Crosswinds

DECEMBER
2007

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Newsletter for the SPring Area Radio Kontrol Society

Message from Wally Warren, President - December 2007

Whew, it seems like I just get one of these done and it's time to get another one out there……

We finally got some really nice flying weather in Houston and, nicer yet, I was able to get out to the field and enjoy it for a change! It hasn't happened nearly as often as I'd like to (That whole work thing really cuts into my play-time), but, since it is the Thanksgiving weekend holiday I'll just be thankful that I am busy at work and healthy enough to go flying when everything else lets me.

My KMP Tigercat is getting closer to test-flight almost every week. We are now down to a few nickel-and-dime things such as switches and valve installation that will let me maiden it by the end of the year – I hope.
Since we got rained out this weekend I actually sat down with an electric P-38 (Nitro Models 52") and got it virtually RTF. I feel SO productive, sometimes!

Since I'm being thankful, let me throw out a few props to some folks.

First, thanks to all of the members that attended the November meeting. We can always count on a lively, but smooth discussion when there are plenty of people at the monthly gatherings. It helps keep the focus of the overall club membership represented when we get a good turnout at the meetings.

Thank you, Kirk Massey, www.newcreations-rc.com , for filling in at the last minute to let us get to know you and your hobby shop better. The indoor electric heli demos were great. I look forward to Santa stopping by your place to fill up my goody bag!
Thanks to the Flying-Site committee for leaving no parcel of land un-checked for us.

Thanks to the other officers of this club that put in MUCH more time performing their duties than I do.
I also want to thank Jim Sheffield (Sorry if I killed your last name, Jim!) for working behind the scenes to find us a flying site – just because he wants to. It was great when Vic Baney made the motion (seconded and passed unanimously) to make Jim an Honorary member for the rest of the year and then restore his membership without penalty next sign-up period.

President's message con't.

Lastly (for now) thanks to those of you who are current or former flight instructors for our club members. It is pretty thankless, tiring work (just like full-scale!!!) but is absolutely necessary if we are to properly promote and build our hobby. It takes time away from your own flying and that is never returned, so I say THANKS!!!!!

Well, there are plenty that I'm missing, but just know we all have plenty to be thankful for this year, even with all of the uncertainty.

Moving right along…..

I'm going to propose at this months meeting that we send a membership survey to the entire current membership roster that will be filled out and returned (anonymously) to see the club temperature about BUYING land to make our permanent home on. I still believe it is imperative that the land be purchased so that future generations can enjoy what we have for so long. If we don't buy, we are faced with moving every few years and moving farther and farther away, until it just isn't feasible to go flying anymore! Our forefathers should have ponied up, and I am asking the membership to let the board know if there is any commitment to do this thing right.

In closing, we have plenty of work to do to find a new site, so please, let the committee know if you have ANY leads that we might make work!

The Christmas Season is here (already) and it's finally cooled off. What will you be building for next year??? I think I'm gonna do an inventory and head to some of the swap-meets that will be coming up soon. I've gotten some incredible deals at the Georgetown meet and will be doing it again this year. I tend to have too many projects and not enough time, so I think this year will be my "fewer-projects-and-more-completions" year.

The December meeting should be a great one. Since our LHS was out of gift certificates we only had two to give away. Therefore, December promises to be a high-water mark for give aways – just in time for Christmas!

Chris Fredona will giving a full presentation on his "Ring-Wing" airplane that he designed, built and flew this fall.

Be there…. Its gonna be great!

Be safe, be friendly, have fun – it's a HOBBY!

Regards,
Wally

P.S. Please check out the info about the big Swap meet on pages 15 and 16 in this issue.

11th ANNUAL SWAP MEET

"The biggest swap meet in Central Texas!"

Friday and Saturday, January 18th & 19th, 2008

This will be the 11th year for the Georgetown Texas Swap Meet. We will be open both Friday and Saturday with an auction Saturday afternoon. Come join the biggest swap meet in Central Texas.

November Meeting Highlights……...

Tom Lopatowski was introduced as a new member. . There are currently 70 paying members and 3 honorary.

Mark Hunt reported a recent conversation with Doyle Kay, our landlord. Mr. Kay has not yet signed the sale contract and if or when he does, there is a clause for him to remain on the property for one year.

Mark and Jim Sheffield are meeting next week with officials at Precinct 4 to discuss a possible field site. Details will be forthcoming.

A motion was made by Vic Baney to grant Jim Sheffield, honorary SPARKS's membership for the balance of the current Club year (until July 1, 2008) and if he wishes to renew, waive the initiation fee. Jim (a former member) has been very helpful to the Field Committee in supplying information and contacts in the various governing offices. Membership passed the motion.

It was noted that a couple of small full size craft have been sighted flying low over our field. Please watch and take care in such a situation. Also as a safety reminder, no flying behind the flight line is permitted. Please check the posted guidelines if there are any questions.

Richard Lewis, Pattern contest director, reported a check of $136.00 was presented to the Club which reflects a profit from the recent event. There were 18 contestants and due to bad weather on Sunday, the winners were determined by their flight standings from Saturday. He thanked Mark Hunt for his assistance, Glen Watson for securing raffle prizes and Ron Stokes who volunteered both days.

Jerry Slovak, father of new solo pilot, Dallas, expressed his thanks and gratitude to Chief Instructor Lee Dillenbeck. Jerry said Lee was always patient, informative and very generous of his time while instructing Dallas. Both he and Dallas are very appreciative of Lee and his teaching skills.

Only two raffle prizes were awarded since Larry's Hobbies had only two gift certificates in stock. Additional ones will be included in next month's raffle.

Our featured speaker was Kirk Massey, owner of New Creations Hobby shop in Willis. Kirk previewed electric park flyers which are both affordable and fun. Recent advances in battery technology have resulted in smaller sizes and lower prices. He flew two small helis as a demonstration. Our thanks to Kirk for his presentation and also his willingness to help both electric and glow pilots over the years.

NOVEMBER MODEL OF THE MONTH…..

Mojo (40 size) presented by Richard Lewis.

The plane is a Mojo (40 Size) designed by Paul Swany (www.**swanyshouse**.com). It is built from a router cut kit and is very quick and very easy to build. It has an OS45SF from the eighties on it and JR standard servos. Overall weight is around 4 lbs. The design is very good for all the things that a profile fun-fly is supposed to do and it is a blast to hot dog around with.

Wishing everyone a Happy Holiday season and a Healthy New Year.

Many thanks to all of you who have submitted items for our newsletter this year. Couldn't do it without YOU!!

This month includes items from

Alan Buckner, J. R. Carpenter, Jake Jacobsen, Rod Kuntz, Richard Lewis, Nick Marson and Mike Rose

Please send your items to dgmarson@earthlink.net

" **STOL** " submitted by J. R. Carpenter

STOL is an acronym for Short Take-Off and Landing, a term used in the aircraft industry to describe airplanes with very short runway requirements.

The formal NATO definition (since 1964) is:

Short Take-Off and Landing is the ability of an aircraft to clear a 15 m (50 ft) obstacle within 450 m (1,500 ft) of commencing take-off or, in landing, to stop within 450 m (1,500 ft) after passing over a 15 m (50 ft) obstacle.

Many STOL aircraft are bush planes, though some, like the de Havilland Dash-7, are designed for use on prepared airstrips; likewise, many STOL aircraft are tail draggers, though there are exceptions like the de Havilland Twin Otter, the Cessna 208, the Yakovlev Yak-40, and the Peterson 260SE.

Runway length requirement is a function of the square of the minimum flying speed (stall speed), and most design effort is spent on reducing this number. For takeoff, large power/weight ratios and low drag help the plane to accelerate for flight. The landing run is minimized by strong brakes, low landing speed or spoilers (less common). Overall STOL performance is set by the length of runway needed to land or take off, whichever is longer.

Of equal importance to short ground run is the ability to clear obstacles, such as trees, on both take off and landing. For takeoff, large power/weight ratios and low drag result in a high rate of climb required to clear obstacles. For landing, high drag allows the airplane to descend steeply to the runway without building excess speed resulting in a longer ground run. Drag is increased by use of flaps (devices on the wings) and by a forward slip (causing the airplane to fly somewhat sideways though the air to increase drag).

Normally, a STOL plane will have a large wing for its weight. These wings often use aerodynamic devices like flaps, slots, slats, and vortex generators. Typically, designing an airplane for excellent STOL performance reduces maximum speed, but does not reduce payload lifting ability. The payload is critical, because many small, isolated communities rely on STOL aircraft as their only transportation link to the outside world for passengers or cargo; examples include many communities in the Canadian north and Alaska.

Most STOL airplanes can land either on- or off-airport. Typical off-airport landing areas include snow or ice (using skis), fields or gravel riverbanks (often using special fat, low-pressure tundra tires), and water (using floats): these areas are often extremely short and obstructed by tall trees or hills. Wheel skis and amphibious floats combine wheels with skis or floats, allowing the choice of landing on snow/water or a prepared runway. A STOL port is an airport designed with STOL operations in mind, normally having a short single runway. These are not common but can be found, for example, at London City Airport in England.

To view video, go to — http://www.youtube.com/watch?v=rxg0ESxbLww

The Night before Christmas

By David W. Stewart

Submitted by Jake Jacobsen

"Twas the night before Christmas
And all through the land

Not a creature was stirring
A storm was at hand.

Ol' Santa was worried as he said with a frown
The children expect me, I can't let them down.

He checked on the weather, but the forecast was dreary.
It looked like this Christmas might not be so merry.

So he gathered his reindeer in hopes that among them
they'd find a solution to this unforeseen problem.

Dasher and Dancer were no help at all
While Comet and Cupid just watched the snow fall.

Prancer and Vixen were willing to try
But Donder and Blitzen thought it risky to fly.

Hey Rudolph can help us, Santa then stated,
I know for a fact that he's instrumentnated.

The others had teased him and acted atrocious
As he studied his Jepp charts and practiced approaches.

Now the time and the effort he'd put into training
would make Christmas happen whether snowing or raining.

He knew about vectors and could use GPS
Which would guide them to places without having to guess.

So they loaded the sleigh which presented a challenge
To confirm the CG and assure weight and balance.

When Santa was ready and Rudolph was too,
There was one final thing that he needed to do.

They contacted Center to file IFR
For a trip that would take them to countries afar.

With clearance to waypoints they flew into the flurry
On airways they'd travel there was no need to worry.

From country to city and every small town
Rudolph guided the sleigh and each house he found.

When he landed at mine, I'll admit my surprise
And I'm sure it was clear by the look in my eyes.

The night was as cold as I could remember
And the chill left no doubt that the month was December

His landing was perfect and worthy of boast
Had he not been proficient, he'd missed the approach.

The sound on my roof brought relief and a sigh.
Santa had made it , we'd not been passed by.

He came down the chimney, then opened his sack
As he shook off the snow from his beard and his back.

In spite of the weather Ol' Santa was jolly
For some t'would be work, but to him this was folly.

He filled all the stockings, put gifts round the tree
Most were for the children, but I saw one for me.

Then quick as a flash he was back to his sleigh
Where Rudolph was ready to show him the way.

He'd plotted the course that would get them back home
With the help of a flight following from Athens to Nome.

Santa looked at his checklist then let out a whistle
And away they all flew like an ICB missile.

But I heard him exclaim as he flew out of sight,
Merry Christmas to all thanks to Instrument Flight !!

Ya' all have a
Merry Christmas
and a
Happy New Year!!
Jake

Cause and Effect & Lessons Learned (Again)

by Rod Kuntz

As a Safety professional with 35 years in the oilfield globally you would think that by now I would remember and practice some of the mantras I teach and preach. One of my favorites is "Accidents don't just happen; they are always caused, and almost always there are multiple contributing factors which cause a chain of events to happen resulting in the disaster we finally see."

Well, this past week I went back to school on myself….3 times.

I have been happily flying my Kaos for years now, and had the engine tuned "just right". It is an OS .50 SX..a really hot little engine with more power than this plane needs. I haven't flown it for months, not since the hot, steamy summer months. Last Saturday I took it out for "dawn patrol", totally calm, cool, dry and wonderful. Started it up, warmed the engine up, range check, etc. As I was the only person on the field I had it to myself. Down the runway, pull back and up we went. I made my turn at the end of the runway and as I gained altitude the engine sagged and quit. Quick turn, muttered *&$%^#$ and made a safe dead stick landing. Checked everything I could think of…all seemed OK. Started the engine again, ran fine with tachometer at 11,500 (12x6 prop), held it upright for a few seconds and thought it was OK. Again took off, turned out and this time it ran fine until I pulled up to do a split S, and then died. This was bit more exciting, but landed OK.

Now, I tell my junior safety engineers and consultants that the definition of insanity is:
"Doing something the same way over and over again, and expecting a different result." I did the same thing 4 times, and managed 4 safe dead sticks (most in my lifetime). Note: The Kaos does not glide really well.

I quit for the day, muttering to myself about replacing the engine with a 4-stroke. About this time Robert, Pep and Mike Rose turned up and we go to talking about it. Pep had a look with me and we ran it up again. I had adjusted the needle valve every time it died on me, thinking it was maybe a bit lean, but now we adjusted the mixture almost a full turn richer. You guessed it, ran like a charm. Something so simple, but slow learning almost cost me the plane.

Well, Sunday was another bright (after sunrise) and wonderful day and I met Bill Murad for "dawn patrol" with a full complement of planes; Kaos, the quickie "something" I had at a recent club meeting, and my big Sig Sukhoi.

First up was the Kaos, flight went fine with no problems, engine running just like it should.

Next I got Bill to assist me with starting the Sukhoi. Last time I flew it was really a trim flight, going slow and careful and getting it set up. I had to pull the engine and add some more right thrust to it, so this flight was to re-trim. This went well and after about 5 minutes I pushed the throttle open a bit more and was just making a turn over the North end of the runway, intending to start some basic aerobatics with it when both of us noticed pieces falling off the plane. Now, that is never a good thing to see!! Bill told me he thought he saw 3 pieces part company with the plane, but I was busy trying to make sure the plane was still stable. Throttling back everything seemed to be working OK, although a bit mushy. I came straight back to the field and landed, where we saw the entire canopy was missing

First idea from Bill was, that air got into the fuselage from the engine area and caused a pressure overbalance inside the canopy. I thought this was not possible as the firewall was solid.

Cause and effect, con't

However, pulling it apart when I got home, I remembered that when I first mounted this engine it had a spring starter and I had to cut a 1.75" hole in the firewall to accommodate the spring starter. I did not like the way it worked so took it off, relying on a heavy duty starter to get it running. **Cause and Effect: I neglected to assess the hazard I created by modifying the airplane. I left an opening behind the engine, leading into the fuselage, with nowhere for the pressure to go. Result: canopy ejection when airplane speed built up finally.**

Lesson 2 for the day. When I modified the aircraft design, I should have made an assessment of the impact of the changes I made. Lucky nothing worse than a lost canopy. I filled in the hole apart from the small hole needed for the back of the crankshaft.

Oh well, the day was still young, so I dragged out the Quickie " something" and got it ready for fright (I mean flight). Range check OK, started up (oops, did I mention the last time I flew this one was during the hot humid summer time), thundered down the runway, and up. Turned out, started to gain a bit of altitude, a quick roll for fun, and the ENGINE DIED!! I did not have much altitude, so a quick turn and headed back to the runway.

I thought I had made the cross runway and was on line to land, but realized I was a bit short of the runway yet. Just could not make the short stuff, clipped the tall weeds a few feet off the runway, and it cart wheeled, landing on the nose and snapping the fuselage in half just in front of the wing.

You think I would have thought of what happened to the Kaos engine!!! Just a bit too lean again.

Anyway, one plane lost, so not such a big deal, but more important was my mental refresher about thinking about the causes and effects of what you do.

Interested in buying a vintage plane?

Check out the price and All of the

Pictures ……

1929 Ford 4-AT-E Tri-Motor Airplane

Submitted by Mike Rose

"*Here's a rare opportunity to own a 1929 Ford 4-AT-E Tri-Motor restored to an extraordinarily high standard. This is arguably the most original and perfect example of this historically important aircraft, and it remains a national treasure in its own right.*

This Tri-Motor, registered NC9612 (also use N9612 for internet research), has a unique history. In 1929 it was delivered as a new passenger plane to Mamer Flying Service in Spokane, Washington. It was later sold to K-T Flying Service of Honolulu and was at Pearl Harbor on December 7, 1941. Brought back to the mainland in 1946 by a private owner, it was leased by TWA for their 1949 20th anniversary celebration. It then went to an agricultural operator in Idaho and was modified as a sprayer and also as one of the pioneer forest fire fighting air tankers. Johnson Flying Service in Montana flew it for several years to drop Smoke Jumpers and supplies to fire fighters. Since 1969 the plane has been privately owned and hangar stored by Dolph Overton and was part of his Wings and Wheels museum collection. It is currently owned by the Overton Family Trust, which was created by Mr. Overton to fund the plane's restoration and facilitate its sale. "

No, don't think that Mike has been keeping this treasure in his back yard, rather he found and submitted this article. For the fascinating history and beautiful photos of this one of a kind craft, please visit

http://www.ipass.net/ginkgo/N9612home.html

Dances with helicopters submitted by Mike Rose

Wait til you see this !! Here's the website….

http://www.alouette3.com/id30.htm

Want to stay in a unique hotel? Submitted by Nick Marson

Our recent trip to the hill country included a couple of nights at this unusual hotel. If you are pilot with a full size plane, you can land, taxi up to the hotel and park your plane out front. There's a diner next door and when you leave, gas her up and be off. We saw several pilots do just that. Here is some info from their website……

"*Hangar Hotel is the name, back in time is the game. Based on Fredericksburg's early aviation and rich military past, a recreation of an old WWII military hangar, familiar to many aviation and history buffs, has now opened at the Gillespie County Airport in Fredericksburg, Texas. This one of a kind, fifty room hotel, sets the standard for style and romance of the period.*

The architecture of the Hangar Hotel resembles, most closely, an old wooden hangar at Brooks AFB in San Antonio, Texas. The rounded roof design, however, is reminiscent of many WWII hangars throughout the United States. Other Texas hangars visited, and WWII hangars researched through photo files, contributed to the design. Our fine Historical Museum and great Nimitz Museum provided valuable information regarding early flight and WWII activities in Fredericksburg and the surrounding area."

http://www.hangarhotel.com/index.html

Spektrum Receiver bug submitted by Alan Buckner

From RC Groups Here is a link to an article about a Spektrum Receiver bug….

http://www.rcgroups.com/forums/showthread.php?t=636132

and these two links for the two solutions:

1. From Spektrum regarding the "un-commanded elevator outputs during flight" issue: http://www.spektrumrc.com/Products/Support.aspx?ProdID=SPM6100

2. Voltage protector for the "low voltage sensitivity" issue: http://www.espritmodel.com/index.asp?PageAction=VIEWPROD&ProdID=6259.

This is from an RC Groups article……"*I recently switched to Spektrum and have been going through a little bit of a learning curve with the 6100 RX.*

If you crashed your ES do to an uncommanded elevator input, then there is a good possibility that it was a fault in your RX. Spektrum knows about this and has a fix for it: http://www.spektrumrc.com/Products/...?ProdID=SPM6100

On another note, it seems that we need to check the BEC's on all of our ESCs that used to work fine for us on 72mhz. When I switched my Addiction to 2.4 with the Ar6100 I could get it to reboot in flight on command by doing any sort of full throw high energy maneuver. Basically, my one amp BEC on my ESC was not able to keep up the voltage, or keep the voltage clean enough for the 6100 and it would reboot.

The first fix that I tried for this was the capacitor that Spektrum sells to correct this problem. http://www.espritmodel.com/index.as...ROD&ProdID=6259

That worked for a little while, but as I became more comfortable with the Addiction I was doing more and more high energy maneuvers and the capacitor could not keep up and I was starting to see the reboot issue again.

The main issues here are that a lot of the ESCs that we use are close to maxed out when dropping 12.6v to 5v and running 4 larger than sub micro servos (hs65s) at the same time and, the 6100 is very sensitive to voltage issues.

I can't verify this, but I read somewhere that the voltage tolerance is +-.5 on the 6100. That means that it is possible for the RX to reboot if your BEC voltage drops to 4 volts.

There is a long thread about issues with the 6100 here; http://www.rcgroups.com/forums/showthread.php?t=636132

Also, this weekend I had a couple of lockouts (I have V1.2 receivers, so I didn't have the elevator problem). It may, be because of the CF in the airframe, may not. I don't know.

Atlanta Hobby has even gone to the trouble of stating that this RX is only good for small close in flying to 600ft: http://www.atlantahobby.com/shopexd.asp?id=6641

In any case, the conclusion that I am coming to is that there have been hardly any problems reported with any of the other Spektrum RXs, the 6100 is the only Spektrum Air RX that is not dual link (even the older AR6000 is dual link) and there is not enough of a weight penalty between the 6100 and the 6200 or 7000 to make it worth the trouble.

In summary,

-Make sure your BEC can handle the load if you are going to fly any Spektrum RX. For this plane on 3S and 4 HS65s you are going to need more than a 1 amp rating on your BEC. (personally, I would go with 3 or more amps)

-If you are going to fly an AR6100 or AR6100E make sure it is V1.2

-You are probably better off with a different RX like the 6000, 6200 or 7000

That's probably more than anyone wanted, but I hope it helps some people to have a lot of trouble free Addiction flying on 2.4."

This from Alan…...

I just learned about this software bug in the Spektrum AR6100 DSM2 MicroLite 6-Channel Receiver that has caused planes to crash. I thought you may want to add this to the newsletter so those with this product will be aware: http://www.spektrumrc.com/Products/Support.aspx?ProdID=SPM6100

Is there a drone in your back yard ??

Local 2 Investigates Police Secrecy Behind Unmanned Aircraft Test By Stephen Dean

POSTED: 9:03 am CST November 21, 2007

WALLER COUNTY, Texas -- Houston police started testing unmanned aircraft and the event was shrouded in secrecy, but it was captured on tape by Local 2 Investigates.

Neighbors in rural Waller County said they thought a top-secret military venture was under way among the farmland and ranches, some 70 miles northwest of Houston. KPRC Local 2 Investigates had four hidden cameras aimed at a row of mysterious black trucks. Satellite dishes and a swirling radar added to the neighbors' suspense.

Then, cameras were rolling as an unmanned aircraft was launched into the sky and operated by remote control. Houston police cars were surrounding the land with a roadblock in place to check each of the dignitaries arriving for the invitation-only event. The invitation spelled out, "NO MEDIA ALLOWED."

HPD Chief Harold Hurtt attended, along with the U.S. Department of Homeland Security and dozens of officers from various police agencies in the Houston area. Few of the guests would comment as they left the test site.

News Chopper 2 had a Local 2 Investigates team following the aircraft for more than one hour as it circled overhead. Its wings spanned 10 feet and it circled at an altitude of 1,500 feet. Operators from a private firm called Insitu, Inc. manned remote controls from inside the fleet of black trucks as the guests watched a live feed from the high-powered camera aboard the 40-pound aircraft.

"I wasn't ready to publicize this," Executive Assistant Police Chief Martha Montalvo said. She and other department leaders hastily organized a news conference when they realized Local 2 Investigates had captured the entire event on camera.

"We still haven't even decided how we were going to go forward on this task, so it seemed premature to me to announce this to the media," Montalvo said. "But since, obviously, the media found out about it, then I don't see any reason why just not go forward with what we have so far."

Montalvo told reporters the unmanned aircraft would be used for "mobility" or traffic issues, evacuations during storms, homeland security, search and rescue, and also "tactical." She admitted that could include covert police actions and she said she was not ruling out someday using the drones for writing traffic tickets.

A large number of the officers at the test site were assigned to the department's ticket-writing Radar Task Force. Capt. Tom Runyan insisted they were only there to provide "site security," even though KPRC cameras spotted those officers heavily participating in the test flight.

Houston police contacted KPRC from the test site, claiming the entire airspace was restricted by the

Federal Aviation Administration. Police even threatened action from the FAA if the Local 2 helicopter remained in the area. However, KPRC reported it had already checked with the FAA on numerous occasions and found no flight restrictions around the site, a point conceded by Montalvo.

HPD leaders said they would address privacy and unlawful search questions later.

South Texas College of Law professor Rocky Rhodes, who teaches the constitution and privacy issues, said, "One issue is going to be law enforcement using this and when, by using these drones, are they conducting a search in which they'd need probable cause or a warrant. If the drones are being used to get into private spaces and be able to view where the government cannot otherwise go, and to collect information that would not otherwise be able to collect, that's concerning to me."

HPD Assistant Chief Vickie King said of the unmanned aircraft, "It's interesting that privacy doesn't occur or searches aren't an issue when you have a helicopter pilot over you and it would not be used in airspace other than what our helicopters are used in already."

She admitted that police helicopters are not equipped with cameras nearly as powerful as the unmanned aircraft, but she downplayed any privacy concerns, saying news helicopters have powerful cameras as well.

HPD stressed it is working with the FAA on reviewing the technical specifications, the airworthiness and hazards of flying unmanned aircraft in an urban setting. Future test flights are planned.

The price tag for an unmanned aircraft ranges from $30,000 to $1 million each and HPD is hoping to begin law enforcement from the air by June of 2008 with these new aircraft.

11th ANNUAL SWAP MEET

"The biggest swap meet in Central Texas!"

Friday and Saturday, January 18th & 19th, 2008

This will be the 11th year for the Georgetown Texas Swap Meet. We will be open both Friday and Saturday with an auction Saturday afternoon. Come join the biggest swap meet in Central Texas. Plenty of free parking and approximately 100 FREE tables for sellers while they last.

Entry: $5.00 each day to sell, buy or just simply browse. Spouses and children under 12 with adult are free.

Tables: Free! Limit of 1.

Date and Time: Friday January 18th: 3:00pm to 9:00pm and Saturday, January 19th: 9:00am to 3:00pm

Location: San Gabriel Neighborhood Building in Georgetown's San Gabriel Park. (map)

Activities: Concessions. Giant Scale viewing area. Door prizes awarded throughout the event, winner

must be present to win. Raffle on Saturday, winner need **NOT** be present to win.

For more information contact:

Bob Petrinec @ 512-260-3887 or rpetrinec@austin.rr.com

Or check the website at: http://www.gamarc.org

Directions to Swap Meet

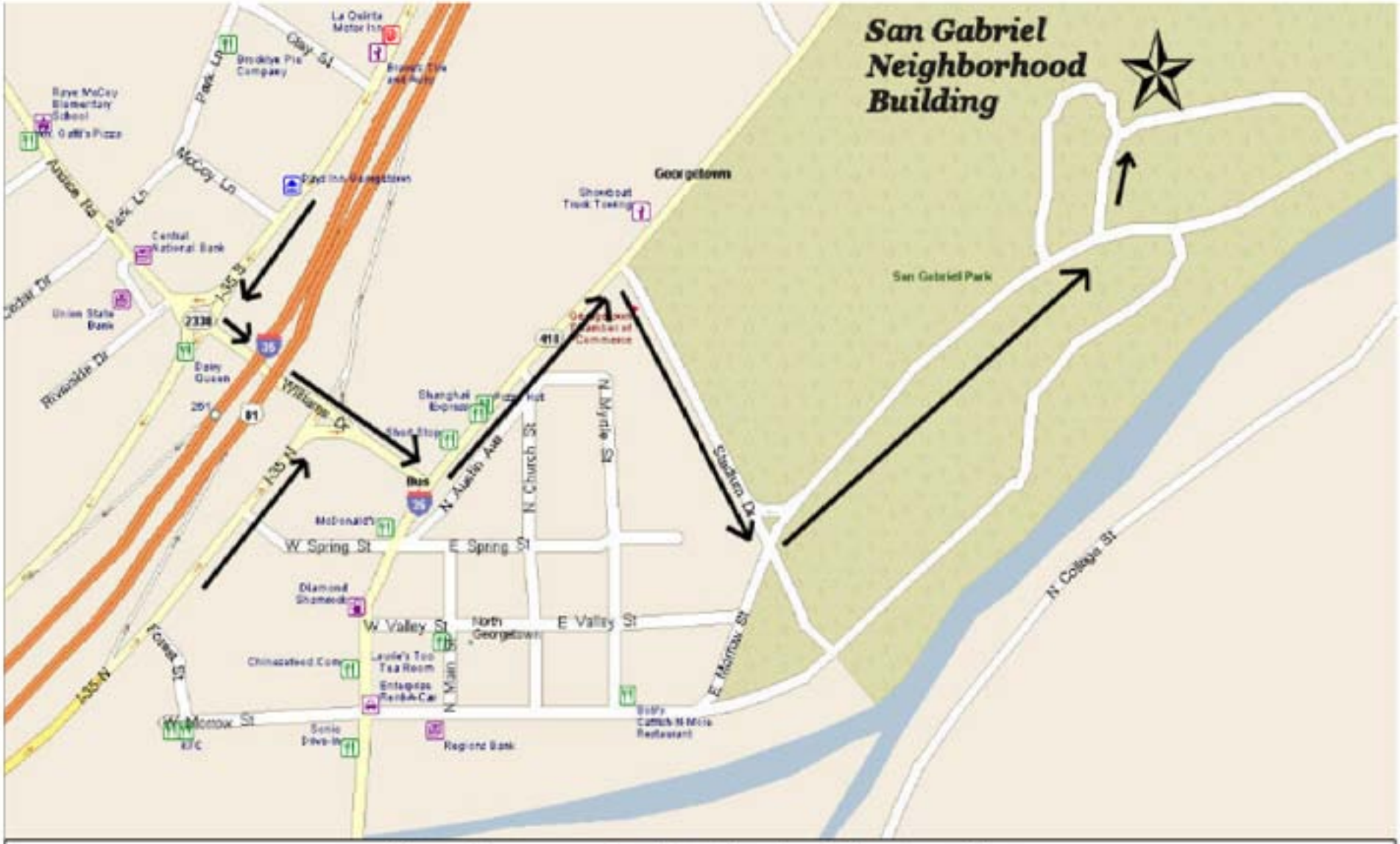
If coming from North on I-35: Take exit 262 (Andice/Lake Georgetown) off IH35. Turn left and take the overpass over IH35 for one block to ?T? intersection (Austin Avenue [McDonalds on right]).

Turn right onto Austin Avenue for approximately 2 short blocks to East Morrow Street (across from Sonic). Turn left onto East Morrow Street and follow the red/white RC signs into San Gabriel Park and to the Neighborhood Building.

If coming from South on I-35: Take exit 261A (Andice/Lake Georgetown) off IH35. Turn right at the light and go one block to ?T? intersection (Austin Avenue [McDonalds on right]). Turn right onto Austin Avenue for approximately 2 short blocks to East Morrow Street (across from Sonic). Turn left

onto East Morrow Street and follow the red/white RC signs into San Gabriel Park and to the Neighborhood Building.

In all cases: Follow the red/white signs saying: RC



Map to Georgetown Aero Modelers Association Swap Meet
Friday and Saturday, January 18th & 19th 2008
Georgetown, Texas
San Gabriel Neighborhood Building, San Gabriel Park