by March 2nd.

The Tri City Flyers swap meet will be Feb 28-29 at Garden Ridge.

NEW BUSINESS:

None

SHOW AND TELL:

None

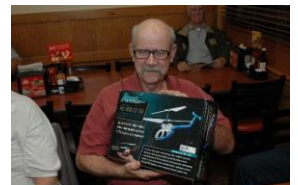
CRASH OF THE MONTH:

After an amazing 3D demonstration for the crowd, Steve Pursell crashed his beautiful Extreme Flight Extra 300 into one of Joe Rohmer's trees on landing approach from the East. Steve is already moving equipment to the replacement airframe.

Raffle:

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

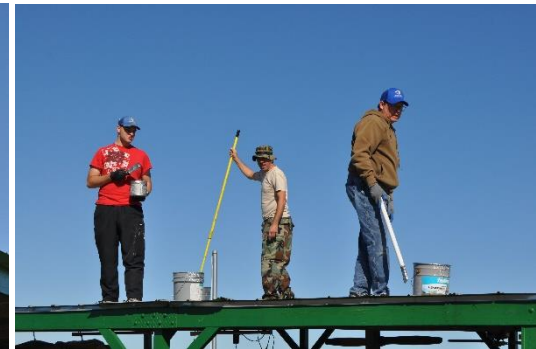
Dick Reich- Lipo Battery, Curt Bush Bobblehead
Tony Centeno- Fuel, E-Flite Mustang
Stefan Cristensen- Wheels, Charger
Bill G- Protocol Helicopter
Bob Severence- Coaxial Helicopter

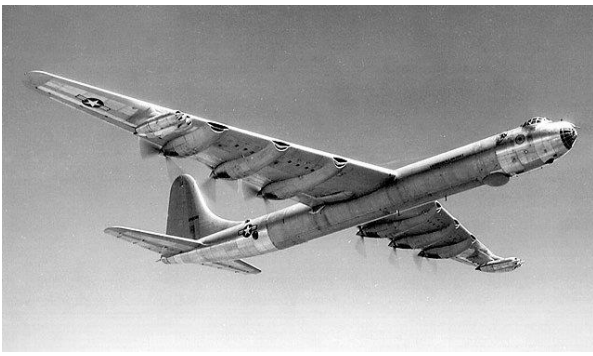


The meeting adjourned at 8:16 PM.

Workday Photos

Saturday, February 1, was a work day at the field. Volunteers worked from about 10AM on the pavilion roof, replaced some pilot pads and did some repair/maintenance work on the mowers. Of course there was flying to be done too.





Strategic Air Command (Old Movie)

The other day I watched an old movie, "Strategic Air Command," starring Jimmy Stewart and June Allyson. The plot involves Stewart, a former WWII B-29 command pilot and now 3rd baseman for the St. Louis Cardinals, being called to active duty (he had signed up as a reservist) to join the new Strategic Air Command. Neither he, his wife nor his manager were pleased. I remember seeing the film when it first came out in 1955. I was living at Patrick Air Force Base, Florida where my Dad was an Air Force warrant officer and purchasing/contracting officer. Dad managed contracts to build the early parts of what became the new Kennedy Space Center.

The film features some neat flying and internal shots of the B-36 Peacemaker and the B-47 Stratojet all-jet bomber that preceded the B-52. Kelly AFB was the major overhaul and repair base for the B-36. I remember as a kid watching them fly over much like the C-5s fly over now. They were big, had 6 propeller-driven engines and 4 jet engines on the wings. The old phrase from the pilots was "...6 turning, 4 burning." They made a distinctive droning sound you could hear, even when they were up 40,000 feet. You could hear them though you couldn't see them. The movie captures that sound. Before air-to-air refueling the B-36 had to have an intercontinental range. In the movie they fly from Carswell AB Texas to Alaska and back on an "around the patch" mission without refueling. The movie today seems a bit hokey, really a SAC promotion piece, but has lots of airplane shots that make it interesting to an airplane addict like me.

Neat thing about it all is that Jimmy Stewart really was a bomber pilot and eventually a Brigadier General in the Air Force Reserve. He flew B-24 bombers over Germany in WWII and joined the new Air Force as a reserve pilot and base commander. Stewart actually flew the planes in the movie, if not for the film shooting, then for sure as part of his Reserve duty. He was checked out in the B-36, B-47 and B-52. I found the following on the internet about his last combat mission:

"20 February 1966: Brigadier General James M. Stewart, United States Air Force Reserve, flew the last combat mission of his military career, a 12 hour, 50 minute "Arc Light" bombing mission over Vietnam, aboard Boeing B-52 Stratofortress of the 736th Bombardment Squadron, 454th Bombardment Wing."

Jimmy Stewart came back from WWII suffering from what we now know as post-traumatic-stress-disorder or PTSD. It was caused by the intense danger and stress he encountered flying missions over Germany through flak and fighter attacks. His first movie on returning was Frank Capra's "It's A Wonderful Life" about a man contemplating suicide who is convinced by an angel to live because the world would be worse off without him. Stewart credited the movie for helping him get through his PTSD.

My Dad was transferred from Patrick to Torrejon Air Base in Madrid, Spain in 1957 for a 3-year tour. I was 12. We didn't have an Armed Forces Radio station the first year and a half, and the latest records from the states came months after they were popular in the U. S. In fact, the record companies sent the tapes to England and the 45s (younger guys ask an older one what those were) were pressed and sent through the Armed Forces Exchange Service down to us months after the songs appeared on the top-ten radio stations in the US. This was 'way before iPods or cell phone music.



The SAC B-47s used to deploy to Torrejon on a rotating basis. Torrejon was a SAC base. I remember the red alert lights all over the base, even in the movie theater, exchange, commissary and snack bar. When the lights started flashing red the crews would jump up and rush for the door headed for their planes. You didn't get in their way, they'd run you over. They had only minutes to man their planes and take off.

My 7th grade math teacher's boyfriend was, I think, a navigator on a B-47. I faintly remember him talking about the math aspect of navigation, the excuse for him being in class. He would record the top 10 songs from the U.S. and bring the tape to class and play the latest songs for us. Our class that day was about music appreciation! Thanks to the Strategic Air Command we were kept up-to-date on the latest music from the 'States. Airplanes, math and music; there is a connection. **Jim Neff**