# Crosswinds

JANUARY
2008

**Newsletter for the SPring Area Radio Kontrol Society**

**SPARKS WEBSITE**
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| | |
|---|---|
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## GREETINGS FROM THE PRESIDENT - WALLY WARREN

Sitting here at deadline time again, it isn't what to write, but what hasn't been said already – and beat to death!

We've pretty much recovered from the Thanksgiving weekend. Santa is firing up the sleigh. Family members have sent cards, letters and "updates" from all over the country. And yet, it just doesn't feel correct to put "2008" up top!

It feels right to just start by saying that I get thrilled by the attendance at our club meetings. I would be willing to bet that we, as a club, have a higher membership attendance ratio than almost ANY club of any size. To me, that just shows that you folks CARE. You care about the direction of your club, and you care about the social aspect of the meetings, too. We have a great group and it shows.

I (and my kids) got the new 2008 AMA cards in the mail right after thanksgiving. How can it be that I've been an AMA member for 30 years already? I should have gone with the life membership many years ago – I KNEW I'd never outgrow my love for our hobby way back then! Sure, like most of us, I've had my periods of inactivity, when life and kids (or both) conspire to pry my time away from the hobby. But it is always worth it. It is only a hobby! The kids will be gone one day, then I can get on with more of a focus on airplanes, but till then I'll be making sure that my kids get the time with me that they want or need! Our legacy won't be how much stuff we leave to the heirs, but how much we invest into other people.

I've been slowly working on the KMP F7F Tigercat this year. It won't fly till 2008, but when it does, I'm sure it will be worth it! I hope it is a better airplane than the Thunder Tiger Rare Bear that I test flew around the first of December. My friend and building buddy, Jaimie, worked really hard with me on that airplane to make certain than it had all of the "issues" built out of it as we went. We read all of the blogs on RCU (Lot's of complaints about flutter, retracts, etc.), checked and re-checked the integrity of the airplane and STILL had one of the scariest test flights EVER. It can not be more disappointing to me to do EVERYTHING that I can

Con't page 2

**GREETINGS FROM WALLY WARREN, PRESIDENT, con't**

(mechanically and financially) to build a great airplane and then almost lose it from poor design! When an airplane starts fluttering violently on the test flight at half throttle during the first fly-by, THAT really makes you mad. Then, to top things off, I made a pretty nice wheel landing about two thirds of the way down the runway (still plenty of room to stop) but both mains just ripped right out of the wings as soon as the wheels touched the grass. I was ready to stomp it into the ground as a sacrifice to the airplane gods, but Jaimie talked me out of it so that we can do some research into fixes so that others won't have the same problem! I will keep you posted on what works and doesn't!

My winter projects will be the big F-82 (all new servo's and, probably, engines) and also my pattern bird that I picked up a year or so ago. It is called "Synergy" and is a beautiful, all composite bird that I might try to learn the basic pattern maneuvers with and possibly even enter a contest for the first time – EVER. I always fear that competing will take the fun out of my flying, but I'm hoping that the increase of my skills and the camaraderie of competition will off-set the tension! I might even do some IMAC contests if I have time since I already have the birds for that….

What about you? What will you make of your hobby in 2008? Will it be a learning year, a static – just get by - year, or a reach for the moon year? I just hope that, whatever your goals are for this New Year, they will be shared with somebody that gets better because you helped them improve!

Well, that'll about do it for the start of another year, I guess. Be kind, be helpful, and make a friend at the field. One can NEVER be a friend to too many others!

Regards,

Wally Warren

281-794-0947

## TOM GALLATIN RECEIVES HIS SOLO CERTIFICATE…

Saturday, December 1st was the scheduled date for Tom's FPE….His Instructor, Duane Neefe, Chief Instructor Lee Dillenbeck and Vice President/Instructor Mark Hunt were all in attendance for the big moment.
A stiff cross wind was blowing, but Tom prevailed and is now a solo pilot. What a grand moment for all of us against the wiles of Mother Nature.

*Photo above* taken at the December meeting….President Wally Warren presents Tom with his certificate.

*Photo left:* Lee, Duane, Tom and Mark after the Flight Proficiency Exam.

## HIGHLIGHTS FROM THE DECEMBER MEETING……

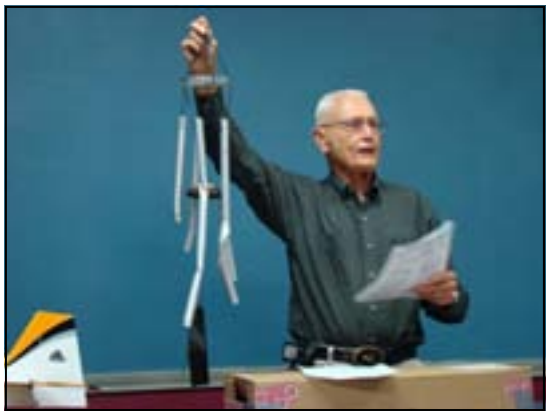
Tom Gallatin was presented his solo certificate having completed the FPE last Saturday, December 1st. in very windy conditions. Congratulations Tom !! Please see preceding page.

Vice President Mark Hunt reported the meeting arranged by Jim Sheffield with the Harris County Officials went very well. The first proposed site was not suitable, but they are aware of our needs after visiting the field and speaking with Duane Neefe who was flying that day. Paul Johnson did not have any updates on his contact with the County.
Mark will check with Doyle Kaye on any possible developments on the sale contract of our current site. Hopefully, we will secure a future site next year.

Members were reminded to renew their AMA membership in order to retain flying privileges.

Featured speaker was Chris Fredona who reviewed the design and construction of his annular wing aerobatic craft. Much thought and time went into the unique circular wing fashioned from foam and covered in fiberglass.
Special landing gear was necessary to give the craft the necessary ground clearance. Many thanks to Chris for the slide show and informative discussion.

Jack Jacobsen presented a humorous story about helicopters and their pilots. He presented Duane Neefe with a specially designed wind chime crafted from heli booms. Everyone enjoyed the cleverly written story.



Model of the month was won by Alan Buckner and his Katana from Precision Aerobatics. Please see story and photo next page.

## MODEL OF THE MONTH PRECISION AEROBATICS - KATANA MD

Presented by Alan Buckner

For my birthday, I bought a new 3D/Freestyle electic called the Katana MD (MD = Medium sized) designed by Precision Aerobatics. I put it together over the Thanksgiving holiday weekend.

**Specs as built:**

- Wing span: 46"
- Length : 44.9"
- Wing Area: 500 sq.in
- My Weight (RTF): 2lb 3oz (my batteries are just a little heavier than newer ones)
- Wing Loading: 10 oz/sq.ft
- Motor: PA (Precision Aerobatics) Thrust 30 – Very efficient & keeps cool. Bought with ESC combo for $120 including shipping.
- ESC: PA Quantum 40 – Better match with Thrust 30 – quieter, cooler, & more efficient than CC, etc.
- Servos: 4 Bluebird BMS-373MG (less expensive than Hitec 65MGs but slightly less torque)
- RX: Futaba R607FS (2.4 GHz)
- Spinner: Great Planes 1-1/2" E-Spinner (only 5 g and fits perfectly)
- Prop: APC 12x6 E
- Batteries: 2100mAh 3S1P LiPo. Mainly using MaxAmps, but if buying today, would use FMA-Direct Revolution batteries
- Charger: FMA Direct CellPro 4S. I can't say enough good things about this lower cost, safe, and fast charger!

**Unique Features:**

- Extensive Carbon Fiber using a patented "FiberFusion" technology. See the below video for more details.
- Ailerons are pre-hung and use full-scale type hinging with zero gap and almost no friction
- Multiple users on RC Groups note that no mods are required. It is very rugged at is and the assembly is straight forward.
- Precision Aerobatics has a good reputation for good flying planes and customer service

**Flight:**

While I have maidened it, I have only been able to fly it for a few minutes. I'm having trouble with the elevator trim and I think I may have a bad servo based on other's experiences. I'll report later on how it flies once this is resolved. All I can say is that it takes off and lands by itself, stalls gently forward as it should, and can fly very slowly (and thus in smaller areas).

BTW, if you build this, I have found a much easier way to attach the wings than is suggested. Just ask me for details: Texas-Flyer@BucknerWeb.com

**More Information:**

- Video describing FiberFusion and shows it flying: http://www.precisionaerobatics.com/video/Katana%20MD-FiberFu sion%20%20introduction.wmv
- RC Groups Thread: http://www.rcgroups.com/forums/showthread.php?t=590900
- Manufacturer's Site: http://www.precisionaerobatics.com/product_item.aspx?prodID=1104
- To purchase, try Atlanta Hobbies, Central Hobbies, or Chief Aircraft. Randy's can also order them.

**WHO'S THE BRAVEST/CRAZIEST…..THE ONES IN THE CRAFT OR IN THE RAFT** ????
Submitted by Lee Dillenbeck

http://www.sonicbomb.com/v2.php?vid=military/chinookwater.wmv&id=276&ttitle=CH-47%20water%20landing

**HERE'S SOMESTHING WE'LL NEVER-SEE.....AMAZING** submitted by Lee Dillenbeck

*Suddenly the shoreline north of Sydney were transformed into the Cappuccino Coast . Foam swallowed an entire beach and half the nearby buildings, including the local lifeguards' centre, in a freak display of nature at Yamba in New South Wales .*
*One minute a group of teenage surfers were waiting to catch a wave, the next they were swallowed up in a giant bubble bath. The foam was so light that they could puff it out of their hands and watch it float away*

*Boy in the bubble bath: Tom Woods, 12, emerges from the clouds of foam after deciding that surfing was not an option*
*It stretched for 30 miles out into the Pacific in a phenomenon not seen at the beach for more than three decades. Scientists explain that the foam is created by impurities in the ocean, such as salts, chemicals, dead plants, decomposed fish and excretions from seaweed. All are churned up together by powerful currents which cause the water to form bubbles. These bubbles stick to each other as they are carried below the surface by the current towards the shore. As a wave starts to form on the surface, the motion of the water causes the bubbles to swirl upwards and, massed together, they become foam.*
*The foam 'surfs' towards shore until the wave 'crashes', tossing the foam into the air.*
*Whitewash: The foam was so thick it came all the way up to the surf club*
*' It's the same effect you get when you whip up a milk shake in a blender,' explains a marine expert. 'The more powerful the swirl, the more foam you create on the surface and the lighter it becomes.' In this case, storms off the New South Wales Coast and further north off Queensland had created a huge disturbance in the ocean, hitting a stretch of water where there was a particularly high amount of the substances which form into bubbles. As for 12-year-old beachgoer Tom Woods, who has been surfing since he was two, riding a wave was out of the question. 'Me and my mates just spent the afternoon leaping about in that stuff,' he said. ' It was quite cool to touch and it was really weird. It was like clouds of air - you could hardly feel it."*

## THE GLOBAL HAWK from J.R. Carpenter and Mike Rose

This is a photo of the Global Hawk UAV that returned from the war zone recently under its own power. (Iraq to Edwards AFB in CA) - Not transported via C5 or C17..... Notice the mission paintings on the fuselage. It's actually over 250 missions.... (and I would suppose 25 air medals). That's a long way for a remotely-piloted aircraft Think of the technology (and the required quality of the data link to fly it remotely). Not only that but the pilot controlled it from a nice warm control panel at Edwards AFB. Really long legs- can stay up for almost 2 days at altitudes above 60k.

The Global Hawk was controlled via satellite; it flew missions during OT&E that went from Edwards AFB to upper Alaska and back non-stop.

Basically, they come into the fight at a high mach # in mil thrust, fire their AMRAAMS, and no one ever sees them or paints with radar. There is practically no radio chatter because all the guys in the flight are tied together electronically, and can see who is targeting who, and they have AWACS direct input and 360 situational awareness from that and other sensors. The aggressors had a morale problem before it was all over. It is to air superiority what the jet engine was to aviation.

It can taxi, take off, fly a mission, return, land and taxi on it's own. No blackouts, no fatigue, no relief tubes, no ejection seats, and best of all, no dead pilots, no POWs.? Pretty cool !!!

## Check out the cockpits of the world's most famous planes. submitted Mike Rose

You have got to visit this site….Not only does it show you the cockpit of each plane, the specs and other interesting facts and history of each of one, but there are many other photos and articles as well

http://www.codeonemagazine.com/test/archives/2007/articles/jan_07/cockpits/cockpits.html
Here is a sample….showing the F 22 Raptor

**F-22 Raptor**

*The F-22 is quite simply the most sophisticated fighter built. By every measure, the Raptor, the world's first fifth-generation fighter, represents breakthroughs in maneuverability, stealth, and sensor fusion. The aircraft's design is a balance of increased speed and range, enhanced offensive and defensive avionics, and greatly reduced observability. The F-22 will provide air dominance for the US and its allies for the next forty years. This cockpit is the first true glass cockpit with no standby mechanical gauges and only minimal dedicated controls on the console panels. Superior external visibility is provided by a canopy that is the largest piece of formed polycarbonate ever made*

**Want to see some great RC videos**.....submitted by Mike Rose

Check out the "Aircraft proving grounds" site…….

http://www.geistware.com/rcmodeling/aerobatics/video.htm

## PRETTY WILD LOOKING, ISN'T IT?

Submitted by Mike Rose

Even though the Aeroscraft dwarfs the largest commercial airliners, it requires less net space on the ground than any plane because it doesn't need a runway The airship takes off and lands like a helicopter straight up and down This is not a Blimp It's a sort of flying Queen Mary 2 that could change the way you think about air travel.

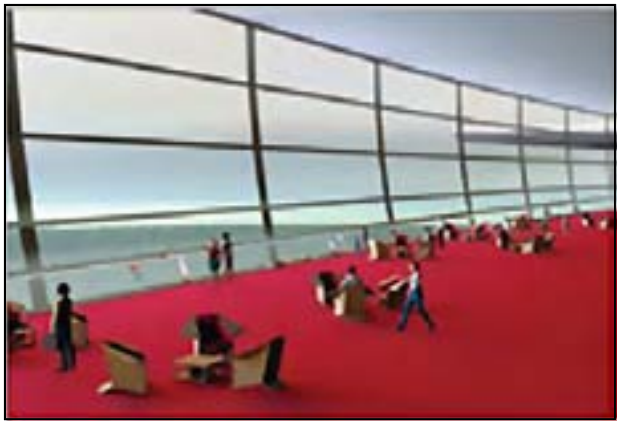
It's the Aeroscraft , and when it's completed , it will ferry pampered passengers across continents and oceans as they stroll leisurely about the one-acre cabin or relax in their staterooms. Unlike its dirigible ancestors ,the Aeroscraft is not lighter than air. It's 14 million cubic feet of helium hoist only two-thirds of the craft's weight . The rigid and surprisingly aerodynamic body , driven by huge rear-ward propellers , generates enough additional lift to keep the behemoth and its 400-ton payload aloft while cruising .

During takeoff and landing , six turbo-fan jet engines push the ship up or ease its descent This two-football-fields-long airship is the brainchild of Igor Pasternak , whose privately funded California firm, Worldwide Aeros Corporation , is in the early stages of developing a prototype and expects to have one completed by 2010 . Pasternak says several cruise ship companies have ex pressed interest in the project, and for good reason - the craft would have a range of several thousand miles, and , with an estimated top speed of 174 mph, could traverse the continental United States in about 18 hours .

During the flight, passengers would view national landmarks just 8,000 feet below or, if they weren't captivated by the view , the cavernous interior would easily accommodate such amenities as luxury staterooms , restaurants - - even a casino .

To minimize noise , the aft-mounted propellers will be electric powered by a renewable source such as hydrogen fuel cells . A sophisticated buoyancy - management system will serve the same purpose as trim on an airplane, allowing for precise adjustments in flight dynamics to compensate for outside conditions and passenger movement. The automated system will draw outside air into compartments throughout the ship and compress it to manage onboard weight.

( On a pressurized plane , windows like these would explode outward the Aeroscraft would not fly high enough to need pressurization )



The company envisions a cargo-carrying version that could deliver a store's worth of merchandise from a centralized distribution center straight to a Wal-Mart parking lot, or, because the helium-filled craft will float , a year's worth of supplies to an offshore oil rig .

" You can land on the snow, you can land on the water," Pasternak says . " It's a new vision of what can be done in the air . "

Aeroscraft : Purpose - Long -range travel for passengers who are more concerned with the Journey than the destination..

Now this is really neat!!! Dimensions (feet): 165 H x 244 W x 647 L

**HUMOUNGOUS ! !**

**IF YOU ARE BORED DURING A BAD WEATHER WEEKEND, TRY THIS….**submitted by Nick Marson

You download a trial version of this fun game or have put it on your wish list as I did..
Santa even brought it early...WOW

**http://www.virtualrc.com/default.aspx**


## GREAT HELI PILOTS AT THE MARK MCALPINE MEMORIAL TOURNAMENT IN FALL 2006

submitted by Nick Marson

Wonder how many helis the guy has trashed in practice....he is fantastic….

http://www.youtube.com/watch?v=p8t41avFuCc_helicopter

## SAFETY WHEN USING CA by Rod Kuntz

A few days ago we got a panicked call from our daughter to tell us that her fiancée was building a plane in the workshop, and that a big bubble of CA had popped and he got CA in his eye (he was wearing contacts). This could be a problem. Luckily he had a water source at hand and was knowledgeable enough to immediately flush his eye with lots of water, noting that after a few minutes some "lumps" were flushed out. Not damage was done. I think that was a close call, as I believe CA will bond to anything, including eyelids, contacts etc. Sure works well on skin to skin.

CA's are ester based monomers that chemically link and bond when you press them into a thin film. The very thin layer of moisture on most surfaces acts as a catalyst resulting in the bonding. However, and excess amount of water will degrade the performance of CA. You may have noticed that it just doesn't seem to set up as quickly or as reliably on those high humidity, rainy days and this is why.

I downloaded the MSDS (sorry, me being the safety guy again…Material Safety Data Sheet) from one of the larger manufacturers of CA (supplies Larry's and others in Houston), and sure enough, under first aid procedures if you get it in the eye is to flush with copious amounts of water for at least 15 minutes, then get medical attention. This excess water flush probably prevents the CA from polymerizing completely. However, unless you are keeping an eye wash bottle on your workbench, or have a sink in the workshop, it probably would be a better idea just wear safety glasses when working with CA.

## VERY EXPENSIVE OOOPS!

Submitted by Dean Nistetter

218 Million US dollars of scrap

More pictures and a little more of an explanation.....

This is what happens when you run up the engines on an A340 and then knock off the handbrake by accident! This was a brand new plane undergoing engine tests at Toulouse prior to delivery this week.

All the photos are shown on the following website..just scroll down on the first page to view..

http://aido3n.blogspot.com/2007/11/airlinegeek-fw-toulouse-last-week.html


## Helicopter autorotations are addictive.

Submitted by Duane Neefe

Two years ago this coming February I finally learned how to do an autorotation with my model helicopter. It only took me about three sets of blades, three tail booms, and convincing my wife it was a necessary thing to do.

Several months later I entered the Propnuts, Crosby, Texas autorotation contest. I managed to stop shaking enough to place fifth in my first contest. It was now apparent I was addicted doing autos. I started studying everything I could find on the internet about how a real helicopter performs autorotations. I watched others such as Greg Riede and tried to learn everything I could about doing them smoothly and accurately.

Now bear in mind to win an autorotation contest you need to be capable of climbing the model helicopter to about 200 feet, reducing engine rpm to an idle position and using collective pitch maintain blade speed to allow landing safely with the nose of the helicopter on a 3 inch disc three times or more in a row. Sounds impossible? It was until I had performed about 3,000 autorotations and had spent many hours using different setups in my transmitter and helicopter linkage.

I installed an onboard tachometer which showed me the head speed, and ran numerous tests using different blades, varying degrees of collective pitch, and techniques regarding rate of fall and landing angles. Like I said before I was addicted to doing autorotations and competing in helicopter fun flys. Now that I had placed fifth in the first contest I practiced as much as possible weather permitting.

Most people thought I was a little bit strange but they all kept encouraging me to keep practicing. Two people who are the best in the southwestern US at doing autorotations offered me advice which I took concerning procedures and setup of the helicopter. They are true sportsmen since they both knew it was my goal to beat them in an auto contest.

In May 2007 I attended the Space City RC club fun fly. I still had to handle having 25 to 35 people watching me try to hit that little disc but I was able to manage placing fourth in the contest. I was working my way towards my goal. In September I attended the Propnuts, Crosby, Texas funfly and competed again in their auto contest.

They gave $500 for first place, $200 for second, and $50 for third place in both the auto contest and drag racing (this you have to see to believe). The first round in the auto contest there were 10 contestants. Nine of them were able to place the nose of the helicopter in a circle which was about 16 inches in diameter three times out of five tries. I was able to do it the first three times.

The next round they were going to take the top five pilots for the money round. To qualify you had to score points by touching the three inch disc for five points or the circle for three points. I scored a perfect score of 15 points which put me in the money round. Then in the money round that bad auto came out and I blew one auto. I place third and won $50.

The next contest was in Mount Pleasant, Texas which drew pilots from many states. There were seven of the top 3D pilots in the US performing demos. The auto contest had about ten pilots and again the one bad auto put me tied for second place at the end. If you have a high speed link you can view the auto contest at the following links. The first two contestants were the gentlemen who had helped me setup and perform accurate autorotations.

By the way it is legal to move the helicopter with what ever blade speed is left from the autorotation. You will see this in the videos. We can actually walk the helicopter to the target but moving the tail back and forth using collective, elevator, and tail rotor controls.

A DSL service loads the following in about 15 seconds.
Auto Contest Part 1 – 38mb video: http://www.runryder.com/rrtv.htm?v=/helicopter/rrTV-Photo/funflies/SouthernRotaryClassic2007/rrSRC07-Sat-AutoContest1.wmv

Auto Contest Part 2 – 46mb video: http://www.runryder.com/rrtv.htm?v=/helicopter/rrTV-Photo/funflies/SouthernRotaryClassic2007/rrSRC07-Sat-AutoContest2.wmv

*Please next page for conclusion and photo*

## Helicopter autorotations are addictive con't.

My next autorotation contest was at Sulphur, La. at the LARKS club field. There I finally placed first. The two guys I have been out to beat did not come but the next time hopefully they will make it. I had placed fifth, fourth, third, tied for second, and finally first in that order.

Autorotations have been addictive and a real challenge for me. They are fairly easy to perform at the flying field but to hit a three inch circle? At Sulphur, La. I was actually a half an inch from center on one auto and about 1 inch from center for another. At Crosby I had one which was dead on center. I still practice as much as possible and I am looking forward to next year. The guys who compete have been great. By the way did I mention I have also entered two drag racing contests? I have not placed in drag racing but may be next year?

This is my helicopter landing during the Mount Pleasant contest.

Wishing everyone a
Happy Holiday
season and a
Happy, 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,
Lee Dillenbeck, Rod Kuntz, James Lord, Nick Marson,
Duane Neefe, Dean Nistetter, Mike Rose and Wally warren

Please send your items to me at dgmarson@earthlink.net

## Huge C-17 submitted by James Lord

The four builders are shown in the image to the right. Colin Straus, the owner, is at the nose of the aircraft.

This 1/9th scale radio-controlled C-17 model was built in the United Kingdom It was built as the centerpiece of a 15 program television series produced in the U.K. for the Home and Leisure satellite TV channel.

Built with the aid of three friends, it took one year to build and is powered with 4 Jetcat P-120 turbines with a total thrust of 108 lbs. The model weighs over 250 lbs fueled, and carries 12.5 liters (3.3 US gallons) of 95% kerosene and 5% turbine oil fuel. Other details include 5 Futaba PCM receivers, 16 battery packs (93 cells), 20 Futaba servos, on board air compressor, electro/pneumatic retracts, etc. Wingspan is 20 feet 8 inches, and the top of the if n is 74 inches (6 feet 2 inches) above the ground. Takeoff weight is 264 lbs.

The rear cargo doors open and they drop an r/c jeep on a pallet, as well as 2 free-fall r/c parachutists.

The model also has smoke systems both of the inboard turbines, and uses a 2.4 GHz data link to provide real-time data to a laptop computer on the ground while in flight. This data includes airspeed, turbine RPM, EGT, fuel consumption, etc. Built mainly from balsa and ply, with many glass and carbon fiber moldings to reduce weight. It is covered in fiberglass and epoxy resin. Complete with retractable landing gear and pneumatically operated flaps.

This C-17 Globe Master III is one of the largest jet models in the world today!

*Editor's note: I have repeated this for those of you who may have missed it previously.*

## INTERESTING PHOTOS OF CLASSIC PLANES

Submitted by Wally Warren



# 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

*Editor's note: The map is in the December issue of Crosswinds*

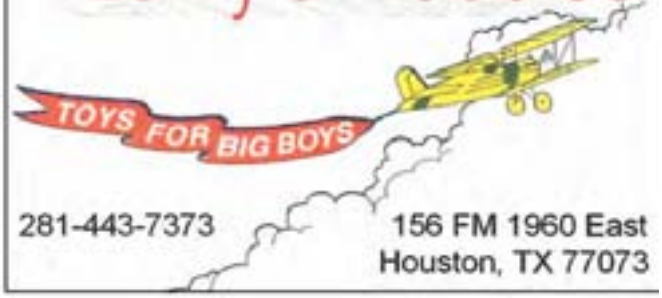
*Don't miss the*
*Weatherford Aero Modeling Society*
*Spring 2008 Swap Meet & Auction!*
*Friday & Saturday, March 21st & 22nd.*
*The Largest Swap Meet in the Southwest!!!*

*For your convenience, here's an alphabetical list of Weatherford Motels:*

**Best Western Santa Fe:** 817-594-7401 or 1-800 528-1234
**Comfort Inn:** 817-599-8683 or 1-800-228-5150
**Hampton Inn:** 817-599-4800
**Holiday Inn Express:** 817-599-3700
**Ramada Inn:** 817-441-5443
**Super 8 Motel:** 817-594-8702 or 1-800-800-8000
**Days Inn:** 1-800-DAYS-INN • 817-594-3816

## PLEASE SUPPORT OUR LOCAL HOBBY SHOPS

Larry's Hobbies

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Houston, TX 77073

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Email: mikeshobbyshop@aol.com
21768 E. Knox Dr. Porter, Texas 77365

**One more Swap meet notice, next page**

Visit WAMS Web Site at:
www.wamsrc.org

# Weatherford Aero Modeling Society

# WAMS

## Spring 2008 Swap Meet, & Auction

"Note Different Weekend"

**SWAP MEET**
Friday, March 21st, 5 to 9 p.m.
(Concessions Available)

**SWAP MEET & AUCTION**
Saturday, March 22nd
8 a.m. to 5 p.m.
Auction at 12 noon.
(Concessions Available)

**HALL MIDDLE SCHOOL**
Weatherford, Texas
$5.00 each day
(Under 12, Free)

**Table Rentals $10.00 Each Day**
**Table Reservations $15.00 Each Day**
**Contact Verne Bell for Info & Diagram**

***Admission Price Includes a ticket for one of the two Radio Raffles! Additional Raffle Tickets are available!***


Remember: State & Federal Law prohibits smoking in school buildings OR on school grounds!