



ARCS News



Alamo Radio Control Society

www.alamoradiocontrol.club

San Antonio, Texas

AMA Charter 603

April ,2025

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Club Meeting:

Held the 3rd Tuesday of each month (except Dec)

7:00 PM to 9:00 PM

Tuesday. Biggs Burger

Joint, 10106 State Highway 151, San Antonio, TX 78251

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

The next club meeting is scheduled for Tuesday April 15, 2025, at 7 PM at Biggs Burger Joint, 10106 State Highway 151, San Antonio, TX 78251, (210) 543-2029.. Monthly Fun Fly the following Sunday.

March 2025 Fun Fly

There were no dull moments at the March Funfly. Not only did the event feature the usual serving of phenomenal flying, it also featured two spectacular crashes, a flyaway airplane, a custom pilot chair appropriately named *Ol' Fogey*, the maiden flight of a long-winged aerobatic glider, and a daredevil motorcycle rider. The Fun Fly culminated with a demonstration of Team Flying by the **Trojan Trio**.

Early in the day Dusty Blowers' *E-flite Carbon Z Cessna 150* was destroyed in an exploding crash that hurled the plane's battery into a distant hay bale leaving a gaping hole in the bale. Later George Wilson's venerable *Tiger 2* crashed into the fence bordering the distant cornfield and was obliterated. Regrettably the sound of the *Tiger's* nitro engine is now forever silent. Steve Jenkins delivered the *Ol' Fogey* pilot chair for use by Bill Ponseigo. The mobile chair is complete with an elevating, rotating, padded seat, bearing wheels, tow handle, and a cover for storage. The chair will make for comfortable flying for Bill or anyone else wishing to fly comfortably seated, (*Old Fogey* or not). Steve gave a demonstration of the chair's custom features, which he designed and built from scratch. Darren Manson flawlessly flew his new *FMS 3000mm Fox Aerobatic* glider featuring a 118" wing span on a maiden flight. And there was the incident of the flyaway *Aeroscout*. Steve Jenkins and Chris Freeman lost track of Steve's *Aeroscout* when they were apparently confused as to who would take control of the radio. While they were distracted sorting out who was the pilot the plane flew off into the distance and was lost. Efforts to find the plane were unsuccessful until late in the day when the flyaway *Aeroscout* was found lying upside down with minimal damage by Michelle and Reyden in the Lucky Ranch area. Good Job Reyden and Michelle! The flyaway was contrasted by Dick Reisch who flew his airplanes using the *Spektrum Sky ID remote Module* and *Open Drone Map* which he demonstrated at the March Club meeting. With these he was able to track each flight with his smart phone. Not typical for a club flying event, the daredevil motorcycle ride was the amusement of Juan Galvez and Darren who drove the astonishingly realistic $\frac{1}{4}$ *Promoto-MX FXR 2S RTR Brushless* motorcycle off the north end of the runway. The daredevil motorcycle made several wild runs through the grass then leaped over the berm onto the runway, landing on its rear wheel only to speed away for another run.



Trojan Trio Caden Morse, Reyden Lopez, Cliff Chetwood Jr

Sal Sordo arrived with his two grandchildren and his friend from College, Alvaro Gutierrez, who is returning to the hobby after a long hiatus from flying. Together they amused themselves watching the children repeatedly launch their parachute equipped rocket.

Jeanette and Cliff Chetwood treated everyone to delicious chicken sandwiches. And Rick Saucedo delivered a box of Breakfast Tacos. Everyone ate well.

The highlight of the day was the team flying event by the **Trojan Trio** consisting of Caden Morse, Reyden Lopez and Cliff Chetwood Jr. They each piloted a T-28 Trojan, with two airplanes bearing colorful streamers to identify each airplane. One-by-one, the planes took off in succession then formed up, and made several passes over the runway in formation both at high and low altitude. Their skill and certainly their enthusiasm are both remarkable and commendable. They are the club's youngest, if not the first ARCS aerial demonstration team in many years. Bravo Trojan Trio!

Jim Witthauer

ARCS Meeting Minutes March 18, 2025

The meeting was called to order March 18th at 7:00 p.m. The reading of the February 2025 minutes were approved as published in the Newsletter. Treasurer’s Report was read. A motion was made to accept the Treasurer’s Report. Total funds was \$12,705. Approved.

Guests:

Chloe, Issac, Toni

ANNOUNCEMENTS:

The **Fun Fly** is **March 23rd** from 10 am to 2 pm. Bring snacks (donuts etc.) for the pilots and food for the Food Bank.

Eric Amundsen handles hats for club members. For new members, hats are free. Replacement hats are \$15.

The Club donated 283 lbs. of food to the San Antonio Food Bank in Frb 2025. Total for the year is 447 lbs. Thanks to all who donated. **Keep up the good work, folks!** Just put the food in the “Fun Fly Barrel”.

FIELD CONDITIONS:

Rob Lane- Table repairs progressing

Port a potty- Getting a supply of paper at the field sine we no longer get routine servicing (as needed only).

Clifford Chetwood donated the new large orange windsock at the fence line by the pond. Thanks Cliff!

OLD BUSINESS:

The ARCS link tag on the Facebook page needs to be updated.

NEW BUSINESS:

ARCS (through Eric Amundsen) will no longer handle nametags or shirts. Just got to be too complicated and many nametags were never picked up. Eric will still handle the ordering and distribution of ARCS hats. Hats are free for a new members and currently are \$15 for replacements.

Clifford Chetwood developed a ARCS field airport for Realflight that has been distributed to members. Looks and fly’s great! Thanks again Cliff!

SHOW AND TELL:

Cliff Chetwood demonstrated his ARCS Realflight airport model



Bill Ponseigo showed the use of Polycrylic water based polyurethane to put a coating on his new Vulcan Jet



shiny



Bill Lane showed of his Top Flite P-40E scratch built from plans



Jimmie Neff brought in his Phoenix Space Walker 64 with a Saito 56 four stroke

Pat Flores showed off his OS 26 powered mini stick with FM receiver

Dick Reich demonstrated phone app that tracks position of a plane through it's remote ID module to locate it if lost.



CRASH OF THE MONTH:

Cliff Chetwood- P-39 was set to SAFE (unknown) and crashed due to positive feedback loop to the elevator due to receiver being installed backward.

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.

Bill Ponseigo won the E-Flite T-28 which he gave to Shawn Graue so he can join the ARCS Youth T-28 Squadron.

The meeting adjourned at 8:54 PM.

The Day Tex Johnston rolled a 707 over Seattle

I think it was 1959. I was 14 and President Eisenhower was flying into Torrejon Air Force Base for a meeting with Generalissimo Francisco Franco. There was a pass in review of the airmen on base, marching you know, and an air show by the Thunderbirds flying F-100 Super Sabers. I was impressed by the shiny, new 4-engine jet transports the President and his entourage flew in. I was to learn they were special Air Force versions of the new Boeing 707 jetliner. When we flew back to the US from Spain, we flew in an old C-54, I think it was equal to the Douglas DC4, driven by 4 radial engines.



Boeing had developed the 707, its first jet-powered airliner, basically as a speculative venture. It was first called the Dash 80. They'd spent 16 million dollars on the prototype, almost all of Boeing's profit since World War II. The Test program lasted 4 years.

In the early 1950s jet airliners had a less-than-stellar reputation. The British-made DeHavilland Comet had structural flaws that resulted in widely-publicized fatal crashes. Boeing had a jet airliner, but no customers were breaking their doors down.

In 1955 thousands of people flocked to Seattle's Lake Washington for Seafair week and the Unlimited hydroplane races.

Among the crowd were representatives of the International Air Transport Association and Society of Aeronautical Engineers. It was a who's who of the aviation business of the day. Boeing Chairman Bill Allen asked chief test pilot Tex Johnston to make a test flight on Gold Cup Day with a pass over the Gold Cup course. Aviation people from all over the world would be watching. Tex planned his own demonstration of the Dash 80's capability. As he passed over the course, Tex executed a 1-G maneuver he knew the Dash-80 could safely do, an aileron roll. Just in case someone missed it, or didn't believe their eyes, he did a 180 turn, flew back over the course and did it again!

As spectacular as it looked, Johnston stated that the one G maneuver was non-hazardous. In his book "Jet-Age Test Pilot," Johnston explained,

"The airplane does not recognize attitude, providing a maneuver is conducted at one G. It knows only positive and negative imposed loads and variations in thrust and drag. The barrel roll is a one G maneuver and quite impressive, but the airplane never knows it's inverted."



One of the test engineers brought a camera and snapped a famous photo of the wing with the engine on top and the ground below. When challenged by President Bill Allen as to just what he thought he was doing, Tex Johnston replied, "...Selling airplanes." And he did too. After that orders poured in and the 707 became one of the most famous jetliners ever. The airframe is still flying although most airliners have been retired. It lives on as the KC-135 Tanker and the AWACS airborne command and control system.

If you want to see a video about the event check out this U-Tube offering: [https://youtu.be/AaA7kPfc5Hk`](https://youtu.be/AaA7kPfc5Hk)

(This was assembled from various sources)

March Fun Fly Photos
Jim Witthauer











