



AMA  
Chartered  
Club  
#1140

# The Tail Spinner

## Greater Southwest Aero Modelers

P.O. Box 1355

Bedford, TX 76021

<http://www.flygsw.org>



### 2005 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:  
July 11, 2006  
7:00PM  
At The Field**

<b>President</b> .....	Tim Lovett .....	(817) 268-7797
<b>Vice President(s)</b> .....	Lee Rice .....	(817) 431-5408
<b>Secretary</b> .....	Sonny Coleman.....	(817) 251-3940
<b>Treasurer</b> .....	John Graham.....	(972) 255-4862
<b>Newsletter Editor</b> .....	Roy Baker .....	(817) 545-4031

### President's Corner

**FREE FOOD! LOADS OF FUN!  
COME JOIN US!  
GSW FAMILY COOKOUT AND FUN FLY!  
JULY 8**

Please do not forget this one. Gary Stephens will be cooking briskets, dogs, Brats, etc. for lunch and the best part is it is FREE! This is basically a GSW club Fun Fly joined with a family cookout. Bring the family for a day or partial day at the field.

Be sure to bring an airplane to fly in the fun fly events. They will be simple and easy events and sure to bring some fun and excitement! The field looks great and there is plenty of grass on the south side of the field to put up a shade tent for the family to sit under. We will also bring out some other shade tents as needed.

I am looking forward to seeing you and your families for this get-together. A very good time of fellowship, food and fun should be had by all. Oh, and did I mention? Its FREE!

Now, for a little bit of business. I spoke with our representative at the City of Fort Worth last week and he said the lease is still in the works. He was apologetic it was not already done, but he was going to get it to their legal department and then call me. There does not seem to be anything to worry about; it is just the slower pace of city government at work.

Across the last couple of months several club members have qualified to attend the U. S. Scalemasters Championships in Muncie, Indiana in October. Those that have qualified are: Lawrence Harville, Lee Rice, Ed Newman, Sonny Coleman, Max Ficken and Tim Lovett. I think this is the most from a single club to qualify for the competition. I know that Texas had the most participants in the championship last year in Arizona.

The UTA team went to their competition for the autonomous flight and place third

This club meeting will have some important issues to discuss and I would urge each member to attend. I will see you at the meeting!

Tim Lovett,  
President

## July Event Calendar

JUL 15--San Antonio, TX (A) RES/S400 Site: Club Field. Events: 460, 610 (JSO) Sponsor: Heart of Texas Soaring Society #2203. CD: John Barton, 3618 Windy Ridge Court, San Antonio, TX 78259. Phone: 210-481-9792 (day) 210-481-9792(eve) E-Mail: [jasbarton@sbcglobal.net](mailto:jasbarton@sbcglobal.net) WebSite: [www.hotss-rc.org](http://www.hotss-rc.org) RES (460) Thermal Duration winch launch with landing task. Speed 400 LMR (610) 7cell brushed.

JUL 15--Corsicana, TX (C) COR-MAC 5th Annual Big Bird Fly-In Site: CORMAC Flying Site, 1001 Lake Halbert Road. Sponsor: Corsicana Miniature Aircraft Club #2983. CD: David James, 198 FM-488, Fairfield, TX 75840. Phone: 903-389-3869(day) 903-879-5616(eve) E-Mail: [skyking-dj@yahoo.com](mailto:skyking-dj@yahoo.com) WebSite: [www.cor-mac.org](http://www.cor-mac.org) Come for the "hottest" fly-in in Texas.. All types of Big Birds welcome. 500' grass runway. Concessions on site. Bring your foamies for night flying.

JUL 15-16--Midland, TX (C) CAF/HiSky Indoor Electric Fun-Fly and Swap Meet Site: CAF Museum. Sponsor: Hi Sky R/C #851. CD: A.J.Lee, 811 Stanolind, Midland, TX 79705. Phone: 432-687-4142(day) 432-687-4142(eve) E-Mail: [a.j.lee@cox.net](mailto:a.j.lee@cox.net) WebSite: [www.hiskyrc.com](http://www.hiskyrc.com) Located between Midland and Odessa at the Midland International Airport. Event to be held in the large Commemorative Air Force hangar, just South of the museum. 8a.m. - 5p.m.. \$10 admission per day. Includes museum. Swap meet Saturday only:

8a.m. 3p.m. Speed 280 & smaller motors. AMA card required to fly.

JUL 16--San Antonio, TX (C) Summer Fly-In/ Tailgate Swap Meet Site: SAPB Somerset Field. Sponsor: San Antonio Propbusters



## ROY'S HOBBY SHOP

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1309 Norwood  
Hurst, Texas 76053  
Metro 268-0210

See Us for B&B (Bennell) Products  
and Zenoh Engines

#1227. CD: Bob Severance, 4410 Huntington Woods, San Antonio, TX 78249. Phone: 210-889-0472(day) 210-493-2709(eve) E-Mail: [sapropbuster@satx.rr.com](mailto:sapropbuster@satx.rr.com) WebSite: [www.propbusters.org](http://www.propbusters.org) Bomb Drop, Limbo, Hit the Stick, Spot landing. Club will provide "bomb" & "drop mechanism". Bring your shade. Drinks & food available. Come and have a fun day. Meet your neighbors & fellow modelers. Tail Gate Swap 9a.m. - 5p.m. Grass runway, shelter/radio impound. All radios for sale must have batteries removed!

JUL 21-23--Benbrook, TX (C) Heli Heatwave Site: Thunderbird Field. Sponsor: Fort Worth Thunderbirds #1217. CD: Will Campbell, 5612 Fogata Lane, Crowley, TX 76036. Phone: 201-675-8590(day) 817-297-2454 (eve) E-Mail: [wcampbell@maseratiusa.com](mailto:wcampbell@maseratiusa.com)

JUL 29--Bryan, TX (C) BVRC Big Bird Fly-In Site: BVRC Wixon Valley Field, FM 2776 @

(Continued on page 3)

7336 Grapevine Hwy.  
Fort Worth, Texas 76118  
(817) 589-2624



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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  
(817) 545-4031

(e-mail) [rbaker19@comcast.net](mailto:rbaker19@comcast.net)

## June Secretary's Report

The June 2006 meeting was called to order by Club President Tim Lovett at the club flying facility.

The minutes of the last meeting as printed in the newsletter were approved.

VP Report - Lee Rice: Watering and mowing crew members are needed to fill the ranks in order to spread out the field maintenance work load. Club members who can volunteer to help out in watering or mowing call Lee Rice to schedule work times.

Treasurers Report - John Graham: This month major expenses include the brush hog mowing of the perimeter of the flying field.

Model of the Month: Stephen Jean-sonne won the June model of the month with his Magnum control line aircraft.

Club Web Site: Be sure the visit the Greater Southwest Aero Modeler's web site at: <http://www.flygsw.org>. There is a current membership roster in the "Members" area and be sure to check out the club's "Tech" site, there's an abundance of useful information available.

Sonny Coleman - Secretary

[Sonny@flygsw.org](mailto:Sonny@flygsw.org)

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## July Safety Issues

It's quite apparent that school is out for the summer by the increasing number of children that have been showing up at the field with their Dads. A trip to the flying field can be a nice family outing and it can also turn into a disaster if caution is not used and properly exercised. As you all are well aware, GSW can be a very dangerous place, with out of control aircraft, frequency interference problems, prop strikes, etc., if safety rules aren't adhered to and followed. All children need to stay west of the yellow signs. We love our children and don't want to see any get injured while at GSW.

AMA's July issue of Model Aviation, on

page 154, has its annual insurance report. Review this report and see how our AMA insurance is working for the membership. Since 1999 over \$4,000,000.00 have been paid in claims. And additional \$2,000,000.00 is in reserves for claims still in litigation.

What's alarming, AMA has paid some very large claims for bodily injury to children who were injured at flying fields. Most of these were AMA member's children. Remember that when you have your children at the field, keep a close eye on them as they don't always pay attention to what's going on around them. **IT'S BETTER TO BE SAFE THAN SORRY.**

The hot weather in upon us and it's time to give some thought to heat stroke. Heat stroke can be a life threatening condition if not recognized and treated immediately. Heat stroke is a result of dehydration. Dehydration can be avoided by consuming plenty of liquid during physical activities in the hot sun. Everyone should be aware of the symptoms of heat stroke. The most common are headaches, dizziness, disorientation or confusion, stop sweating, muscle cramps and rapid heartbeat. If anyone experiences these conditions, or notices someone who is, take immediate action by getting in a cool place like an air conditioned car and start the consumption of liquids. Then seek medical attentions. If you have to call 911.

GSW has a cold water fountain by the cage and a coke machine inside the cage. Get in the habit of bringing a small jug of ice water with you to the field during out hot summer weather. Remember **SAFETY FIRST.**

Lewie Moore  
GSW Safety Officer

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*(Continued from page 2)*

Hwy 21. Sponsor: Brazos Valley R/C Modelers #1731. CD: Alois Wolfe, 1905 Water Oak, Bryan, TX 77803. Phone: 979-696-0065(day) 979-775-6190(eve) E-Mail: [clwolfe@cox-internet.net](mailto:clwolfe@cox-internet.net) WebSite: [www.flybvrc.com](http://www.flybvrc.com)

## June Training Report

Frank Rowell reports that Carl Humphries has successfully completed His Solo Flight. Congratulations Carl.

There has not been much training of late because of the closure of the field and the WIND. If you plan to go to the field for training please contact one of the instructors listed in the newsletter to schedule a time. There are fewer pilots at the field so don't make a trip and find the field closed or no instructors there.

If you have changed anything or repaired any damage to your model please advise the instructor before flight so that the work can be examined for safety and so the instructor can make range check and perform a test flight before training begins. Be sure that the batteries in the Transmitter, Flight pack and Glow driver are charged for 15 hours the night before flight. If it has been several weeks and the batteries have not been charged every couple of weeks they should be cycled to be sure that they are OK. New batteries are much less expensive that a new model and engine.

Max Ficken Instructor Coordinator

### GSW UPCOMING EVENTS

July 8 **NO LANDING FEE** ( FAMILY BBQ PICNIC & FUN-FLY ) **Yes no landing fee, it's free to all club members and their family.**

### GSWAM CHARTER MEMBERS

Bob Snyder

### EMERITUS MEMBERS

Lewis Brachey

John Law

Frank Mobley

## To Friends of Tony Trimarchi,

As I am sure you know by now, Tony passed away unexpectedly several months ago from complications of poison ivy inhalation. Tony was a consummate modeler and he left behind a large collection of modeling equipment and tools.

His wife, Helen, called me (Ed Perez) and asked if I could assist her in arranging to sell his remaining equipment. I gathered a member from each of the clubs Tony was associated with, including: Stan Brock, Greater Southwest RC Club; Bill Nickell, Texas Wings; and Danny King, 114<sup>th</sup> Aero Squadron.

We decided to hold a garage sale at Helen's home on Saturday, July 15<sup>th</sup>, from 9:00 a.m. to 4:00 p.m. Directions to the Trimarchi home in Keller: from Highway 1709 go north on Pearson Lane, turn left on Summer Land, then left on Summer Breeze (just before the turn in the road), go to the end of the street to 1405 Summer Breeze (on a cul de sac).

All proceeds will go to Helen. A list of the major items follows – along with our consensus of a reasonable asking price. We will also consider other reasonable offers. This list does not include minor items, parts, magazines, etc., that will also be available for greatly reduced prices.

Thanks for your support.

GSW – Stan Brock  
114<sup>th</sup> Ed Perez & Danny King  
Texas Wings – Bill Nickell

1	Completely Equipped Modern Flight Box	\$35
2	GWS Slostick (New) Cirrus Servos – Ch 37 Hitec 555 Recvr – Nicad Pack \$60	
3	JC Trainer .60 on floats – Ch 20 Futaba 129 DP PCM Ch 20 Futaba FT 5 CH Xmtr 0.5-52-4-Stroke	\$275
4	Electric Profile Zero – Complete – 28" Wing (No Freq)	\$25
5	Pico Stick Kit	\$10
6	Guillow P-40 Kit 27" Rubber	\$5
7	Midwest Tri-Square - .09/.19 51-1/2"	\$20
8	Kyosho AT-6 .40 ARF \$170.00 List 62" Span	\$50
9	Astroflight Challenge Glider	\$15
10	Ace R/C Pacer 40" Span Foam Wing	\$15
11	Midwest – Debolt Pattern Master 80" Span	\$45
12	Hawk Plastic Convair C-131 (440/340)	\$2
13	AirFix -144 Plastic One-11 (BAC 111)	\$2
14	Glo Starter and 3 Chargers (Lot)	\$3
15	Taylor Power Pacer and Adapter Leads (Lot)	\$10
16	45 W Soldering Iron with Hot Stand	\$15
17	Rebuilt FS 120 4 Cycle OS with Muffler and Straight Pipe	\$100
18	21 Century Trim Iron	\$10
19	2 Boxes of Small Packs – Hardware Items	\$30
20	Micronta (Radio Shack) Multimeter	\$5
21	Lafayette Multimeter – Hi Dollar	\$75
22	Micronta Latching Continuity Tester	\$10
23	B & D Mouse Sander with Box and Sand Discs	\$10
24	DC Drill 14.4 V in case	\$10
25	Old Style Flight Box – Empty	\$5

## Instructors

Please contact the instructors to schedule times for instruction.

Additional information on club website

[www.flygsw.org](http://www.flygsw.org)

### Airplane training

Walt Fisher	Weekdays by appointment	Cell 817-368-6619 Home 817-540-5921 <a href="mailto:Wlfisher@comcast.net">Wlfisher@comcast.net</a>
Frank Rowell	Sunday and Tues and Thurs PM	817 265 2471 <a href="mailto:Frowell3@comcast.net">Frowell3@comcast.net</a>
Russ Watson	Thursday and Friday	817-723-5050 <a href="mailto:rwpilot@prodigy.net">rwpilot@prodigy.net</a>
Tim Lovett	<a href="mailto:crashdynamics@charter">crashdynamics@charter</a>	817-239-6401
Duke Kimbrough	<a href="mailto:dukekimbrough@yahoo.com">dukekimbrough@yahoo.com</a>	817-692-1805
David Horton	<a href="mailto:dave01@sv1.net">dave01@sv1.net</a>	817-313-8025
Barry Ponder	<a href="mailto:melissamelparis@sbcglobal.net">melissamelparis@sbcglobal.net</a>	817-581-6413
Joel Jarabek	<a href="mailto:jrkerabek@sbcglobal.net">jrkerabek@sbcglobal.net</a>	817-545-0945
Darryl Abby	Aircraft inspections	817-571-3258 <a href="mailto:dnabby@comcast.net">dnabby@comcast.net</a>
Max Ficken	Tuesday and Thursday evenings	Home 817-498-4744 cell 817-691-9630 <a href="mailto:triplane@charter.net">triplane@charter.net</a>

### Helicopter Training

John Stanzak	Call and Schedule times	817-688-0327
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Please call instructors to schedule times. During hot and windy periods do not expect to find an instructor at the field. Please call to schedule times. Tuesday and Thursday training nights are scheduled to give students a less hectic time to learn but please contact an instructor so that everyone can be accommodated.

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### Getting the most from your computer radio

Those of us that have been flying RC for some time; remember the days before adjustable endpoints, Servo reversing, sub Trim and all the other electronic capabilities of our computer radios. We had to adjust the length of control horns, servo arms, and servo location and hook up the control so the direction and amount of throw for each function so everything was correct. The worst was always the throttle because of the need for full throw with no binding or stalling of the servo while allowing for

the idle adjustments to function.

With the new digital capabilities the process is much simpler. The result that I see frequently is a lazy setup using the adjustable endpoint adjustments to reduce servo throw rather than using the appropriate length of servo arms and control horns to accomplish the same thing. The result is only using 30 to 50 percent of the servo movement to get the correct amount of surface movement which means that rather than 500 steps of servo resolution there is only 200. (These numbers are used only as an example and not as a true statement

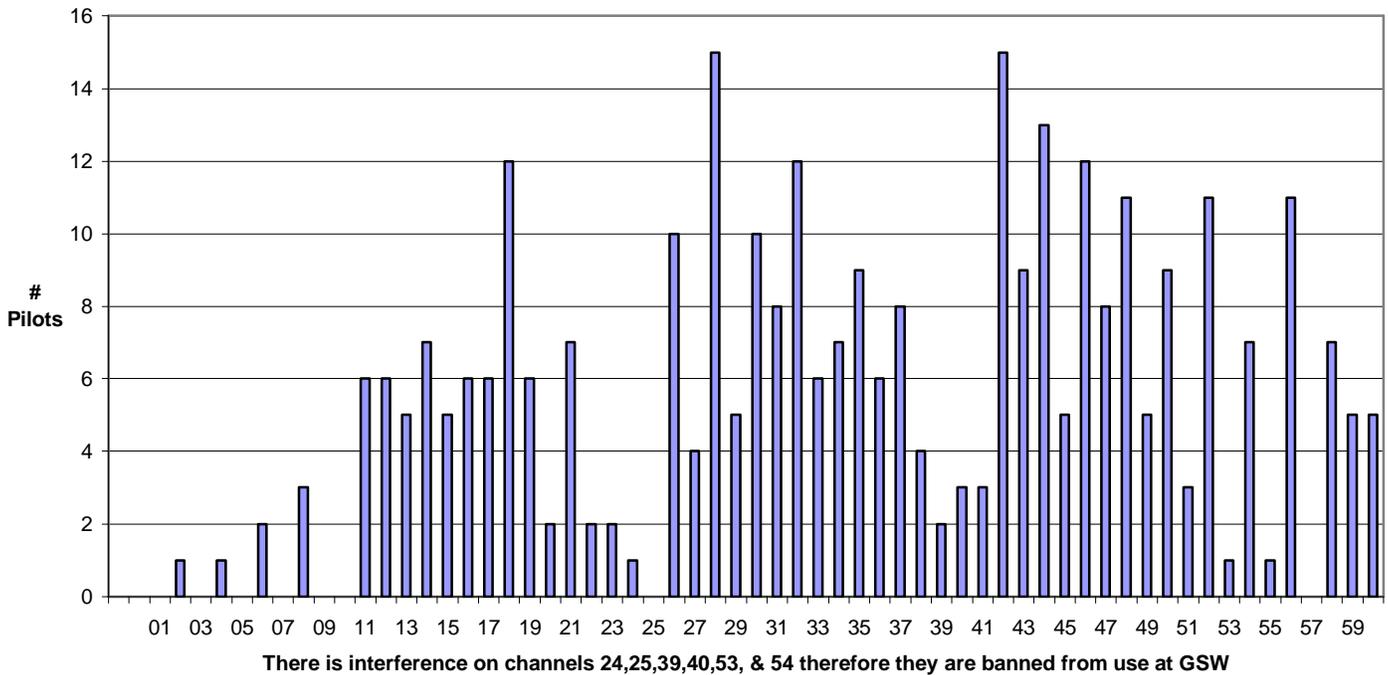
of servo resolution.) Add expo and dual rates to that and the surfaces become very twitchy resulting in loss of smoothness in control of the airplane. An added problem that I have been seeing frequently is using subtrim to adjust centering and throttle. Sub trim subtracts the amount of servo movement from the servo throw on the side that is being trimmed. EG. Up subtrim on elevator results in less up elevator movement which can get you into trouble in a hurry. If you are have a subtrim reading of 50 this means that the servo throw will be reduced by 1/2. The better solution is to adjust the centering mechanically by lengthening or shortening the linkage to adjust the control surface center.

Throttle setup on computer radios has another potential pitfall involving the endpoint setup. Always start the throttle setup with the servo throw adjustment set at 90 to 100 percent on the high and low end and the servo arm attached to the throttle arm while the throttle is as close as possible to mid throttle. Always be sure that the low-end throttle endpoint has as large percentage of its throw active. If you setup the low end with only 20% of the servo movement then you have diminished the amount of servo throw with the throttle trim by the same amount making it difficult to get good low end throttle response. Good throttle response also requires that the throttle arm gives good mechanical advantage with no chance of the arm going over center on the high or low end. If you encounter a situation where the arm is very short then you would be better to use as much throw as possible on the low side and very little high throw so that the throttle trim still will function. The amount of throttle trim that you have is directly related to the amount of throw on the low end of the throttle end point adjustment.

A word about control surface movement. Manufactures design an airplane and then have the resident hotshot pilot test it. Most aerobatic models are setup for that type pilot and if you can handle a very sensitive airplane and fly 3-D then that is fine but if you like to fly smoothly or are a less experienced pilot please tone down the control throws. It will frequently require quite short servo control horn connections and longer sur-

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**2006 - June  
Greater Southwest Modeler's Club  
Frequency/Channel Usage**



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face control horns but the result is much better fine control of the surface and less chance of unexpected stalls. Just because the manual says to have 45 degrees of elevator doesn't mean that it wouldn't fly with a lot less and be more fun to fly. If you attend an IMAC aerobic event you will almost always see the top pilots fly two different airplanes. One is setup with limited surface movement for the precision aerobic competition and another with extreme surface movements for the 3D/freestyle portion. The reason is simple. You can fly much smoother if a small stick movement results in a very fine flying surface movement. Control surfaces with short Control horns and Long Servo arms will move more with the slightest servo movement decreasing resolution: be more prone to flutter and require more powerful servos with very tight resolution, e.g. Digital servos. Short servo arms and long control horns will always

center better, give more power advantage to the servo, and decrease the likelihood of control surface flutter. No matter what style flying you do the better the servo speed, resolution, and torque you use the smoother you can fly. For the average 40 to 60 size model the standard servo is fine but the higher performance heavier models will benefit from higher quality (more expensive) servos.

Max Ficken

From the Middle Point RC Flyers,  
Murfreesboro TN

### Windy Weather Flying

by Clay Ramskill

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common

sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence.

**Size:** In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

**Dihedral:** The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore

lineup to the runway is difficult in a crosswind situation.

**Wing Loading:** The higher the wing loading, the less an airplane will be affected when hit with a gust.

**Aspect Ratio:** Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

**Power:** Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

**Lateral Control:** Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with aileron while landing.

**Landing Gear:** Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

**Maneuverability:** This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

**Wing Mounting:** Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every item above is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading,

lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60 size) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!"

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From the Gold Coast Radio Controllers Club, Boca Raton FL

## Sun Safety

by Howie Kelem

Many of us are not young kids anymore, but whether you're young or old, it really doesn't matter. There are so many problems going on all around us that I think its time to slow down and get familiar with yourself.

Being here on our little piece of heaven (Florida) is wonderful, but it comes along with an unforgiving sidekick. I'm referring to that great big beautiful sun that brings us all of those wonderful days. However, it also brings along with it many nasty problems. Statistics show that there are 700,000 Americans who develop some sort of skin cancer every year. Naturally, the best way to avoid this is to stay out of the sun, but we can't do that; we have to fly!

That means you should find ways to protect yourself. I suggest getting rid of those baseball caps. They may look great with fancy slogans and designs, but they only have one good feature, especially for guys like me. It covers the part of the head where the hair is thinning out a little, but it leaves your face, ears, and neck uncovered and that's just asking for trouble. Wear a hat with a wide brim, or one that has a flap in the back to cover your neck—anything that will shade the skin.

Where other exposed parts of the body are concerned, use a sun screen with at least a 15 SPF rating. If it's the dollar that is making the difference, think of it as another tank of fuel. It's a good investment.

There are so many different types of

cancer. Should you ever develop some sort of abnormal looking spot, don't be a Mr. Macho. It could be nothing or something minor, but check it out ASAP before it turns into something major.

### Terms and Definitions

**Melanin:** The substance found in skin that gives it its color. The darker a person, the more melanin they have. It acts as a natural guard against harmful UV rays.

**Basal Cell Carcinoma:** The most common type of skin cancer; usually found on the face and neck. Those who work outside or spend long hours of leisure time in the sun are more prone to this type of cancer. Basal cell carcinoma is rarely fatal.

**Melanoma:** The most dangerous form of skin cancer; usually found on larger parts of the body: arms, leg, and trunk. It appears as a dark patch on the skin. When caught early, melanoma is almost 100% curable.

**Metastasize:** The spread of cancer throughout the body.

**Squamous Cell Carcinoma (Non-melanoma Skin Cancer):** The second most common form of skin cancer caused by prolonged exposure to the sun. It is found mostly on body parts exposed to the sun: head, ears, shoulders, and arms.

**Sun Protection Factor (SPF):** The amount of protection the sunscreen provides. Usually expressed in numbers; the higher the number the more protection. For the best protection, apply sunscreen liberally and often (especially if you come in contact with water).



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