

CROSSWINDS

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Jack Jones Treasurer	281-252-3159
Diane Marson Secretary	281-374-8915
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Helicopters

Rudy Acherman	281-251-8369
Walter Laich	281-251-5212

FROM THE COCKPIT

BY PAUL JOHNSON, PRESIDENT

Dear Sparks Members:

I would like to welcome you to this issue of our SPARKS newsletter – Crosswinds. We really appreciate the fine job are new editor, Russell Johnson, is doing .

We plan to continue our monthly newsletter and 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 really enjoyed the presentation by Dub Jett on building his high quality model engines that he manufactures right here in Houston. It was a lively presentation with slides. Dubs knowledge on engines was very apparent.

Our next business meeting will be at Valley Ranch Barbeque on Wednesday, October 1, 2003. Our special speaker will be Glen Watson. He is going to discuss the Nationals held in Muncie, IN. this summer. Glen won 3rd place in the Masters Pattern flying. He will be showing some slides and videos as part of the presentation.

We will also be discussing the Club



Fun Fly that is coming up on the 2nd Saturday in November. Ted Karis is the head focal point for the Fun Fly. If you would like to volunteer for help, I'm sure he would appreciate it.

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.

I want to emphasize again that we must think Safety, Safety, Safety at the site. Please be aware of your actions at all times. If you see unsafe acts by others either call it to their attention or bring it to the attention of the officers.

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

Paul Johnson

SPARKS Website Enhancements

Submitted by Kenny Manchester, Vice President

I have made a few improvements to the web site which are as follows:

- The login process has been modified to be more user friendly for anyone that forgets their login information or who has other problems logging in (i.e., caused by my forgetting to upgrade their access rights!)
- The online full roster search now presents all contact and emergency contact information for each member in the official club roster. The idea here is that people with cell phone browser access, could gain access to emergency contact information from the field using their cell phones in an emergency.
- Finally, I have tried to clarify that Changes to the official membership records should be directed to the current club Treasurer (Jack Jones), as opposed to members making changes to their "online registration information". Currently, the "official membership records" and "online registration information" are two separate databases requiring manual synchronization by Jack to keep the "official membership records" accurate. One day, when I have the time, I would like to merge these databases into one. But, alas, that is a project for another time. Baby steps!

Thanks,
Kenny

SPARKS Financials as of 9/24/2003

By Jack Jones, Treasurer

	<u>8/25/2003 to</u> <u>9/24/2003</u>		<u>Balance @</u> <u>9/24/2003</u>
INCOME		ASSETS	
AE Dividend	\$ 7	AE Cash Mgt. FD-A-Checking Account	\$ 13,250
New Membership	\$ 375	Klein Bank Checking	8,089
Raffel ticket sales	<u>\$ 170</u>		
Total Income	\$ 552	TOTAL Cash and Bank Accounts	\$ 21,339
EXPENSES		Other Assets	
Crosswinds Newsletter	\$ 71	Crushed Concrete	\$ 2,974
Instructor Program	\$ 40	Field Rolling Pin	\$ 100
Mowing Service	\$ 550	Glue Inventory	\$ 107
Porta Potty Service	\$ 81	Orange Container	\$ 100
Raffel Merchandise	\$ 100	SPARKS Shed	\$ 3,344
Member Badges	<u>\$ 5</u>	SPARKS Signs	\$ 994
Total Expenses	\$ 847	Unamortized Lease Deferral-Balance of \$4500	\$ 2,000
Net Income	\$ (295)	TOTAL Other Assets	\$ 9,619
		TOTAL ASSETS	\$ 30,958
		EQUITY	\$ 30,958

Proposed SPARKS Bylaws Change

Submitted by Jack Jones, Treasurer

At the last SPARK's business meeting, a motion and proposal was made to change the payment Section for annual membership renewals presently incorporated in our Bylaws. As shown below, our Bylaws state that annual dues are due and payable by April 30, with payments accepted no later than the first business meeting in July. In addition, there is no notice requirement. The problem that has arisen in the past is that some members put the bill aside and forget about it because they have up until the July business meeting to pay it, even though its due by April 30. An invoice is typically mailed out in mid April but there is no stated requirement to do so. To rectify this problem, the new proposal, also shown below, provides for notice by SPARKS to current members by June 1 with payment due by June 30, with a continuation of the grace period to the first meeting in July. This proposed change to our Bylaws will be voted on at the next club meeting on October 1, 2003.

Current: SEC. 6 - PAYMENT SCHEDULE FOR EXISTING MEMBERS

All dues, fees, and assessments for the forthcoming year are officially due and payable from all members on April 30 of each year, for the next year. If a members' dues, fees, and assessments are not paid in full for that year by the close of the July meeting, he will no longer be a member of the club. A member who has lost membership due to non-payment of dues, fees, and assessments may subsequently reapply for membership in the Spring Area Radio Kontrol Society, Inc., but will be treated as a new membership applicant and will be subject to the rules of admission for new member applicants.

Proposed: SEC. 6 - PAYMENT SCHEDULE FOR EXISTING MEMBERS

All dues, fees, and assessments for the forthcoming year are officially due and payable from all members on June 30 of each year, for the next fiscal year. **Invoices reflecting amounts due by membership type will be mailed to each member no later than June 1.** If a member's dues, fees, and assessments are not paid in full for that year by the close of the July meeting, he will no longer be a member of the club. A member who has lost membership due to non-payment of dues, fees, and assessments may subsequently reapply for membership in the Spring Area Radio Kontrol Society, Inc., but will be treated as a new membership applicant and will be subject to the rules of admission for new member applicants.

SPARKS Membership Update: New Club Member

Submitted by Jack Jones, Treasurer

We would like to welcome a new member to SPARKS. Ron Matussek has joined the club and is a heli pilot only. Welcome Ron and beware of the "chopper stopper" (fixed wing model) and the creative pilot/junkyard engineer that flies her.

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

AMA VP Elections

Submitted by Paul Johnson, President; Article written by James G Branaum

Hello folks. My name is James G. Branaum AMA #1428, a Leader Member, and I would like you to write my name in on the District VIII ballot for AMA VP. Let me tell you a little about me first and then a little of what I think is important to us in this district. I have owned my own company and now in my mid 50's am a semi retired Systems Analyst with growing children of school age. Previously I tried on a limited scale some free flight, rubber, and control line but was very dissatisfied with my results. This is what happens when there are not enough interested hobby folks around. Changing that is one of my goals since it is clear that if we don't reach out effectively enough; we will loose our impact on the public and our flying sites.

I have been in the hobby (this time) for over 20 years. I fly indoor electric, S.M.A.L.L., .40 sized stuff and giant scale birds. Some of the folks in Texas, Louisiana, and New Mexico have seen me fly and crash airplanes at their events for over 18 years as part of my pursuit of fun in the hobby.

When I joined the San Antonio Propbusters, the membership was running around 40 or 50. Shortly after I got involved I served a couple terms as Club Secretary and started some of the changes done to help the club survive. I have been treasurer for 7 years and the membership is well over 150 adults and growing. We have two temporary flying sites and an active search for a new site. That means the status and future of the AMA is important to my club as it is to yours.

The AMA was founded to foster competition and yet today, as a group, most modelers do not compete. Since the goals of the membership have changed, it is clear we need to adjust the goals and directions of the AMA. That does not mean any thing more than stronger recognition of the causal flyer. Some changes in the goals and possibly the by-laws of the organization are being discussed now and we need effective representation to help the AMA grow with the hobby. District VIII represents enough modelers that we should be part of that process and yet it seems to be behind closed doors to most of us. Good ideas are not the property of a few, but grow when there is free and open communication between respected parties. As a club officer, I have learned to listen respectfully to all the members because even those I have strong disagreements with sometimes have good ideas. I have used the ideas of a competitor when they were good, but I generally make sure that the individual was recognized for the contribution. We need to use this method in the District VIII and in the AMA.

Horrace Cain nominated his friends Ken and Otis to run against him for the District VIII AMA VP slot and then Sandy Frank nominated Bill Lee and Doug Powell to run against him in the same race in his attempt to control the choices modelers are given. I think we need a higher level of integrity at the top of our 10 million dollar a year organization to be able to maintain and improve the hobby and the AMA. We need to change the nomination process to remove any doubts about the openness and integrity of the system and the people involved. At the same time we need to make the process more accessible to the membership.

Previously I noted the hope many of us had for Sandy Frank on the AMA EC. I have visited with folks all over the District and been unable to find many who feel he has done a good job of representing us. More have told me negative things that astounded me. Many folks complain that our current VP does not seem to visit outside a small area around Dallas. Worse are those tales of his refusal to even write about winners in the District he has seen elsewhere, like the two Top Gun contenders in Austin Texas.

We need to change the approach to the AMA within District VIII, and I intend to do that along with improving communications between the AMA leadership and the local clubs. I know there are clubs that can make contributions to the general condition of the AMA by sharing the things they are involved in and telling about the things that worked and what did not. We clearly need to demonstrate our hobby efforts to the local population in a manner that is visible to the general public. That does not seem to be an approach that is currently used or encouraged by many of our local AMA officials but is left strictly to club officers. The AMA should provide some leadership in this area as I feel that effort may be the answer to many of our problems around the District. I believe that a strong and healthy AMA can help us all get and retain flying sites and privileges. We need to move in that direction and change seems to be the way to get there.

I believe that a strong and healthy AMA can help us all get and retain flying sites and privileges. Please write in my name and AMA number on the District VIII ballot for AMA Vice President.

James G. Branaum
AMA 1428

More Bad Moments in Aviation

Submitted by Lee Dillenbeck, Flight instructor and Comments by Russ Johnson

Here are a couple of "not so perfect" landings.



Captain to Tower: I think maintenance needs to trim the hedges on the runway!



Hard to say anything funny about this one as it appears there are two people running for their lives. I am sure one of the pictures we can't see is the pilot running for their life from the two people he/she almost killed!

Upcoming Area Events

Submitted by Paul Johnson, President

Hello everyone! I hope you have had a chance to get a bunch of flying in this year! Here is your chance to get some more stick time, have some fun, and get a chance at winning a shiny new airplane! The Hill Country Aeromodelers of Austin, Texas invite you to our 15th Annual Big Bird Fly-In on 18-19 October 2003.

Special this year: A drawing will be held to give away a Giles G202 ARF from Wild Hare R/C to a registered pilot. In addition, trophies will be awarded for Best Civilian, Best Military, Pilots Choice, and Best of Show. **Registration Fees \$15 (includes lunch on Sat). AMA Required . Food and soft drinks all weekend. TV/VCR raffle \$1 per ticket, or \$5 for 6 tickets.**

Where? Mary Moore Searight Park, Austin, Texas **When?** Saturday 18 October and Sunday 19 October 2003. Flying starts at 9:30 AM on Saturday and 10:00 AM on Sunday. The field will be open Friday for early birds and test flying. *RVs welcome. Water and porta-pots, no electricity.* 500' by 50' paved runway! Facilities include 12 volt power for charging, space for canopies, and shaded pits. **DON'T MISS THIS "BIG BIRD" FLY-IN** Come fly with the friendliest pilots in Texas!

See <http://www.hcamonline.org> for more club information.

Will It or Won't It Fly? (Story #3 of 4 Detailing the mid-air collision that occurred in August and the rebuilding of his plane)

By J.R. Carpenter

After 50 to 75 hours and 50 to 75 dollars of material and countless challenges, the Confetti Wizardry was ready to be tested. Hey— I can't believe my eyes. It helps to practice on trash from the trash cans. It isn't that I am cheap and frugal (which I am), I just like to rise to the challenge.

Will the wing be strong enough? Is the wing warped? How about balance? Always have another experienced flyer test it for you. I have had good experience with Jim who says "If it has an engine on it I can fly it". Did he mention where or how it would land? He wasn't there that Saturday morning.

It was a dream outside of a little left aileron trim. We can tweak that out. This means that the left half of the trailing edge needs some tweaking to give it more left turn. Two flyers can wrench or twist a wrinkle in the wing while adding a heat gun or iron to the monokote. This will tweak a little left in the wing. Adjust the ailerons to neutral for the next flight. You may not remove all the torque, but it should help.

If your instructor has told you to put (left or right) in the aileron, be sure to tell him which way you made the adjustment. The wrong adjustment will add "insult to injury". See the conclusion is story #4 of this saga.

Murphy's Law has Been Repealed (Story #4 of 4)

By J.R. Carpenter

When will those little wires break? Which broken wire or bad connection will cause the least or most damage? The throttle servo will most likely cause the least amount of damage, although any of the controls can be catastrophic if faulty. The elevator and aileron controls are frightening. What can be done to lessen the risk of a bad wire or poor connection? New equipment is a nice thought. How old is too old? When they break—too late—too old.

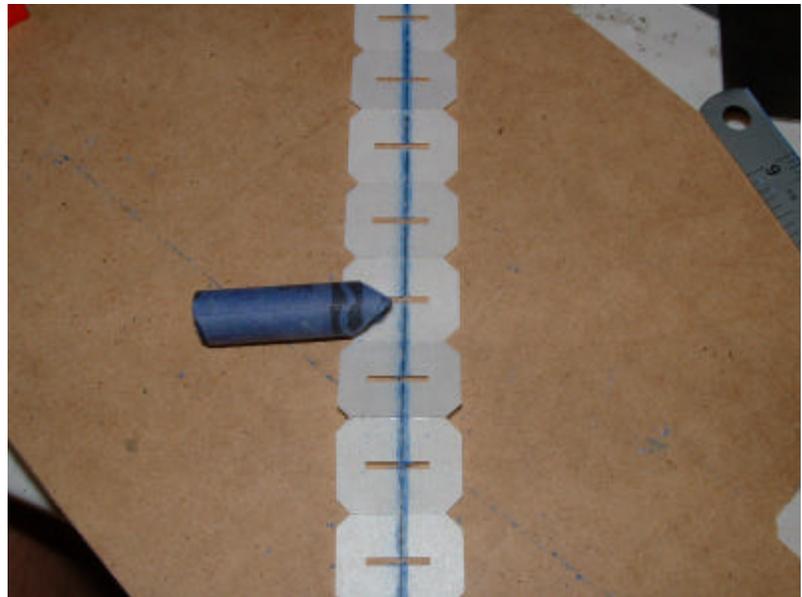
The aileron connection gets the most use although changing servos around tends to place more wear on the ends and wires. Make sure all connections are firmly "mated". If you might be so lucky and can find a loose wire before the damage is done — you're lucky. MURPHY'S LAW HAS BEEN REPEALED. It didn't get you. Checking all controls prior to takeoff might detect the damage or malfunction. Revving the engine sometimes will wring out the potential hazard. When removing a wire, always grab the connection not just the wire. This is hard to do at the receiver. You often wonder if a moving servo arm will loosen your aileron connection.

Checking the CSR (Chopper Stopper Rebuilt) with the SCM (Shaving Cream Muffler), the ailerons did not work. Frequently, a flyer fails to connect them. The flyer takes off —OOPS—usually a crash because the reaction time to "think rudder" is too slow. I was lucky and found the loose aileron wire while on the ground. Some flyers can reconnect the ends as most radio "techs" do. I didn't have another servo and I didn't want to "rob Peter". I took another damaged servo and cut the end off and soldered it in place. It works. Twisting wires only without soldering is not a safe thing to do. Sometimes you make confetti and other times you get lucky! Murphy's law was repealed! Chopper Stopper Lives On! Here ends the saga.

Model Building Tip: Installing CA Hinges

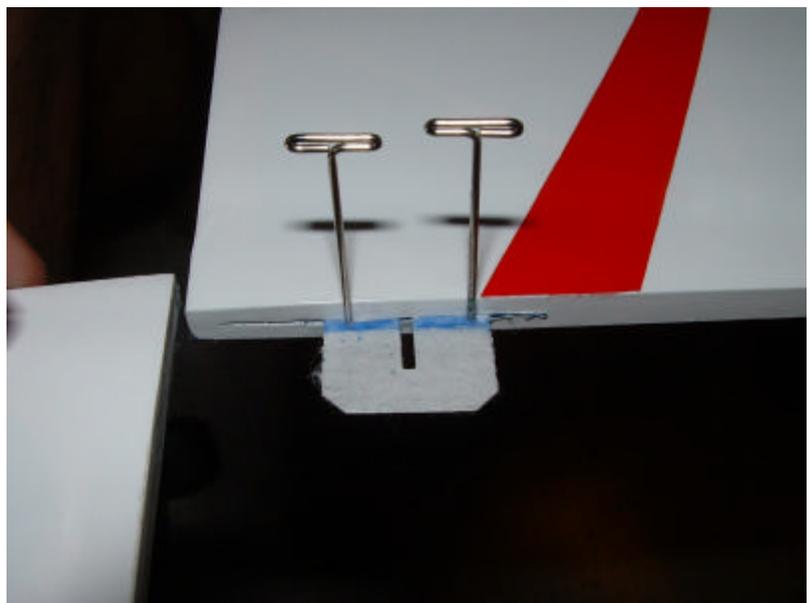
Submitted by Nick Marson

CA hinges are an expedient way of hinging your control surfaces. Beware if you have a foam wing as CA glue will dissolve your wing in no time!! The hinge material is made of mylar with a furry texture. The hinge is bonded to the slot in the control surface with **thin** CA. The CA wicks up between the hinge and the wood. Some hinges have a slot in the middle, this is to promote the wicking action. If your hinge has no slot in it, it is a good idea to drill a 3/32" in the middle of the slot in your control surface. This serves the same purpose as the slot in the hinge material. One of the problems encountered with CA hinges is the hinge becoming stiff in the section where it is supposed to be flexing, this is because CA has soaked into the furry bit of the hinge and set hard. This can lead to premature failure of the hinge, especially in the new generation of fun fly/3D planes that have excessive control surface movement. A way to solve this problem is to fill the hinge line with wax from a child's crayola. Depending on the size of the crayola it might be necessary to sharpen the point.



Draw a line down the middle of each hinge on both sides. Now place 2 pins through the hinge, and slide the hinge in the slot in the control surface up to the pins. This will ensure that your waxed line remains exactly between the 2 surfaces, and forms the hinge.

Now slide the hinges into the other half of the control surface and push up so that the pins are gently clamped between the 2 halves. Now remove the pins and push the 2 halves together. Whilst pushing the control surfaces together gently flex the hinge joint, so that you can see the hinge material. Now using thin CA, with a small bore adapter, place a few drops of CA in the middle of the hinge, where the slot or hole in the balsa is. Do this on all hinges on both sides. There should be a minimal gap between the 2 surfaces for the most efficient control.



Model Building Tip: Installing CA Hinges (Continued)

Submitted by Nick Marson

The big bonus is you will now have a hinge which is equally spaced in both halves, and is not stiff/brittle.

NB do not use CA kicker, since it will set the CA quickly and stop it wicking up the gap between the hinge and the balsa.



Interested in Batteries?

Anyone interested in learning about Nickel Cadmium (Ni-Cad) batteries can reference SR Batteries website at www.srbatteries.com. They have information concerning Ni-Cad and how they compare to Nickel Metal Hydride (NIHM) . Thanks Vic Baney for informing us of the website and the battery comparison.

September 2003 Model of the Month

by Russell Johnson, Newsletter Editor and Diane Marson, Secretary

Congratulations to Gabriel Virene for winning model of the month for September. This is a picture of him Next to his Katana. The "Katana" is made by Flair UK, which is imported into the States by Chief Aircraft. It is a scale model of an Italian Aerobatic plane, and is powered by a Saito 180 four stroke.

As always, Gabriel won a \$5 raffle ticket for sharing his model with the club at the monthly meeting. Everyone is welcome to bring their models to share with the club Keep them coming, as I am sure everyone enjoys this aspect of the monthly meetings.

Thanks, Russ.



THE CLASSIFIEDS

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 Scorpio Super Soft Fly—Motor Glider 84" wing span, .40 K&B engine, Futaba Conquest 4 channel radio channel 50 w/FPS38 servos. Never been flown and has been hanging up for a few years. **\$200 Negotiable** Contact Joan Thorkelsen 281-469-2876 Note: One of my neighbors is selling this plane and I have digital photos I can email you if your interested in getting an idea of what it looks like, just contact Ted Karis at tkaris@hotmail.com for the photos.

Reminder: The Club has high quality CA available for sale in Thick, Medium and Thin. Call Jack Jones for details.

To place a free classified/wanted ad in the newsletter notify the newsletter editor by the 15th of each month..

Reminder:

The trash cans at the field are for airplane related trash like dirty paper towels, broken props, fuel jugs. Lately there has been a lot of food and food containers left in the trash cans. Dogs and other animals are getting into the trash and making a mess of our field. Please do not discard anything food related in the trash. A couple members including myself have spent 10-15 minutes on a separate occasions picking up the trash that the animals have dug out. Taking home your food trash will help solve our problem. Thank you for your cooperation.

Upcoming Area Events (continued from page 5)



October 3-4, 2003
Convention Center Arlington TX
 Seminars, Auction, Swap Meet,
 Static Display, Trade Show
 and the Largest Indoor Flying Event in the Southwest

Contact: Dr. Sandy Frank, AMA District VIII Vice President
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 www.AMA-Dist-8.org

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Newsletter Editor
4011 Sablerun Ct.
Houston, Texas 77014

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

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 like, maybe a flying acrobatic, building tip, or safety tip, something to sell or anything you may have learned enjoying our hobby, please contact Russell Johnson, the Newsletter Editor.

Also, writers who would like to contribute a regular column or write on occasion are welcome to contact me at:

(281) 537-9516
mopar@pdq.net

See you at the October 1st Meeting.