

CROSSWINDS

NEWSLETTER OF THE SPRING AREA RADIO KONTROL SOCIETY

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FROM THE COCKPIT

BY PAUL JOHNSON, PRESIDENT

Dear Sparks Members:

I would like to welcome you to the fifth issue of our 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.

We would like to thank Vic Baney for his special presentation on scale models last month.

Hope you all make it to the Christmas Party and I would like to wish all a very happy holiday.



Our next business meeting will be at Valley Ranch Barbeque on January 8, 2003. The first Wednesday is New Years.

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 NIGHT BEFORE CHRISTMAS

AUTHOR UNKNOWN

SUMMITTED BY JAKE JACOBSEN

'Twas the night before Christmas all over the place,
When we were confronted by an old flying ace.
There was icing reported and turbulent air,
He said, "File me a flight plan, I gotta get there."

Outside sat his aircraft all ready to run
And the old man walked out to that P-51.
"Bad weather's no problem," he silently mumbled,
The prop came to life....that big Merlin rumbled.

He eased in the throttle, the roar shook the ground,
He taxied on out and he turned it around.
He went through the run-up and seemed satisfied,
Then he said to himself, "I'm in for a ride."

So he lined it up straight as he poured on the coal,
The tail wheel came up as he started to roll.
Up off the runway, he sucked up the gear,
And that mighty V-12 was all you could hear.

He screamed overhead with a deafening crack,
The blue flames were flying from each shiny stack.
He pulled up the nose and started to climb,
No ice on that airframe, it didn't have time.

On top of the weather with the levers all set,
He looked up above him and saw a Learjet.
"With jet fuel and turbines there just ain't no class,
Gimmee pistons, and props and lots of avgas!"

Now he was approaching where he wanted to go.
But the weather had covered the runway with snow.
How will he land it? We just have to guess,
Because the only way in was a full I-L-S.

Then over the marker, he started his run,
The ceiling was zero, visibility....none.
Still going three hundred and he felt the need,
For an overhead break to diminish his speed.

Over the numbers he zoomed, along like a flash,
Pulled into his break, we just knew he would crash.
Oh, why do they do it on these kind of nights??
Then over the threshold, we saw landing lights.

I'm on a short final with three in the green,
And I see enough runway to land this machine.
Then he tied down that Mustang, and they all heard him say....
"Next year, I'm stickin' with my reindeer and sleigh..."

Happy Holidays

Scratch Built

By J.R. Carpenter

Last month we completed the building of the Scratch Built airplane, now it is time to start finishing the model.

Step 8 Ironing on the Monokote

A ½" MonoKote strip should be ironed on the edges of ailerons, elevator, the wing and rudder & parts that touch adjoining parts. Strip other areas that provide ironing problems. Strip the curved parts of the vertical stab. and rudder.

Cover the wing tips first after stripping. Use enough heat to produce a slight color or darkening. If it wrinkles, it is too hot. (I use discarded steam iron, which has a stopped-up steam system.) A hair dryer is good to take out tip wrinkles. A 12"x14"x22" piece irons with ease.

Overlap the MonoKote by about an inch in the center of the wing. Don't try to cover the center with a large piece. When attaching the hinges (dry run) make sure you are able to join the hinged parts with ease or you will have BIG problems when adding epoxy.



*****Installing hinges

The notch for the "Dubro Hinges" with fixed pin should be the depth of the exacto knife and fit loosely. Don't glue more hinges that you can handle. (13min. epoxy gives you more working time.)

Step 9 Rudder and Tail Wheel

Glue two hinges in the rudder. (Don't glue it to the vert. Stab.) Before making a 90-degree bend in the tail wheel wire, position the support in the proper manner. Bend ½" of the end of the wire at a 90 degree angle and at a 90 degree angle with the wheel axle. Insert this angle through the pencil-sized notch in the elevator and into the 1/8" hole in the rudder. Make a glue trough for the wire. Glue on the elevator prior to adding the rudder (make a hole for wire before adding the elevator). Note the assembly technique. Disassemble, glue and assemble. Solder a washer in place to hold the wheel on. (on which to hold the wheel)

Pin the Hinges

After the rudder, elevator and ailerons have been glued and hinged use an ice pick to make a hole in each hinge half. Place ½" of a round toothpick in each hole and glue in place. Trim the excess wood and sand.

Weather-stripping

Remove epoxy from all binding surfaces. Use an ice pick after the epoxy dries. Be careful. Ironing on a ¾" MonoKote strip at the control surface openings makes the surface more efficient. Iron this strip on when the control surface is at maximum position; otherwise the movement will be restricted. Iron both sides.

Next month we will continue with step 11, where will install the push rods, servos and the motor.

FOR SAFETY SAKE

BY HOMER DAVIS, VICE PRESIDENT

Another month has rolled around and if you're like me you have been able to do precious little flying due to all the rain. No flying: no juicy near-misses to report so I will have to resort to a repeat of an article that I published in the old Crosswinds newsletter back in the 80's and then repeated early last year on the SPARKS website. This accident happened to me, so this time the egg is on my face. It should serve as a reminder for our many new members of just how easy it is to let an accident sneak up on you.

Before I get to that, at the last SPARKS meeting there was a discussion about the desirability of adopting a rule concerning taxiing **FROM THE PITS** to the runway and whether we should taxi in front of or behind the flight line. We already have a rule about killing the engine at the flight line and not taxiing **TO THE PITS**. As you know, the purpose of this rule is to protect the people in the pits in case of a radio glitch or the throttle is accidentally hit while taxiing in. I have seen this happen at another field.

After some discussion it was concluded that due to the myriad situations that are possible due to the variability of your location in the pits and the location of the flight line slot that you're heading to that is was not really feasible to adopt a taxiing out rule that would cover all of them. It was decided the best solution at this time is for each individual to use the most direct taxi route behind the flight line to the taxi area in front of the flight line and to use common sense for the particular situation at hand. If it proves to be a problem we will revisit the issue at a future date.

Following is the article I mentioned above. Notes have been added in italics where appropriate for updates.

“A wise man learns from his mistakes, a brilliant man learns from the mistakes of others.”

A SAFETY REMINDER FROM SOMEONE WHO HAS BEEN THERE

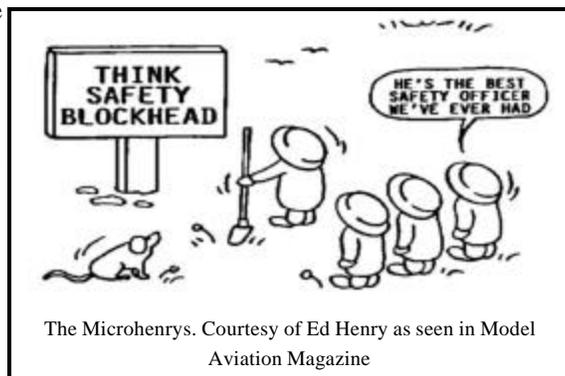
by Homer Davis

Our newer members probably aren't aware that several years ago I attempted to fly my .60 size trainer through my leg at our (*old*) field. Since good flying weather is just around the corner now may be a good time to review how this accident happened and to go over some basic safety precautions.

HOW IT HAPPENED

I had been flying for over a year and thought I was being very careful, however, I wasn't using a plane restraint. As usual, I knelt in front of my plane on the ground and started the engine. While still kneeling, I snapped my transmitter to my neck strap and then noticed that I had not yet extended the antenna. Despite knowing better, I attempted to pull the antenna out without unsnapping the transmitter from the neck strap. This resulted in the neck strap snapping taut against the throttle stick **WHICH WENT WIDE OPEN**. A millisecond later the APC prop was making sushi out of my thigh. Luckily, I wasn't alone and after a quick trip to the Tomball Hospital emergency room and 22 stitches, I was almost as good as new.

Until this accident happened I thought I was being very careful and was observing all the safety precautions, but you only have to let your guard down for an instant and you can be in serious



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

(Continued on page 5)

For Safety Sake (Continued from page 4)
trouble.

SOME PRECAUTIONS TO CONSIDER

- **NEVER FLY ALONE!** If I had cut a major artery I doubt whether I could have made it to the emergency room on my own without passing out.
- Know the location of the Tomball Emergency Room. I think there is a map in the container on the pin shed. *(There is a map in the silver container and also instructions on how to provide GPS coordinates to 911 for Life Flight.)*
- Use a plane restraint of some type. Either wheel chocks or a tail restraint.
- If you don't use a restraint get **BEHIND** the airplane as soon as possible to make any adjustments. If you have to be in front for some reason ask someone to hold the plane for you.
- When starting the engine lay the transmitter flat on the ground or in a holder of some sort. If it's standing up it could fall forward and cause the throttle to go wide open.
- Get in the habit of keeping a thumb or finger over the throttle stick to prevent movement while handling the radio with the engine running.
- After landing, don't taxi all the way back to the pit area. After getting off the runway, kill the engine and carry *(or tow)* the plane to the pits.
- If you have to start your plane on a table due to not being able to kneel on the ground, be especially careful. That prop is only inches from your chest and face. *(There are now several starting tables available at the field that should make this practice unnecessary.)*

There are many other precautions, but these are the major ones I can think of now. The main thing is to not get complacent just because you have been flying a long time.

Fly safely and **HAVE A GOOD TIME!**

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

12 Rules of Model Aviation

From the Rock Valley RC Flyers via the Checkerboard Flyer
Gary Parenti, Editor 11001 Martindale Dr. Westchester, IL 60154
Submitted by Ron Boffa

1. Perfection in model building is a desirable goal, unless completion of the airplane within your lifetime is important.
 2. Airspeed is life to your model, altitude is life insurance. No airplane ever collided with the sky.
 3. Always fly your airplane with your head, not just with your hands. Never let your model go somewhere your brain didn't get to five seconds earlier.
 4. The probability of model survival is equal to the angle of arrival.
 5. Flying a model airplane is not dangerous; crashing it is dangerous.
 6. Good judgment comes from experience and experience comes from bad judgment.
 7. There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.
 8. It's a good landing if you can still bend the landing gear back to its normal position.
 9. A fool and his money are soon flying a more aerobatic model than he can handle.
 10. The nicer an airplane looks, the more likely it is to crash.
 11. A model airplane may disappoint a good pilot, but it won't surprise him.
 12. If God meant for man to fly model jets. He'd have given him more money.
-

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

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 Super Kaos, O.S. .61 SF, Futaba 4 channel FM Radio

Ready to Fly \$300 Contact Dean Nistettter 281-370-3422

REDUCED!! For Sale Waco Scale Bi-Plane, Super Tiger .60, 4 servos, was \$450 reduced to \$350. 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.

For Sale .40 size Kyosho Spitfire, the plane is assembled without a radio or motor. The covering is a little shabby but useable and would look great if recovered. \$60 Contact Paul Johnson 281-353-7930

New Ad! For Sale Raptor Helicopter "Reide Special" \$500. Contact Larry Maxey 281-255-9203

New Ad! EXCELLENT BEGINNER SET-UP: 40 size trainer (4 channel, 5 servos) with OS 40 FP engine, Four channel Futaba FP-T4FG Narrow Band AM radio (Channel 32), receiver and 5 servos **PLUS** 7 channel Futaba FP-T7FG Narrow Band AM radio (Channel 40) with receiver, to act as buddy box and go into second plane. Includes trainer cord. **\$150** Call Steve Tavary at 281-370-7252.

New Ad! Saito 100: GK 4 stroke engine. New in Box. **\$220** Call Steve Tavary at 281-370-7252.

New Ad! Futaba FP-7UAFS: 7 Channel Computer Radio (Channel 34) with FP-R128DF Dual Conversion Receiver. Four model memory. No servos. **\$100** Call Steve Tavary at 281-370-7252.

Come to the
December 4th
Christmas Party at
Telge Hall (behind
the field). RSVP to
Paul Johnson.

COW CATCHER

FROM FLYING MAGAZINE, JULY 1991

SUBMITTED BY JAKE JACOBSEN

The crew of a trawler which sank in the Sea of Japan claimed the ship went down after being struck by a cow which fell out of the clear blue sky and went straight through the hull. No one believed their tale until, a few weeks later, confirmation came from Russia that the crew of one of its military cargo jets had stolen a cow they found wandering on a Siberian airfield and loaded it aboard for the flight home. While the airplane was cruising at 30,000 feet the terrified, unrestrained beast ran amok, so the crew lowered the cargo ramp and it jumped out.

SPARKS Financials as of 11/25/02

By Jack Jones, Treasurer

	<u>Month Ending</u> <u>11/25/02</u>		<u>Balance @</u> <u>11/25/02</u>
INCOME		ASSETS	
Annual Dues		AE Cash Mgt. FD-A-Checking Account	16,565
New Membership	694	Klein Bank Checking	2,279
Other Inc	17	Sparks Checking	352
CA Glue Sales	31		
Raffle ticket sales\$	<u>210</u>	TOTAL Cash and Bank Accounts	<u>19,196</u>
Total Income	\$ 952	Other Assets	
		Crushed Concrete	2,800
EXPENSES		Field Rolling Pin	100
Crosswinds Newsletter	30	Glue Inventory	243
Field Maintenance		Orange Container	100
Mowing Service	325	SPARKS Shed	3,344
Porta Potty Service	77		
Roller Rental	224	SPARKS Signs	658
New Badges	47	Unamortized Lease Deferral- Balance of \$4500	3,250
Raffle Merchandise	241	TOTAL Other Assets	<u>10,495</u>
Work & Starter Tables	<u>35</u>		
Total Expenses	\$ 979	TOTAL ASSETS	\$ 29,691
Net Income	\$ (27)	EQUITY	\$ 29,691

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

- Darrin Bush
- Andrew Lloyd
- Larry Lloyd
- Troy Verot
- Marvin Knepp
- Chris Spadachene
- Mike Rose
- Brian Yoakem
- Gabriel Virene



NEW MEMBER GABRIEL VIRENE'S LATEST
CREATION, A .40 SIZE KITE PLANE.

LET'S PARTY!!!



The SPARKS Christmas Dinner will be Wednesday, December 4, 2002.

It will be at Telge Hall starting at 7:00 PM. Telge Hall is the catering center just east of the flying field. The meal will be a Texas Barbeque Buffet. Members and Spouses are invited. The cost will be \$5.00 single and \$10.00 couples at the door, the balance will be paid for by the Club. We will have a couple of door prizes for members and a couple of door prizes for spouses as part of the admission. We plan to have some good Christmas music. If you desire, BYOB will be permitted. We will have no business meeting the night of the dinner. We will just have some good fun together.

We want to have a special Christmas dinner this year to celebrate all that we have been able to accomplish as a club in the last year with obtaining and fixing up our new flying field.

Please come and join us. We would like to have as big a turnout as possible.

Please RSVP by Nov. 25, 2002. We need you to RSVP so we can have the right amount of food available. Those who responded to my earlier note please RSVP again by calling me so we have the correct and updated count for dinner.

RSVP to Paul Johnson 281-353-7930 or psjohn1@houston.rr.com

Upcoming Events

January 17&18, 2003—Georgetown Swap Meet, Georgetown Texas. The swap meet is both Friday and Saturday with an auction Saturday afternoon. Free parking and over 100 tables. \$5 entry to buy, sell or look. Spouses and under 12 free w/adult. Friday 3 pm. to 9 pm. and Saturday from 9 am. to 4 pm. For more information contact: Edwin Smith 512-259-2978 or edwinsmith@juno.com

How Five Seconds Could Have Saved My Airplane

By Jim Watson

Those of us that have some experience in aviation know that you must follow a preflight checklist before committing an aircraft to flight. When we fly radio-controlled aircraft we also do a preflight by checking our controls and radios for range before our first flight that day. Recently, I crashed my Tiger Stick on take off, the right wing dipped just as it lifted off the ground and tumbled over breaking apart. I had no control and I didn't know why. After some investigation, I found that the servo wire had been cut by the nylon screw that holds the wing down. I had already flown the plane two times that day and everything was going great. Just before the crash I found the screw was out a little, so I tightened it down to where it usually sits. I remember having a little trouble with the screw going in at first but I thought that was only because it was not lined up just right. I then fueled it up and sent it out to fly. Of all the mistakes I made a final preflight check would of saved my plane. Don't get too confident, don't take things for granted. Check those controls **EVERY TIME**.

Must See TV

Submitted by Jack Jones

Top Gun 2002 Scale Event Premieres On Do It Yourself Network TV

November 25, 2002 - Muncie, IN

Top Gun 2002, the world's largest "By Invitation Only" R/C flying event, will premier on the Do IT Yourself Network satellite/cable series November 26, 2002 at 9 P.M. (ET).

This event held April 24-28, 2002 in Lakeland, Florida, at the Lakeland Linder Regional Airport, showcases some of the best scale aircraft in the world. Helicopters will be featured in flight for the first time at this years gathering.

Check your satellite or cable listings for additional broadcasts on the DIY Network (www.diy.net.com)

AMA Featured On Early Episode of "Inside R/C TV"

November 13, 2002 – Muncie, Indiana

The AMA is pleased to announce that the International Aeromodeling Center, the National Model Aviation Museum, and the Administration Headquarters building, will be featured on an upcoming episode of "Inside R/C TV".

"Inside R/C" is the latest TV series to feature the excitement and fun of the R/C sport. This cable/satellite production will air on the Dish network (Ch 153), and Direct TV (Ch 606) on the Outdoor Channel. Check with your local cable provider for the Outdoor Channel location.

There will be 26 episodes starting December 30, 2002. Each episode will air 3 times during the week. To view a schedule please go to www.insiderc.com

Tom Schwyn, Marketing/PR

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Newsletter Editor
8222 Camborne Lane
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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 Christmas Party December 4th.