

# CROSSWINDS

NEWSLETTER OF THE SPRING AREA RADIO KONTROL SOCIETY

## INSIDE THIS ISSUE:

<i>The Budget</i>	2
<i>For Safety Sake</i>	4
<i>Area Events</i>	6
<i>Construction</i>	7

## 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 third issue of our new SPARKS newsletter – Crosswinds. I hope each of you find the newsletter interesting. I would like to thank all who have contributed to this issue. As always I would like to thank Ted Karis for the great job he is doing as editor.

I hope you will all take the opportunity to contribute articles that you think would be of interest to the club. Remember the incentive for submitting articles to the newsletter is a free ticket for the next month's raffle.

I hope you are all enjoying the North/South runway extension, new cement floor and additional gravel fill at the club site as much as I am. We really are getting to have a first class flying site. I can't get over how much better it is than our old field.

As always we want to give a special welcome to the new members of SPARKS and especially to those who are getting into RC for the first time. Please take advantage of flying with an experienced instructor with a buddy box. It makes learning a much more enjoyable experience and cuts down on the risk to your plane. I hope each of you will feel welcome to the club.

During our next monthly meeting we



will have a special MonoKote covering demonstration by Jack Beauchamp. Jack is a first class covering expert. I am sure it will be very interesting. The next meeting will be Wednesday, October 2, 2002 at Valley Ranch Barbeque.

Please let me know of other special presentations, displays, etc. that you would like to have at our monthly meetings. I'll try to get it set up.

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

Paul Johnson

# THE SPARKS BUDGET

BY JACK JONES, TREASURER

## SPARKS Fiscal Year 2002 - 2003

### Financials as of September 30, 2002

<b>INCOME</b>		<b>ASSETS</b>	
New Membership	\$ 392	AE Cash Mgt. FD-A-Checking Account	\$ 16,527
Other Income	\$ 16	Sparks Checking	\$ 2,765
		TOTAL Cash and Bank Accounts	\$ 19,292
TOTAL INCOME	\$ 408	Other Assets	
<b>EXPENSES</b>		Crushed Concrete	\$ 2,800
		Field Rolling Pin	\$ 100
Car ID Stickers	\$ 313	Bank Charge	\$ 17
Concrete Pad Construction	\$3,015	Glue Inventory	\$ 274
Field Maintenance	\$ 1,160	Orange Container	\$ 100
Instructor Program	\$ 204	SPARKS Shed	\$ 3,344
New Badges	\$ 38	SPARKS Signs	\$ 658
Raffle Merchandise	\$ 163	Unamortized Lease Deferral-Balance of \$4500	\$ 3,625
TOTAL EXPENSES	\$ 4,910	TOTAL Other Assets	\$ 10,901
		TOTAL ASSETS	\$ 30,193
<b>OVERALL TOTAL</b>	\$ (4,502)	<b>EQUITY</b>	\$ 30,193

## ANNOUNCEMENTS

SPARKS parking stickers are now available to all members and are available at the field. Jack Jones has the stickers so ask him for a some if you have not received a sticker yet. Additional stickers and a sign up sheet can be found in the silver box at the field. The stickers are to be placed on the inside of your vehicle's windshield or rear window depending how you park at the field. The purpose of the stickers is to enable easy recognition of a club member's car by our landlord, Doyle Kay. Doyle will be monitoring who is flying at our field to prevent non-members from flying illegally at our field which has happened in the past and especially during the week. He will be asking unidentified flyers to leave, so get your window sticker and as always your SPARKS name tag will suffice to prove club membership.

SPARKS has two RC simulators that can be checked out by club members. Please call Jack Jones if you wish to borrow one.

There are paper copies of the "New" Pilots Instruction Manual in the silver box at the field and there is also a .PDF version available for download on the club website.

JR has issued a bulletin stating that the 8411 servos are not recommended for helicopters any more, mostly due to the higher loads imposed by 3D flying with modern 80-90 size engines that have caused a very small number of failures. Horizon Service Center (877-504-0233) will upgrade your servos to the 8311 at no charge starting early in October when they get the supplies. The 8311 servos will be available for purchase at a later date. Thanks Glen Watson for passing this along.

The club has again purchased CA glue for the members to purchase at a discount. Thin, medium, thick, accelerator, and replacement tips and caps are available for about 1/2 off of retail. See Jack Jones or get it at the next meeting.

## Scratch Built

By J.R. Carpenter

### (Step 2) Finishing the Wing

In step one we have completed the right and left wing-halves and glued all contact areas. Place the two halves together to check the dihedral. Did you remember to make a right and left half? You can cut away the glue near the main spar and fix any mistakes. You should have a dihedral of 1 1/2" to 3" per wing-half meaning 3"-6" total dihedral.



Greetings to all of our NEW  
SPARKS members!

Nick Marson  
Rick Warner  
Richard Terry  
Ron Beard  
Jim Cottrell  
Tom Cash  
John Mitchell  
Bob Coleman

#### Wing Reinforcement

Drill a 3/32" plus or minus hole just back of the main spar in the center of the center rib. Enlarge to 1/4" or 5/16" to fit the reinforcing dowel. Angle the second hole so the reinforcing dowel will be level on a level flight. Place the dowel through the two holes and mark the third hole with a pencil. Use a rat-tailed file to mark and fashion the third hole. Do the other wing half the same way. If the doweling is not level— that's okay. Check the "mated" halves for a good fit. Some rat-tailed file work may be necessary. The pre-glued wing should now have a reinforced center, covering six spaces with a 1/4" or 5/16" dowel measuring 16 inches. The wing may have a slight rake or reverse rake which doesn't matter.

#### Gluing and mating the wing halves

Place a newspaper under the working area for the Epoxy to drip on. Use 13 minute epoxy because 3 or 5 minute epoxy is too fast. Glue the dowel in place on one wing-half. Glue the contact surfaces of the center ribs and mate the halves together, pin and clamp as needed until dry. Don't Dilly Dally. Hope you have a straight wing with proper dihedral. Set the surfaces with matching dihedral. A miss-match of 1/16" to 1/8" is tolerable. Look down the wing for mismatched ribs. OOPS -there's one that was reversed. No problem. You can fix that with a little bit of shaving and doubler added. In printing we call it "make-ready"-done that. See me.

#### Shear Strips

Save 5"x12" of the 1/8" lite ply (12"x12") for the "fuse". Measure the thickness of the wing at the main spar and measure the shear strips less 1/8". The width of the space between the ribs will be the length of the shear strip. Four shear strips per half-wing will suffice. 1/8" of slop is okay, a tight fit is not required. Pin and glue shear strips.

#### Wing Hold-Down Dowels

On the lower half of the leading spar rat-tail a half-moon 1-1/2" from the center of the wing. This half-moon is for the 1/4"- 5/16" hold-down dowel(one for each wing half). Fashion supporting 1/8" ply between the

(Continued on page 8)

## FOR SAFETY SAKE

BY HOMER DAVIS, VICE PRESIDENT

As with the previous month, we haven't had any serious accidents this month but we have had a couple more near misses that I will discuss. Also, a Safety Alert was issued via email to all members and is reprinted below for the benefit of members without e mail.

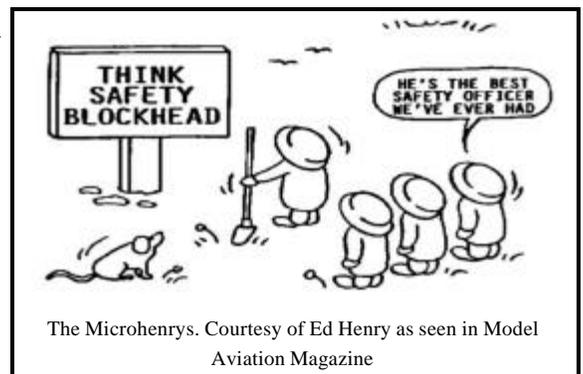
But first, as more new members join the club and the flight line and runway areas become more congested on Saturdays and possibly Sundays, it is imperative that we all follow club rules. These rules are contained in the SPARKS website along with the Crosswinds newsletters which contain timely articles on flying safety. For those without web access, copies of both the club rules and newsletters are contained in folders in the silver box at the field. Everyone is encouraged to look these over occasionally to refresh his or her memory.

Recently, with a full flight line, I observed several people making landings without yelling out "Landing" beforehand and going on the runway to retrieve planes without yelling, "On the field". Also, some insist on doing close in aerobatics over the runway directly in front of a full flight line. It is very unnerving to be flying and to see an airplane headed directly at you at close range or to be in the pits and see the same thing. While these pilots may be competent enough to avoid an accident, I'm afraid it encourages less experienced pilots to attempt the same thing. Show some courtesy to your fellow flyers and do your aerobatics away from the runway or wait until you have the flight line to yourself.

### ANOTHER NEAR-MISS

Yours truly was run out of the northernmost flight station while an experienced pilot was attempting a dead stick landing. I saw it coming and attempted to back up in the flight station to avoid it while maintaining control of my own plane. The other plane passed behind me and hit the safety fence and tore the landing gear off. The pilot later said his rudder was inoperative due to too much epoxy on the hinges after a repair. No mention was made of the condition of the ailerons.

One of the lessons here is that if your out-of-control aircraft is headed toward anyone every effort should be made to regain control and failing that, the **AIRCRAFT SHOULD BE DUMPED**, if possible, to avoid hitting anyone. A lost aircraft is a small price to pay to prevent seriously injuring someone. It would probably also be a good idea not to try to land a dead stick plane at your feet, but put it down further out on the runway in case you don't have full control. Also, in hind site I probably should have ducked below the safety fence instead of attempting to back up to avoid the plane. However, this could have resulted in my losing control of my plane and letting it crash who knows where.



### SPINS OVER THE CONCRETE ROAD A NO-NO!

Recently a relatively inexperienced pilot attempted to spin his Extra over the concrete road and, when it wouldn't pull out of the spin, crashed straight in about 15-20 yards north of the road. Luckily he missed the road and no vehicles were on it at the time. He later said it was the first time he had attempted a spin with that plane but that he had seen other pilots doing spins and he thought he could do it also.

*"A wise man learns from his mistakes, a brilliant man learns from the mistakes of others."*

(Continued on page 5)

(Continued from page 4)

It goes without saying that it is a good idea to try any new maneuver at least two mistakes high until you see how the plane reacts and until you learn how to do the maneuver. **When doing spins or any other maneuver that could result in the plane going straight down in case of trouble, do it well away from roads and the flight line.**

**SAFETY ALERT NO. 1** – Issued via email September 5, 2002

To enhance field safety, the following safety rules will take effect immediately:

**1A:** All gasoline engines flown at the SPARKS field will be equipped with an emergency kill switch in accordance with AMA rules. Engines not so equipped are “live” at all times and thus are extremely dangerous. An engine without a kill switch that is involved in an accident may find that AMA insurance does not apply. Refer to the letter below from AMA concerning this requirement.

Dear Mr. Davis,

The Required Safety Standards for Giant Scale Racing are not limited to organized racing, but also apply to your every day operation of a giant scale model, therefore all ignition engines must have an emergency manual shut off switch, while glow engines are required to have a low idle shut down.

The last item in the 2002 Official AMA National Model Aircraft Safety Code, Section "Giant Scale Racing" states that ..."I will fly my model in compliance with all requirements specified in AMA Required Safety Standards for Giant Scale Racing [...], at all times."

I hope this helps clarify the situation. If you have any additional questions or concerns, please don't hesitate to contact me.

Sincerely,

I Iona Maine

Administrative Assistant

Special Services Department

Academy of Model Aeronautics

Phone 765.287.1256 ext. 251

Fax 765.289.4248

**1B:** The rule concerning no flying during mowing has been posted at the field for some time but it has not been enforced. Recently a mower complained about someone flying a helicopter while he was attempting to mow. He said it was very disconcerting to be riding along and hear an engine roaring somewhere behind him and not knowing whether the pilot was experienced or a rank beginner. Either way, it is much safer to leave the models on the ground until mowing is completed. Due to rain, it is not always possible to mow on the scheduled days.

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.

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

Come to the  
October 2nd  
meeting at Valley  
Ranch BBQ. The  
location is on the  
corner of Spring  
Cypress and Hwy  
249.

## 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.

**NEW AD! For Sale** RealFlight G2 w/USB Interlink Mode 2. Includes Add-Ons Volume #3 with 13 new airplanes, 2 new helicopters, 5 new flying fields. \$175. Contact Adam Sanchez 832-563-3068 or ajsanche99@yahoo.com

## UPCOMING AREA EVENTS

**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) 242-2342 or Samgrice@ev1.net.

**October 26-27, 2002** The Wings Over Houston Airshow Festival will be held Saturday and Sunday at Houston's Ellington Field. Gates will be open Saturday from 8 a.m. to 6 p.m. and Sunday from 8 a.m. to 5 p.m. for static displays. Aerial performances begin at approximately 10:00 a.m. (Flight times are subject to change.)

## CONSTRUCTION/RECONSTRUCTION

BY JOE TABOR

Most of you have much more experience than I have in this area, but some of you may have had the pleasure of building scratch or the task of reconstructing a plane that has crashed (not pilot error, of course). Having the opportunity to do both recently I wanted to share some of my experience and things I learned the hard way.

Often reconstruction follows the same format as construction, except for splicing in and rebuilding parts of the plane. After a crash it is very important to pick up even the seemingly unimportant parts of the aircraft. For those of you that fly ARF you may find that plans are not in the kit and may not be available. This is where every little piece may become important along with T-square, triangles and a drafting set. In order to reconstruct an ARF you may have to draw, with some accuracy, the necessary parts to be cut in order to reassemble the plane. This is where construction and reconstruction meet.

Once you have the plans in hand (bought or redrafted) the problem becomes to transfer with accuracy the drawing to the construction material. I recently ran across a black graphite paper for precision transferring. It works great. The paper is available in 9" x 12" or 18" x 24" sheets and can be purchased at Hobby Lobby or other outlets or in bulk from Houston Art, Inc 713-462-1086.

Place the building material on a sturdy flat surface, lay the transfer sheet on top of the material and then place the plans to be copied in place over these. The plans may tend to shift while tracing over the lines. I found it handy to weight the plans down with a phone book or other heavy object while making the transfer.

Once the line drawing has been transferred to the building material, determine how many identical parts are needed. Cut extra sheets of building material according to the numbers needed. Using a 5/64" drill, drill a sufficient number of holes in non-critical areas and firmly press round toothpicks into these holes. This will keep the material from shifting while cutting. Clip off the bottom of the toothpicks smooth and leave the tops slightly exposed so they can be removed after cutting the necessary part. Be sure to sand the parts together before they are separated.

Zirola recommends that you may want the use of a flat blade wood bit to cut out the holes in ribs and spars. Sears has a set of wood bits that start at 1/4" diameter and go up to 1-1/2" diameter. The blades have cutting spurs at the outside edge that cuts the outline of the circle first giving a clear cut without breaking up the wood. The holes should be finished with a rounded wood file. This works great on plywood but more care has to be taken on balsa. You can achieve great accuracy with a little effort.

A band saw and scrolling saw are necessary tools unless you want to put in hard hours at labor. Be sure the blades in the saws have the proper tension and feed the material slowly, but steady to get a clean cut with straight lines.

Good luck

(Continued from page 3)

leading edge and the shear strip. Support this support or it will break when drilling through it. The angle made by the dowel in the dowel wing support when glued in place should have a "rake" on it when glued through and into the shear strip. Don't glue the dowels yet.

**Planking**

Check the "hold down" dowel holes for fit prior to planking (don't glue the dowels in place). 1/8" planking is a little too thick and will break more easily. Suggest 3/32" x 4" x 4' balsa. Cut to length of wing-half, glue and pin only to the leading edge. Glue and pin the other wing-half. Adjust bevel of the cut at wing's center. Mark the dowel holes in the planking. After overnight drying you can then moisten the planking until it can be molded to the rib. Don't break the planking. Keep the working surface free of moisture. It will warp. Glue the planking on the leading edge of both wing-halves. After drying overnight do the reverse side. Lest we forget- add hinge supports to the trailing edge. From 1/8" x 3/4" x 3" balsa make a wedge to fit into the trailing edge and glue into place. Space these at #2, #5 and #8 spaces in the wing-halves.

**Preparation for servo in the wing**

Cut dime-sized holes with an Exacto knife back of the main spar-one, two and three ribs from the center for aileron servos. Support the wing servos with 1/8" ply and cut out for servo (this servos support will be flush with the top of the ribs). Fashion an opening for servo connections at the center of the wing enabling connections to exit. Place a circular string through the holes and exit at the center and servo opening. Honor the circular string when planking and Monokoting. Finish planking with 3/32" balsa. Sand and use wood filler putty as desired. You may want to leave a 1/2" - 3/4" opening before getting to the trailing edge. Take a piece of 1/8" ply 1-1/2" by 5" and glue after scoring in the center to the topside of the trailing edge.

**Glass Reinforcement**

For additional strength in the center use 2 oz. fiberglass cloth (glass) glued in place. Cut the glass cloth four spaces wide about 14" x 28". It will wrap around the center of the wing. Spread a generous layer of glue on the top or bottom of the wing and use a moist cloth to smooth the glass in place. Extra glass can be cut or sanded off.

**Saddle Template**

Pin a piece of cardboard to the end of the wing and trace the outline of the cross section. We will use this later for the wing saddle on the fuselage.

**Materials for Step 2**

- (2) 1/8" x 12" x 12" light ply -----fuse, shear strips, wing saddle etc.
- (6) 3/32"x 4"x4" balsa -----planking
- (1) Package of 2 oz. Glass cloth -----reinforcing
- (2) 1/4" or 5/16" x 4' dowel -----wing hold-down and push rods (one hold-down dowel from each 4' dowel.
- (3) 1/4"x6"x4'balsa -----tail feathers, wing tips, fuse, etc.

Cut a strip 1/4"x 2-1/2" x (chord length plus 2"). Cut this piece in two pieces diagonally measuring 1/2"x chord length plus 2 x 2". Place in the center of wing tip, brace with 2 supports, top and bottom, and glue. Do not glue the diagonal side to the wing tip.

Credits: Bill Atkins, Dixie Aeromasters, Byron, Ga. (BAtkins@aol.com)

**You Might Be An RC Modeler If..**

- ...You have ever glued both hands together with CA and had to use an exacto knife in your teeth to cut them apart.
- ...You have built two right wings for a single wing plane.
- ...You get to the field and realize your transmitter is still on charge at home.
- ...You have switched your retracts up while you taxi your plane out to take off.
- ...You lean over your just-finished new plane to brush off a bug and drop a screwdriver out of your shirt pocket that rips through the wing monocoque.
- ...You are making an inverted low pass and then pull "UP" on the elevator.
- ...You have taken your plane off with the igniter still clipped to the engine's glow plug. ....You ever had to jump over your plane as you were landing it.
- ...You have more than one scar on your "cranking" hand.
- ...You have fuel stains on your new sneakers.
- ...You are shopping for land to build your dream home on, and would rather have flat, open pasture land than rolling wooded hills.
- ...You spend more time browsing Tower Hobbies catalogs than the TV guide.
- ...You will go flying when it's 104? but won't cut the grass for your wife `cause "it's too hot out there".
- ...You have 47 miscellaneous NiCad batteries and can't find a pair of D cells for your flashlight.
- ...Your wife wants to buy a new mini-van and the only thing you are concerned with is `will the back seats remove easily'.
- ...You have a sun tan in the roof of your mouth.

# BOMBER FIELD 14TH ANNUAL BIG BIRD FLY-IN 2002

PHOTOS BY TED KARIS



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Newsletter Editor  
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Houston, Texas 77070

*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 October 2nd.