



Crosswinds

November 2006



Newsletter for the Spring Area Radio Kontrol Society

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From the Cockpit by President Chris Fredona

Welcome to the November 2006 Crosswinds newsletter.

SPARKS hosted our second annual Pattern Contest on October 7th and 8th. From all accounts, this event was very successful and had an excellent turnout with over 30 entrants and several of our club members placed well in the various categories. Congratulations to everyone who participated and many thanks to Mark Hunt and the other organizers of this contest.

SPARKS has been fortunate to have a number of very qualified flight instructors in our membership. These individuals are valuable assets to any club and are essential to growth and maintenance of our membership. SPARKS owes our thanks to all the instructors past and present that have donated their time and effort to teaching new students and improving the flying capabilities and safety of our membership. Lee Dillenbeck, SPARKS Chief Instructor, has done an excellent job of finding and enlisting instructors to support us. This month, the officers have approved three new flight instructors and three ground instructors which have been recommended to us by Lee. These individuals will be announced at the next club meeting.

This last weekend, SPARKS members Warren Watkins and Lee Dillenbeck participated in the WINGS OVER HOUSTON RC static display and represented SPARKS by discussing the sport and our club with interested spectators. Club flyers were passed out as well. Hopefully, we will see some membership response to this effort.

Our next membership meeting will be on Wednesday, November 1st at the Valley Ranch Grill. Our speaker this month will be Barry Rayborn who will be discussing turbine powered aircraft and will bring his F84 jet. Barry is an experienced jet pilot and performed the turbine flight demonstrations at WINGS OVER HOUSTON.

Hope to see you all there.

Fly safe!

Highlights from the October Meeting.....

Vice President/Safety Officer Mike Rose reminded us not to over fly the adjoining homes. Electric pilots should either stand in the regular pilot station or in the designated electric craft field. It was suggested that we ask Doyle Kay to mow the electric field to accommodate pilots who wish to use it. Additional mowing was also requested in anticipation of the pattern event which will necessitate more parking area.

Chief Instructor Lee Dillenbeck stressed the need for more flight instructors since many new members are also new to the hobby. Anyone interested in volunteering, please contact Lee.

A review of the noise survey completed in the spring was presented by Dean Nistetter. In general, most planes were in the recommended acceptable levels. In addition to selecting efficient mufflers, Dean informed the membership that propeller tip speed is a major contributor. Keeping the tip speed below 70% of Mach is recommended. Dean distributed a chart which cross referenced prop diameter and rpm to percentage of Mach.

No planes were presented for Model of the Month.

Gift Certificates from Larry's Hobbies, Randy's Hobbies and New Creations were raffled to several lucky members.

Chief Instructor Lee Dillenbeck presents Solo Certificates to....

Alan Buckner

Ben Schultz



My Edge 540 by Dick Jones

The plane is an Edge 540 40 percent by JTEC with a 3W120 up front. It's very light on the sticks. It weighs 32 lbs.

Over the winter, I will install a smoke system.



"Scratch Built" by J. R. Carpenter (con't from the October issue)

Three formers, the front firewall, back firewall and the former for the pushrods can be glued at the same time, making sure they are at 90 degrees. It is best to mark the (up) position of the formers.

After they dry the other half of the fuse can be glued on.

Next fix a balsa "wedgie" between the two halves of the fuse. Sand a little for a better fit. The little clamps work well here. The other former measuring $2 \frac{3}{4} \times 2 \frac{1}{2}$ " with a squirrel hole of $1 \frac{3}{4}$ " is to be positioned about midway between the forward former and the horizontal stab, you will have to pull in the sides of the fuse about $\frac{1}{4}$ " to make the proper fit.

Use about three rubber bands and glue the former in place. Recess the fuse $\frac{1}{8}$ " for the horizontal stab thus giving the bottom a smooth finish. The $\frac{1}{4}$ " hardwood (light) landing support can be centered under the former for the landing gear. It is the same size as the motor mount former. If you forgot to shorten the former for this piece you can add it on the bottom. Next place the horizontal stab in position.

The bottom is covered with a front piece of $4" \times 12"$ light plywood in front and behind it uses $\frac{1}{8}"$ balsa. Place $\frac{1}{4}"$ braces for the horizontal and vertical stab. Use $\frac{1}{4}"$ balsa corner braces for the formers and fuse. It is best to use $\frac{1}{4}"$ balsa for the hatch. Hardwood is best for the back of the hatch cover. The screws stay in better. $\frac{3}{16}$ balsa is best for the top of the fuse. Use the dowel previously purchased for the pushrods. Cut one 3' dowel in half for the pushrods. A "z" bend tool is great at this point. Otherwise two needle nose pliers will work.

(Con't next month"

We call him "Mr. Big"

submitted by Nick Marson

It is the largest plane that I have ever owned. Actually it is a 2 meter pattern plane, a Jim Sheffield ARF!! Jim was so very kind to give me the plane, and charge a very small sum for the motor. To further add to his generosity, Jim then changed the piston ring for me. The plane is an Insight, designed by no less than our own Mark Hunt. Power is a YS 140 Sport. Futaba digital servos are used throughout. It is a dream to fly, making it difficult to want to fly any of my other planes.

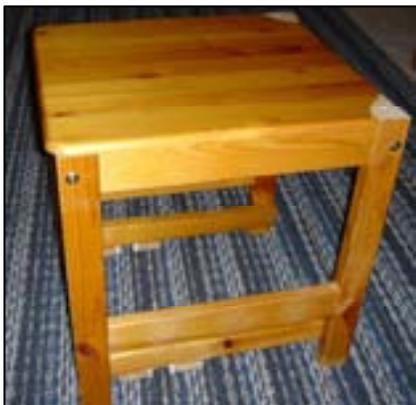
There was a transportation problem, it was too **big** to fit in the rear of the Pathfinder. Diane came to the rescue with a dining room chair. The back was sawed off and this wood was used to make two rails. Two channels were then added to these rails, to support the carbon fiber wing tube. The tube extends either side of the fuselage. Now Mr. **Big** can poke his nose between the two front seats of the Pathfinder.

As a side note we can only entertain an odd number of guests now!!

Just kidding Diane

Now that I have flown and competed with a 2 meter pattern plane I am a convert. Gone are the endless days of maneuvers such as hovering and torque rolling aimlessly around the sky. Now it is all about flying straight, performing round loops, axial rolls etc. Rolls are now a thing of beauty.

The great thing about this hobby of ours is that there are endless disciplines of model flight to explore. Over 30 years ago I was pylon racing!!



A chair without a back



A plane transporter



Great Websites to check out.....



What A Ride !!! Not sure which air force these guys belong to, but their low-level training looks pretty exciting !!! Submitted by **Lee Dillenbeck**

<http://www.glumbert.com/media/flylow>

From **Mike Rose** we have two flights.....

Fly into Lin Zhi Airport in Tibet one of the most complicated and challenging approaches in the world..

http://www.naverus.com/documents/NAVERUS_WMP.wmv

Take a journey to "Airventure 2006 at Oshkosh"

<http://silvairehair2.home.comcast.net/072806/>

This one From **Alan Buckner** is "One man's dream come true"

<http://video.google.fr/videoplay?docid=9091545735215129742&hl=fr>



Our beautiful SPARKS Field....

Not only is our runway level and lush, the blooming wildflowers which border our field were a delightful sight in early October.

Nature's random planting and beauty surpasses man's planned efforts yet again. Guess that is why it pains me to see another strip center built next to a half leased one.

Sorry, I was on my soap box again...editor



My new hangar submitted by Roderick Kuntz

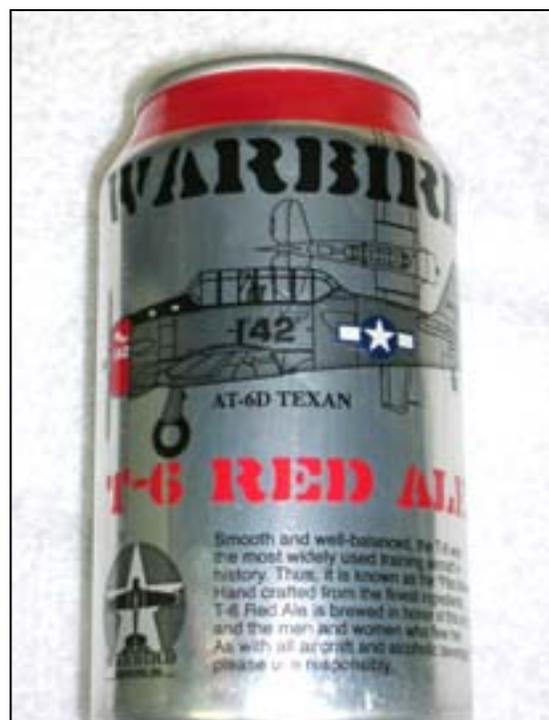
I have outfitted and customized my new car into a wonderful hangar...The rear seats fold up out of the way and provide a large roomy area.

There is a place for everything and makes driving to the field much safer for my "toys".



At last, Rod has discovered the beverage of choice for RC flyers.

Submitted by Rod Kuntz



SPARKS 2nd Annual Pattern Meet - Oct. 7—8

Pattern Pilots converged from all over Texas and western Louisiana to SPARKS to attend our 2nd Annual Meet. We actually had one of those rare autumn weekends of temps in the 60's to low 80's, slight ENE winds of less than 10 mph and low humidity. Saturday began with a lovely sunrise and perfect flying weather.

Thirty two pilots, eight from SPARKS signed in and by 9 a.m. we were up and flying. Mark Hunt and Richard Lewis were very busy setting the flight order and all the details involved with such a contest.

Several SPARKS members assisted on Friday with the set up as well as on the actual contest days.



Many thanks to SPARKS club members who participated, and those who assisted Mark and RichardLee Dillenbeck, Duane Neefe, Ben Schultz, Ron Hendrick, Jeff Giesbrecht, Glen Watson, Andy Hunt, Nick Marson and Diane Marson. Special Thanks to Jim Greer for providing his beautiful motor home to use as a scoring office. It was deluxe accommodations for sure.

The Sportsman's Class boasted several SPARKS members including Ron Hendrick who took 1st place. Finishing in the top 7 in a field of 10 were Alan Buckner, Pep Peperone and Mike Rose.

In the Intermediate Class, Jim Sheffield took 1st place and Nick Marson finished 4th of the of 8 pilots entered.

Glen Watson was 2nd in the Master's division and in FAI, Brett Wickizer was 2nd.

Congratulations to all the SPARKS pilots who competed.

Please see all the winner's photos following the article.

Spectators witnessed great performances by some of the best Pattern pilots in the area. Many have competed at the "Nats" and it was a tight competition with only a few points separating the positions.

Please read their complimentary comments and many thanks to SPARKS for hosting the event. The thread also includes lots of photos... there are several pages beginning with

http://www.rcuniverse.com/forum/m_4788324/mpage_1/key_/tm.htm



Many thanks to the following Vendors who graciously supported this event...

Randy's Hobby

Merchandise gift certificates, Ritch's Brew fuel vouchers

Falcon Batteries

LiPo battery packs

Tru Turn

2" black anodized spinner, hat, and several discount certificates

Morgan Fuel (Cool Power)

30% heli blend, hats, T shirts, several Cool Power decal sheets

YS Performance

50% discount certificates for YS motors

Many thanks to Lisa Hendrick who shot the candid photos on pages 8 and 9.



Pattern Event Winners—Oct. 2006

Photos by editor

Sportsmen Class Winners

in clock wise order

1st. Ron Hendrick

2nd. Dylan Forney

3rd. Matthew Liprie



Intermediate Class Winners,

In clock wise order

1st. Place Jim Sheffield

2nd. Place Martin Stohr, shown with his son Carlos, who was 4th in Sportsman

3rd. Place—Jon Martin



Advanced Class Winners

Shown in clockwise order

1st. Place Nick Johnson

2nd. Place Ken Nesteroff

3rd. Place Buddy Brammer



Masters Class Winners

Shown in clock wise order

1st. Place Jeff Carder

2nd. Place Glen Watson

3rd. Place Ed Deaver



Houston R/C Clubs at 2006 Wings Over Houston

Submitted by Lee Dillenbeck

After responding to an e-mail from Chris Fredona, on Sunday, October 22nd, I had the honor to represent SPARKS R/C club at the R/C aircraft exhibit for the Wings Over Houston Air show. The R/C aircraft exhibit at the show was staffed by representatives from most of the R/C clubs in the greater Houston Area, and the R/C exhibition was organized by Mr. Randy Martin. Besides me and my wife Lori, SPARKS was also represented by Warren Watkins on Saturday. Chris had told me that the organizers were particularly interested in R/C models of war birds, so I told him I would be willing to bring my P-47 Thunderbolt and my P-40 Warhawk.

When I first spoke with Randy Martin regarding the R/C portion of the show, I learned that all those participating would need to meet with him at a local fast-food restaurant across from Ellington Field at 6:00 AM the morning of the show. Doing some quick estimation on travel time to Ellington field from my house in Spring, I realized it was going to be both an early and long day! The plan was for Randy to distribute the necessary documentation to each of the participants when we met at the restaurant, and then for him to lead all of us into the show and to our location on the taxiway behind the show line. Each of the participants vehicles were required to display the proper placards on their dash in order for us to be able to drive onto the ramp to unload our planes and equipment, and Randy had those ready for us when we met him at 6:00 AM.

We were instructed that after unloading and setting up, we were to remove all vehicles from the ramp by no later than 7:30 AM and park them in a special location outside the flight line. Everything sounded good to me, but in the middle of our "briefing" prior to leaving the meeting area at the fast food restaurant, the cold rain started coming down in buckets! Luckily for us, by the time all the vehicles had been escorted to our area on the flight line, the heavy rain had stopped and we were left with intermittent showers and lots of cold North wind!

Everyone managed to get what ever shelter they had available set up in the cold wind, rain, and darkness, but none of us were in a big hurry to start pulling out our planes if the rain was going to continue to fall. However, after a while the 7:30 AM deadline to remove our vehicles loomed nearer, so most of the planes were assembled and hastily stashed under something that would hopefully offer some degree of shelter from the rain and wind.



Once the sun finally came up (behind the clouds!), Lori and I reluctantly pulled my Top Flight .60 sized P-47 and my .60 sized Hanger 9 P-40 out of the car and set them on the pavement behind the tape barriers. Some of the other guys busied themselves getting the various planes ready that would be flown during the 30 min R/C demonstration between 9:30 and 10:00 PM.

Wings Over Houston (con't)



Once I had our planes assembled, and informational fliers for the SPARKS club set out on the table in front of our exhibit, I took a few minutes to take some pictures around the grounds of the air show before most of the crowd showed up.



We still had a gray sky, but a clearing line to the North promised better weather as the day progressed. Even though many of the military planes on static display were familiar to me (C-5A, C-17, C-130, B-52, FA-18, F-16, F-117, T-38, KC-135, KC-10 and many others, one thing I did find particularly interesting was the evolution of new prop designs for the older turboprop planes. Both the Navy's E-2C Hawkeye early warning radar plane, as well as the example of the C-130 transport plane both sported some pretty "evil" looking multi-bladed units that I would probably best describe as "un-ducted" fans, instead of the older "square tipped" four blade props. I t looked to me like all they needed was a large shroud around the blades, and a few more of them, and they would have converted a turboprop plane to a super-high bypass turbofan unit!



Wings Over Houston (con't)

Randy Martin and one other R/C pilot (I was not able to get his name) did the flying portion of the R/C demonstration. They started off with an R/C "Broom Hilda" flying witch on a broom. This particular model is more of a powered R/C hang glider. In the strong North wind that was blowing, Randy did an excellent job of managing to keep control, and at times the O.S. .60 2 stroke could just barely keep the plane stationary relative to the ground!



Following "Broom Hilda" was an act using a runaway lawn mower which of course ends up taking off to fly around the sky. This particular flying lawn mower was the largest example I have seen and was powered by a Brison 3.2 cu. in. gas engine. A lack of power was most definitely NOT an issue in the wind with this plane, as it flew well in all the wind!

Randy flew both the flying witch and the lawnmower. The second pilot flew a beautiful giant scale German FW-190 for the crowd next. I did not get the manufacturer of the kit (it may have been scratch built) but it was powered by a large gas twin, and handled the wind with no difficulty. His down-wind high speed passes were very fast, and very realistic. I just wish the crowd would have been able to appreciate the job he did landing in the high and gusty wind conditions! The final R/C airplane flown was a sport turbine powered jet. I did not get the make of the plane or engine, but it was powered by one of the smaller 14 lb/thrust turbine engines. The sound of that little turbine firing up on the flight line surely got every ones attention, and he did a great job of aerobatic flying with the jet in the high wind conditions!!



Unfortunately, the only time slot allocated for R/C flying was the 30 minute window at 9:30 in the morning, but that was enough to generate considerable interest in the folks who arrived early for the show. We fielded hundreds of questions, even as the Ellington fields Texas Air National Guard wing of F-16 Falcons performed repeated full-afterburner, ear-splitting passes right on the deck down the runway! For the rest of the day, we were kept busy fielding questions about the hobby, and the individual planes we had on display at the show.





Solo's Restaurant

(719) 570-7656



On Fountain Blvd.,
One Block East Of Powers (Only Minutes From I-25)

Solo's centerpiece is a Boeing KC-97. Forty-two passengers can actually eat in the plane or the 275-seat restaurant. Rich in aviation history, displaying 100's of pictures, memorabilia and rare artifacts, Solo's offers a great menu featuring burgers, pastas, salads, fresh fish and steaks, including a full bar. From I-25, Exit 139 (Fountain Blvd.) east past Powers Blvd. Just look for the plane!

- **Family Restaurant**
- **Eat In The Plane or Terminal!!!**
- **Kids Menu**
- **Full Bar**
- **Reasonably Priced**



Have you ever dined on a Boeing KC-97 Aircraft?

Submitted by Jake Jacobsen

Solo's centerpiece is a fully intact Boeing KC-97 tanker. Built in 1953, this magnificent airplane refueled aircraft throughout the world.

Then, in May 2002, it began its second mission to be the preeminent aviation restaurant in the United States. Forty-two passengers can actually eat in the plane of the 275-seat restaurant.

Rich in aviation history, displaying 100's of pictures, memorabilia and rare artifacts, Solo's offers much more than great food, it offers a flight through aviation history.

You can visit their website for yourself....

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

Boeing KC-97's History

The Boeing KC-97 is one of the largest piston aircraft ever built by Boeing. Only one American-built piston aircraft, the Douglas Globemaster, is larger than the KC-97 (although the Globe master's payload is less and its speed is slower than KC-97's) Powered by four 4360 Pratt & Whitney engines, the KC-97 was very powerful. Each 6,000 lb. radial engine has four banks of seven pistons, 28 pistons per engine generating 3,500 hp.

The first generation of KC-97s, then designated XC-97, first flew November 15, 1944. It was designed to be the first long-range transport with a large upper fuselage. The lower part of the fuselage, including the wing and tail, are common with B-29.

On January 4, 1945, a C-97 set a new speed record from Seattle, Washington to Washington D.C., 2,323 miles in 6 hours, 3 minutes and 50 seconds.

The variations of the KC-97 range from flight-refueling tankers, troop transport (seating for 80), cargo transport and the commercial, trans oceanic model 377 Stratocruiser (seating for 117). Solo's KC-97 at one time was converted to the "L" Model. "L" designates two 15,200 lb. thrust General Electric J-47 turbojets, mounted outside of the outboard engines. These "jet assists" increased the KC-97's speed to a compatible rate with the jets it was refueling.

Before these jets were added, it was common for KC-97s to increase speed by entering a shallow dive so the faster planes, that were refueling, would not fly so slowly they would stall.

Although Solo's KC-97's jets were removed years ago, if you look, you will see an outline of where they were mounted.



Photo above-dining in the plane

Photo to right above—Terminal dining room

In case you wondered, this unique place located is near Colorado Springs, Colorado.



PLANES FOR SALE....Contact Jack Jones
281-586-0865 (w) or 281-252-3159 (h)
Or email to jnones@pendulumenergy.com.



Aeroworks 60/90 - \$475

Engine Moki 120; Carbon fiber landing gear and wing tube; Servos; Hitec 605BB on each elevator half, 425BB on each aileron, 615MG on rudder; Wingspan: 64.00 inches Wing Area: 730.00 sq. inches Wing Loading: 26.8 oz./sq. ft. Length: 59.00 inches Weight: 8.5 Lbs. Airfoil: Fully Symmetrical



Harrier 3D 90 - \$450

Engine - YS91AC; Servos - All digital Hitec HS5625 2 ailerons, 2 elevators, HS5645 rudder; Prop - 15 x 4 APC wide blade; RX - Hitec RCD 3800 7 ch.; remote glow connector Wing Span: 60.5 in Overall Length: 66 in Wing Area: 948.4 sq in Flying Weight: 7-8 lb Wing Loading: 21 oz./sq. ft.



Wild Hare Edge 540 50cc - \$1,400

Engine - DA50R , Just broke-in; Slimline muffler; Truturn spinner; Servos - Hitec Digitals 5945MG on ailerons and elevator, 5735MG on rudder; Control rods - carbon fiber / titanium w/ ball-links; Mejzlik 23 x 8 carbon fiber prop; no RX; Wingspan: 84.00 inches Wing Area: 1390.00 sq. inches Wing Loading: 28 oz./sq. ft. Length: 76.00 inches Weight: 17.00 Lbs. Airfoil: Fully Symmetrical



Hangar 9 Cap 232 - \$650

Engine - Saito 180; Truturn spinner; Servos - Hitec HS645MG rudder, 2 HS605BB elevators, HS425BBm ailerons; Elevators and rudder are pull pull; RX - Hitec RCD 3200, 8 ch.; APC 16 x 8 prop; Remote Glow connector Wingspan: 73.00 inches Wing Area: 1031.00 sq. inches Wing Loading: 25 oz./sq. ft. Weight: 11.50 Lbs. Airfoil: Fully Symmetrical

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Many Thanks

to all the members who contributed
to this issue of *Crosswinds*.

I appreciate your interest so please continue to submit
articles, websites, photos, ads and any interesting items.

Let's tip our wing to the following.

**Alan Buckner, J. R. Carpenter, Lee Dillenbeck,
Lisa Hendrick, Jake Jacobsen, Dick Jones, Jack Jones,
Rod Kuntz, Roderick Kuntz, Nick Marson and Mike Rose**

Send your contribution to dqmarson@earthlink.net