

# CROSSWINDS

NEWSLETTER OF THE SPRING AREA RADIO KONTROL SOCIETY

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## SPARKS 2002/2003 Officers

Paul Johnson President	281-353-7930
Homer Davis Vice President	281-376-0011
Jack Jones Treasurer	281-379-1960
Kenny Manchester Secretary	281-376-0469
Ted Karis Newsletter Editor	832-298-7310

## SPARKS Flight Instructors

Jim Greer-Chief Instructor  
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 you to the second issue of our new SPARKS newsletter – Crosswinds. I hope each of you found the first issue of the newsletter as interesting as I did. I would really like to thank Ted Karis for the great job he is doing as editor. I would like to thank those who contributed to the first issue and those who are contributing to this issue. We would be very glad to publish any RC related article you have.

Remember the incentive for submitting articles to the newsletter is a free ticket for the next months raffle.

I am hoping by the time this newsletter is published that we will have the cement floor poured under our shelter. This along with the extension of the North/South runway is really making our club a great place to fly.

We really want to give a special welcome to the new members of SPARKS and especially those who are getting into RC for the first time. Flying on a buddy box with our experienced instructors makes learning to fly an enjoyable experience and a much lower risk option (I didn't say no risk option) for the planes that are flown. I hope that each of you will feel welcome to the club.

We as officers plan to make our monthly meetings as interesting as possible. We have had quite a bit of business the last two months. We feel this is now behind us and plan to limit the business session to leave time for our special guests and of course the raffle. Please help me understand what the highest priority business is and we will try to do that first and cut off say after 45 minutes.



We are committed to try to have a special speaker or presentation at each meeting. In September the guest will be Ken Hyman, B-17 pilot for the Confederate Air Force. I'm sure each of you will find that interesting. If you have an idea for a special presentation or know someone who would be an interesting speaker or presenter, let me know and I'll try to pursue it.

Wishing you the very best in enjoyable and safe RC flying,

Paul Johnson

P.S. Our October meeting will have a MonoKoting demonstration by Jack Beauchamp. We are looking for a wing to MonoKote. If you have a wing ready to cover and would like Jack to cover it for the demonstration please call me two weeks before the October meeting to set it up.

# THE SPARKS BUDGET

BY JACK JONES, TREASURER

The following is the budget that was discussed at the August meeting for 2002-2003.

## SPARKS Fiscal Year 2002 - 2003

### Operating Budget

<b>INCOME</b>	
Annual Dues	\$ 6,860
New Membership	3,556
Raffle ticket sales	1,800
Heli-Fun Fly/Fund Raisers	770
CA glue sales	363
Other Inc	-
<b>TOTAL INCOME</b>	<b>\$13,349</b>
<b>EXPENSES</b>	
Field Maintenance	\$ 5,692
Raffle Merchandise	1,788
Bank Charges	311
Newsletter / Special Notices	810
Flight Simulator	200
CA Glue Purchases	360
New Badges	168
AMA fees	65
Charitable Donations	100
Internet fee	41
Miscellaneous	57
Club Activities	650
New Field - Projects	50
Refund of membership	70
Site Lease	-
<b>TOTAL EXPENSES</b>	<b>\$10,362</b>
<b>Income / (Loss)</b>	<b>\$ 2,987</b>

### Capital Budget

<b>Cash Balance at 8/7/02</b>		\$23,200
<b>Minimum Reserve</b>		
Misc. Contingency		\$ 1,000
Field Move	<b>7,000</b>	<b>1_/</b>
Operating Exp.	<u>1,500</u>	
<b>Total</b>		<u>\$ 9,500</u>
<b>Funds Available for Projects</b>		\$13,700
<b>Potential Projects</b>	<b>Project Spending</b>	
	<b>Low</b>	<b>High</b>
Christmas Party \$	1,000	\$ 2,000
Runway	1,500	5,000
Pad Under Shed	1,100	4,500
Other Small Project	<u>1,000</u>	<u>2,000</u>
<b>Total Project Costs</b>	<b>\$ 4,600</b>	<b>\$13,500</b>
<b>Excess Capital (Line 9 - Line 14)</b>	\$ 9,100	\$ 200
<b>Plus: Operating Income</b>	2,987	2,987
<b>Plus: Capital Reserve</b>	<u>9,500</u>	<u>9,500</u>
<b>Cash Balance at 6/30/03</b>	\$21,587	\$12,687
<b>Note : 1_/</b>		
Cost of New Field		\$ 14,312
Less: Reliant Charges		6,723
50 % of Shed		1,672
Plus: Misc.		<u>1,000</u>
<b>Reserve for New Field Move</b>		<b>\$ 6,917</b>

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## SPARKS Financial Summary

Balances @ 8/7/02	
AE Money Management	\$16,475
JP Morgan Chase Checking	<u>\$ 6,698</u>
 Total	 \$23,172
 Month of July 2002	
Income	\$ 3,425
Expenses	<u>\$ 1,175</u>

### Greetings to all of our NEW SPARKS members!

Richard Barr	Senior
Henry D'Souza	Senior
Rick Friedrichs	Senior
David Haley	Senior
Ron Higgins	Senior
Len Kingsbury	Senior
Mario Lagarde	Senior
Curtis Simmons	Senior

## From The Building Bench

By J.R. Carpenter

### Scratch Built or ARF

(Step 1)  
The Wing

So you are tired of the short-cut building of the ARF's? Let's build a "scratch built". No you won't save a dime but you will have a much better plane, easier to repair and to think that you built it. Plans—no—just a few principles—it will fly.



Do you want a .40 2c, .60 2c, .80 4c or a 100 4c? I have a 108 2c on my largest plane. It will take about 200 hours or 2-3 months of spare time. My latest "Big Yellow" and "Big Mooney" cost about \$250 each less radio and engine. Let's use the Saito 100 4c size with a wing span of 72", a fuselage of 48" and a chord of 12-14". Drawing the rib by free hand I used a semi-symmetrical shape patterned after the old "ugly stick". Just ask me for a copy of the wing rib template. I used 3/16" balsa for the ribs and fuselage, 1/4" balsa for the tail feathers and 1/4" ply for the firewall. My rib measures 12" from leading to trailing edge. Use 1/2"x1/2" balsa for the leading edge and main spar (3/8" is okay). Use 1/4" x1/4" balsa for the secondary spars. Use 1/8" by 2" for the trailing edge.

Rule of Thumb for chord size is .40 engine + 7", .60 = 8", .80 4c = 10" & 100 4c = 12"-14".

Your basic wing-half consists of a leading edge, 10 ribs, 2 main spars, 2 second spars and a trailing edge. After cutting out the ribs align them with 6 wig pins, 2-2-2. Cut the spar seats to uniform size and sand ribs to uniform size. Place a "band-aid" on the little joint of the little finger prior to cutting out the ribs, it will save you from getting a blister.

Space the ribs at 3 5/8" intervals. Mark the rib position on the main spar and trailing edge. I work from the leading edge when laying out. I like Tight Bond glue, it's safer. Glue all contact surfaces. Remember to glue the wing-half center rib at a 5 degree angle for dihedral. A draftsman's "T" square and a piece of printer's chip board are handy items to have. Elevate the trailing edge with 1/8" stock for a solid bed. Pin and glue. After 3 to 4 hours drying time the second spar can be glued. Glue the second spars, the rest of the trailing edge and then the leading edge. Rotate and glue all contact surfaces. Estimated drying time for both halves 10 -15 hours.

Materials for both wing halves:

- 6 1/2"x1/2"x4' balsa - leading edge and spars (3/8" opt.)
- 3 3/16"x4"x4' balsa - ribs (darker balsa is harder to cut)
- 4 1/4"x1/4"x4' balsa - spars
- 2 1/8"x4"x4' balsa - trailing edge (makes 1/8"x2")

Estimated cost \$15, not including glue, pins, etc.

Complimentary copies of all steps from will be available to SPARKS club members. Next month: Step 2—Finishing the wing.

## FOR SAFETY SAKE

BY HOMER DAVIS, VICE PRESIDENT

As of the writing of this article I am not aware of any serious injuries at the field but we have had a couple of near-misses. To avoid embarrassing anyone, names will be not be used in these or future articles, unless it is to compliment someone on a good deed or for heads-up thinking.

### NEAR-MISS BY STUDENT AND INSTUCTOR

The first incident involved a new student and an experienced instructor who were flying with a buddy box. After awhile, the student, who had some flying experience, was permitted by the instructor to make a landing. The landing went reasonably well and the instructor had already started to turn away from the runway when the student suddenly took it upon himself to turn the landing into a touch-and-go without saying anything to the instructor.

When the student gave the trainer full throttle it was located directly in front of the flying stations. The combination of sudden full throttle and a crosswind apparently caused the plane to make a right angle turn directly toward the pits where several members were standing around. It all happened in a split second and there really wasn't time for anyone to react. One member later said he was standing in front of a bench and he knew he needed to be behind it but he didn't have time to get there. Instead he crouched down and prepared to jump the opposite way the plane went. This is hard on 70-some year old guys. Luckily for the spectators the plane hit the safety fence and crashed before it got to them.

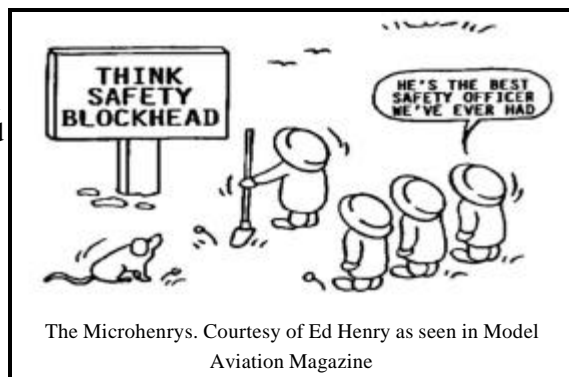
The lesson here is that the instructor and the student must have a clear understanding of what the student is allowed to do and not do during a flying lesson. The student should never undertake a maneuver that is not authorized by the instructor, especially in close proximity to the flying stations and the flight line. Instructors are authorized to ground any student for the day if they do not obey instructions.

### OLD-TIMERS MAKE MISTAKES TOO

The second incident involved a well-seasoned pilot. As usual when he prepared his plane for flight he checked the control surfaces to see that they all moved in the right directions. When this checked out OK he proceeded to start the engine, which fired right up. The only problem was it started at wide-open throttle with the transmitter throttle stick at idle. Since he wasn't using a plane restraint he was using one hand to try to keep the airplane off of him and the other to try to jiggle the transmitter stick. Fortunately several other flyers were nearby and were able to grab the plane and to kill the engine without injury or damage to the plane. Subsequently it was determined that he had the wrong transmitter for that plane. The control surfaces were set the same, but the throttle was reversed.

When doing your preflight checks, in addition to checking correct movement of the control surfaces, also take a look at the carburetor (if you can see it) to be sure the throttle is moving in the correct direction. This is also a good time to verify the correct switch positions for the idle down and engine kill functions, if your transmitter is so equipped. Changing transmitters or changing models in a computer radio may mean these switches have changed. *Find out before you fly not while you are flying.*

## OLD-TIMERS MAKE MISTAKES TOO!



The Microhenrys. Courtesy of Ed Henry as seen in Model Aviation Magazine

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That's it for this month. Contact me if you have any good safety tips you would like to share with the club. My e-mail address is hld1067@swbell.net and my telephone number is 281-376-0011. As I mentioned last month, please make any calls after 12 noon.



Congratulations Glen Watson!! Glen recently competed in the 2002 Pattern Nationals where he won 4th place in the Masters competition. Glen is seen here with his Hideout.



Mark Mullins has been cruising the skies over SPARKS field with his new Hanger 9 Taylorcraft. What a beauty!

What's your latest creation? Share it with the club by submitting a photo for the next newsletter.



## AT THE FIELD

BY JACK JONES, TREASURER

I just wanted to share some information on a promotion from Hitec I found. HiTec is giving away \$1000 to clubs for flying field improvements. The details are shown below. We are looking some of our most "creative and talented writers" to submit to one of the officers a well written statement / request as required by HiTec (In addition to the above information give us a SHORT emotional, heartfelt statement why your group should win one of the ten, \$1000.00 awards from this program). The submission is due by 10-31-02. You never know....we might get lucky!

### Press Release

## We are doing it again, Hitec's \$10,000 Field and Track Improvement Fund Awards

In the spirit of advancing the sport of R/C, Hitec USA proudly announces the **2nd. Field and Track Improvement Fund Awards**. Ten, \$1000 cash prizes are up for grabs, and will be awarded to the ten most deserving R/C clubs and organizations that apply. This fund was originally created in 2001 as a means for Hitec to give back to the R/C community that has been so generous to the Hitec family.

The rules are simple... any club or organization can apply to Hitec with an entry that must include the following verifiable information:

1. Contact name, address and phone number
2. The same data for two members of the clubs board of directors.
3. Your clubs Federal tax ID number.
4. Number of dues paying club members.
5. We want to know if the field or track property is club owned or leased, and if leased, how long is left in the lease.
6. Short plan of proposed improvements.
7. In addition to the above information give us a SHORT emotional, heartfelt statement why your group should win one of the ten, \$1000.00 awards from this program.

Money will be awarded in ten, \$1000.00 cash awards.

Entries must be postmarked before October 31st. 2002 and awards will be sent by December 31st. 2002.

Send your entry to:

Hitec USA  
Field and Track Fund  
12115 Paine St.  
Poway, CA 92064

Come to the  
September 4th  
meeting at Valley  
Ranch BBQ. The  
location is on the  
corner of Spring  
Cypress and Hwy  
249.



The Caped Crusader has been patrolling the skies over SPARKS field, thanks to Steve Tavary. He debuted his latest creation "The Batplane" a few weeks ago. Steve built this Top-Flite Contender kit with "bat-shaped" control surfaces and the unmistakable bat logo. He covered it in black TowerKote and hand cut the Bat insignia from yellow TowerKote. It is powered by a Tower hobbies .46. Nice job Steve.

## 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. \$300 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

**Introducing For Sale** The V-King, RTC-40 Ready to Cover, Span 48", 5 servos, 4.5 lbs, .46, wood construction. Normally \$99, SPARKS Introductory Price \$80. Supplied by Ron Boffa 713-256-4756. This Ready to Cover airplane is designed and built to order by Ron and his partner. Motor, Radio and finishing materials supplied by the purchaser.

## UPCOMING AREA EVENTS

**September 8, 2002** Space City RC -Cross Country Event, Houston. Registration @ 7:30 am, first flight @ 9 am. Entry \$15 per team. Contact Mike Crotts @ 281-578-6183 for more info.

**September 14, 2002** Texas City Radio Control Club-Poker Run, Fun Fly & Swap Registration @ 8 am, flying 9:30 am—2:30 pm. Any size plane or helicopter. Landing fee \$8. www.tcrc.org or Phillip Riles @ 409-945-6723 for more info

**September 20-21-22, 2002** Bomber Field, Monaville, TX—14th Annual B17 Gathering and Big Bird Fly-In. Pilot fee \$20. General admission \$4. Flying from 9 am-5 pm F&Sat., 9 am-2 pm Sunday. Weber-Balke Foundation Co (281)498-7935 for more info. **(see page 8 for photos from last years event)**

**September 28&29, 2002** Jetero R/C Club-4th Annual IMAA/AMA Big Bird Fly-In, Humble. Registration 8:30 am. \$10 landing fee. Odis Everts (281)449-9179; oeverts@aol.com for more info.

**September 28&29, 2002** Brazoria County Modelers Assoc.-Fall Big Bird Blast, Lake Jackson. All Big Bird aircraft welcome. Registration 8 am and flying 9 am-5 pm. Landing fee \$15. Mark Chamblee (979) 297-3293 or www.bcmaonline.org for more info.

**October 19, 2002** Fort Bend R/C-Swap Meet, 139 Matlege Way, Sugar Land. 9 am-3 pm. Tables \$10, \$5 admission. Setup 8 am & Swap from 9 am-3 pm. Sam Grice (281)242-

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

# BOMBER FIELD 13TH ANNUAL BIG BIRD FLY-IN 2001

PHOTOS BY TED KARIS







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S.P.A.R.K.S

SPARKS Newsletter  
8222 Camborne Lane  
Houston, Texas 77070

See you at the next SPARKS Meeting  
September 4th.

*We are on  
the Web!!*  
WWW.  
*sparksrc.com*

*Prop-Nuts and Rotor-Heads Wanted!*



**Join The Crosswinds Newsletter Now!**

- ◆ Do you want to buy or sell something?
- ◆ Have you learned a neat building trick?
- ◆ Are aerobatics your specialty?
- ◆ 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, aerobatic, building tip, or safety tip, something to sell or anything you may have learned enjoying our hobby.

Please contact the Newsletter Editor

**Ted 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 September 4th.