



# Crosswinds

SEPTEMBER  
2007

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## Newsletter for the Spring Area Radio Kontrol Society

### GREETINGS FROM THE PRESIDENT

By Wally Warren

### Road Trippin!

Whew, I need to start with an apology to Diane. This is way too last minute because I've been gone much of the month and am never near a computer when I'm gone. So thanks for bearing with me, Diane!

Things seem to have calmed down a little, weather-wise this month. I actually went out and flew a couple of times. And it looks like a few of you brave, heat-proof souls got out, too. It was nice to see some familiar faces back in town after prolonged vacations. We will expect a full report of all the fun they had without us!

It appears as though we still have mowing issues. I'm not sure what happened, but I got a call from some members that were at the field on 8/26 and they reported that the field had not been mowed before the weekend. I don't know that it is appropriate to call Mr. Kaye on a Sunday morning to ask him to mow, but I did speak with member Dick Jones and he WILL bring his riding mower to the field. This issue won't go away - so we might as well have a contingency in place so that, in a case like this, WE can fix it without waking someone on a weekend morning. We will talk about it more at the meeting.

As a reminder Mark Hunt is (thankfully) our liaison for the club with Mr. Kaye on mowing issues, so he can also be contacted if there is a problem.

September's guest speaker will be a machinist who specializes in doing custom work for us modelers. You won't want to miss that one. We should REALLY support guys that will do this kind of thing for us.

Don't forget to bring that latest project to the meeting. We've not been show-and-telling very much lately!

On a TOTALLY different note.....

If you read my headline at the top of the column, you might have thought that it was because I was gone much of August. That is only partly correct.

I am extremely excited because I am going on a road trip this weekend (Sept 02-03) to pick up a new (to me) airplane in Florida. This is not just any airplane, but it is a scale model of MY personal favorite airplane - the F-82 Twin Mustang. Oh, and not just ANY model, but the custom built, 103" 4-time Top Gun entry from one of my modeling hero's - Col. Art Johnson.

*(President's message con't. next page)*



*(President's message con't. from previous page)*

Col. Johnson was the Scale Views columnist at Radio Control Modeler Magazine for MANY years. I'll never forget seeing the cover of the magazine in the late 70's which featured one of his early F-82's. I was instantly in love with that bird.

Because of the internet and e-mail I was able to communicate with Col. Johnson for several years, starting in the late 90's and, although we never got to meet face to face, I still consider him a friend. Col. Johnson died suddenly of a heart attack (on my birthday - September 14) two years ago.

I recently returned from a trip to Mexico and had an e-mail from a friend that just said "have you seen this?" with a link to the RCUniverse website that had an F-82 for sale. It turns out that Col. Johnson's family has enlisted his friends and modeling buddies to sell off some of his items to raise money for the AMA Museum and trust fund.

I was not the first bidder for the airplane and thought it had already been sold. There were over twenty "firm" bids in front of me. Bummed out would be an understatement.

I e-mailed the seller a couple of times to grovel and plead with him to sell me that bird! We had a couple of quick discussions about my interest in the F-82 and my relationship with Col. Art. ( I even have the last set of plans and canopies that the Colonel ever made for the 103" version – which is what was for sale on RCU.)

To make a long story even better.....

Two weeks ago I was down in Galveston at the Lone Star Flight Museum, moments from getting into a B-25 for my first ever WWII bomber ride, when my cell phone rang.

It was the seller. He had talked it over with Col. Art's long-time best friend and they decided that I would be the perfect candidate to own the airplane.

Does it get any better? Finding out that you are the proud owner of your favorite airplane and then hopping into one of the airplanes that changed history?

I am a blessed man!

So, a flying buddy and I are going to FLA to pick up the airplane and will even stop at the Naval Air Museum in Pensacola on the way back. We'll have more tales to tell after this trip, I'm sure!

How did your summer go? Mine was awesome!

Have Fun, be Safe, and help a new friend at the field!

Wally Warren

281-794-0947

## Highlights of the August Meeting

*Photo to right:* Outgoing Treasurer George Terry was presented with a certificate of Appreciation from the Club for his two years of service .

We appreciate your time, efforts and precise reports. Thanks George for a job well done.



Mark Hunt will meet our landlord, Doyle Kay to discuss the length of the grass and mowing schedule for this peak growing season amid the rain we have had recently.

A new "Caution" road sign was produced and installed by Jake Jacobsen.

Paul Johnson reported he spoke with his contact person at the Harris County Flood Control District. She suggested we wait until October to submit our request when the new manager is in charge. Meanwhile, everyone should still be actively searching for an alternative field site.

A discussion of "Cross Country Flying" was presented by Jaime Carreon (member of Fighter Field) and Bedford Percy (member of Houston Sport Flyers). Earlier this year, their 5 member team (our President Wally was the navigator) competed in such a contest.

Both of the speakers have been active in this sport for several years.

Each team flies a designated route, lands to

refuel at participating fields and flies back to the original take off point. There is a predetermined time frame and the team closest to that time, wins. Everyone enjoyed the details of their adventure.

Mark Hunt recounted his experiences at the NATS held in July. Mark placed 6<sup>th</sup> and Glenn Watson finished 1<sup>st</sup> in the Masters Class of the Pattern contest. There were 40 pilots in both the FAI and Masters competition. We hope to hear more next month.

No raffle was held.

***Editor's note: Please see Mark's Journal in this issue.....***

Next meeting is Wednesday,

September 5th.... At 7 p.m.

Hope to see you there...Come early  
and eat the great Valley Ranch

Grill barbeque..

## More August Meeting highlights....



Photo to left: Bedford Percy, Marcelo Ayala and Jaime Carreon.

A discussion of "Cross Country Flying" was presented by Jaime Carreon (member of Fighter Field) and Bedford Percy (member of Houston Sport Flyers). Earlier this year, their 5 member team (our President Wally was the navigator) competed in such a contest.

They recounted their adventures of flying a craft from the back of a moving pickup truck.

*Photo to right:* **Model of the Month** was won by **Rod Kuntz** with his refurbished craft a Sig Sukhoi. Starting with only a damaged fuselage, Rod returned the quarter scale craft to flying condition and gave it a new life

*Editor's Note:* Son, Roderick, shown in photo, is now enrolled at Spartan College of Aeronautics and Technology in Tulsa, Oklahoma.



### August Model of the Month - Sig Sukhoi by Rod Kuntz

Most of my airplanes have a story behind them; and many of them revolve around the fact that I hate to see people throw away a plane when it has a chance to fly some more.

#### In the beginning:

This particular story started over 6 months ago, when my son called me one day after work and asked if I was interested in "saving" a plane that someone had wrecked. I asked what the situation was and he told me the fuselage, including the cowl were intact but the entire wing was write off. Thinking it should not be too hard to find another wing I told him to bring it home. I was a bit surprise when he pulled out this rather large Sukhoi fuselage.

#### The period of meditation:

I took a couple of months to decide what to do with it,

and even if I wanted to try to rebuild it. However, several knowledgeable people at the club (Dick Jones, Lee Dillenbeck among them) assured me that these big planes are much easier to fly than the smaller jumpy glow planes. That reassured me somewhat as I continue to scare the devil out of myself flying the glow planes on a regular basis.

#### The gathering of "stuff":

As it turned out, finding a new wing was dead easy. A quick call to Sig and a credit card number and it was on the way to me. Note I said it was easy and not cheap. They did not have any more cowls with this color scheme so I had to live with some holes in it the previous guy had cut for his engine.

Next came the servos; I had some hi-torque Hitec servos laying around, and a few weeks of "vulturing" in eBay filled in the gaps. The receiver (JR R700) and a 2000 mAh 6V battery I had to purchase new.

## **Sig Sukhoi cont.....**

Next, the decision on the engine was easy. As I mentioned at the last meeting, my son considers me a "hunter/killer" on eBay. More than a year ago, I was surfing some auctions late at night, and there before me was a brand new Fuji 50cc gas engine with only 2 minutes left on the auction at a price that I considered a steal. So I threw in a bid at the last minute..and won! Approximately 5 minutes later, after congratulating myself on a really good buy, I started wondering, "What the heck am I going to do with a 50 cc gasser?" So I found a really comfortable spot for it in a cupboard in the workshop.

### **The build:**

Putting it all together once I had the parts was relatively easy, and the big ones really are much easier to work on than the smaller planes. You can actually get both hands into the fuselage and dig around properly, just like a surgeon.

I reinforced the firewall a bit, and the Fuji bolted right on the centerline like it was made for it. To feed it I fitted a 28 oz fuel tank and hooked up a remote fueling port on the side of the fuselage.

Elevators are split and each half has a Hitec 625 (94 oz/in torque). Same servos are on each aileron. The rudder has a Hitec 615 (130 oz/in torque). Throttle cable is hooked up to a standard JR 537.

The Fuji has a choke with a wire linkage. It looked a bit flimsy and I was worried about it vibrating to the closed position unexpectedly (not good in flight), so I hooked the choke up to another servo and fed this in to one of the aux channels on the receiver. I now have a servo operated choke (easier), and also a kill mechanism if I want one in flight. (Just got to keep the finger off it normally).

The Fuji is a bit bigger than normally recommended for this plane, so I mounted the battery as far back in the fuse as the wires would allow to compensate for the extra engine weight.

I wanted a nice big spinner for it, but Tru-Turn wanted \$60 to cut a spinner to fit my engine/prop combi-

nation. Looking for unique alternatives (my son called it being cheap), I found Steve Takacs at RC Creative Hobbies in Baytown. He custom makes exhaust systems and prop nuts (normally for glow engines). I called him, gave him the specs of what I wanted and he custom built a beautiful prop nut (like an enlarged nut for a 4-stroke), and even chromed it. Can you believe \$10??

### **The finished product and first flight:**

Finished it is 77" wingspan and weighs in at 17 lb 3 oz without fuel. The engine only has had about 2 tanks through it with break-in mix, but it still spins a 20x8 prop at 7400 rpm. Lots of power for this bird.

Took it out to the field, and after all the checks, did some taxi tests, and a couple of higher speed runs to see when the tail came up, how it handled when power was pulled off, etc.

Came time to get it off the ground, but about that time I was having a problem with my right knee, specifically it was knocking against the other one. So, being the wise old fellow I handed the transmitter to son Roderick and said "You do it." And he did. Flies great, very stable, lots of power. We have some more trim fine tuning to do, and the balance seems to be a bit too nose heavy on landing.

One of the belly trim pieces came off during the flight, and not knowing what piece had fallen off, we made the prudent decision to land immediately. This resulted in not picking out the driest part of the runway carefully, and on touchdown, one of the wheels got stuck in some mud and the plane nosed over onto its back. Broke off the top extension on the rudder, which Roderick rebuilt in a few hours. As you can see from the picture, it is now a hi-visibility red (only Monokote color we had that remotely matched this plane).

Anyway, I am looking forward to flying it next, so clear the runway and sky.

## My 2007 Nationals Experience

submitted by Mark Hunt

For those who don't know, each year the U.S. precision aerobatic championships are held at the AMA national site, in Muncie, IN. The site includes the AMA headquarters, a very nice aero modeling museum, and of course, 1000 acres of manicured flying and camping areas. This year the pattern Nats were scheduled to take place from July 17-20<sup>th</sup>. Coinciding with this year's Nats, the US National Team was to be chosen by the top three placing US pilots in the FAI class.

In the weeks leading up to the Nats, practice was very difficult due to rainy weather here in the Houston area. With less preparation than usual, I prepared to pack up and head out with a friend from San Antonio (Chuck Hochhalter). We left on the morning of July 14<sup>th</sup>. We drove straight through in shifts, arriving in Muncie at 11pm that night (about 17hr. drive). We slept in (of course) on Monday morning and then made it out to the Nats site.

The Nats site is setup with three flying areas. Each area is designated with a particular group of frequencies, which are listed prior to the Nats. Although one of the flying sites was in use to finish up RC Combat (looks like a ton of fun), the other two sites were available for practice in the afternoon. I unpacked and got a flight or two in the late afternoon. I felt that my equipment was ready, but I was not. The next day (Tuesday, July 16<sup>th</sup>) would be the official practice day and all three sites would be open starting in the early morning.

We awoke very early on the 16<sup>th</sup> to beat the crowd for practice, but were pleasantly surprised to see relatively few people as we arrived. Within a one-hour drive of the AMA site there are several AMA club sites and private sites where many of the Nats competitors sneak off to, to avoid crowded flight lines at the AMA site. Jim Sheffield and Glen Watson for example, spent their Tuesday at a private field approximately 70 minutes south of Muncie. Chuck and I were able to practice at the AMA all day long without waiting more than 20 minutes each time we put

our names on the flight line list. During this day a good friend I had met at two previous Nats was there to simply watch and enjoy (traveled in from Canada). As I flew each practice flight, he was able to make some simple observations to help me calm down and improve my geometry. This day was not without some drama as my friend Chuck burned up his Outrunner motor. He knew that he was pushing the amperage limit with his prop selection, but fortunately he had a backup motor. This motor had a different number of turns and actually turned out to be a better setup. We managed to change the motor and get two good flights on it. His electric setup was now very good in terms of amps and power. Chuck was signed up to fly in Advanced, and I was signed up to enter Masters.



Try as I did, not much sleep was obtained that night. Wednesday morning we got to the AMA site where I was to fly Masters in the morning and Chuck would be flying Advanced in the afternoon. With 40 signed up in Masters, I was surprised by chance and frequency selection that I would be in the group (one of four groups) with Glen, and I would be flying after him throughout the 6 flight rounds. My Father had traveled in from NY with a friend to be my helper and caller. As we prepped to fly the first round and began to carry the plane toward the flight line, he calmly said, "let's have some fun". I was still very nervous, but managed to put a very good (above my typical average) round. We fly two rounds each day, and although my second flight was not quite as good as the first, I was quite pleased with how I did. We finished up Masters just before noon and when the scores were posted I was in 3<sup>rd</sup> place. Glen Watson put in two nearly perfect rounds and was tied for first. My dad and I packed up and headed to the advanced flying site to get Chuck ready (Advanced was to fly in the afternoon).

At this site, I was able to act as a caller for Chuck and our own Jim Sheffield. I enjoyed calling for Chuck very much as he was flying one of my designs with his electric setup, the Pentathlon. During the afternoon, the FAI class was also flying (on one of the two sites where Masters was flown in the morning). The day finished up without any major incidents and plenty of good flying. Chuck had brought along his laptop with a wireless internet setup and he was able to provide some great updates each day on the Internet, at: [www.flyinggiants.com](http://www.flyinggiants.com).

On day two, (Thursday) the wind had picked up (15 – 20 mph) and was blowing straight into the flight line. I flew as best I could, but I think my wind correction was lacking. It showed up in my scores as I slipped back to 5<sup>th</sup> place. Still, I was having a great time, performing better than expected, and with my Dad and friends there it was difficult to worry about slipping two spots. Glen Watson continued to fly with great precision and consistency, despite the difficult in-blowing wind conditions. He stayed right at the top, very closely followed by Archie Stafford and George Asteris.

That afternoon, Chuck made a move forward in the standings over on the Advanced flight line and was getting better with each flight. The FAI class was finishing up the preliminary rounds to choose the top 20 that would fly in a semi-final on Friday. The announcement at the end of the day for those 20 FAI pilots was a nail-bitter. FAI started with 41 pilots, so 21 of them had to hang up their transmitters after only 4 rounds of flying. Tough competition to say the least. The next day would test these 20 pilots by flying the tougher, "Finals Sequence" instead of the standard, "Preliminary Sequence".

Friday morning was again a bit windy, but this time I made sure I was going to wind correct better. I flew better wind correction, but my scores were about the same as the previous day. As a result, I wasn't sure that it would be enough to stay in the top eight

that would then fly in a finals test on Saturday. This announcement came just after lunch and much to my joy, I had held onto 6<sup>th</sup> place, only a few points behind the 5<sup>th</sup> place pilot. As per the rules, all the planes to be flown in the finals had to be weighed (max. 11lbs.) and measured (max. 2 meter length, 2 meter span). I passed as was on my way to the Advanced site with a big smile on my face to help Chuck and Jim Sheffield.

The afternoon went well, even though Chuck and Jim did not make any big jumps forward in the standings. With the 6<sup>th</sup> round completed in the advanced and intermediate classes, the winners were announced at that site (there are no finals in Intermediate and Advanced classes). Jim Sheffield had finished a respectable 9<sup>th</sup> place, while Chuck finished very well in 3<sup>rd</sup>. The Nats was now complete for these guys and the celebrating began. The FAI class was the one to watch in the afternoon as the 20 semi-finalists flew through the demanding "Finals" sequence with such maneuvers as "slit ess with integrated roll", "rolling vertical s", and "two roll, rolling circle with opposite rolls". Only the top 8 FAI pilots would be moving on to the Saturday finals and the US team selection. In the very late afternoon, the top 8 were announced and included there were the usual big names and a local one (Woodlands), Mr. Brett Wickizer. This young man is something to watch

[http://www.nsrcad4.com/D4\\_movies/2007\\_movies/2007\\_nats/wickize.wmv](http://www.nsrcad4.com/D4_movies/2007_movies/2007_nats/wickize.wmv)

For me, Saturday was simply an enjoyable day, despite the pressure of flying in the Masters finals, in front of 5 judges. I didn't put in any remarkable rounds, but I also didn't finish in 8<sup>th</sup>! With 6<sup>th</sup> place in my first attempt at Masters, I was very pleased. I knew that many of the pilots I had competed against, have many years of experience competing in the Masters class.

Glen Watson put on a clinic of professional, precise, and again, consistent flying. The competition among the top three Masters pilots was simply impressive.

Glen came out on top and even garnered the Futaba flight achievement award for the highest percentage of perfect flight score. In one of his rounds, his scores were 88% of perfection...not bad eh? Be proud SPARKS members, you have a true champion amongst you.

Over on the FAI site, the environment was electric. The quiet, intense tension was in the air throughout the pits and grandstand area. We were all there watching the top guns fight for those three coveted spots. Quique himself was a ball of nerves, as his first shot as a US resident trying to make the US team to attend the 2007' Worlds which is to be held in his home country of Argentina. What little I was able to watch (as I finished up my Masters rounds on the other site) was truly impressive. Watching and trying to guess who's scores were above everyone else's was nearly impossible. The differences and mistakes at this level are so little among these pilots, it is simply impossible to predict the top three.

After the flying was complete, everyone migrated to the awards tent where a BBQ dinner was served. All the lower class winners were announced, and I must say, I was proud to be there when Glen was named, National Masters Champion. The top three FAI spots went to Jason Shulman (1<sup>st</sup>), Quique Somenzini (2<sup>nd</sup>), and Andrew Jesky (3<sup>rd</sup>). These fine gentlemen will make a great US team and will represent us wonderfully at the upcoming Worlds in November of this year. Brett Wickizer finished a very respectable 6<sup>th</sup> place and truly turned a lot of heads with his fine demeanor and young eyes and thumbs (17 years young).

Chuck and I decided to start heading back that night, knowing we would need a bit of sleep at some point before getting back into Houston sometime on Sunday. We had a bit of a delay with a flat, but we made it in safely, early Sunday afternoon. What a week to remember.

Some more pics and web info:

<http://www.flyinggiants.com/forums/fg107/18386-pattern-nats-usa-team-selection.html>

<http://www.modelaircraft.org/gallery/view.aspx?items=NATS4>

[http://www.rcuniverse.com/forum/m\\_6102216/tm.htm](http://www.rcuniverse.com/forum/m_6102216/tm.htm)

**Editor's note: Many thanks to Mark for the preceding journal of his trip to the Nats.**

**We can all enjoy the experience through his eyes**



*Photo above: Mark with his Pentathlon*

*Photo below: Chuck Hochhalter and his Pentathlon (Mark's design)*



# NATS 2007 NEWS



Photo above: Neil and Mark's planes

**Submitted by Nick Marson**

**Editor's note:** Mark was not aware that Nick found this on the Nats website and wanted to share it with you. Mark is far to modest to submit it himself.

Here is the link if you wish to read about other modeling families.

<http://www.modelaircraft.org/events/nats/NatsNews07/0720.pdf>

or ore on the Nats at

<http://www.modelaircraft.org/events/nats/natsnews.aspx>

**This copy is taken from the "Nats News 2007" (July 29, 2007 issue) publication written by Jim Quinn.**

*"Neil Hunt came to the last meeting of my local club, the Aeroguidance Society, back in upstate New York to feature his son Mark's newest aerobatic design, the Pentathlon.*

*Neil learned to fly as a boy when his Dad would take him to Control Line contests. Neil clearly remembers a TD3 Racer that his Dad bought for him. Neil was flying a Tiger Tail in the 1070s and he was hooked on aerobatics.*

*Neil followed the pattern of his Dad and started to take his son, Mark to contests. Mark started competing with a Kaos. He soon began to design and fly his own creations. This is Mark's third Nats and he will be flying in the Masters Finals.*

*His Pentathlon has a very aggressive wing and is very neutral at the CG. It was a CAD design and laser cut. It is all balsa and covered with 1/2 ounce cloth. The finish is PPG concept. Mark has two winners at the Nats this year" his Pentathlon and of course, even more so his Dad, Neil."*



Editor's  
note....photos  
this page are  
from 2006



# NATS 2007 NEWS



More photos from the  
Nat's newsletters...



*Photo above: Two more Texans flying at Site 4: Luis Rodriguez is flying Advanced while another Advanced pilot Charlie (Carlos) Barrera is his caller.*



*These Texans even brought the state flag which is flown over their flightlines each day. If you see this flag, stop by: they are a most friendly group.*

## Winners in the AMA Masters Class

1st. Place—Glen Watson  
(shown standing on far  
right side.

6th Place—Mark Hunt  
(shown kneeling in white  
shirt and cap .....

Next to the end right.)





## The 42% Extra 300

submitted by Dean Nistetter

I've built three of these kits over the past year (they are not ARFS). I currently have two of the planes and have sold one. There is a build thread at <http://www.flyinggiants.com/forums/fg42/12727-aerotech-42-twin-build.html> which details construction of two of the them side-by-side. Following are some of the specs of the planes

### 42% Extra 300 - kit by Aerotech

- Wing Span - 121"
- Length - 114"
- Wing Area 2650 Sq. In.
- Flying Weight - 37.75 lbs
- Motor - DA150
- Radio - Futaba 12MZ with 14 channel synthesized PCM 2048 receiver
- Prop - Mejzlik 30X12
- Muffler System - MTW headers with KS canisters
- Batteries - 2 Lithium Ion 5200mAh, 1 Lithium Ion 2600 mAh
- Power Distribution - 14 channel Smart-Fly Power Expander, 1 fan cooled turbo regulator, 1 HD regulator
- 9 Hitec 5955 Digital servos, 1 Hitec 5245 digital servo
- Construction - Balsa, light ply, foam
- Required about 10 rolls of Monokote (including waste)
- Control surfaces all built to be removable using a total of 48 pinned hinges



### E-Flite Extra 260 ARF

Wing Span - 43"      Length - 40"      Wing Area - 375 Sq. In.  
 Flying Weight - 28 Oz.  
 Motor - Rimfire 35-30-1450 Out Runner Brushless  
 Servos - 4 Futaba S3114 Micro

*Photo to left* : E-Flite Extra 260 ARF

## Hot August Saturday morning at the Field.....

### 37% Yak from Carden

submitted by Kevin and John Braziel

This plane is John's 37% Yak 54 by Carden. This size is commonly referred to as 40% but the full scale Yak is larger than the Extra or Edge 540. Carden Aircraft are well known for their exceptional flight characteristics, structural integrity, and longevity. Although generally considered "heavy", with care and diligence, can be lightened during construction to compare with the lightest of their competitors.



The kit provides precut foam cores for all but the fuselage sides and cowl areas, otherwise mainly sticks and sheeting. Carden kits generally require considerably more construction than most planes, but at the same time allow for more individualizing to the builders' preferences. Power is by a DA 150 with MTW Canister mufflers and Mejlik 30x12 CF prop.



Radio system is Futaba with dual synthesized receivers and 6450ma of LiPo batteries. A homemade wiring harness delivers current to the 9 high output JR and Hitec digital servos for control surfaces, plus choke, and throttle. One of the more unique features of this plane is the Durant Direct Drive system of installing the servos that does not utilize any conventional linkages, rather the servo control arm is permanently imbedded in the control surface with the servo placed snugly in a plywood box in the wing or horizontal stabilizer.

This system can also be used for the rudder but a pull-pull setup was used for balance. John competes with this plane in IMAC in the Unlimited class.

*Photos - upper right—John and the Yak*

*just above—Kevin gets a chance with it too.*

### Stayin' cool and taking in the sights.....

After their own flights, Homer Davis and Pep Peperone were relaxing and watching the really big planes of John and Dean fly.



More "Out at the Field" during August.....



*Photo to left:* Mark Hun's AMA souvenir shirt  
In case you can't read the photo...

"Crash v \kash\; method of seeing the inside of a model airplane....."

### **New Solo Pilot**

*Photo to right:*

Grayson Meyer with Chief Flight Instructor Lee Dillenbeck and Flight Instructor Paul Johnson.

August 25th was not only Grayson's 24th birthday, he also passed his FPE!

Congratulations!



Many Thanks to the following contributors to this month's newsletter.....

Kevin Braziel , J.R. Carpenter, Mark Hunt, Rod Kuntz,  
Nick Marson, Mark Meyer, Dean Nistetter

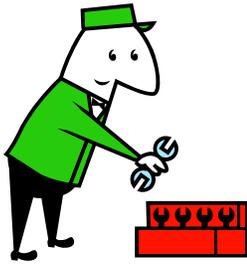
Each will receive a free raffle ticket at the September 5th. meeting .

Please send your interesting item to me at [dgmarson@earthlink.net](mailto:dgmarson@earthlink.net)

Thanks, Diane

## Gripe Sheets

submitted by J.R. Carpenter



After every flight, pilots fill out a form, called a gripe sheet, which tells mechanics about problems with the aircraft.

The mechanics correct the problems, document their repairs on the form, and then pilots review the gripe sheets before the next flight.

Never let it be said that ground crews lack a sense of humor. Here are some maintenance complaints submitted by pilots and the solutions recorded by maintenance engineers.

By the way, the airline these came from is the only major airline that has never, ever, had an accident.

Pilot: Left inside main tire almost needs replacement.  
Engineers: Almost replaced left inside main tire.

Pilot: Test flight OK, except auto-land very rough.  
Engineers: Auto-land not installed on this aircraft.

Pilot: Something loose in cockpit.  
Engineers: Something tightened in cockpit

Pilot: Dead bugs on windshield.  
Engineers: Live bugs on back-order.

Pilot: DME volume unbelievably loud.  
Engineers: DME volume set to more believable level.

Pilot: Friction locks can use throttle levers to stick.  
Engineers: That's what friction locks are for.

Pilot: IFF inoperative in OFF mode.  
Engineers: IFF always inoperative in OFF mode.

Pilot: Suspected crack in windshield.  
Engineers: Suspect you're right.

Pilot: Number 3 engine missing.  
Engineers: Engine found on right wing after brief search.

Pilot: Aircraft handles funny.  
Engineers: Aircraft warned to straighten up, fly right, and be serious.

Pilot: Target radar hums.  
Engineers: Reprogrammed target radar! with lyrics.

Pilot: Mouse in cockpit.  
Engineers: Cat installed.

Pilot: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.  
Engineers: Took hammer away from midget

## Some Tips from the AMA Insider publication....

### Stir Sticks (Popsicle sticks)

"Next time you are in the craft shop, pick up some Popsicle sticks. They come in boxes of 100, 500, or 1,000 and they are cheap. You will be able to use these for all kinds of things like servo rails, reinforcing splices, skids, fuel tank stops, mixing epoxy—any place where you are going to put in screws. You will find all kinds of uses for them. "

—From the Niagara County Radio Controlled Model Flying Club, Lockport, New York.

## Recycling Masking Tape

"I use the clear backing on the Monokote film to recycle my masking tape if it is still in fairly good condition. It keeps the adhesive from going bad. When I need the tape, I just peel it off"

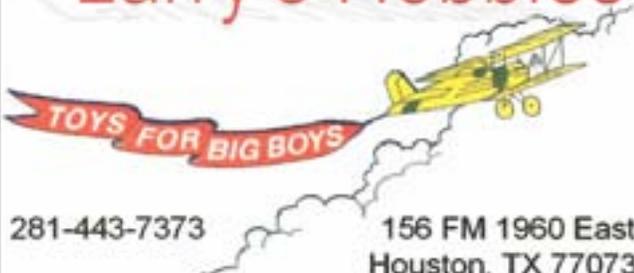
## Protecting Hinges

"Petroleum jelly often has been used on pinned hinges to prevent epoxy glue from sticking to the hinge joint; however, it is difficult to get just the right amount on the hinge and to make sure the hinge is completely coated. A very cool way is to melt the petroleum jelly in a small dish such as a dessert dish (an oven safe type, of course). Use only enough to melt to a depth of about 1/6 of an inch. Fold the hinge and dip the pinned end into the melted jelly. Remove and touch the hinge and dip the pinned end into the melted jelly. Remove and touch the hinge to a paper towel to remove excess. In a couple seconds, the petroleum jelly cools and has penetrated the hinge. You now have a completely coated hinge joint that epoxy will not stick to."

—both from Schoolcraft Skyhawks R/C Airplane Club, Schoolcraft, Michigan.

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