

CROSSWINDS

NEWSLETTER OF THE SPRING AREA RADIO KONTROL SOCIETY

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SPARKS 2002/2003 Officers

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Kenny Manchester Secretary	281-376-0469
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281-370-5615

Airplanes

Bob Allen	281-443-8779
Vic Baney	281-357-1357
Brian Bange	281-290-0068
Ian Bange	281-290-0068
J.R. Carpenter	281-363-1927
Lee Dillenbeck	281-350-1649
Jack Jones	281-379-1960
Howard Lincoln*	409-321-2721
Chris Lloyd	281-379-1884
Pep Peperone	281-367-8248

* Advanced Aerobatic Only

Helicopters

Rudy Acherman	281-251-8369
Walter Laich	281-251-5212
Greg Riede	281-376-5259

FROM THE COCKPIT

BY PAUL JOHNSON, PRESIDENT

Dear SPARKS Members:

I would like to welcome each of you to the first issue of our new SPARKS Newsletter. I hope that each of you finds the newsletter interesting and informative. We would really like it to be a newsletter for all of us. We would really appreciate thoughts from each of you on what you would like to have in the newsletter. We will also be very interested in any contributions that you may have for the newsletter.

As an incentive to provide contributions to the newsletter, anyone submitting an article to the newsletter will receive a ticket for the next months raffle at our club meeting. I hope you will all support Ted in making the newsletter something that we will all really enjoy.

As President of SPARKS, I am very interested in helping the club be what the majority of the members would like to it be. I am interested in feedback from all of you. If you would like to have the club sponsor some events, let us know. If we sponsor events we will need to plan well in advance. If you would like to see us have some guest speakers at our monthly meetings from other clubs and perhaps even national level give us informative presentations on various areas of our hobby, let us know. If you are aware of someone who would be an interesting speaker, let us know as well.



We appreciate the contributions of time and effort that each of you have provided to make our new flying site a reality. The field we now have is a great improvement over what we had in the past. It makes flying much more enjoyable and safer on models. Remember the trees that suddenly became twice as high on dead sticks at our old site. I am very happy with what we have and how close it is to where I live.

Wishing you the best in enjoyable and safe flying,

Paul Johnson

AT SPARKS FIELD

BY HOMER DAVIS, VICE PRESIDENT

During the month of July, my fellow officers and I have been working on a wide variety of projects. I have been working on organizing a few field projects to enhance our beautiful flying field. Some of the short-term low cost projects include: a new SPARKS sign at the field and at Telge Rd., improving field drainage by unplugging the plugged culvert pipe, and extending the North-South runway 60 feet. The long-term

higher cost projects include: eliminating the dips from the North-South runway, and a concrete or other suitable fill for under the shed tables. I asked for volunteers at the July meeting to head up these projects. The volunteers are: Howard Lincoln—new sparks sign at the field, Vic Baney—new sparks sign at Telge, Jake Jacobsen—repairing the dips in the North-South

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**“NEVER FLY
YOUR
AIRCRAFT INTO
THE SUN.”**

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runway and Kenny Manchester—concrete fill under the shed tables. These members are to be commended for volunteering their time to take on these projects. They are heading up these projects and will be in need of assistance from the membership to complete the projects. If you get a call from them to help out, please make every effort to do so, or if you want to be on a particular project contact the leader of that project.

The new club policy is that leaders of short-term projects are excused from the next club workday and leaders of long-term projects are exempt from the next two club workdays.



The Helicopter Fun Fly At SPARKS Field June 8, 2002
Photo by Kenny Manchester

For more photos of this and other SPARKS events see our website.

FOR SAFETY SAKE

BY HOMER DAVIS, VICE PRESIDENT

This is the kick off safety article for the new SPARKS newsletter and as such I would like to outline what I plan to include in this space in coming months. As most of you probably know, one of the duties of the vice president as outlined in the club bylaws is that of safety officer.

Items that I plan to include in future newsletters are any good safety tips that I run across and any accidents that occur at our or other fields. These will be reported not with the idea of embarrassing any members but with the objective of learning how to prevent future occurrences. Also, club rules will be reviewed occasionally as a reminder, especially for our newer members that may not be aware of them.

This month I have listed club rules that pertain to safety. These aren't repeated in their entirety, but the complete text can be found on the SPARKS web site (www.keyresults.com/sparks/news/rules.htm) and copies are located in the silver box at the field.

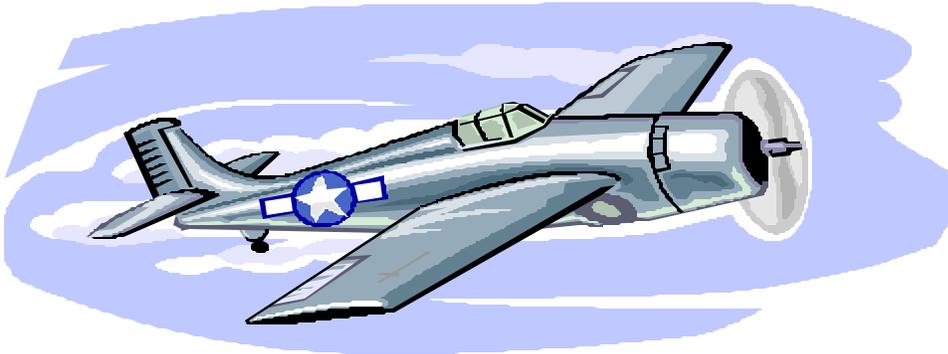
- **ALL FLYING IS RESTRICTED TO AN AREA NOT TO EXCEED 120 DEGREES FROM THE NORTH/SOUTH FLIGHT LINE.**
 - The reason for this rule is pretty obvious. It is strictly forbidden to fly over the flight line, the pits, the parking lot, or the homes to the east of the field. In case of an out-of-control aircraft or equipment failure the aircraft could strike someone and cause serious injury or death. If you see an out-of-control aircraft heading toward the above areas, yell as loud as you can, “**HEADS UP**”. This may give everyone enough time to duck.
 - A corollary to this rule could be, “**NEVER FLY YOUR AIRCRAFT INTO THE SUN.**” It was recently reported in one of the model magazines that a

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student pilot lost his trainer in the sun and before he could recover his sight it struck him in the chest and killed him. If you do accidentally lose your aircraft in the sun, don't look directly at the sun. Instead look off to the side in the direction the aircraft was going and wait for it to come out. You should be able to retain enough sight to regain control. Sunglasses help but don't completely solve this problem.

- **DUE TO POSSIBLE RADIO FREQUENCY INTERFERENCE AND FLIGHT SAFETY, NO MORE THAN FIVE AIRCRAFT ARE ALLOWED IN THE AIR AT THE SAME TIME.**

- All pilots must remain in the safety fence pilot station area while flying and when landing.
- Before retrieving a dead-stick airplane off the runway, look both ways to be sure no one else is trying to land, and yell, "**ON THE FIELD**", as loud as you can. It's hard to hear when several engines are running at once.
- After the aircraft is recovered and you have gotten off the runway, yell, "**CLEAR**", so the other pilots know that it is safe to land without having to take their eyes off their aircraft.
- Glider pilots must remain in the pilot station during takeoff and landings



- **NO TAXIING BACK TO THE PIT OR SHELTER AREA.**

- Stop the engine at the edge of the runway and carry or tow your aircraft back to the pit area. This should give you a little more reaction time if you discover your engine won't return to idle, won't stop or if a radio glitch occurs.
- I was at a fly-in in Maryville, MO recently and one pilot discovered while taxiing off the runway very close to the pilot stations that his engine wouldn't go to idle. With quick thinking on his part, he steered it into the plastic safety fence around the pilot stations which killed the engine without damage to his plane and avoided hurting anyone.

- **FLYING ALONE IS DISCOURAGED**

- If you have a serious accident you may not be able to get to the emergency room on your own. I put a propeller into my leg several years ago that required 22 stitches. Several other members were there that took me to the emergency room in Tomball. I doubt that I could have made it by myself. Incidentally, this is the accident which started me using plane restraints and I will never fly without one.
- If you are by yourself and have to call 911 for an ambulance, tell the dispatcher that the nearest crossroad is Telge Road and Boudreaux Road. The turn-in to the field is 0.6 mile south of Boudreaux at the Texaco station and the field is 0.4 mile east of Telge. Hopefully you will be in good enough shape to get all this information out.

Incidentally, this is the accident which started me using plane restraints and I will never fly without one.

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- If an emergency occurs that requires Life Flight, such as a heart attack or major injury, give the dispatcher the GPS coordinates of the field which are N 30, 02', 09" and W 95, 38', 57".
- If you rely on a buddy to hold your plane instead of a restraint, be sure you have your signals straight when it is OK for him to let go.
- Use of spotters to look out for full-scale aircraft and for traffic on the road to the north of the runway is encouraged.
- Recently I was flying out of the northern most flying station and a new member further down the line was having difficulty with his takeoffs and was coming close to the flight line. Lee Dillenbeck recognized the situation and came out and stood by so that he could let me know if I needed to move back or to duck. This is called looking out for your fellow member and is something that I would like to see more of at the field.

Obviously, I can't be at the field all the time. If you see something that would be of benefit to the club concerning safety or if you know of any good safety tips, pass them along to me. My e-mail address is hld1067@swbell.net and my telephone number is 281-376-0011. Due to my wife's health problems please call after 12 noon.

I will see that laminated copies of the above concerning calling 911, Life Flight, etc. are posted at the field.

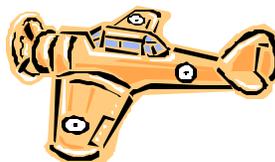
GETTING TOGETHER

BY TED KARIS, NEWSLETTER EDITOR

Come to the August 7th meeting at Valley Ranch BBQ. The location is on the corner of Spring Cypress and Hwy 249.

Has it been awhile since you have been to a SPARKS meeting? Come to the August 7th meeting at Valley Ranch BBQ. The location is on the corner of Spring Cypress and Hwy 249. Our NEW meeting place offers a spacious meeting room and great BBQ. Dinner is at 6:30 pm and the meeting starts at 7 pm. We will be discussing a variety of things including the development of the

2002/2003 budget, field projects and of course a good time of fel-



lowship with the ever popular raffle. Bring your latest airplane or helicopter for the Model of the Month presentation and you

could win Model Of The Month Honors and two raffle tickets. Winning entries must have been flown. This month's meeting will include a special guest Ken Hyman a retired Continental Pilot who now fly's a Confederate Air Force B-17. He will be on hand to answer questions and provide us with some insight into flying a famous warbird.

THE BUILDING BENCH

Need a clamp for your building project? Jake Jacobsen presented a simple clamping solution at our July meeting. When he needs a small clamp he takes a wine cork, rubber bands, and two popsicle sticks or two tongue depressors. He places one stick on each side of the cork and holds them in place with the rubber bands. The makings of an easy and inexpensive clamp. Jake mentions that a great feature of the clamps is by adjusting the rubber band you can get just the right clamp tension without denting your balsa. Jake Jacobsen

Having trouble getting your wheel collars to stay on. I file a notch on my axle for the collar set screw so in the event of the collar working loose it will not completely slide off. I also replace the short set screw that comes with the collar with a longer version that I have found at Ace Hardware. The longer screw provides more contact area for the hex tool so it won't slip while tightening. The longer screw will also stick out a little so it can be tightened with needle nose pliers if needed. Ted Karis

THE CLASSIFIEDS

For Sale Hanger 9 Super Stick, Kraft .61 engine, Airtronics Radio, 5 servos, buddy box switch. Ready to fly. It is a great sport flyer/trainer. \$385 O.B.O.

Contact J.R. Carpenter 281-363-1927 or Just Hobbies 281-292-5878

For Sale Su-Do-khoi, Rossi .45 engine, Futaba servos, battery, switch, etc. (no Tx/Rx) Ready to Fly \$300 Contact Dean Nistettter 281-370-3422

For Sale Super Kaos, O.S. .61 SF, Futaba 4 channel FM Radio
Ready to Fly \$300 Contact Dean Nistettter 281-370-3422

For Sale Balsa Nova, O.S. .61 SF, Futaba 6 Channel PCM Radio, Ready to Fly. \$400. Contact Dean Nistettter 281-370-3422

For Sale Waco Scale Bi-Plane, Super Tiger .60, 4 servos, \$450. Contact Ron Boffa 281-374-9573



1/2 Scale Piper Cub

Engine: 360 cc Twin Wingspan: 18 Feet Pilot: Hailee Fitzgerald
Owner: Garry Adrian of SpectrumHobbies, St Joseph, MO
Submitted by Homer Davis friend of Garry

To Place a free advertisement in the Classifieds submit it to the Newsletter Editor by the 15th of the month.

S.P.A.R.K.S

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- ◆ Are you into engines?
- ◆ Share your knowledge with the club.
- ◆ Newsletter contributions are due by the 15th of each month.

**Don't just read the
NEW Crosswinds,
Be a part of it!**

Your **NEXT** issue of the Crosswinds Newsletter is coming soon. I am looking for anyone interested in contributing to the Newsletter. If you have something of interest to share maybe a flying, acrobatic, building tip, or safety tip, something to sell or anything you may have learned enjoying our hobby.

Please contact the Newsletter Editor

Tot Karis.

Also looking for writers who would like to contribute a regular column or write on occasion.

**832-298-7310
tkaris@hotmail.com**

See you at the next SPARKS Meeting August 7th.