



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).

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



It just happens! Every now and then someone will leave the field after a fun day of flying and forget something at the field; starter, hotshot, tools, transmitter, etc.. We have all done it, and it will continue to happen. Rule # 1, the item should still be at the field when the owner returns to pick up what was left behind. Rule # 2, what's left at the field stays at the field and doesn't go home with someone else as a new claimed possession. Rule # 3, try to find the owner. Rule # 4, if you find a left behind item, leave it on the shelves by the frequency board or on top of the coke machine. The owner will appreciate that very much. Rule # 5, to avoid a lot of confusion put your name and phone number on everything you carry to the field. Return address labels work great, and all of you who have a printer can create your own labels. Remember we need to look out for each other.

Let's ponder awhile about the apathy that exist within GSW. It's like pulling teeth to get some of the members involved in the functions of GSW. We have a first rate newsletter that, apparently, isn't very well read. Since I have been President, I have received very few comments, pro or con, on articles written for the members benefit. We have had very interesting and informative programs at our monthly meeting,

model of the month competition, a fun auction, plus a drawing for a gallon of fuel donated by Airport Pawn and Hobby. We have a first rate website (flygsw.org) that, currently has only 63 signed in members, and I know most of our 200 plus current members have a computer. All this takes a lot of effort by a lot of people, yet we can't even get 25% of the members to attend our meetings and events.. We even have a hard time giving away FREE FOOD. May 8th was the clubs annual free Bar-B-Que Fun Fly. It's supposed to be a day to show up and fly and enjoy some great bar-b-que and all the fixins, compliments of GSW. I don't think we had over 25 members show up. The food was great thanks to our outdoor chefs Gary Stephens and Steven Ruyle. Gary had to take a day off work Friday to get the cooker setup and arrived at 3:00 am Sat. morning to get everything going in order to have the food ready by noon. This doesn't count the time spent at the store buying all the supplies and clean up time. Thanks Gary and crew (wife Angela and daughter Stephanie) for a great job and some very delicious food.

It just doesn't seem right when 80% percent of the membership takes such advantage of the 20% who are willing to show up and be involved in GSW. At our last meeting the program was presented by our District VIII Vice President, Dr. Sandy Frank, and he emphasized the unique situation we enjoy as a member of GSW by asking how many, present, had to drive over 30 minutes to get to the flying field. I recall there were 2 hands raised. Dr. Frank stated that in

Next Meeting:

**Tuesday, June 8
7:00pm
At the Field**

June Event Calendar

JUNE 4-6--Denton, TX (C) DFW Jet Rodeo Site: Eagle Field, Denton, TX Greg Pulcini CD, 2602 Sherrill Park Drive, Richardson, TX 75082 Phone:972-690-5863(both) Sponsor: North Dallas RC Club #1238 Event web site: www.ndrcc.com CD Email: gpulcini@aol.com Turbine/Ducted Fan only. See web site for maps and event info. 650' X 50' paved runway. Camping/RV Hookups, \$10/night. Awards, raffle. Registration - \$25 Additional Club Information

JUNE 5-Haskell, TX (C) Texas Chiefs Annual Open House Site: Model Airport, Haskell, TX Kenny Watson CD, 805 North 11th, Haskell, TX 79521 Phone:940-864-3805 (day), 940-864-3090(eve) Sponsor: Texas Chiefs #1732 Plaques for best Civilian Model Aircraft and best Military Aircraft. CD Email: hcad@westex.net Additional Club Information

JUNE 5 - Hurst, TX (UnSanc) COLLECTO and Swap Meet. Site: UAW 218 Union Hall 98 Hurst Boulevard (HWY 10) Hurst, Texas (East of Ft. Worth). Registration Fee - \$5.00. Registration Fee with table - \$10.00. Approximately 50 tables available so reserve tables early. Set up 7:30 AM. Doors open 8:00 a.m. to 7:00 p.m. Surprise Awards!! and award for Best Display!! Contact: Kay C. Yarborough 5967 Fox Hill Dallas, Texas 75232 (214) 376-6192 Steve Bennett (972) 709-1732 for "Table Reservations". Due to the progressive turnouts from the past Collectos, we suggest you reserve your table early. We have approximately 40 tables remaining at this time.



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"LODGING. LODGING": Best Western Mid-Cities Inn & Suites - 125 N.E. Loop 820. Hurst, Texas 76053. Located only two miles East of Collecto, has been selected for our out of town guests. They have given us a

SPECIAL DISCOUNT RATE of \$45.00 plus tax, No Charge for extra persons! Please contact BEST WESTERN MID-CITIES INN phone: (817) 284-9461 or fax: (817) 284-2126.

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(817) 589-2624

5720 Davis Blvd.
Fort Worth, Texas 76180
(817) 581-0553



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JUNE 12--Frisco, TX (C) North Texas RR Series, North Dallas Club Site: Warren Field, Frisco, TX Roy Appleton CD, P.O. Box 118172, Carrollton, TX 75011-8172 Phone:214-418-5260(day), 972-492-0282 (eve) Sponsor: North Dallas RC Club #1238 RC Combat event - RCCA Sanctioned event, SSC only. Everyone is welcome, RCCA Membership not required, AMA Membership is required. CD Email: twelveoclockhigh@comcast.net Event Site: www.texascombat.com Additional Club Information

(Continued on page 8)

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

(Continued from page 1)

most metro areas the flying fields are located outside of the metro areas. Take a look at Dallas!!! How many clubs enjoy the convenience of having their field located smack dab in the middle of a metro area. By looking at the club roster, not many of us drive more than 20 minutes to get to the field. Due to our best friends, the asphalt plant to our east, the Trinity River to our North, a commercial area to the west and the old dump we fly off of, I really don't see us, in the foreseeable future, in jeopardy of losing our flying site. The only threat I can foresee for GSW is the apathy within. Lets see if we can't turn that around by getting involved somehow or another and keep the spirit of GSW going.

What a day! Our first appearance at the NASJRB Air Show was a resounding success. NASJRB stands for Naval Air Station Joint Reserve Base, formally Carswell Air Force Base. As far as I know, this is the first time GSW has been invited to fly at an air show. Thanks to Chuck Rovell, Mark Fuess, Gary Stephens and John Graham for making sure that our performance ran smoothly. We flew off of the taxi way right in front of the VIP section at show center, which also turned out to be the best seat in the house to view the show. Our fly time was from 9:00 am to 11:00, which allowed all participating plenty of flights. One of the highlights of the events for those present, was meeting 4 of the renowned WWII Tuskegee Armen. Mark took plenty of photos and has displayed a bunch of them on our website. Get on the website (flygsw.org) and click onto the chat room, next click news and then air show and enjoy Marks pictures. Hopefully we will be invited back to their next air show. Thanks to all of you who participated for a job well done.

Put June 20th on your calendar. It's H. O.R. DAY!!!!!! Load up your H.O.R and show up for a great fun fly and fun filled day. We are expecting pilots from other area clubs. Hopefully we will have 40 plus pilots willing to test their skills in the climb and glide, pylon racing and combat. I guarantee a good time will be had by all.

Steve still needs help with the watering of the field. It's that time of year and he needs members to help put out and

pick up the watering system. During the hot weather the field is watered on Monday night, Wednesday night and Friday night. It does take a little work to have a nice field. Contact Steve French at 817-284-0875 or 817-313-1098.

You helicopter members need to come forward and take the responsibility of mowing and maintaining your flying area. It shouldn't be the airplanes guys job to keep your area mowed. Let Steve French know who will be doing the mowing

Our next work day at the field will be June 12th. Bring your shovels and rakes, as we will start to fill in the low spots on the runway.

Another date for the calendar. Our Christmas party will be Sunday December 5th 6:00 pm at the North Main Bar-b-que in Euless. The tickets will be \$12.00 per person, same as last year.

During our program last month, Dr. Sandy Frank talked about the "Dirty Dozen" award program. This is an award given by the club to a member or members who has gone above and beyond the normal call of duty in club participation. I have given this idea considerable thought and I think this club should have its own award program to recognize members who proceed above and beyond the normal call of duty. Last year at the Christmas Program we presented our past President with a plaque that had a picture of him standing next to Charles Lindberg's airplane the "Spirit of St. Louis". The name of the plane was removed by computer enhancement and replace with the "Spirit of GSW". That's how the phrase, "In the Spirit of GSW" was coined. I am sure most of you know I have used that phrase quiet often in my column. I feel it would be very appropriate to name this award, "In the Spirit of GSW". Your opinions on this matter will be appreciated.

The July meeting will be replaced by the club auction. Bring your junk and take some treasures home. Remember one man's junk is another man's treasure. Contact Lawrence Hartville (817-589-2636 or email lawharv@yahoo.com) for more details.

Lets see if we can have 50 members at

the field for the next meeting, Tuesday June 8th 7:00 pm.

"In the Spirit of GSW"

Lewie Moore
President

AGENDA: GSW JUNE MEETING

Call to order

Recognize quest and new members

Treasurers Report: Frank Mobley

Field Report: Steve French

Flight Instructor Coordinator: Max Ficken

Flight Officer: John Bradley

OLD BUSINESS:

1. Mall Show payout
2. Fence recap
3. July club auction
4. Upcoming events
5. Christmas party
6. Shelters at field and pond
7. Any other old business

NEW BUSINESS:

1. Club hats
2. Any other new business

PROGRAM:

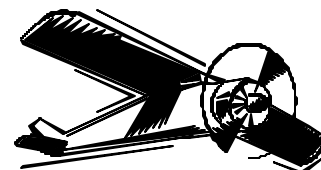
Sonny Coleman will make a presentation about our Website. You will learn how to use it.

Roy Baker will explain, what it takes to get the Tail Spinner to your email or mail box

MODEL OF THE MONTH:

RAFFLE AND DRAWING FOR FUEL:

MEETING ADJOURNED



May Secretary's Notes

3/11/2004 meeting was called to order by Club President Lewie Moore at the flying field.

Members in attendance: 30

The minutes of the April meeting as printed in the newsletter were approved

Old Business:

Election Of Club Officers – The Club Officers election date was changed by the club membership attending the April meeting from June to December. A motion was made, seconded and approved to change the election month from December to November. The current club officers term of office is extended to the November election date.

New Business:

Christmas Party 2004 : The club Christmas party is tentatively set for December 5th or 12th at the Main Street BBQ restaurant.

Program: This months program featured Dr. Sandy Frank, AMA District 8 VP.

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

NEW FENCE COMPLETED MEMORIAL DAY WEEKEND:

Thanks to a bunch of members who gave up their memorial day weekend, and worked several days in the 90+ degree heat, as a result, we now have a new flight line fence with safety barriers at each entrance. The job started Friday by cutting the fence rolls into 2 foot widths. This was a very time consuming and tedious job, especially attaching and bending the cut ends. Next came putting in all the post. Lots of holes were dug and the post were placed in concrete, and I might add as straight as an arrow. The top rails were added and the fence wire was stretched and attached. Sunday morning the wire tying was completed and dirt from the post holes cleaned up. Gary then jumped on the mower and mowed the infield area.

This is a very low cost project thanks to Gary Stephens and David for donating most of the materials needed.

I might miss a few but I would like to thank the following members for working very hard on this project: Gary Stephens, Stephanie Stephens, Steve Ruyle, Max Ficken, Sonny Coleman, Joel Jerabek, Frank Mbley, Steve French, Jerry Stagner, Gregg Reynolds, Steve Ruyle, John Graham and Tim Lovett.

Thanks again for a job well done. A nice flying site just doesn't happen by it self. Everything you see at the field was built by and paid for by the membership. It is maintained the same way. We have no outside assistance what so ever.

In the Spirit of GSW
Lewie Moore, President

AMA D8 VP Comments

Just some brief notes about Dr. Sandy Frank's comments at our meeting in May

Talked about the "glue that holds us together"

Over half of our AMA Insurance claims were for non-flying/modeling activities Safety around our field. Slips/falls/accidents in the parking lot/field Size of models/speed not a link to number of incidents.

AMA Member Turn over – 25% a year
Only 1% female members – a problem for us
Number of clubs in D8, about 280
Largest club in D8 – Houston –400+ members – affiliated with the NASA space center

Sense that in our area (north Texas) we have the advantage of great hobby shops, flying fields that are close, and a sense of comradeship that's different from many parts of the country. He's noticed that in many areas the clubs are competitive and members really don't like each other. It's really a difference here in North Texas where we really embrace AMA members from different clubs coming to our fields, our fly-ins, and our competitions.

Talked about the "Dirty Dozen" awards. Many of our members weren't aware of this award. It comes from the fact that in any club, there's a few hard-core members who do all of the work, the "Dirty Dozen" that makes everything happen. I think we know of the names we'd nominate in our club.

Hmmm... something to think about.

Roy Baker
Newsletter Editor
Rbaker19@comcast.net

May Training Report

Training Report; In spite of the Continuous Hurricane we have experienced this year training is progressing. Please advise prospective new students to contact one of the instructors to schedule training outside of the regularly scheduled Tuesday/Thursday training times. I appreciate the help from club members with training. If you would like to be and instructor please contact me.

Max Ficken

Hello Club members.

My name is Mark Grohe, a local club member, and I am interested in purchasing your new or used RC equipment. I pay only in cash, and can handle large quantities. Give me a call at 682-552-6494 (local Fort Worth number) or email me at mgrohe@yahoo.com.

Member Ad

Old gliders, am radios and 049 engines wanted ,
Keith White,,will pick up.. call me
817-843-5677 pager anytime.

H.O.R.

DAY

JUNE 20 2004

RESCHEDULED

GREATER SOUTHWEST AERO

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FORT WORTH, TEXAS 76112

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3 EVENTS

CLIMB "N" GLIDE

COMBAT

PYLON RACING

SAFETY NOTES

I wanted to share the information I gleaned from reading a recent batch of accident reports. In the time period I reviewed, there were 22 accident reports, of which 14 involved injuries to one or more people, and 8 were solely property damage.

INJURY ACCIDENTS

Of the 14 injury accidents, 12 - yes TWELVE - occurred while the model was on the ground, during or just after starting the engine, before takeoff. Here's a very brief synopsis:

1. Fingers in prop while reaching for transmitter after starting engine - stitches in 2 fingers.
2. Adjusting needle - lacerations of thumb and two fingers, required surgery to repair bone and tendons.
3. Stitches required on finger from contact with prop after starting engine.
4. Started engine, throttle surged, plane got away, cut arm. Needed medical attention.
5. Prop hit finger while removing glow plug starter battery.
6. Cut finger while adjusting needle, which had home made extension. (And apparently didn't work too well.)
7. Started engine, reached around prop, engine went to full throttle. Two severed tendons and 32 stitches.
8. Plane swung around while running on ground. Cut thumb and 3 fingers, required treatment for 7 months.
9. Cut finger in prop while adjusting needle - 10 stitches.
10. Lost control on landing, model veered into pilot, cut arm, required stitches.
11. Started engine, owner said radio "cord" (assume neck strap?) caught a part of the model, causing it to swerve into owner. 10 inch wound in leg. Taken to hospital in ambulance, remained there 3 days. Off work 3 weeks.
12. Lost control on landing, hit two other flyers (who had been warned "landing" and who had acknowledged). One minor injury, the other was knocked down and broke arm and pelvis.
13. Running up engine after starting; model "turned into owner," cut arm, extensive damage to muscles and tendons, requiring treatment over period of 3 months.

14. Started engine, then got finger in prop. Cut finger and fractured bone.

PROPERTY DAMAGE ACCIDENTS

1. Another flyer turned on same frequency, although the flyer already in the air had the pin. Damaged auto.
2. Engine died on takeoff; model veered into van; damaged.
3. Glider snagged with tow line, hit car; damage.
4. Model believed to have encountered interference; damaged car.
5. Helicopter flew away, believed to have been caused by intentional interference by neighbor in area on ham frequency. (Which prompts repeating an oft-stated caution: It doesn't matter HOW GOOD YOU ARE, if someone turns on another transmitter on your frequency. You ARE going to crash!)
6. Model collided with car, no reason given; damage.
7. Started model, "went to full throttle," hit and damaged truck.
8. "Lost control" - hit/damaged vehicle.

Of the 12 injuries sustained on the ground, almost all of them would have seemed to be rather easily preventable by simply doing what we all KNOW to do, but which most of us have neglected at one time or another: Never start a model without a helper holding it. Do all needle adjusting from BEHIND the prop.

Admittedly, there usually isn't much we can do about interference and/or mechanical/electrical failures, except to be meticulous about keeping our equipment in good condition, keeping batteries charged properly, etc. Novice flyers should always have an experienced modeler check out their equipment, for sure before a first flight.

In-flight incidents/accidents can be minimized by keeping a healthy distance from the flight line for everything except takeoffs and landings. I fail to see any good reason to make Mach 2 high speed passes right under the other pilots' noses. Show off all you want, but keep it AWAY from the flight line and pits.

You might really enjoy showing what a hotshot pilot you are by executing consecutive inverted outside whifferdills 4 feet from the flight line, but it might be offset by the embarrassment of having to apologize to a person you've injured

if someone happens to turn on their transmitter on your frequency.

However, we CAN minimize or even eliminate almost all those starting-up incidents/accidents by just taking a few seconds more, not rushing the process, and using our heads. Most of us spend more time bragging and telling lies to our fellow modelers than we do flying anyway, so taking just an extra minute or so to be extra careful is hardly a burden.

Remember....in addition to avoiding injuries and damage accidents, the hobby you save may be your own.

I'll always be happy to hear from anyone any time I can help, and input is ALWAYS appreciated.

Don Nix
District 8 Safety Coordinator
210-213-1685

Tips for balancing a new airplane

Here's a neat idea for balancing your new airplane in "all directions at once." A model airplane has one point of balance where the wing's center of gravity (CG) and the fuselage centerline intersect. That's where the secret lies, and here is how you can use that point to get a perfect balance for your new airplane.

When you build the wing, install a light plywood block at this intersection (your plans will show the recommended CG). For a high-wing model, the block should be installed on the top of the wing. On a low-wing model, the block should be installed on the bottom of the wing. Mark the center of the CG on the block and leave the wing uncovered so any unnecessary weight can be added for lateral balance.

When you are ready to balance, install a small screw eye into the block and hang the assembled airplane from the eye bolt. Fasten sufficient (use as little as possible) weight to the main spar of the wing to achieve lateral balance. Now, move the battery, receiver, or weight as required to attain proper balance, from front to back. This simple system will result in an accurately balanced model.

from *The Cam Journal*
Central Arizona Modelers Inc.

Marvin Hinton, editor
Sedona AZ

Setting a slow, reliable idle

A month seldom goes by in which I don't receive letters from readers experiencing idle problems. As this seems to be a common problem, let's take a look at setting up an engine's idle. It isn't really all that difficult.

To start with, many idle problems with non-pump equipped engines can often be traced to an improperly positioned fuel tank or a fuel tank that is too far from the engine. The centerline of the fuel tank should never be any higher than the centerline of the fuel jet and preferably 1/4 to 3/8 inches below. This helps decrease the siphoning action with a full tank of fuel.

The make of the glow plug also plays an important role. Any older design, cross-flow scavenged (ported) two-stroke engine should use an idle bar glow plug. Most of the newer Schnuerle ported two-stroke engines do not require an idle bar plug, but if idle problems are experienced, an idle bar plug should be used. If you aren't sure whether the engine is cross-flow or Schnuerle ported, just look into the exhaust. If there is a baffle on the far side of the piston, the engine is cross-flow ported. If there is no baffle, it is Schnuerle ported. Some engines do have better idle characteristics than others due to differences in porting, timing, compression ratio, etc.

When it comes to the actual adjustment, there are two basic methods. The first is to start with the fuel tank half full and the idle speed set in the 2,500-2,700 rpm range. This is where a good tachometer comes in handy and is something every toolbox should contain, not just for setting idle speed but for proper richening of the top end as well. Then, use the "pinch test" (i.e. pinch the fuel line). If the engine dies immediately, the idle mixture is too lean and needs to be opened in 1/8-inch increments. If the engine speeds up and the idle improves, the mixture is too rich and the adjustment should be turned in or leaned.

If the engine is cowed in and the fuel line to the carburetor is not easily accessible, with a tricycle gear ship, lower the tail. If the engine dies immediately, the mixture is too lean. If the idle improves, the mixture is too rich. Remember to

always make any idle mixture adjustments in 1/8-turn increments—not one or two turns at a time.

With a tail-dragger, make the mixture adjustments with the tail raised to a level position, being careful not to go so high as to have the propeller hit the ground. Then, lower the tail following the same procedure as with the tricycle gear model.

For the final check, accelerate the engine to full throttle. If it slows and sags and has a weak sound, the mixture is too lean and needs richening. If the engine sputters and spits out a lot of smoke, the mixture is too rich and should be leaned.

After a satisfactory idle and acceleration have been established, you can try lowering the idle speed to the point where the engine will remain idle for a prolonged period with good acceleration to full throttle. Again, the idle speed should be set with a tachometer and not by ear.

Many cases of an engine dying at idle are simply because of pilots who try to idle the engine too slow. It is nice to watch an engine tick over at 1,800 rpm, but an idle speed in the 2,200-2,500 rpm range is more practical and reliable.

Also remember, the heavier the propeller and the larger the diameter, the better the flywheel action. Increased flywheel action is always beneficial to a slow and reliable idle.

from *Prop Talk*
Riverside Radio Control Club
Jim Bronowski, editor
Riverside CA

Touch-and-go or bounce-and-go? By GLYNN MOUNT

"Touch-and-go" is a great way to practice landings. It's a sure way to rapidly improve your technique. Even the best of us, however, will bring one down a little too hard once in a while, and the inevitable result will be a bounce.

The size of said bounce will be in direct proportion to how enthusiastically your airplane meets the runway. If unintended, of course, the first bounce will be followed by a second, and if the sec-

ond bounce doesn't break your propeller, you might be lucky enough to dribble to a stop before running off the runway.

This type of landing often will bring an enthusiastic response from the critics sitting on the sidelines.

There are, however, a couple of ways you could recover from a bad bounce and keep your dignity in tact. One is to maintain "full back pressure" on the stick (i.e. full up elevator) in the hope that there is enough flying speed to cushion the second bounce. If the bounce is more of a high speed "skip," this method works well.

The second method is to immediately apply power and return to level flight.

I've tried both methods, and a "bounce-and-go" with quick application of power will usually result in a more positive recovery from a bad bounce. If performed with finesse, you might even make it look like you did it on purpose.

The best landing procedure is to hold the aircraft off the deck a foot high with idle power and try "not to land." The airplane will slow and "sink in" in spite of you, giving you a smooth transition from air to ground.

from *The Cam Journal*
Central Arizona Modelers Inc.
Marvin Hinton, editor
Sedona AZ

Think you know everything?

Rubber bands last longer when refrigerated.

Peanuts are one of the ingredients of dynamite.

There are 293 ways to make change for a dollar.

The average person's left hand does 56% of the typing.

A shark is the only fish that can blink with both eyes.

There are more chickens than people in the world.

from the newsletter of the
Mississinewa Skyhawks Inc.
Dave Hecker, editor
Somerset IN



The Tail Spinner

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

Inside This Issue

President's Corner
June Meeting Agenda
May Meeting Minutes
Officer Reports
...and more!!

JUNE 16--Ft. Worth, TX (C) Helmer's Old Farts 4-Stroke Fly-In Site: Thunderbird Field, Ft. Worth, TX Charles McLeroy CD, 4037 Aragon Drive, Ft. Worth, TX 76133 Phone:817-292-4801(both) Sponsor: Ft. Worth Thunderbirds #1217 Four stroke engines only. Bring your own food. Drinks will be available. \$15 landing fee. Registration at 8:30. Yes., it is on a Wednesday. CD Email: chpe@gbronline.com Additional Club Information

JUNE 19--Lake Dallas, TX (C) Falcon's Float Fly Site: Willow Grove Park, Lake Dallas, TX Gerald Sanders CD, 3337 Pine Tree Street, Farmers Branch, TX 75234 Phone:972-247-7611(both) Sponsor: Falcons of Lake Dallas #1949 2nd Annual Float Fly. Pilot's meeting: 9 a.m.. Bring AMA card (impound) \$15 landing fee. Camp sites available. Lots of prizes and raffle. Pilot's choice. For more info call B. C. Milam: 940-241-2466 or email CD: wgsander@flash.net Additional Club Information

JUNE 19--Fort Worth, TX (A) North Texas Round Robin #4 Site: GSW Field, Ft. Worth, TX Events: 755 (JSO) Gerald Kara CD, 808 Bigfork Drive, Arlington, TX 76001 Phone:682-518-9009(eve) Sponsor: Greater

Southwest Aero Modelers #1140 There will be two events flown; SSC (Slow Survivable Combat) which is a RCCA Provisional event, and Open "B" (755). Open to all pilots, current AMA membership and hard hats required. Both events will be for RCCA NPS points. CD Email: g.kara@comcast.net Event Web Site: www.texascombat.com Additional Club Information

JUN 19-20--Dallas, TX (AAA) Dallas Aero Summer Heat. Site: Hobby Park, Dallas, TX (Garland Rd and Northwest Highway). Events: 313, 319, 320, 324-326 (JSO) 323 (JS)(O); 321-Profile Carrier: Sportsman/Expert; Goldberg Race, Sport Goodyear, Quickie Rat, Old Time Stunt, Classic Stunt, .15 Profile Carrier, Balloon Bust (JSO) Profile Carrier (event 321) flown Sportsman/Expert. CD: Philip Nickles, 6640 Champion, Midlothian, TX 76065 Day Phone: 972-223-2311 Eve Phone: 972-223-2311 E-Mail: philipnickles@sbcglobal.net Sponsor: Dallas Model Aircraft Association #1902. Additional Club Information