



# Crosswinds

Sept. 2006



***Newsletter for the SPing Area Radio Kontrol Society***

## **SPARKS 2005 - 2006 Officers**

<b>Chris Fredona</b> President	281-376-7068
<b>Mike Rose</b> Vice President	281-376-9311
<b>George Terry</b> Treasurer	281-356-4315
<b>Diane Marson</b> Secretary & Newsletter Editor	281-374-8915

## **SPARKS Flight Instructors**

### **Chief Instructor**

**Lee Dillenbeck** 281-288-7661

### **Flight Instructors, Airplanes**

**Bob Allen** 281-443-8779

**Paul Johnson** 281-353-7930

**Jack Jones** 281-252-3159

**Richard Lewis** 281-351-8540

**Bill Murad** 281-290-8945

**Nick Marson** 281-374-8915

**Duane Neefe** 936-372-9265

### **Ground Instructor, Airplanes**

**Vic Baney** 281-357-1357

### **Helicopters**

**Charles Jones** 832-978-3688

**Duane Neefe** 936-372-9265

**Warren Watkins** 281-855-7830

### **SPARKS WEBSITE**

[www.sparksrc.com](http://www.sparksrc.com)

mail: SPARKS

P.O. Box 1361

Tomball, TX 77377-1361

## **From the Cockpit by President Chris Fredona**

Welcome to the September 2006 Crosswinds newsletter.

In August, the SPARKS flying field was transformed from a pitted, almost unusable runway, after being trampled by a herd of cattle, to a very smooth and flyable field for all size aircraft. The SPARKS membership pitched in, at short notice, to fill the holes made by the cattle, repair the pilot station fences, poison the ant hills, knock down the crawdad holes and finally to roll the field. Special thanks to all the club members who came out and helped during the three work days called for these repairs.

During the month, we have had several prospective members stop by the field, visit with our members and be helped by our instructors. This has resulted in several people joining the club. We have also placed SPARKS flyers in Randy's and Larry's Hobby Shops to help attract other new members. Lets all continue to encourage new membership at every opportunity.

This month, we have also gained two new solo pilots. Congratulations to Mike Rainville, a new member, and Alan Buckner on passing the Flight Proficiency Exam and becoming solo pilots. Thanks also to Duane Neefe and Bill Murad for the training and support given to these individuals.

On Saturday, September 2<sup>nd</sup>, SPARKS will host a sportsman only pattern contest for local area flyers. Mark Hunt has organized this event to introduce new pattern flyers to pattern competition while providing feedback and support for these novice flyers. Mark has arranged to have a group of experienced pattern flyers on the field to assist us with the maneuvers, competition rules and procedures and to call for the competitors and provide valuable guidance. So whether you are serious about pattern competition or just want to enhance your skills, come out Saturday and join the fun.

Several members have mentioned that they did not receive the email notices sent out last month for the work days. As these emails were distributed based on the current roster, please review the roster and send any corrections to George Terry so we can keep it up to date.

Our next membership meeting will be on Wednesday, September 6<sup>th</sup> at the Valley Ranch Grill. At this month's meeting, Jim Greer will make a presentation on his all time favorite aircraft, the SR-71 Blackbird.

Hope to see you all there.

Fly safe!

## August Meeting Highlights...

Marcelo Ayala,  
our speaker,  
demonstrates  
his techniques.



Treasurer George Terry provided each member with a very detailed financial spread sheet itemizing all expenses and deposits from July '05 until July '06. We appreciate George's attention to detail and the shared information. With a reduced number of members, we need to conserve our assets and monitor our expenses. After some discussion, it was decided to continue the monthly meeting raffle of gift certificates equal to the amount of revenue they generate.

Chris presented a draft of the "SPARKS information flyer" to be distributed to local hobby shops to encourage those interested to visit our field and thus attract new members.

Two work days last weekend repaired the damage from the loose cows and replaced the mesh fences. A work party was organized by Vic Baney to operate a roller on the field on Saturday, Aug. 5<sup>th</sup>.

We were reminded by Chris to take caution flying above the AMA regulated height of 400' especially when full scale planes are in the vicinity. Everyone should all be aware of the danger we pose to full scale planes and act as spotters when necessary.

Mark Hunt presented an outline for a "Junk Yard War", Club sponsored activity next spring. Teams of 4 builder/pilots would attempt to assemble a plane and get it airborne in a specified timeframe using spare parts and whatever materials the club provides. (Please save unneeded parts and donate them.) The teams would bring motors, electronics' and radios. Membership voted to hold the event and more details are forthcoming.

Plans for the October '06 Pattern Contest are well underway and a good turnout is expected.

Our featured speaker, **Marcelo Ayala**, demonstrated applying Mono-cote and similar coverings. Marcelo uses a thin blade between his fingers to trim and make neat transitions on leading edges. For years we have admired his meticulous work and we thank him for sharing tips on his techniques.

Gift certificates purchased from Randy's Hobbies were raffled to 5 lucky members.

No craft were presented for "Model of the Month



# *Ready to try some "Precision" Aerobatics?*

## **SPARKS SPORTSMAN SHOOTOUT**

### **AMA CLASS "401" AEROBATICS CONTEST/SEMINAR**

When: Saturday, September 2<sup>nd</sup>, 2006

Pilots Meeting will be held at 8am sharp

Where: SPARKS club field [www.sparksrc.com](http://www.sparksrc.com)

Entry Fee: \$5.00

- This will be a non-sanctioned, one day event.
- Any AMA legal aircraft may be flown. If your sport plane can loop, roll, and stall turn, it can perform the sportsman (AMA "401") aerobatic sequence.
- Experienced pattern nuts will be on hand to help in any way possible, including plane setup, calling maneuvers, judging, and answering all questions.

#### 401 CALL SHEET

- 1 TAKEOFF (U)  
ENTER THE BOX
- 2 STRAIGHT FLIGHT OUT (U)
- 3 ½ REV. CUBAN 8
- 4 STRAIGHT FLIGHT BACK (D)
- 5 ½ CUBAN 8
- 6 2 LOOPS  
EXIT THE BOX  
ENTER THE BOX
- 7 TWO POINT ROLL (D)
- 8 STALL TURN
- 9 COBRA W/O ROLLS (U)
- 10 IMMELMAN TURN
- 11 ONE HORIZONTAL ROLL (D)
- 12 SPLIT ESS
- 13 DOUBLE IMMELMAN (U)  
EXIT THE BOX
- 14 LANDING

- Visit [www.nsrca.org](http://www.nsrca.org) for the "401" sportsman sequence call sheet. We will clarify all questions about the sequence and fly a demo sequence flight at the pilots meeting.
- Any questions? Contact Mark Hunt at: [flyintexan@houston.rr.com](mailto:flyintexan@houston.rr.com)

#### Directions to the field

Beltway 8 to highway 249 north. 249 Freeway will end, third light will be Boudreaux Rd., turn left. Left at the stop sign to stay on Boudreaux. Boudreaux will "T" into Telge Rd., turn left onto Telge Rd. Quickly look for a shell station on the right and the field entrance will be on the left opposite the shell station.

The following article is reprinted from the "AMA Insider" publication,  
March 2006 issue.

ON THE SAFE SIDE

## Safety: As Simple as ABC

by Don Lowe



Hi! I've been in this hobby a long time (forever), and I guess I've seen about everything happen in model flying that's possible. However, I wonder if there is some method of operation that might help preclude crashes and unsafe operations.

I've written about safety many times in past columns for RCM and, of course, I chaired AMA's Safety Committee for many years. One thing I've learned is that you can have all the safety rules that you want, but if fliers don't conscientiously observe these rules, then what good are the rules?

Fortunately most fliers exercise common sense in their flight operations, and their airplanes survive to fly another day.

Some say that man is a creature of habit. If you can, in some magical way, coach that creature to use common sense and to follow a set of safety guidelines, then you have accomplished something.

Models come in all shapes and sizes. Some have such low-energy content in their flight operations that they are not much of a threat. By and large, the typical model airplane flown by the average modeler is of a size, weight, speed, and complication that logical care in flight operations is mandatory otherwise serious damage can occur to people or property and none of us wants that to happen.

Several weeks ago a friend of mine crashed a gorgeous and expensive Aerobatics (Pattern) model at a contest because of a momentary lapse of attention and adherence to important safety practices. The model was a typical F3A Pattern aircraft with a plug-in wing and tail. In his haste to fly, he forgot to physically secure the wing halves into position and plug in the aileron servos.

This inattention to flight procedure was followed by a failure to exercise the control system prior to flight to observe normal operation. A takeoff and the resultant crash occurred. Fortunately no one was hit, but the beautiful aircraft—and his ego—were severely damaged.

How do we improve our chances of safe flight? In mulling over this on the way home I thought

The code I used at that time was CIGFTPR, and I will never forget it. It followed the usual walk-around—inspecting the exterior to see that everything was in place and kicking the tires. Then in the cockpit I went through the list. It goes something like this:

- **C (controls):** Operate the flight controls to observe for motion and direction
- **I (instruments):** Check the instruments to be sure all are functional
- **G (gear):** Landing gear lever down and locked
- **F (flaps):** Flaps are set to proper position
- **T (trims):** Control trims are set properly for takeoff
- **P (propeller):** Propeller controls are set for start up and takeoff
- **R (run-up):** Engine run-up to check proper operation

This system worked well and I'm sure the pre check saved many an aborted takeoff.

Okay, such a system works for full scale, but is there a system that is easy to use for model fliers that will be remembered and may be used to prevent disaster down the road? How about using ABC? It's simple and easy to remember. The check would go like this:

- **A (assembly):** Check that everything is in its proper place, controls are still intact as installed and securely fastened, and all assembly fasteners are in place.
- **B (batteries):** Must be fully charged—very critical to safe flying.
- **C (controls):** Controls checked for deflection, without evidence of servo malfunction, and operate in the proper direction.

Have you ever taken off with the ailerons running backwards? The average flier will not survive this error, and many models have been lost because of reversed ailerons. Remember, make sure they are operating and in the proper direction. Just stare at the aileron; did the right aileron deflect up when I commanded right aileron?

Simply observing motion is not enough; you must check direction. You probably would be unable to execute a takeoff if any other control is backward, but the ailerons are another story! When I taxi I am consciously flipping the ailerons to make sure they are working correctly. When I flew full scale I always checked controls one last time before initiating takeoff.

Will you do your ABCs? I sure hope so since it hurts to see a gorgeous airplane in pieces and maybe someone hurt. Let this little memory jogger help save your beautiful aircraft. Yes, safety is common sense, and for some it is habitual. Be sure and practice safe flight.

Happy flying!

**Two Planes For Sale by Jim Greer**  
**Extreme Flight 30% Yak-54 w/DA-50R and 22X10 Mejzlik prop**  
**\$ 1,750**

And includes the following

- \* WS- 87 in.
- \* WA- 1490 sq in.
- \* Aileron servos (2) Hi Tec HS-5945MG 180 in/oz torque
- \* Elevator servos (2) Hi Tec HS-5945MG 180 in/oz torque
- \* Rudder servo (1) Hi Tec HS-5955TG Titanium gears 333 in/oz
- \* Throttle servo (1) Hi Tec HS-645 MG                      \* Choke servo (1) Hi Tec HS-645 MG
- \* JR R-700 Slim line 7 channel receiver                      \* Carbon Fiber Wing tube
- \* Carbon Fiber horizontal stab tube                              \* Carbon Fiber tail wheel assembly
- \* Carbon Fiber control horns                                      \* All Titanium push rods w/ captured 4-40 ball link connectors
- \* 4 in. Tru Turn spinner w/ lightened back plate.           \* 2 new 2100 mah Sanyo battery pkgs. 1 ign., 1 rec.
- \* 2 Heavy duty MPI switches w/charge recpt.               \* EF wing bags
- \* EF Fuselage bag    \* EF horizontal stab bags
- \* 16 Lbs. 5 oz.

This airplane has never been crashed or even landed hard. Airplane has pipe/canister tunnel.  
All decals are easily removed. This is one Awesome flying plane.

**35% Wild Hare Extra 330 LX                      \$ 798.00**

Includes the following and more:

- \* WS 106 inches    \* WA 2,090 sq in.
- \* TBM Carbon Fiber Wing Tube    \* TBM Carbon Fiber Tail Wheel Assembly
- \* All Titanium or Carbon Fiber push rods w/ titanium threads
- \* (2) Hi Tec HS- 5945MG servos on Rudder 360 oz. torque
- \* (2) Hi Tec HS- 5945 MG servo on each aileron 360 oz. torque    4 servos in all on ailerons
- \* Set up for DA-100 cc engine ( engine not included)           \* All servos have Air Wild MLP Aluminum servo arms
- \* Flying weight w/DA-100 27 Lbs 12 oz.
- \* Throttle and Choke push rods installed and ready to go
- \* Airplane has never been crashed or landed hard
- \* Aluminum landing gear

**Contact Jim Greer for more details**  
**281-370-5615    713-412-6482 cell**

# SPARKS 1st Annual Junkyard War Competition - March ??, 2007

Suggestion for an event submitted by Mark Hunt

The objective is to create a plane from scrap/junk parts in a 4hr time frame ("Git er Done"). If your creation succeeds at flying there will be a sort of fly off if you will, that consists of different maneuvers. If your creation completes the maneuvers, it will be awarded points. There will also be static judging by your peers that will be worth points also. (Yes before the first flight) Even though the looks will be lacking they will be worth something. The Contest Director may require that each team build a specific type of plane, use a specific item in the building of the plane, or require that the plane perform a specific mission.

SPARKS will provide materials (glue, foam, chloroplast, ply, props, some wheels and landing gear, etc.) and as many tools as possible (generator, Drill Press, Hot Foam Cutter, Scroll Saw, etc). SPARKS will also provide lunch of some sort. You will need to provide the following:

4 man team - If on the day of the contest you only have three no big deal...Just keep in mind...4hrs is not long to build a plane from JUNK.

Electronics - Old Std Servos, Receiver, Switch, Battery, Extensions, etc etc....

RADIO - You can use whatever radio you have, but we are not allowing computer mixing/functions of any sort. If you want mixing then you will have to build your own mechanical mixer. YES IT CAN BE DONE.

Tools - Bring all the tools you can muster...hand tools, dremel, hand sanders, exacto blades, your own glue if you like, etc. etc....Whatever you think will help you.

Materials your team should try to bring - Hinges, 4-40/2-56 rods, control horns, bolts, screws, nuts, FUEL TANKS, clevises, old wheels, landing gear, tailwheels, etc.

Motor - Normally only this event is limited a 40 sized bushing motor. We are going broaden that up a little by allowing ANY .40-.49 sized STOCK motor. NO DUBB JETT/NELSON 40's, no tuned pipes, only stock mufflers....yes, a muffler is required.

The event will start at 9:00am with an 8:30 registration. When you show up to the field you will see 3-4 boxes out in the middle of the field. At 9:00am 1 member from each team will be allowed to run out and GRAB 1 ITEM AT A TIME. (Don't worry the boxes won't be far out) You may hand off the item to another team member and go back or allow another team member to go out. JUST KEEP IN MIND, 1 TEAM MEMBER AT A TIME AND one ITEM AT A time. This keeps one person from running out there real fast and grabbing a whole hand full and leaving nothing.

By now I'm sure you are wondering what items you will be grabbing for. It will be all the materials you need to build a flying piece of junk. You will have from 9am-1pm to make whatever you can. If you go over the 4 hr time frame, no big deal, you will just loose some points. You will be deducted points every 15min there after. Lunch will be served from 1-2 and we will start flying promptly at 2pm. If you are done ahead of time and want to get a "TRIM" flight in....go ahead....just keep in mind...that could be its only flight.

We will have a list of maneuvers (loops, slow flight, fast flight, etc) that will be worth points. At the end of the event, whoever has the most points will win a TEAM TROPHY and bragging rights till next year when you must put the TROPHY ON THE LINE.

Before flying we will have a static judging among the builders. We will have about 3 categories worth X amount of points.

At least one month prior to the event, all teams must be submitted to allow the CD to organize enough materials. A team captain for each of the team shall be selected as a contact person for any news prior to the event.

Team entry fee will be 35\$ (\$7 per person)

## **"Scratch Built for Dummies" - Part two by J. R. Carpenter**

Sheer strength is added by using 1/8 hardwood (lite) glued to the front of the main spars. Measure this distance and subtract about 3/16 in. The first four intervals of 2", 3 1/2", 3 1/2" and 3 1/2" are to be reinforced. This is a sort of "cut and fit" for these strips. Pins are hard to force into spruce and hard-wood. Angle them into the balsa wood. My little clamps worked like a charm.

Installing aileron servos REMEMBER UNDERSIDE. It is easier to place an extra servo in the wing even though it will take five servos instead of four. These servos will be placed in the fourth interval from the center. The (AP) used scrap from the trailing edge and made it flush with the top of the rib just behind the mini spar. The (AP) positioned the servo about center in the 1/8 in balsa. After drawing around the servo carefully remove the waste. Fit the servo in the space provided. The (AP) found some 1/8 hardwood (lite) that was 3/4 inch wide. He positioned under the (ears) of the servos and on top of the ribs. Make sure the servo can be removed. This will give the servo a better purchase or holding place for the servo screws.

Lest we forget- There was a void on either side of the servo. Makes a bad place to MonaKote. Cut a small piece of balsa, and glue and sand.

### **'TIS THE MATING SEASON**

Remember those points for placing the dowel? Using a bit the size of the dowel drill VERY CAREFULLY thru the center and adjoining dowel, the third rib will have to be "ratted" out with xacto knife and rattail file. After some 'ratting and filing with a rattail file you will find the results are amazingly close.

A little adjustment will afford a perfect match. GOOD AREN'T WE ? Those mini clamps from HOME DEPOT are worth their money just for this one mating. You'll need six of them. Clamp up the project for one last look. Use 30 min Epoxy for it gives you more time.

Mix up about two tablespoons of glue and use waxed paper under the workin or "dripping" area. Good luck. After the project dries. Check out the dihedral.

Three to four inches is for the advanced flier while four to five inches is a little more "forgiving".

### **Choice**

After looking at the amount of dihedral in the finished wing it looked like "a little much". It was ok but would have been relegated to a 60 2 s. Less dihedral will do greater things.

## **"Scratch Built for Dummies" - Part Two, con't by J. R. Carpenter**

After it has thoroughly dried take a coping saw and cut from leading edge almost to the dowel. DON'T CUT THE DOWEL. Next take the coping saw and on the under-side at the center make a cut down about one inch. The coping saw kerf will make a leading mark for the 8 pt regular hand saw. It makes a wider kerf. With a little force with the wing flat on your flat working surface it can be persuaded to give up some of the dihedral. The back third of the wing will be twisted some. Hold the wing down with a few books while pressure is maintained on the half in the air.

Use another book to force it to the desired dihedral. I used a small piece of hard-wood between the spars to maintain a constant distance. Use scrap pieces of 1/8 in. balsa with glue applied to fill the voids. Use this technique to fill all wing voids. You are now ready for knee replacement surgery.

Planking is the thin covering over the wing giving it stability and strength. The (AB) used 3/32 balsa enabling it to be molded. Fit the three ft sheet to the leading edge, trimming for length and beveled end.

Glue and pin it only to the 1/2 balsa leading edge, top side. Fit the other wing half the same way. After the work has thoroughly dried moisten the balsa with a cloth. Use the water sparingly from a dish. You will find it will curve to the wing. Glue and pin. Same side. Using one three ft. sheet cut it equally and plank some more on the top side. Two end scraps can fill the last void. Do the bottom of the wing next.

Sand and repair with filler material, dry and sand. GLASSING is gluing on a silk material for added strength. Cut a wrap-a-round piece about eight inches wide and place an abundant amount of TIGHT BOND glue on the top side and place the cloth down on the glue.

Use a moist cloth to spread out the glue and to make it smooth. Turn the wing over and glue the other side. Let dry and sand lightly with a fine sand paper.

Lest we forget. From 1 in by 6 in 1/8 (lite) plywood glue it to the trailing edge for the hold down bolts. Those little clamps were worth the money.

Measure the distance of the chord and add 2 inches for the aileron. Cut from 1/4 " balsa a piece 2 in wide and (chord plus 2 in) long. Cut a diagonal from this piece from a point 1/2 in along the end to a point 1/2 in on the other end. You now have two pieces. (a right and left. They look about like triangles. The hypotenuse to the outside.

Fashion the braces (six on a side) as you desire.

## **"Scratch Built for Dummies" - Part Two, con't by J. R. Carpenter**

On the leading edge of the wing 1/4 " below the flight line and one inch on either side of the center, take an ice pick and mark the starting point for the 5/16 dowels. Drill the holes with a 15 degree rake.

The drill will go through the sheer piece. DO NOT DRILL THROUGH THE SUPPORT DOWEL. You will probably have to do a little rattail work to even the degree of rake and direction. Use a piece of 1/8 x 1/8 balsa to determine the depth (also length) of the dowel.

Add two inches, cut and epoxy (30) min. the dowel to the wing. I had to bush up the "slop" around the dowel The fuselage hereafter called the "fuse" or fuse is the main body of the plane. It is suggested to be about 75 per cent of the wing length. In our case it figures out about 48 inches. (61 x 75 equals 46) so we will add two inches for stability. 3/16 balsa will be adequate. 1/8 too thin and 1/4 too thick. I am having to wait for a few days so the supplier can get some 4 ft 3/16 balsa. Can't get 6 in wide so we will have to "scab" on to the 4 in material.

**More from J.R. next month.....**

**On a side note from J.R.....a cool website to view**

Here is a website for some amazing indoor flying videos from the Qualification Contest for the 2006 German Indoor Aerobatics Championship in Mulheim,

Germany as posted by Jurgen Heilig on RC Groups.com

<http://www.rcgroups.com/forums/showthread.php?t=484998>

Spotted at the Space City  
Big Bird Fly-I n  
recently...

Submitted by Duane Neefe

Our member Roderick Kuntz  
and his Dad, Rod enjoying the  
event.



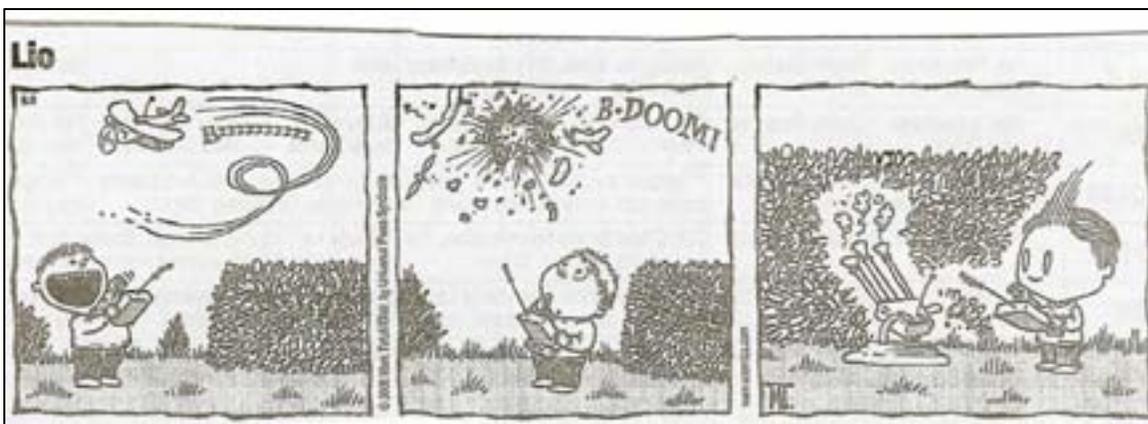
Many Thanks to our contributors for the September Issue...

**J.R. Carpenter, Lee Dillenbeck, Jim Greer,  
Mark Hunt, Duane Neefe and Mike Rose**

Please continue to send your articles, websites, photos and interesting stuff for publication... Thank you,

Diane Marson [dqmarson@earthlink.net](mailto:dqmarson@earthlink.net)

Recently in the Houston Chronicle...new toy on the block...hope your neighbor doesn't have one.....



Who said a cub  
does not have  
an onboard  
starter??

Submitted by  
Mike Rose



## Interesting websites.....

Submitted by Lee Dillenbeck

C-130 landed on an aircraft carrier....

Are you kidding?????????

<http://www.scenery.org/c-130.htm>

<http://www.aerospaceweb.org/question/history/q0050.shtml>

<http://www.aerospaceweb.org/question/history/q0097.shtml>



## Gear up recovery....

What it takes to get a pretty airplane back up on it's legs when someone lands it gear-up.

Being intimately familiar with the B-1 landing gear system, it's incomprehensible how this happened, except "someone forgot to put the gear handle down".

<http://www.ravenware.com/factand/nofic/b1pics/gurec/index.html>



*Photo—left: plane as it landed - no gear*

*Photo -lower left: partially up*

*Photo -lower right: mission completed*



## "Great Planes Wagstaff Extra" for sale

New in the box, minor shipping damage at the vertical fin. Don't have time to build, or space to keep it. Would make a good first IMAC plane. **\$250.00**

call or email **Mark Hunt** if interested - phone 281-290-0327 (evening) or [flyintexan@houston.rr.com](mailto:flyintexan@houston.rr.com)



### Please support our local hobby shops

#### *Randy's Hobbies*

Remote Control Airplanes, Boats & Cars

Sales and Service

Randy Ritch

18706 Tomball Pkwy

Houston, TX 77070

281-469-7000



Kirk Massey

#### New Creations

R/C Electric Flight

9735 County Line Road

936 856-4630

Willis, TX 77378

[newcreations-rc.com](http://newcreations-rc.com)

#### MIKE'S HOBBY SHOP

A Complete Train Shop Specializing In Everything From "G" to "Z"  
Trains· Planes· Cars· Boats· Helicopters

Mon-Fri 10-6:30 • Sat 9-6 • Sun 1-5

281-354-7240

Website Address: [www.mikes-hobbyshop.com](http://www.mikes-hobbyshop.com)

Email: [mikeshobbyshop@aol.com](mailto:mikeshobbyshop@aol.com)

21768 E. Knox Dr.

Porter, Texas 77365

#### HobbyTown USA

Portofino Shopping Center

(exit Research Forest)

19075 I 45 N.

936 271 4818

Shenandoah, TX 77385

[www.shenandoahtx.hobbytown.com](http://www.shenandoahtx.hobbytown.com)

