



Crosswinds

February
2006



Newsletter for the Spring Area Radio Kontrol Society

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From the Cockpit by Duane Neefe

Welcome to the February issue of the SPARKS newsletter-Crosswinds. Thanks to all of you who have contributed articles. Thanks to Diane Marson for publishing the newsletter.

Our next business meeting will be held February 1, 2006. We will be discussing the following SPARKS bylaws:

ARTICLE VI

DUES, FEES, AND ASSESSMENTS

SEC. 1 - INITIATION FEES

(A) New open senior members shall be assessed a one time initiation fee. The amount of the initiation fee for the next year may be changed in the February meeting. If no action is taken in the February meeting to change the initiation fee, then it will remain the same.

SEC. 3 - DUES

The amount of dues will be determined by a majority vote of the open senior members at the February meeting. If no action is taken at the February meeting to change the dues, then they will remain the same.

Please try to attend this meeting when we discuss these bylaws. The officers will present the financial status related to expenses and income from annual dues and new member fees.

We will also review how we should use the Simaron Fish Ranch facility and the status of the Bauer Hockley site. An update on AMA membership and club requirements will also be presented.

We have submitted a proposal to Harris County regarding the Bauer Hockley site. We have been working closely with the Simaron management concerning the airport runway site. Pilot stations were installed with approval from the site manager.

All the neighboring RC clubs who extended guest flying privileges to us have been informed of our field status. They know we can currently stay at our field and for now do not need the extended guest flying privilege. I thanked them for their generous offer.

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 new members and younger members. If you have any concerns regarding safety at our flying field please let Vice President and Safety Officer Jim Greer jgreer16@houston.rr.com or myself dneefe@aol.com know your concerns.

Remember set a good example fly safely!



January Model Of the Month

The Ultimate Biplane by
Vic Baney

It is a ARF Kit from Great Planes "The Ultimate Bi plane" with a wing span 65 inches and weighing in at 15 lbs. and 15 oz.

A JR radio, with JR 8411 servos control the rudder and ailerons. I used a single JR 8411 on the lower wing to control each pair of ailerons. An aluminum airfoil shaped strut connects the lower aileron to the upper aileron. This works very well and saves the cost of two more servos. The elevators and controlled by two JR 9411 servos and the throttle is controlled by a JR mini digital servo.

The Transmitter is a JR 10SX. The engine is a Saito 300 twin with twin carburetors turning a TopFlite 22 X 10 prop. Fuel is supplied via a Cline regulator system. A CH electronic ignition system with automatic timing advance was also installed.

This ARF is one of the finest kits of this type I have seen. All the hardware is first class, all of the blind nuts are installed. The wheel pants and cowl are fiber glass and painted. Everything looks like is was laser cut and glued with epoxy. I only modified the way the flying wires on the tail were installed (required) and I install flying wires on the wings (not required) but look great and do add the strength to the entire airplane with less than 1 oz of weight gain. It required about 4 oz of weight in the tail to achieve the recommended balance point.

Introducing our Simaron Farm Field...

(drum roll, please)

January 7th, 2006

As mentioned at the January 4th meeting, a voluntary work party assembled at the Simaron Fish Farm at 9 am on Saturday, January 7th. Armed with rakes, shovels and wheel barrows, the crew set about the task of reclaiming runway edges and weeding out stray vegetation. Simaron Farm Management was kind enough to top several trees and have a "portable facility" delivered for us. They have been very helpful and cooperative in the planning stages.



Many trips were made to empty the grass clippings and dirt removed from the runway edges.



You can see the trees topped by the Fish Farm Management for us in the background.



Please notice the amount of runway uncovered by the "shovel" crew

The end of the runway is now in sight and none too soon! Several had blistered hands and aching backs the next morning.



Possible sites for the pilot stations, pit area and parking were a few of the details to be discussed.



That's not a line for the "facility" just pilots visiting.



Many Thanks to the Faithful members who volunteered that cold, windy morning.

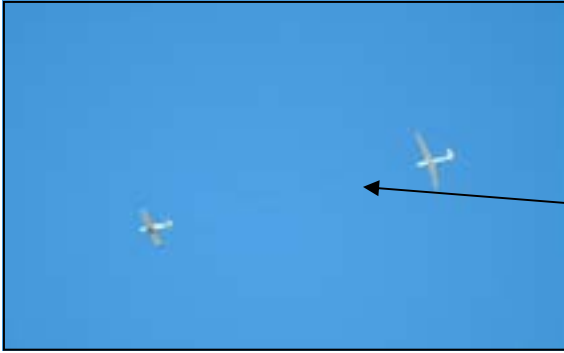
- Vic Baney
- Brian Bange
- Kevin Braziel
- Homer Davis
- Melvin Field
- Chris Fredona
- Paul Johnson
- Rod Kuntz
- Roderick Kuntz
- James Lord
- Nick Marson
- Diane Marson
- Duane Neefe
- Dean Nistetter
- Charlie Patek
- Pep Peperone
- Ed Pierce
- Greg Riede
- Mike Rose
- George Terry
- Glen Watson

Chores were finally done and a few pilots braved the wind to make their initial flight at " Simaron Field " .



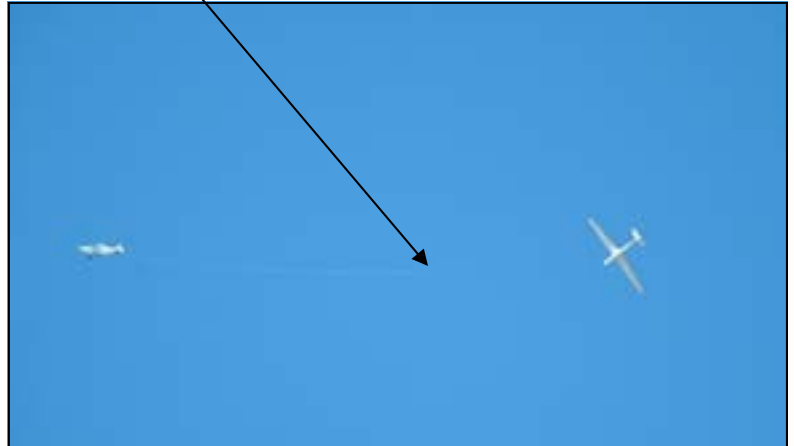
"Hey Mike,
Your pin goes on the metal post!" No, Mike
was not "wearing" his pin in the photo below.





A "full size" glider field is located near Simaron Field and if you watch closely you might see them in action.

The photo to the left shows the glider being towed and the lower photo shows it's release.



The following from Duane Neefe one week later on Jan. 14.

"We installed pilot stations which are very similar to the ones at the Telge field. They should make people feel comfortable. The Simaron folks can mow between them and they have approved using the netting. "

Please see the lower two photos.



If you wish to check out the weather and wind conditions before you leave home, here is a link for Simaron Field..

<http://www.airport-data.com/airport/9TS3/weather.html>

Let's all please follow the rules and guidelines as detailed on the next two pages which were also emailed to the membership on January 5th, 2006

Guidelines and Rules for Simaron Fresh Water Fish Farm Field

Daily Operations

Flying hours

- Weekdays 8am to dusk

Weekends 9am to dusk later morning start (consideration of neighbors)

Entering, and leaving property - access road and runway are one in the same

- Remain near main intersection until noticed by pilots who are flying.
- How should one announce their intentions when entering and leaving?
 - o A signal could be a short horn blasts and/or blinking lights.
 - o Stay on the side of the runway towards the main road.

Pilots not currently flying should serve as spotters for cars and full size aircraft such as gliders.

Parking and pit area

- Define pit parking area/limits
 - o Landlord approved area and boundaries
 - o Safety zone for the Pit area from runway/pilot position
 - o Precautions when terrain is wet
 - o Pilots provide their own shade, chairs and plane starting safety devices
- All equipment brought to the site should be removed when leaving the site.

Litter management and policy

Honor system, you brought it in you haul it out.

Best practice, add garbage bags to field items list.

Police your area before leaving after each flying session.

Smokers must not leave butts on ground.

Aircraft noise level - Remember this is a get acquainted time for this flying site.

- We should establish a maximum DB level?

All glow and gas powered aircraft will be flown with an appropriate muffler at all times (consideration of neighbors).

Fly zone and no fly zone (appoint a safety Marshall)

- We will create a map to illustrate to members.
 - o Email to entire membership.
 - o Post in newsletter.

We will review and solicit the landlord's comfort zone

General club rules

All members to display club sticker on front right auto window for ID purposes to the landlord.

- No alcohol allowed on site.
- If a model goes into a fish pond or a tree you should contact Simaron personnel so they can retrieve it for you.
- Same SPARKS field flying rules and best practices applies to Simaron
 - o Informing others of take and landing intentions.
 - o When placing or retrieving aircraft from runway area

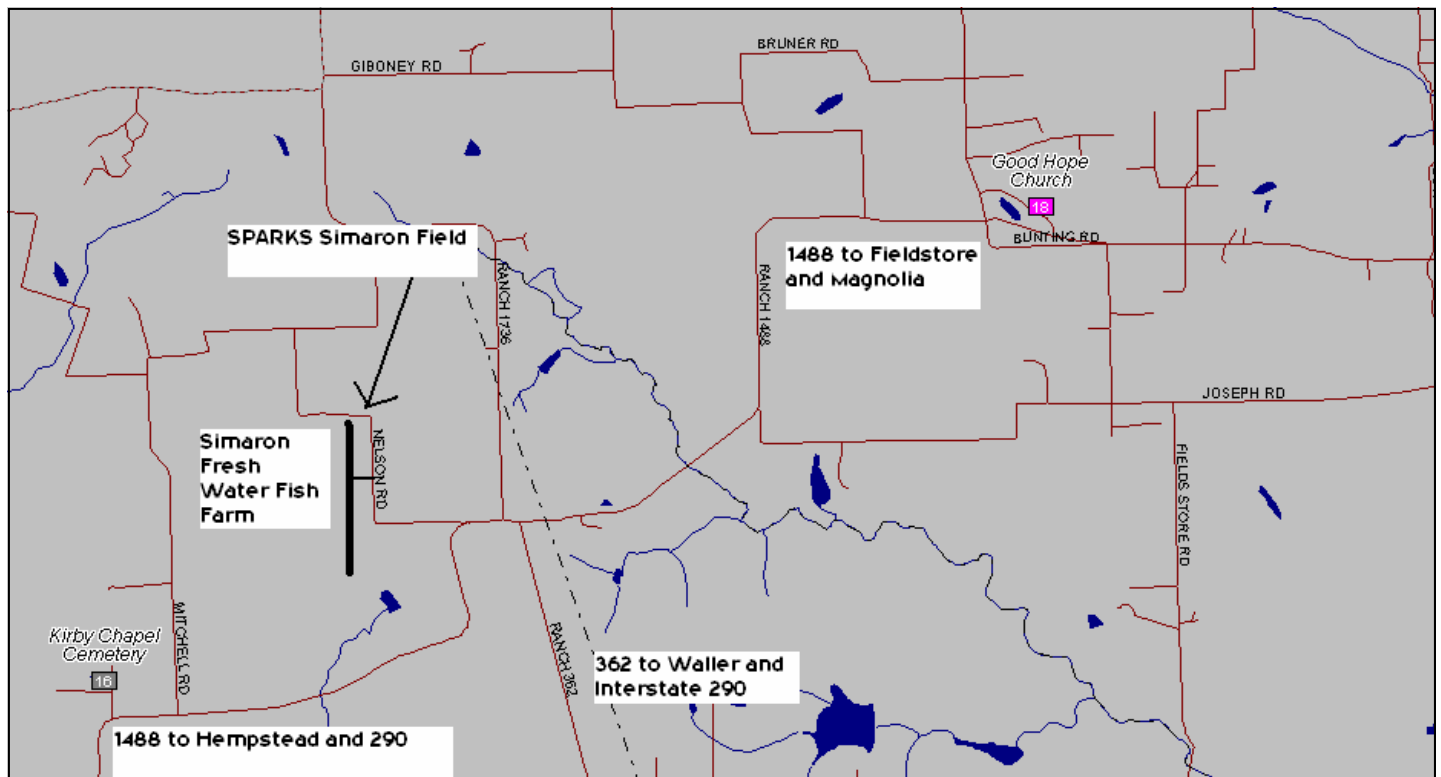
Low passes and low level aerobatics are to be performed beyond runway

Frequency control - There will not be a permanent pin box like our current one at the Telge field. Each pilot should obtain a paint stirring paddle and epoxy a standard wooden clothes pin to it at one end.

It should be painted a light color preferably white. They should clearly print their frequency on the paddle opposite the clothes pin side.

You should make a separate paddle for each frequency used while flying at this site.

There will be a five foot high small stand with places where the pilots flying will place their frequency paddles along with your up to date AMA card. All other transmitters should be turned off. The same rules apply concerning frequency problems.



Back at SPARKS, Telge Field....

Saturday, January 14th was a quiet, calm day at Telge and two pilots maidenized their new planes.

Charles Jones and his Harrier 3D and Mike Rose with his Venus 40.



Venus 40 by Great Planes

It's powered by the OS46AX engine I won at the meeting raffle last year. You can't bet it's visibility, sporting nine colors of Monokotewhite, purple, teal, red, orange, yellow, blue, grey and the underside is pink. I added a bit of black to denote the CG to round it out to ten.

I had several flights today and enjoy the precise moves I am able to perform. Looking forward to many happy flying hours with it.

by Mike Rose

Mid Air Crash....

(same day, different plane for Mike, Thankfully)

Unfortunately, Homer Davis' "one more flight" turned out to be his plane's last.

I heard the "pop" but since I was flying myself I did not witness the actual impact.

Debris from Homer's Ultra Stick floated down while Mike Rose was able to land his craft but the engine was barely still attached to the plane. Sorry guys...



The Harrier 3D by Charles Jones



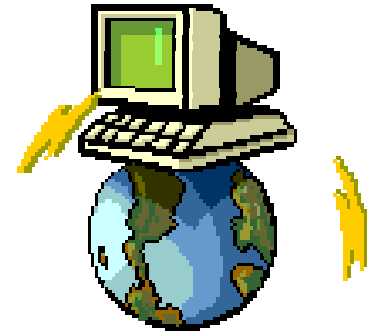
For Servos I used the new Hitec with Karbonite gears which are very very quiet. I all so used a new FM Hitec receiver. I used a new 90 Super Tiger engine. I still am trying to discover the best prop for it. After some flying time I may buy my first 4 Cycle engine for it which will be a Saito100. For a radio I have used an Airtronic Stylus for some years now and will until it just stops working some day.

Budget-minded modelers looking for high-performance 3D handling will want to look into Seagull's new Harrier 3D .90 ARF. Covered in genuine UltraCote® and built from top-quality balsa and plywood similar to that found in Hangar 9® planes, the Harrier 3D can easily perform both sequence and 3D-style aerobatics. In fact, it performs all 3D maneuvers quite easily. Solid harriers without wing rocking are a breeze (after all, it is called the Harrier 3D .90!), but the plane's effortless performance with blenders, rolling circles and especially torque rolls allows pilots to develop their aerobatic skills.

The Harrier is an ARF kit made in Vietnam by Seagull.

Wing Span: 60.5 in
Overall Length: 66 in
Wing Area: 948.4 sq in
Flying Weight: 7-8 lb
Engine Size: .61-1.00 2-stroke, .91-1.10 4-stroke
Radio: 4 channels
Servos 6

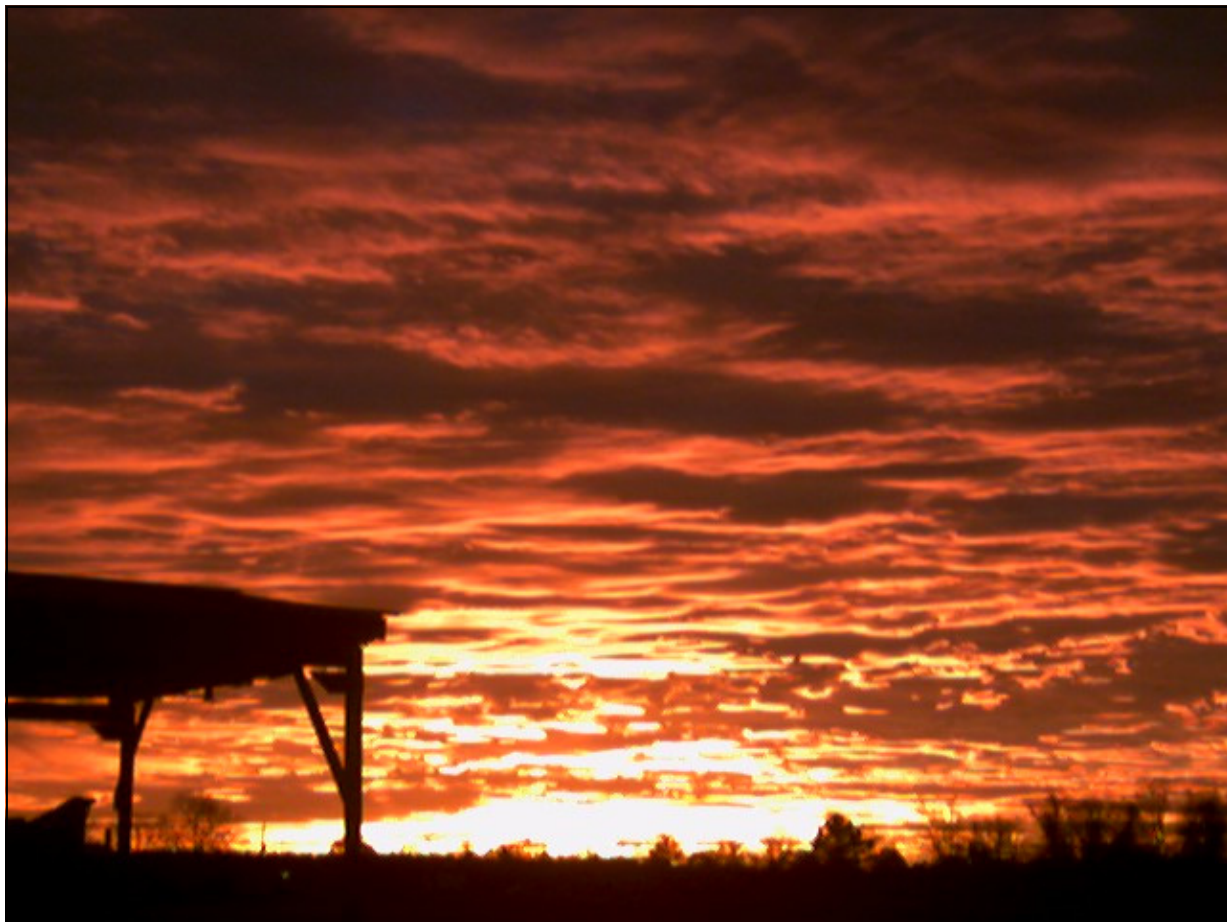




From Mike Rose comes this fun website...
please be sure you turn up the volume....
(unless you are at work)

<http://worteldrie.com/flash/emergency.swf>

Photo below "Sunrise at Telge Field" by Ron Hendrick





Fly RC
MAGAZINE



Mid-America Indoor Fun Fly



March 18 and 19, 2006

Two Day's of Indoor Flying Fun!

- 3D Freestyle Contest
- IPS Pylon Race
- "Pilot's Choice" Scale
- Old Timer Revue and Demo
- Open Flying
- Raffle Prizes
- Saturday Evening Banquet

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H O B B Y L A N D

"Come and Enjoy with us"

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Many thanks to the following for their contributions.....

Ron Hendrick, Charles Jones, Mike Rose

Please send photos, websites, tips, articles (we have not gotten any "How to do" ones lately) to me.

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