



Crosswinds

March 2007



Newsletter for the Spring Area Radio Kontrol Society

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From the Cockpit by President Chris Fredona

Welcome to the March 2007 Crosswinds newsletter.

On March 31st, SPARKS will hold its first Junk Yard Wars Fun Fly which should be challenging to participate in as well as entertaining to watch. I imagine designing, building and testing an aircraft all in one morning and then flying a competition in the afternoon. This truly goes beyond anything that is offered in today's ARF and RTF aircraft that are on the market. If you are not competing, be sure to come out and cheer for your favorite team and share their joys of victory and the agonies of defeat. Mark Hunt and Richard Lewis will review the rules and procedures for this event at the next club meeting.

In the February meeting, the membership decided to raise the club's annual dues to \$150 per year for adult memberships. Although our membership is slowly increasing which helps our financial situation, this increase is meant to provide some buffer and asset growth to cover eventual costs we may incur when a new field is found. Membership payments are due in April, so everyone should be aware of this change.

Our Bylaw's require that an officer nomination committee be formed during the March meeting. This committee is response for finding and nominating candidates for next years club officers and presenting these nominations to the membership in the May meeting. The voting for these new officers takes place in June with these officers elect taking office at the July meeting. We will be looking for volunteers to be on this committee at the next meeting.

Our next membership meeting will be on Wednesday, March 7th at the Valley Ranch Grill. Vic Baney will show and discuss the building of his precision scale World War I Albatross

Hope to see you all there.

Fly safe!

February Meeting Highlights....

Treasurer George Terry presented the SPARKS financial statement for the last 18 months and the cash flow projection for 2007. Each member received a detailed copy and various expenses/income were reviewed.

By a majority vote, dues for the 2007 - 2008 year were raised to \$150.00 per senior member. No other assessments were changed. As stated in the By-laws, junior membership is 30% (now \$45.00) or 10% (now \$15.00) with a parent or guardian senior member.

Paul Johnson is working with the Flood Control Board and has also contacted the Precinct 4 office in regard to flood plain and waste management sites as a possible future field. One location of particular interest is located near Cutten Road and Beltway 8.

Nick Marson scanned for radio conflicts and found none. If we receive a favorable reply from the Flood District, a professional on site scan is recommended before proceeding. Paul will update us on any further correspondence or news.

Jeff Giesbrecht has volunteered to update our SPARKS website. Mark Hunt, contest director for the March 31st Junkyard Event, reported he has three teams so far and possibilities of a fourth. More details and rules will be explained at the March meeting.

No planes were presented for Model of the Month and several lucky members won gift certificates to Randy's Hobbies.



Randy Ritch, owner of Randy's Hobbies and Ritch's Brew Fuel, brought several pylon racing models and presented a very informative review of the sport. There are several classes, $\frac{1}{4}$ midget and quickie being the most popular. The pilot and his caller are a co-coordinated team and must work well together to succeed.

Please see next page for photos of two of his planes.

Two of the Pylon Racing planes are shown. The red one is an entry level class craft with a standard Thunder Tiger motor and a V tail feature.

The other is a composite construction 1/4 midget with a Nelson racing motor.



For more about Pylon racing, please visit the following sites...

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

http://www.findarticles.com/p/articles/mi_qa3819/is_200105/ai_n8949181

Mark you calendars for Saturday, March 17th...

To All pilots and pattern enthusiasts:

On behalf of Martin Stohr and John Forestieri, I would like to invite all to a pattern primer day to be held at Shively Field (www.houstonportflyers.com) on March 17, 2007.

This will be a very informal get together to introduce newer pilots to pattern. The more experienced pilots are welcome to fly as well, but the flight line will be mainly open to sportsman who would like to practice and get advice regarding the new sportsman pattern for 2007.

Hope to see all the local Houston pattern enthusiasts there.

At the link below, there are some great graphical presentations for each of the pattern sequences. They really look helpful.

<http://www.nsrca.org/competition/judging/judging.htm>

Regards, Mark Hunt



SPARKS

Inaugural Junk Yard Wars

March 31st 2007

The objective is to have fun. The secondary objective will be to create a plane from scrap/junk parts in a 4hr time frame with 3 SPARKS friends. After building your creation, there will be flying sessions to test your flying skills and your creation. The first session will simply award points for a successful takeoff and touch-n-go, with further points for a successful landing. Further flying sessions will test you and your plane further. In addition, there will also be static judging that will be worth team points. (Yes before the first flight). Make your junk pretty....it might get you the points needed for the win.

SPARKS R/C will provide materials (glue, foam, coroplast, ply, props, some wheels and landing gear, etc.), SOME Tools (generator, Drill, Hot Foam Cutter, Scroll Saw, etc.). Your team entry fee will provide us with lunch of some sort.

For questions and Team entry information (I need to know who you are....) contact Mark at 281-290-0327 or at flyintexan@houston.rr.com

Many thanks to Randy Ritch of Randy's Hobbies for the generous donation of supplies to be given to each team.

We appreciate his continuing support of our Club.

Here are the teams entered in the competition

Team 1

Name: **The Chitty Chitty Bang Bang Boys**

Captain - Vic Baney
Ed Pierce
Jake Jacobsen
Paul Johnson

Team 2

Name: **Flyin' Trash**
Captain - Roderick Kuntz
Sr. Rod Kuntz
Bill Murad
Alan Buckner

Team 3

Name: **Coroplast Masters**
Captain - Nick Marson
Ron Hendrick
Lee Dillenbeck
Martin Stohr

Team 4

Name: **Generic Junk**
Captain - Chris Fredona
Pep Pepperone
James Ridgway
John Forestieri

Team 5

Name: xxx
Randy Ritch
Mr. Ritch (Sr.)
Xxxx
Xxxx

SPARKS Junkyard Wars 2007

Pre-Contest Rules and Information

This event will start promptly at 8:00 am with a short pilots meeting. Arrive early to stake out and organize your workspace. At 8:30, the junk collection and building will begin. Teams will have 4 hours to build. At 12:30 pm, the building will cease and aircraft will be presented for judging while teams have a short lunch break while aircraft are judged. At 1:00 pm, Flight Round 1 will begin. Flight order will be by random drawing. Each team will have a maximum of 10 minutes to complete the tasks for Flight Round 1. Teams will have ten minutes to repair/modify aircraft. Teams will then have 10 minutes each to complete the tasks in Flight Round 2. Contest and awards should be completed by approximately 3:45 pm.

All teams will be provided with the following items:

- Propeller, Master Airscrew 10x6.
- Motor Mount for 40 size motor.
- Plastic Spinner.
- Plywood, 6" square.
- Epoxy, 5 Minute
- Epoxy, 90 Second
- CA, Thin
- CA Accelerator
- Clear packing tape, 1 roll.
- Fuel Tank, 4-6 oz.
- Fuel Tubing, Medium 24" long

Items that MUST be brought by teams (see rules for details):

- Transmitter.
- Receiver.
- Servos.
- Batteries.
- Motor

Items that CAN be brought by teams:

- Tools
- Hardware (screws, nuts, bolts, etc...)
- Linkage parts (clevises, control horns, pushrod ends, etc...)
- Landing Gear (undercarriage, wheels, collars, axles, etc...)
- Motor Mount
- Fuel Tank/Fuel Tubing
- Tapes
- Glues
- String/Rope/Zip Ties/Velcro/Bubble Gum/Bailing Wire/Rubber Bands...etc...
- Radio Accessories (switch, servo horns, extensions, Y-harness, etc...)

Items that CANNOT be brought by teams:

Items NOT listed in "Items that CAN be brought by teams" list above!

Tools provided at the field for common use:

- Band Saw.
- Scroll Saw.
- Drill Press.
- Foam Cutting Bow and Power Supply.
- Scale

General Rules:

Any R/C legal transmitter/receiver may be used, but NO computer mixes of any kind can be programmed (including wing type mixes). Only DIRECTION, ATV, SUBTRIM, EXPO, and MULTIPLE RATES may be utilized. Radio and batteries must be in good working order and will be inspected and range checked prior to flight. Multiple charged TX/RX batteries are recommended allowing setup time and subsequent flights without charging.

Motors must be 2-stroke, glow fueled motors, 0.40 to 0.53 cubic inches. No specialty motors such as Jet or Nelson. A standard, non-tuned, muffler must be used. If in doubt about whether a particular motor or muffler will be allowed, contact CD to confirm prior to the contest to avoid being disappointed on contest day. Teams need to provide their own fuel.

The contest supplied propeller must be used in the flying portion of the competition.

A spinner must be properly installed in the flying portion of the competition for safety. Team supplied spinner may be used in place of contest supplied one.

Aircraft will be inspected for safety prior to flight and the CD may require teams to make changes in the interest of safety. Good R/C practices are expected. Examples of what is looked for are receiver must be installed in such a way to isolate it from motor vibrations, locking means on clevises, secure motor mounting, etc.

If building material/junk is provided by a team member for the junk pile the day of the contest, it will be shown to all teams prior to being placed in the pile.

Junk piles will be on the runway. Team members/spectators may NOT cross the flight line prior to the build portion of the contest for any reason.

At the start signal, teams will send ONE member at a time across the flight line and onto the field to grab ONE item at a time and return it to the flight line (ONE item no matter how big or small, strictly enforced). Teams may make as many trips to the pile as they want throughout the build process.

Contest supplied power tools are first come, first serve, but may NOT be moved from their designated locations. Please respect these tools. They belong to fellow club members that are generous enough to allow their use. If you do not know how to use a tool, please ask for help. As always, safety glasses are recommended when using power tools.

Aircraft will be presented for judging immediately upon notification of build time completion. Failure to do so result in deductions per the scoring rules. Once presented for judging, the aircraft will be impounded when not flying, and no work may be done on the aircraft, except as allowed between rounds.

Flight order will be determined by random selection for each round. Teams not ready to fly in their designated order will forfeit points for the round, unless unanimous agreement between teams is reached to allow changes to flight order.

Repairs/modifications will be allowed in the 10 minutes between the flying rounds.

Takeoff is defined as flight over 6 feet off the ground.

Landing is defined as aircraft in one piece on the runway.

Safety first on the flight line. ONLY the Pilot and a spotter are allowed at the pilot station. Initial turn after takeoff MUST be away from the flight line. Pilot MUST be prepared to DITCH the aircraft if required to prevent flight behind the flight line. Flight line extends infinitely in both directions and flight behind this line will not be tolerated.

Scoring:

1. Completion of Aircraft – Max 30 Points.
 - a. 30 Points for on time completion.
 - b. 5 points per 5 minutes deducted for over allowed build time.
 - c. After 30 minutes over build time the team forfeits all Static Judging points, but may continue to work to participate in Flying Rounds.
 - d. Static Judging – Max 30 Points.

2. Two Judges give 1-5 points in each of three categories:
 - Creativity of Junk usage.
 - Overall Appearance/Finish.
 - Technical Merit/Engineering.

3. Flying Round 1 - Flight Test – Max 30 Points.
 - a. Takeoff – 10 points.
 - b. Touch & Go – 10 Points.
 - c. Landing – 10 Points.
 - d. Flying Round 2 – Performance – Max 40 Points.
 - e. Takeoff – 5 points.
 - f. Loops – 5 points each, 15 points (3 Loops) max.
 - g. Horizontal Rolls – 5 points each, 15 points (3 Rolls) max.
 - h. Landing – 5 points.

Editor's Note: Many thanks to Mark Hunt and Richard Lewis for their time and efforts to produce this event. You can show your support by attending and volunteering to help on the event day.

Let's all have a really fun day!!

Installing CA Hinges Reprinted from R.C. Universe

Submitted by Nick Marson

CA hinges have been the topic of many discussions here at RCU. It seems that everyone has their favorite way to install them, and there are many people who won't use them anymore due to problems they have encountered with them in the past.

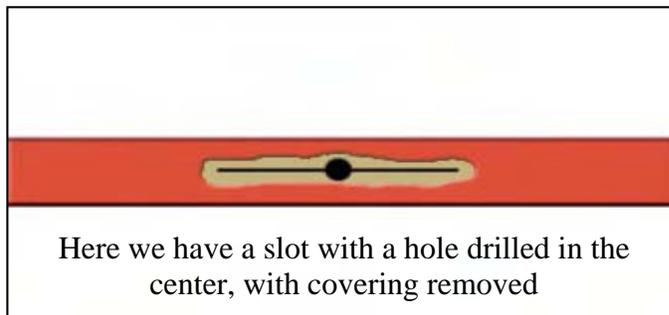
I'm going to attempt to show not only how they should be installed, but I also would like to make some comments as to what you should NOT do when installing them.

For this example, we will assume that we are hinging an elevator to a stab.

Step 1

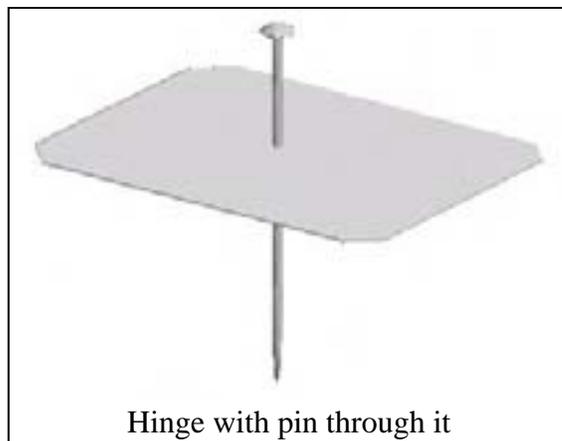
The first thing you need to do is to cut the slots to accept the hinges. This can be done with an Exacto knife, or an electric slotter. Be sure to keep the slots straight, and in line with each other.

Once the slots are cut, drill a small hole that is centered on each of the slots and just about as deep. Then, using an Exacto knife or razorblade, carefully remove a small area of covering around the slots.



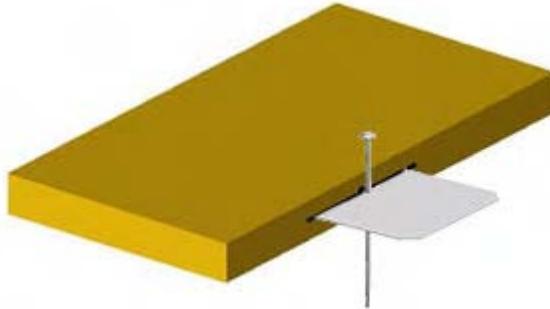
Step 2

Next, push a straight pin through the centers of all of the hinges. This will keep any of the hinges from pushing into the stab while the elevator is being attached.



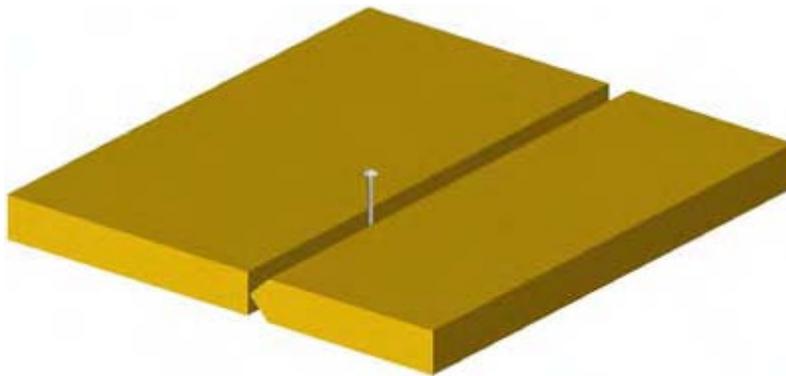
Step 3

Insert the all of the hinges into the stab until the pin touches the trailing edge.



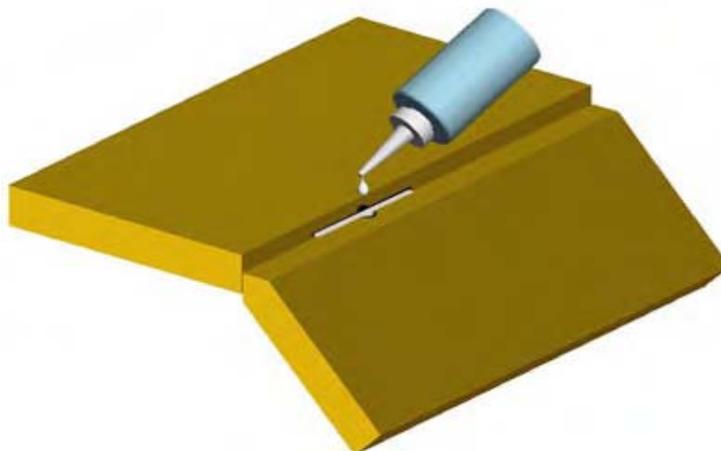
Step 4

Next, slide the elevator onto the hinges. Once it is completely in place, remove the pins.



Step 5

Flex the elevator down. Be sure to flex the elevator MORE than it will move in flight! (See notes). Then add 4 to 5 drops of THIN CA to each hinge. Now flip the stab over and repeat this step on the other side.



CA Hinges con't. Important Notes

Many people have experienced problems with CA hinges. I am not one of them, however I have seen a few bad installations, and I hope to point out some "Do's and Don'ts".

It is my experience that there are 3 main reasons why CA hinges fail. The first is caused by using anything other than THIN CA. Thick or medium CA cannot "wick" into the slots the way it needs to in order to effectively attach the hinges to the wood. THIN CA MUST BE USED!

The next reason is poor penetration of the CA even when using THIN. This can be caused by a variety of reasons such as not using enough CA, or by not having removed the covering in the area of the hinge, or even by a tight slot or dense wood (also be sure the CA hasn't gotten thick with age). The CA can't work if it can't get in there. This is the reason for drilling the hole. It is a way to let the CA flow deep into the slot where it can wick sideways across the hinge.

And finally, the next type of failure is when the hinges break. Ok, maybe there are some bad ones out there, but many times, hinge breakage is the fault of the installer. So much emphasis is placed on the all important "gap" that many modelers go through extreme lengths to keep it to a minimum, including not giving their hinges enough room to flex. Let's face it, no matter how small the gap is, it still needs to be sealed. So while it is still important to keep it small, it is EVERY BIT AS IMPORTANT to let it be large enough to allow the hinge to flex freely! This is why you must flex the control surface MORE THAN IT WILL MOVE IN FLIGHT when applying the CA.

One final thought... NEVER use accelerator when using thin CA. It only causes the CA to foam up in the gap area and cause undue stress to the hinge.

There are other precautions that some people take as well, including drawing a line in the center of the hinge with a crayon to keep the CA from hardening in the flex area. I have never done this, and quite frankly, the idea doesn't sit very well with me. But if you're comfortable with it, by all means go ahead and do it.

But by just following the steps listed above, I am still flying planes with CA hinges that are over 10 years old! So the next time you're installing them, give this method a shot!

Great websites and videos...

B-29 and amazing video from the 2006 Joe Nall Fly-in

...submitted by Paul Johnson

A 20 ft wing span B29 at the Joe Nall fly in 2006 drops an X1 from the wing. The orange plane is a copy of the Bell X1... which Chuck Yeager flew to break the sound barrier (named "Glamorous Glennis" after his wife), and just like in the movie, was carried to altitude and then dropped. This was a very cool reenactment. You can see the original in the Smithsonian.



<http://users.skynet.be/fa926657/files/B29.wmv>

http://www.metacafe.com/watch/51245/mac_hodges_b_29/

The pilot, Mac Hodges owns Hodges Hobbies in Andersonville, Georgia.

The website is <http://www.hodgeshobbies.com/home.html>

Glider pilots are getting braver ??? The Ultimate Flight in a "bat suit"

Submitted by Mike Rose

You watch as this glider pilot jumps out over a snow covered mountain range and glides over the peaks in a suit which resembles a bat. He only pulls his parachute at the very last moment and lands standing up on the snow.

[http://youtube.com/watch?
v=H3E_8Hzh700](http://youtube.com/watch?v=H3E_8Hzh700)

Thank a Robin!!!

Submitted by Nick Marson

Spring is near and our friends, the robins, have been feasting on our crawfish. They have been very effective in pest control with no effort on our part.



1

Nellis AFB
"Aviation Nation" Airshow 2006
Highlights

Submitted by Lee Dillenbeck

There are unbelievable air shots by famous aviation photographer Richard Seaman, complete with narration of each scene. A real must see...

<http://www.richard-seaman.com/Aircraft/AirShows/Nellis2006/Highlights/index.html>



Well if you visited the above link to highlights of the 2006 Nellis AFB Airshow, then keep this website in mind for the 2007 event.

Presented by the U.S. Air Force and the men and women serving their country from Nellis Air Force Base, Nev., Aviation Nation 2007 will be a spectacular aerial event. Aviation Nation is one of the most diverse, entertaining and well run air shows in America. It is the premier air show of the Air Force and one of the largest aviation events in North America.

Aviation Nation is the capstone event of the U.S. Air Force 60th Anniversary and will be the largest Air Force event of the yearlong celebration. The Nellis AFB - Las Vegas Air Show theme "Heritage to Horizons" commemorates 60 years of air & space power.

As the capstone event for the U.S. Air Force 60th Anniversary plans are underway to present the history of the Air Force making Aviation Nation 2007 the most unique air show in North America this year.

Air show fans will see multiple military flying demonstrations, Warbirds spanning the history of the Air Force and hundreds of one-of-a-kind static displays. The Air Force will showcase its current inventory of frontline fighters, bombers and transports, including the F-22A, America's 21st century fighter.

Kinda wish we could all attend.....

"Cri-Cri" World's Smallest Twin Engine Airplane

Submitted by J.R. Carpenter

Noted French pilot Nicolas Charmont has installed 2 AMT Olympus turbines in his Cri-Cri together with AMT on-board automatic

start-up units and individual EDT's. (AMT is a company from Netherlands.)

The Cri -Cri weighs 170 Kg (375 lbs), and should have enhanced performance with over 36 Kg (80 lbs) of thrust available.

Top speed at this flight was 240 k m/hour (150 mph). Flying with only one engine the speed is still 160 km/hour (100 mph).

For more about this tiny craft, here is the homepage for "Cri-Cri.



<http://www.aerospaceweb.org/question/planes/q0275.shtml>



ALSO from J.R. .

This is not a website for aviation, r/c models or anything related to flight, BUT If you want a glimpse into the future, just look at this demo of text to speech— the woman will say whatever you type and her eyes follow the pointer when you move it. No only that, but there are several languages and voices to try.

<http://www.oddcast.com:80/home/demos/tts/frameset.php?frame1=talk>

THE SAFE SIDE What Really Happened?

by Jim Rice, District VIII Vice President and former Safety Coordinator

(reprinted from an AMA publication)

Safety is mostly about crashes and avoiding them or ensuring they occur in safe places. There is a lot more about safety but for this safety note, I want to talk about crashes. When it comes to safety, it is always you first and your airplane is a long way back in second. Try your best to save the airplane and keep it in a safe area but put it in the ground, trees, or water before you endanger someone—including yourself—or someone's property.

As I have said before, there are roughly 1,000 things that can kill an airplane and I have 750 covered, but that doesn't mean that I am rolling over and letting it happen to me. Every time I crash or am present when a crash occurs, I try to do a thorough accident investigation (post mortem if you will) to find out what happened so I (we) can avoid recurrence.

I would say in my experience and observation, well more than 70% of all RC aircraft crashes are caused by the pilot, not the airplane or the radio failing. On the other hand, less than 50% of the crashes are acknowledged to be dumb thumbs (careful investigation shows that 43.2% of all statistics are made up ... LOL).

The first thing you have to do in your investigation is determine if it was you or not. You don't have to tell me or anyone else the truth but if you want to stop the next crash, be honest with yourself about this one. You can tell me you don't know what happened when you know you pulled when you should have pushed.

I may know the truth but I am not the one who has to stop your next crash—you are! So if you are the culprit, relive the incident and determine what exactly was going on and what you did to get into trouble or to make trouble worse. Once you figure out what you did, get on a simulator and try to recreate the same scenario and do it until you survive repeatedly. If you don't have a simulator, find a friend with one or go to the field and get to a safe altitude then go higher before you try to recreate.

Now if you have been honest and it really wasn't you, then gather all of the pieces you can and see what or who the real culprit is. You will want to inspect glue joints, wires, and connectors, switches, batteries, receivers etc.

If you can put it all together at the field and try it, other people will help you troubleshoot and think through it and it will be fresh on your mind. Careful, it might be too fresh (that is why I don't wear a neck strap with my radio. When I get mad I can't throw it as far ... LOL).

The last crash I helped investigate was a result of a previous crash that had not been completely repaired. In flight, the wing suffered a failure at an old fracture that had not been noticed or repaired. If anything was observed departing the aircraft before the crash, try to figure out what it was and locate it if you can. It may well be the cause and it would be good to inspect it to discover the reason for its failure.

Stay on the case until you know what happened or you just can't explain it. If you figure out what caused it, your number of covered items may go above my 750. If you share the information, everyone's number of covered items will improve.

Fly safely and have fun!

Since we are on the subject of Crashes, here are a couple of photos of some of the donated items for the upcoming Junkyard War Event on Saturday, March 31st.....



It's not too late to clean up your hobby room and donate those bits of by-gone planes which have not healed themselves in the closet. Place them in the storage bin at the field. They might live to fly again.

P.S. No, J.R., this is not a place for you to shop for your next craft.

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
Willis, TX 77378

936 856-4630
newcreations-rc.com

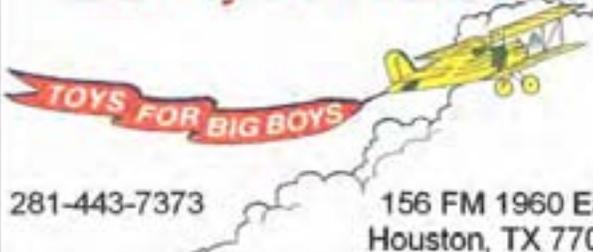
MIKE'S HOBBY SHOP
A Complete Train Shop Specializing In Everything From "G" to "Z"
Trains· Planes· Cars· Boats· Helicopters
Mon-Fri 10-6:30 • Sat 9-6 • Sun 1-5
281-354-7240
Website Address: www.mikes-hobbyshop.com
Email: mikeshobbyshop@aol.com

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

Larry's Hobbies



281-443-7373

156 FM 1960 East
Houston, TX 77073

Thanks

To all who contributed to this month's issue...

J. R. Carpenter, Lee Dillenbeck, Mark Hunt,
Paul Johnson, Richard Lewis, Nick Marson, Mike Rose

If you have any suggestions or ideas for future issues, articles, photos,
plane reviews, websites, or just interesting "stuff" please send to
dgmarson@earthlink.net

Thanks, Diane Marson