

CROSSWINDS

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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 our 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 on electric models by Mark Mullen during our November Meeting. It was very interesting to see how small some of the models are and how good the performance has become. I was really amazed with how light batteries are becoming.

By the time you receive this newsletter we will probably already had the Christmas Party. I am really looking forward to it. If I don't see you there, or even if I do, I would like to wish you a very Merry Christmas.



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 would like continue 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 one of the officers.

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

Paul Johnson

New Field Co-Managers Appointed

Submitted by Paul Johnson, President

Thanks to Ed Hawes and BJ Caron for accepting the field manager job. They will share the duties as co-managers. They will be responsible for the following activities:

- Look for needs of maintenance at our club air field and equipment and report to the officers for further evaluation and action.
- Look for signs of required cleanliness, trash pickup, etc. and make a recommendation to the officers.
- Keep a close watch on the crawfish and let the officers know if we need to organize a club effort to reduce the population.
- Watch for safety violations and report them to the officers.

Once again, the club officers and I am sure the club members want to extend their thanks to these gentleman for taking on these responsibilities.

SPARKS Financials as of 11/19/2003

By Jack Jones, Treasurer

INCOME	<u>10/20/2003 to 11/19/2003</u>	ASSETS	<u>Balance @ 11/19/2003</u>
AE Dividend	\$ 4	AE Cash Mgt. FD-A-Checking Account	\$ 13,258
CA Glue Sales	8	Klein Bank Checking	<u>6,428</u>
Nov 08 Fun Fly	448		
Raffel ticket sales	<u>150</u>	TOTAL Cash and Bank Accounts	\$ 19,686
Total Income	\$ 610		
EXPENSES		Other Assets:	
Crosswinds Newsletter	\$ 28	Crushed Concrete	\$ 2,974
Club Activity - Fun Fly	423	Field Rolling Pin	100
Mowing Service	450	Glue Inventory	83
Porta Potty Service	81	Orange Container	100
Instructor Program	110	SPARKS Shed	3,344
Christmas Party - Deposit	50	SPARKS Signs	994
Bulletin Board	78	Unamortized Lease Deferral-Balance of \$4500	<u>1,750</u>
Raffel Merchandise	<u>198</u>	TOTAL Other Assets	\$ 9,345
Total Expenses	\$ 1,418	TOTAL ASSETS	\$ 29,031
Net Income	\$ (808)	EQUITY	\$ 29,031

Reason Not to Use Brass Tubing in Your Fuel System

Submitted by Nick Marson

Over the many years that I have been modeling I have had at least 3 instances of a fractured fuel line. In all cases the tubing has been brass, this is an alloy of copper and zinc. Did you know that some of the cheaper brass pipe is rolled from a sheet, and has a seam down its length? Scary stuff.

The leaking fuel line only seems to happen in older fuel systems. This picture is a classic example of what happens. I got the photo off the web:



This phenomena is known as 'Stress Corrosion Cracking' or 'Hydrogen Embrittlement'.

Stress corrosion cracking most commonly occurs in brass. Brasses containing more than 15% Zinc are the most susceptible. During dezincification of brass, selective removal of zinc results in gradual replacement of sound brass by weak, porous copper. Unless stopped, the metal is weakened and liquids or gases may be capable of leaking through the porous structure.

I'm assuming that one of our fuel ingredients, probably nitro, is causing this dezincification, and that it only happens on the cheaper far eastern brass found in most of our ARFs.

Actually I had forgotten all about this until recently Gabriel had a reoccurrence of this old problem. The solution is to replace brass pipes with either copper or aluminum.

Guts and Feathers Will Fly

By J.R. Carpenter (Infamous Owner of the "Chopper Stopper")
(Continuation from November 2003 Newsletter)

To bring you up to date, I had just tossed the seagull along with my line control plane into a trash can. The P.E. teacher had reported the "less then ceremonious act" to the School Principal and the Cruelty to Animals Department. I then received the "SEE ME" note from the Principal. And now the story continues.

The Principal can be envisioned as a cross between John Wayne and Governor Ventura. The ground shook behind him where he walked. I dreaded the thought of where I would be transferred—to a Jr. High or a Grade School. He had the power to do this.

With a "hat in Hand" attitude, I reported to the Principal as instructed. "Carpenter, what is this I hear about you killing seagulls he sternly asked? He informed me that he was getting all kinds of calls and complaints. Mr. Carpenter, what are we going to do about this? Not even a smile crossed his face. I told him I would take care of this matter. He replied, see that you do!

I retrieved the bird the following day and took it to the Biology department. I asked Miss Clark to help since I was in deep *stuff*. First she said "let me get rid of the stinking bird". She informed me they cannot dissect this bird as they only do frogs and fetal pigs. I had already constructed the following note and asked her to sign it for me even though she could not dissect the bird.

Our class has dissected the bird in question and found it free of lice, mites, fleas, ticks and other harmful properties. This was an excellent class project.

She agreed to sign the note and send one copy to the Cruelty to Animals Department and the School Principal. She then instructed me that I our her big time for helping me with this matter. She reminded me that this letter and fiasco about dissection was a bunch of lies.

Several days later, the Principal left me another "SEE ME" note. I went to office once again. He informed me that I was the biggest liar with this seagull dissection story. I could never pull anything past him as he could read me like a book. He said this story was so good that he almost bought it. He then proceeded to tell me "good job". I was both shocked and grateful. He then informed me that he had another assignment for me. He told me I had not done a good job of stopping the students from smoking in the south parking lot. He said he thought I could meet this challenge as well. All was well with me and I did not get in any real serious trouble this time.

Problem Quotes

Submitted by Nick Marson

These are alleged to be some actual maintenance complaints submitted by US Air Force pilots and the replies from the maintenance crews:

Problem: "Left inside main tire almost needs replacement."
Solution: "Almost replaced left inside main tire."

Problem: "Test flight OK, except auto-land very rough."
Solution: "Auto-land not installed on this aircraft."

Problem #1: "#2 Propeller seeping prop fluid."
Solution #1: "#2 Propeller seepage normal."
Problem #2: "#1, #3, and #4 propellers lack normal seepage."

Problem: "The autopilot doesn't."
Signed off: "IT DOES NOW."

Problem: "Something loose in cockpit."
Solution: "Something tightened in cockpit."

Problem: "Evidence of hydraulic leak on right main landing gear."
Solution: "Evidence removed."

Problem: "DME volume unbelievably loud."
Solution: "Volume set to more believable level."

Problem: "Dead bugs on windshield."
Solution: "Live bugs on order."

Problem: "Autopilot in altitude hold mode produces a 200 fpm descent."
Solution: "Cannot reproduce problem on ground."

Problem: "IFF inoperative."
Solution: "IFF always inoperative in OFF mode."

Problem: "Friction locks cause throttle levers to stick."
Solution: "That's what they're there for."

Problem: "Aircraft handles funny."
Solution: "Engine found on right wing after brief search."

Problem: "Number three engine missing."
Solution: "Aircraft warned to straighten up, 'fly right', and be serious."

And Even More Bad Moments in Aviation

Submitted by Paul Johnson, President and Edited by Russell Johnson, Editor



I can only imagine how this plane was backed into a ditch. Maybe it went something like this. "Keep it coming, little further, a little further, just a little more.....Oh no I meant stop! What have you done?"



Pilot: "nothing more exciting than landing on a frozen lake!"

Tower: "Oh ya, how about swimming in 30 degree water?"



Pilot: "I think there is a door open!"

Copilot: "I think you are right. Maybe we should start paying attention to these warning lights on the gauge panel?"

And Even More Bad Moments in Aviation (continued)

Submitted by Paul Johnson, President and Edited by Russell Johnson, Editor



Have to assume the brakes did not work or some other mechanical / electrical failure occurred on this landing. If not, this NATO pilot probably got a nice job flying a desk real far away from any airports.

I wonder if they can repair fuselage that breaks in half? I know some of the club members probably have experience with this.



See, having the biggest / heaviest engines is not always better!

Club Policy Change

by Jack Jones, Treasurer

The club agreed in the November meeting to allow prorated refunds to members that want to relinquish their memberships. If you are planning to quit the club, contact Jack Jones the club Treasurer. He will return a prorated amount of your yearly dues.

This change not only is beneficial to the club members that do not wish to use the field any longer, but the individual on the top of the club waiting list will be able to join the club. The club really does not like to wait list potential new members, but we are at a membership limit.

The officers encourage any individuals that are planning to leave the club to relinquish their membership so someone else can have the opportunity to join.

Thanks.

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

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.

November 2003 Model of the Month

by Russell Johnson, Newsletter Editor and Diane Marson, Secretary

Sorry, there was no winner from November.

As always, the model of the month winner will receive a \$5 raffle ticket for sharing their 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: 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.

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

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

For Sale: Red and White kit built Sig Four Star .40. O.S. Surpass .70 Four stroke engine and Futaba 4 channel PCM radio. Flies great and obviously has great power for it's size.....just add fuel and go fly. As mild or as wild as you want to make it fly! **\$295.00**

Lee Dillenbeck 281-288-7661 (evenings); ldillenbeck@hotmail.com

For Sale: Joey Bed cargo roll-out drawer for a pickups and vans. Fits in full size truck short or long beds. Great for model airplanes, contractors etc. Sells new for approx \$650, sell for \$250 and will consider RC trades. In good shape and very handy. See www.joeybed.com for more info. Call Ted Karis 832-298-7310.

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.

Toys For Big Boys! 

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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

Since the December Meeting is canceled, see you at the January 7th Meeting.