



Crosswinds

MARCH
2005

Newsletter for the Spring Area Radio Kontrol Society



From the Cockpit by Paul Johnson

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SPARKS WEBSITE

www.sparksrc.com

Dear Sparks Members:

I would like to welcome you to this issue of our SPARKS newsletter - *Crosswinds*. We really appreciate Diane Marson for doing such a great job of pulling together this newsletter each month.

We really appreciate the support you provide for contributions. 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.

Our next business meeting will be Wednesday, March 2, 2005. We will be discussing further our work day that has been delayed until Saturday, March 5. We will also be discussing having a fun fly in May as we have had the past two years. Please consider volunteering to help in this activity to help it be a fun successful event.

The weather has continued to be quite wet during February. Hopefully the work day will come off as planned. I will let you know by e-mail if there is any change of plans.

Our special speaker for the January Meeting will be Warren Watkins. Warren will talk with us about painting techniques including air brushing. I understand that he has excellent paint schemes on his helicopters. He will probably include some demonstrations in his presentation. I'm sure you will find it interesting.

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 the officers.

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

February Model of the Month "Inland Sport" by Vic Baney



The Inland Sport model is a scale kit from FlyLine models who are no longer in business. This kit was produced in 1981 and consisted of a box of balsa sticks, a few balsa blocks and some sheets of balsa printed with outlines of ribs and etc. A very good drawing with scale detail was provided along with scale documentation. No other information was given such as were to start and etc. Having built kits similar to this many, many years ago I was determined to build and fly it for a couple of reasons. The first reason was the kit originally belonged to Charlie Walling who was great flyer who worked with Jake Jacobsen, one of our club members. Charlie learned to fly in the Inland Sport and from this start, flew for the military during W.W.II and then finally progressed to head of Tenneco corporation flight operations. During his life span, Charlie flew in several national air races and set some speed records for prop planes. Charlie wanted someone to build this kit before he passed on, but he left this earth about 4 months ago. If you would like to read more about Charlie, the following web site has all his information and links to the air races.

<http://hometown.aol.com/conroeqb/charliewallingindex.html>

The Inland Sport airplane was originally manufactured in Wichita, KA. during the 1930s and was powered by a 90hp. 5 cylinder radial engine. It could carry two passengers in a side by side seating and was a great plane to learn to fly in. The wingspan was 30ft. and originally sold for \$4,995.00 and in any color you wanted. The company manufactured between 30-45 planes according to information I found on the Internet.

This model has a 37 inch wing span originally sold for \$18.95 in 1981. I elected to use an AXI "outrunner" brushless motor with Lipo batteries. The plane weighs 19.5oz and the engine produce 16oz of thrust! No problems taking off from the grass and the flight performance is great.

In further research, FlyLine models are widely sought after and can be usually found on E-Bay. The kit sell for between \$40 & \$80 dollars. They are well designed and if you want the challenge of building a model and many of us did years ago, I would urge you to be rewarded when you finish it.

February Meeting Highlights...

Kirk Jensen brought a very detailed "Cessna" he built from scratch. Using a custom made jig that he designed, each wing rib was carefully constructed by soaking the rib stringers to soften the wood. These are then placed in the jig, which holds them bent into place, while they dry overnight.



Then the other wood parts were carefully glued together.

Kirk devises many of his own tools and often finds components in craft stores such as Michaels, Hobby Lobby and Cloth World. He searches photos and scale diagrams of the original plane to reproduce authentic details such as rivets, screw heads, panels, etc. to his scale planes. He demonstrated making rib stitching and detailed the steps in fiber glassing the surface. To complete the realistic and intensely detailed scale models, Kirk adds dressed pilots and accessories to the cockpit. We thank Kirk for his fascinating and informative presentation and demonstrations.

Kirk, who joined SPARKS recently, is also a member at Barnstormers RC Club at New Waverly. Last Fall he was contest director for their "Best Electric in South Texas" show which was attended by several SPARKS members and reviewed in the November issue of *Crosswinds*.

Vice President and Safety Officer Gabe Virene mentioned several safety issues....

No flying is allowed behind the flight line or over the shed. Check the diagrams posted at the field if any questions.

Take offs and landings should be parallel to the flight line and must be at least 25 foot out in front of the pilot's station.

If necessary to retrieve your plane from the field or beyond, please **leave your transmitter in the pilot's station** until you return with the plane and can switch them off. A possible channel conflict with adjacent channels is possible if you carry the transmitter with you away from the flight line.



One of the raffle prizes, an Ultimate Biplane by E Flight was won by Lisa Hendrick who gave it to husband, Ron. Sighted at the field, ready to fly, unfortunately the strong wind did not allow Ron to maiden it that day.



Above - Robert Ferguson

Below - Paul Johnson

More new Planes make their debuts

Four new planes made their maiden flights on Saturday, January 29th.

New member Robert Ferguson with his "Hobbico Nexstar", Gabe Virene's "VIP Racer", Nick Marson's "Freedom 3-D" and Paul Johnson's "Harrier 3-D".

Chris Fredona, also a new member, flew his 18 year young re-furbished "Sweet Stick".

Pictured with Paul is Jack Jones and his Harrier 3-D which made its debut recently.

On February 5th, Robert Knepp's Extra 300LX made its initial flight.



Above - Gabe Virene

Below - Nick Marson



Right - Chris Fredona

Lower left - Robert Knepp

Lower right - Jack Jones and Paul Johnson



"Honey, I shrink Dean!"

Dean Nistetter and his 40% Extra

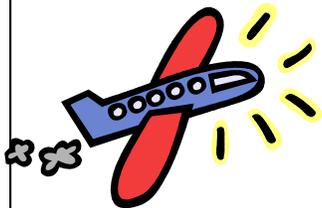


Making it's maiden flight on Thursday, Feb 17, Dean reports he loved the way it flew. Very predictable and stable even at very low speeds. It flies very light and is going to be quite a floater. Plenty of power too.



Questions and Answers

By Gabriel Virene



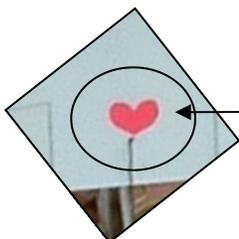
Q: My engine is running hotter than I would like. How can I get it better cooling?

A: Most people make the mistake of thinking more is better when it comes to the air inlet at the front of the cowl. This is a common error and while it seems logical the reverse is actually true.

To properly cool your engine you need more outlet, not more inlet. You want at least 2:1, preferably 3:1 air out to air in otherwise it makes a "dam" and the air can't come into the cowl because it has no where to go out of the cowl. If you engine is not cooling properly, try blocking off the other air inlet or opening the belly of the cowl further to better cool your engine.

Q: I am building a small model. Should I leave the antenna hanging out the back of the plane or fold it?

A: Never shorten your antenna by cutting down its physical length or by folding it back upon itself. Always allow the antenna to extend its full length, even if it means having a tail hanging out the back of your model. You might also consider running it out the wingtip rather than down the fuselage.



Whose new plane featured this Valentine Heart?

FLIP Refurbishment

By Nick Marson

A recent flying incident with my Flip had the rudder snap in two when I entered a Blender!

In the process of refurbishing the FLIP I noticed that the hinges on both the rudder and elevator were showing signs of wear.



At first I thought that the play in the hinges was due to the glue letting go, that anchors the Dubro, piano style hinges. Closer investigation revealed that the hinge pins had developed a large amount of play. The photos clearly show that the pins are only about 2/3rds of their original diameter. The back end of the plane gets a fair amount of fuel and oil during a days flying, add to this a bit of dirt and we have grinding paste. It should also be noted that I had been using JR digital servos, which are very nervous to say the least.

The Dubro hinge pin is made from a soft brass type metal. Interestingly enough the plastic part of the hinge looked just fine.



I replaced the standard hinge pins with piano wire. The bend at the end of the new hinge pin is to poke into the balsa, which will stop it falling out, hopefully!!



Amazing video and web site

submitted by Dean Nistetter

You must check out this video and the Indoor 3-D plane flying in *reverse*!

<http://www.modellvideos.de/videos/KnuffelVerstellprop-die-zwote.wmv>

The main website also includes other super video clips

<http://www.slowflyworld.de/>

Notice!! A Mandatory Work Day Scheduled for Saturday Morning, March 5, 2005 starting a 8:00 AM.

(If it rains on March 5, we will postpone it to the next Saturday March 12.)

All Working Members are expected to participate or be fined. If you just can't make it, we will arrange other service for you. We will be treating the crawfish holes on the runway with bleach and then filling them with soil. We will also do some leveling of low spots in the field as well. We will also be cleaning out the Orange Container.

Please bring a shovel and if you have a wheelbarrow bring that as well. If you have a container that will hold a gallon+ of water, bring it full of water to help us mix up bleach solution and speed up the process of treating the crawfish.

Sincerely, Paul Johnson

World's Largest Aircraft lands at McCarran Airport, Las Vegas

Submitted by Mike Rose

A little excitement at McCarran Airport, Las Vegas on April 29, 2004 when the world's largest aircraft (Russian Antonov 225), landed there to deliver a very large power transformer for Nevada Power, which was built in Turkey.



Check out all the tires! Looks to be like about 7 rows of tires on a side. When you see the car and the guy walking, you can really gauge the size.



Some of the specs on this AN-225 known as "Mriya" are:

Wingspan 290 Ft. - almost 80 Ft.

wider than a Boeing 747

Height.....59.4 Ft.

Length.....276 Ft.

Number of wheels.....24

Max T.O. weight.....1,322,750#

Max payload....551,150#

Engines....six Lotarev D-18T
turbofans

Max speed at altitude.....530 MPH

Cruise speed....495 MPH

Range.....8310 NM



Only one aircraft built.....sorry not for sale.....

The website for Antonov Airlines is.....<http://www.airfoyle.co.uk/>

More from Mike..

USAF photo...

We have all seen a military fly over, from ground level.

The picture was taken from inside the lead plane of the Missing Man Formation to honor all our fallen service men and women.

It was taken while flying over a Texas A & M. football game at Kyle Field.



Contributing members this issue are Dean Nistetter, Nick Marson, Mike Rose and Gabe Virene

Editor's note - Many thanks to the members who contribute the interesting articles, photos, websites, and tips each month. Remember you receive a free raffle ticket at the next Club meeting {even if you are not present}. It's also fun to share with the other members you don't see as often. Please continue to send your contribution to me.

dgmarson@earthlink.net

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HOBBY LAND



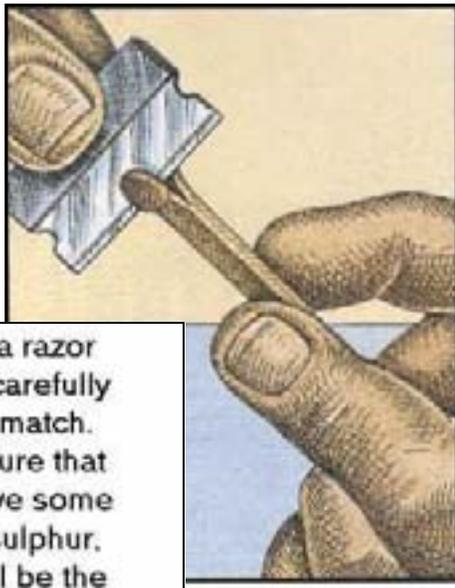
"Come and Enjoy with us"

12714 Grant Rd.
Cypress, TX 77429

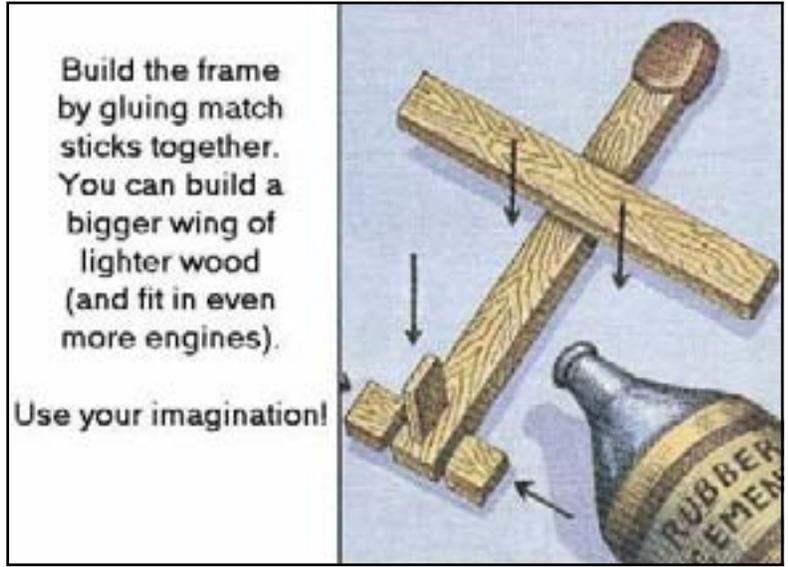
832 717 0525
info@enjoyhobbyland.com

Build your own four motor Aircraft

Submitted by Dean Nistetter



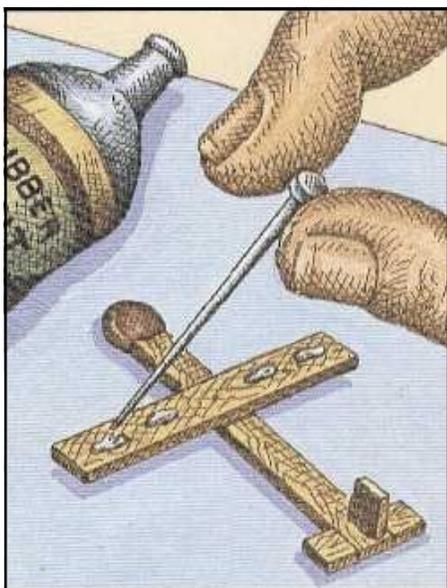
Using a razor blade, carefully split a match. Make sure that you leave some of the sulphur, as it will be the nose on your aircraft.



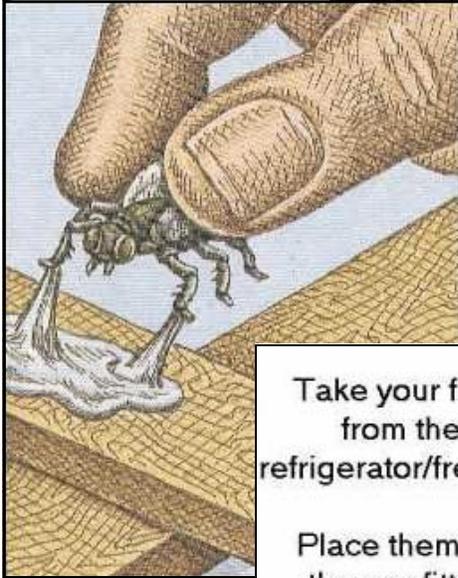
Build the frame by gluing match sticks together. You can build a bigger wing of lighter wood (and fit in even more engines).

Use your imagination!

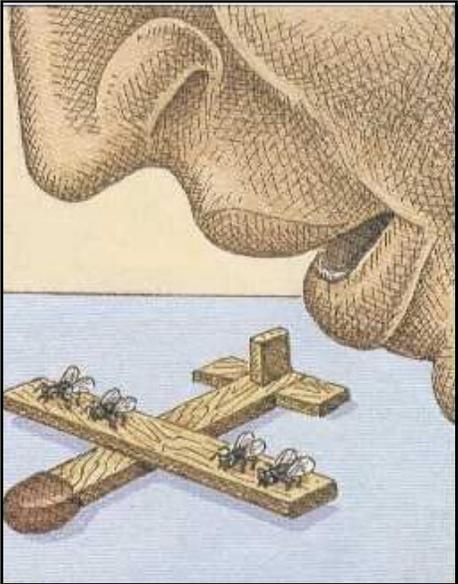
Catch a couple of flies. Put them in a glass pot and put the pot in the freezer. In a couple of seconds the flies will be quite cold and motionless. Don't cool down your engines too much—it will kill them. If you put them in the refrigerator instead, it will take longer.



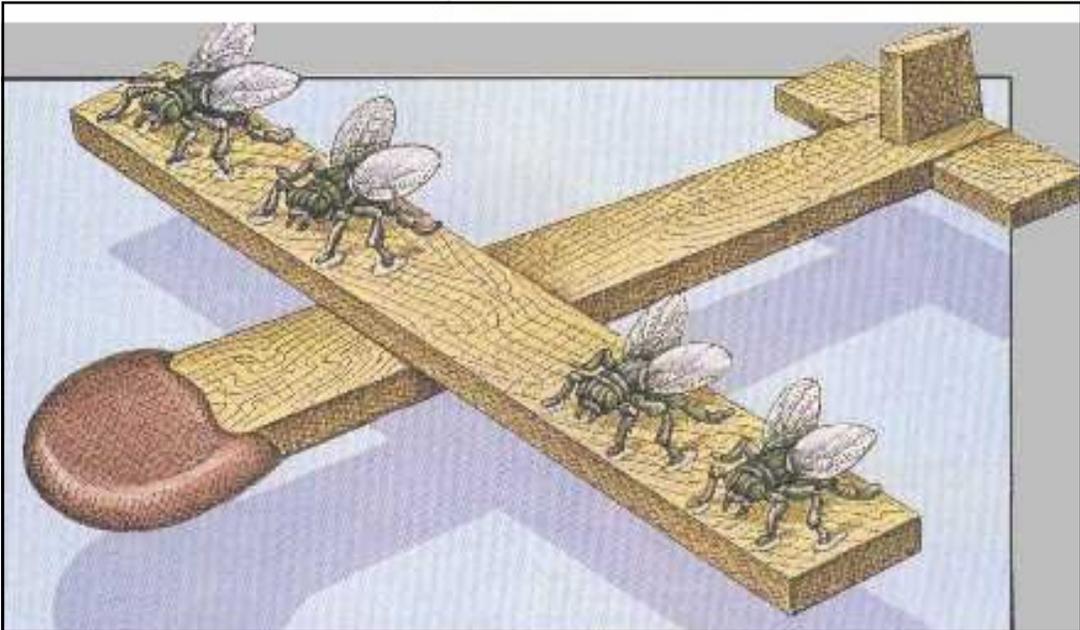
While you're waiting for your engines to get cold and stiff, drop some contact glue on the places where you want to place your engines.



Take your flies from the refrigerator/freezer.
Place them on the pre-fitted glue pools.



Breathe warm air on the flies. A miracle is happening! Your flies that were frozen a moment ago are now coming back to life again.



Start the Plane. If you did things correctly, it will fly!
Sit back and enjoy watching the happy flies playing with the plane! None of them will have experienced anything like this before. Enjoy!