



Crosswinds

July
2005



Newsletter for the Spring Area Radio Kontrol Society

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SPARKS WEBSITE

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From the Cockpit by Duane Neefe

Welcome to the July issue of the SPARKS newsletter-Crosswinds. Our Secretary and Newsletter Editor Diane Marson has again pulled us together and produced another great newsletter. Thanks to all of you who have contributed articles in the past. I would like to ask all of you to help Diane by contributing information and articles throughout this next year. Please remember that the newsletter is a way to keep in touch if you can not for some reason attend our business meeting which is held the first Wednesday of each month. Please remember that if you contribute to the newsletter you will receive a free raffle ticket for the next club meeting raffle.

I would personally like to thank Paul Johnson, Gabe Virene, and Jack Jones for all their work last year as officers of the club. The SPARKS club is very fortunate to have individuals who contribute so much throughout the year. I am also very glad to have Diane Marson staying on as Secretary and Newsletter Editor for the next year.

Many of you have heard about the property due west of our field being surveyed for a possible housing development. Several individuals have expressed concerns that we may have to find another flying site. Currently we can not say for sure if we will lose our existing site. However, at our next business meeting which will be held Wednesday, July 6, 2005 we will have a discussion facilitated by Vic Baney and Dean Nistetter concerning what would we do if we were to lose our current flying field? How would we secure another field? In this discussion we all should carefully contribute any ideas which would allow proper planning to obtain a new flying site if needed. Please come to the meeting and contribute your thoughts regarding this important issue.

The above discussion will take the place of a program or speaker for this month. Please let us know what programs you would like to see presented at future monthly meetings. We have been looking for a volunteer to serve as program chairman for the next year. This individual should have access to materials or to individuals which could be presented at monthly meetings. Please feel free to bring your model for a model of the month presentation. The best model of the month will be eligible for a free raffle ticket.

Please remember that Safety should be number one for all of us. We should always try to set a good example for others especially our younger members. Please try to think how others may view our actions at the flying field. Try to understand if someone approaches you about a safety concern that everyone should feel free to express their concerns related to maintaining a safe flying field.

Remember a quorum (25 percent of the open senior members of the club) may be necessary at a meeting for voting on certain issues. Please help make sure a quorum exists. Attend as many meetings as you can throughout the year. This is your club so feel free to participate by attending club functions.

Remember set a good example fly safely!

This is NOT a trick photo !!

submitted by Ted Karis

This is a photo from the beach at St. Maartens by the airport. Look at the guy holding his hands over his ears while he is watching. The website is really outstanding. There are over 400,000 photos arranged by Airline, location, type of aircraft, photographer, etc.

Check out all the photos on

<http://www.jetphotos.net/>



Still Learning

submitted by J. R. Carpenter

After going through the J 3 Cub tooth and toenail, I decided to check the fuel system. The Tank was o.k. after replacing the copper tubing (I thought) it was found later that the rubber stopper should have been replaced. There was a leak.

There was a maze of plumbing in front of the fire wall, three Sullivan valves (only needed one) which were a mystery to me. Finally one flyer told me how they worked. It is based on the principal of a catapult placed in line of a hose to a sprinkler. The handle of the catapult goes trough the fuse. This handle has a valve in it which feeds the needle valve and also goes to the tank.

When fueling the tank a person must block off the line going to the carburetor, otherwise the engine floods. It must be blocked off when draining the fuel.

A roach clip can be used. This clip must be used when draining out the fuel. This system is used on the J 3 for the engine shroud covers the access to the fuel line. Using the needle valve is not a good idea because frequent adjustments will ruin the seat, and you'll forget that the valve is closed when trying to start the engine.



It's Gotta be Better than Duck Tape

by Walter Laich

Since I have joined the ranks of E-flyers I find that I have a whole bunch of new skills and procedures to learn. Nothing an old dawg can't master but still there are differences. Let's say there are both positives and negatives in changing over from glow/gas to electrics.

I learned early on that unless you hang the batteries outside the plane, and some do by the way, you have to have access to them each and every time you change out packs.

My first e-plane, a Super Miss Two, required that I remove the wing to get to the batteries. This lost its excitement about the second time I did it. I thought long and hard how to "kit-bash" her to allow me to more easily get to them but I still have to take off the wing—all my ideas didn't pan out for her.

The second one, the Pelican seaplane (don't ask where I was planning to find water—I didn't think about this when I first saw her), had a neat little hatch right in front. Now all I had to do was open the hatch and change out packs. This was OK! But being a seaplane there wasn't much airflow inside; if air can get in so can water. Onward we go.

The Lazy Bee, number 3 if you're keeping score, had an option for a side door **that I built**. Now all I had to do was open this big old door and change packs. Nothing to it as it was about 4 times the side of the Pelican's hatch. The Lazy Bee had good airflow through the fuselage; my wife thought she looked "cute," life was good.

But when I flew her, the door would open! Not all the way, but just enough to be noticeable. If it affected flight characteristics we'll never know cause the way I fly you never can tell if the plane's in control or not.



I put some of that magnetic strip tape on both the door and the doorframe but that wasn't strong enough. Duct tape worked but would soon pull the covering loose if I kept using it. I tried to fabricate a latch system but it was either too big, too heavy, didn't work or some combination of the three.

Then I remembered some information from one of the e-forums on RC Groups. I was able to locate some really strong $1/16 \times \frac{1}{4}$ " round magnets, the kind where you put one on one side of your finger and another on the other side and they stay—their magnetic attraction is that strong. And they were cheap: 100 for \$20 including shipping. Their formal name is: Neodymium-Iron-Boron (NdFeB). Their part number is #0058 NdFeB and they can be found on this link (down the page a ways on the left side): http://www.wondermagnets.com/cgi-bin/edatcat/WMSstore.pl?user_action=list&category=Magnets_and_Magnetism%3BPermanent_Magnets%3BNeodymium&start=30

I just drilled a $1/16$ " deep hole in both the doorframe and the door and with a drop of CA they were in. I used a Forstner drill bit as it does a much better job of cutting cleanly in balsa. I probably could have used just one but when you have 100 sitting around, well you get the idea.

Now the door is a bear to open but stays closed in the air which is what it's all about. While I don't think they would hold a wing on I am looking for other ways to use them in RC as well as around the house. Plus they're just so fun to play with when I have nothing to do



Space City Rc Club's Annual Helicopter Fun Fly by Duane Neefe

Houston's Space City RC club held their annual Helicopter Fun Fly on June 3-5, 2005. Their flying field is located near Katy, Texas off route 529 West of the Katy Hockley Cut-off road intersection. The field is well maintained and they were very well organized during the Fun Fly. Their parking lot allowed easy parking for everyone including a tractor trailer tractor. The website for their club is

<http://www.spacecityrc.com/>



Photo left—The facility offered adequate shade for everyone with several pilots bring their own tents.

Photo right—The electronic frequency board and transmitter impound area worked very well during the weekend event.



Photo left - The flying field utilizes an engine starting area which is enclosed between two chain link fences.

The "No Fly Zone" between the two individuals pictured to the right is well defined and is about 17 large paces wide. The pilots stand by the fence to the left when flying their aircraft.



Photo above—There is also a RC car track with an elevated drive stand.



Photo above—One of the SPARKS RC club helicopter pilots David Ramsey (center) and his father (left) attended the fun fly. David flew his helicopter many times during the fun fly event. David is a very accomplished helicopter pilot and flew numerous difficult maneuvers during the fun fly.

This is an event which was very enjoyable to attend. Watching the flying ability of those in attendance was well worth the drive to the Space City flying field. Team JR pilots and many others flew many demonstration flights during the three day event. The autorotation competition was really something to watch with only millimeters separating the winning pilots. Two individuals flew their helicopters in the drag racing and astounded all those watching the event. Mike Scoles performed fantastic night flying with fire works and his electronic message main blades. This is something you really need to see in person to believe. His website is as follows:

<http://www.deeteenterprises.com/NS.MikeScolesVideo.php>

I had this event in my computer calendar for over five months. I really enjoyed watching the experts flying helicopters and performing maneuvers I have never seen before. I will definitely attend the event next year if at all possible. You may also want to mark your calendar and attend this well run event.

Photo below—The cooking area was utilized to serve lunch for pilots, Space City club members, and spectators



Getting the CG Correct: a Heavy Topic - Part II

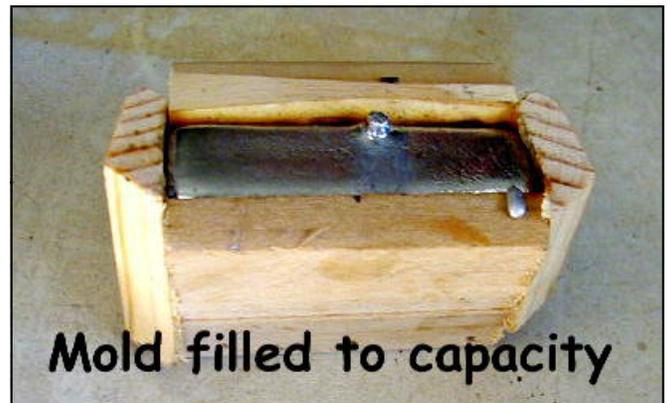
still by Walter Laich

In this part I've included a few photos of what the mold looks like under the pot. One thing I didn't mention is that the mold has to be short enough to fit under the spout.



For my pot that's just over 2 inches. You can see what the mold looks like filled to capacity. This is way too much for my needs but the mold will hold a rather large chunk of lead and of course you can make larger or smaller as well as different shapes of molds—whatever is needed for your particular plane.

The pot itself is a Lee Production Pot 4 with bottom pour. It costs about \$65; there are others that range all the way up to \$250—I'm very happy with my Lee, as I am a poor, poverty stricken teacher. It does tend to drip a bit but I can live with that.



My biggest challenge is that I can't keep the pot full enough when casting. My Lee molds are 6-gang, they cast 6 bullets at a time, and when you are casting six 165 grain ones followed by six 200 grain (.38 Sp and .45 Colt) you run out of lead if you cast too fast (a pound equals 7000 grains for you that are taking notes).

And if you add lead too fast you can cool the entire pot off so the spout will "freeze" and then you have to wait for the temperature to come up enough so the it starts flowing again.

I cast anywhere from 700° down to about 600°. This gives me some leeway so when I add more lead the temperature doesn't drop down to the "freezing point" of the spout. One thing I do to try to keep a reasonable casting production rate is pre-heat the lead ingots on top of the pot. That way they are partially heated when it's time to replenish the pot. You can see two ingots on top of the pot in one of the pictures.

The picture showing the piles of cast bullets took about 45 minutes and represents about 19 lbs of lead. The two 6-gang molds are at the top of the picture. I usually use two molds, as they get too hot if you keep using the same one over and over without letting them cool.



Since I'm cheap I only have one mold of each caliber/bullet shape so I just cast two different types each time. I still have to size and lube the bullets but that's something that really doesn't fit into the wonderful world of RC. So if you are ever in need of some custom cast lead nose weights please give me a call (281 251-5212) or email (walterlaich@ev1.net) and we'll fire up the pot and cast a range of weights for your plane

We may all
come down to
this....submitted
by Mike Rose



Many thanks as always to the members who contribute to make this newsletter interesting for us. This month's contributors are **J. R. Carpenter, Walter Laich, Jake Jacobsen, Ted Karis, Rod Kuntz, Bill Murad, Duane Neefe, Joe Tabor**

Please send your contributions to... dgmarson@earthlink.net

Out at the Field...

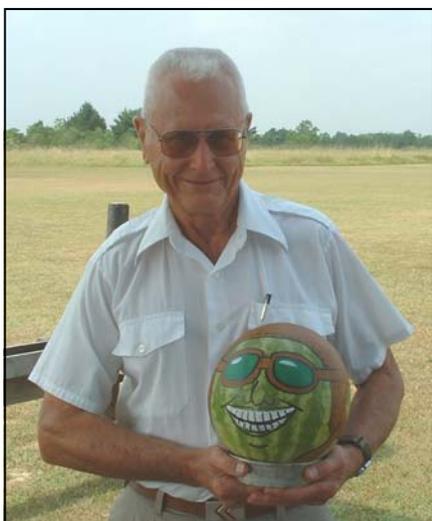


Photo left—Rod Kuntz recently maiden'd his new "Kaos", built from a kit and slightly overpowered by a Magnum .52. Final result was a group effort with a number of people working on it.

Using all JR servos/receiver, the battery is mounted in the fuselage about 3" behind the trailing edge of the wing to offset extra engine weight. The plane trimmed out quickly and flew great on less than 1/2 throttle. He reports it is "very quick".



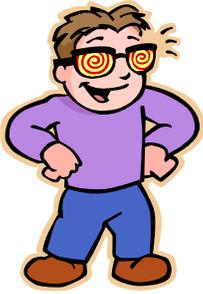
Photo right-Bill Murad with his GP Yak 55, 3-D... with a wingspan of 33.5", length, 33", the flying weight is 13.6 ounces. Powered by a Himax 4100 series with 3 Hitec 55 servos and a Castle Creations 10amp ESC, he uses a 3 cell Lithium Ion battery. Back up power, a GE handheld nuclear powered microwave generator. No landing gear is necessary, as the back up power will last for 10 years. I am reluctant to the back up power, as it tends to melt the aircraft....



Photos right and left- Jake Jacobsen and the "greenest" pilot at the field.

For Father's Day, Jake's son, Keith, presented him with a very clever and perfect gift.





DON'T TRUST YOUR EYES by Joe Tabor

Although many flyers have gone to ARF aircraft there are still a few dyed in the wool builders. Out of the building experience there are a few simple truths that we tend to forget. Assembly of precut parts usually is not a problem, but if the model requires planking, it is easy to become lax.

The first rule is to wet the planking so that it will conform to the natural curve of the fuselage or wing assembly. If the curve is extreme, it may be necessary to bevel the edges for a better fit. Each panel should be pre-fit prior to applying CA to attach to the aircraft. CA should not be used at the joint between panels, as it will leave a ridge on final sanding. Use CA to attach the panel, but wood glue on the joints as it will sand smooth without a ridge. Every builder should have a contour and a palm sander.

After the finish sanding, even if every thing look go, **DON'T TRUST YOUR EYES**. Have you ever pondered how a blind person can sculpture a bust of a person? Well it is no mystery. He sees with his fingers. The sense of touch is much more reliable than eyesight. Run you fingers over the surface of the finished assembly and I will assure you that your fingers will see many irregularities in the surface. Feel and sand and feel again until you are satisfied. Most of us tend to take this simple truth for granite. Remember don't trust you eyes.



Have a Safe 4th of July weekend and please attend the next Club meeting on Wednesday, July 6....See you there!

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