



# Crosswinds

FEBRUARY  
2008

## SPARKS WEBSITE

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**Mark Hunt** 281-290-0327  
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**Michael Meyer** 281-635-5551  
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**Diane Marson** 281-374-8915  
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### Helicopters

**Warren Watkins** 281-855-7830

## Newsletter for the Spring Area Radio Kontrol Society

### GREETINGS FROM THE PRESIDENT - WALLY WARREN

Ok, now that the holidays are thoroughly through, I guess I can get back to work – and working on my favorite hobby. I trust that you all made it through and hope that Santa (or your spouse – whichever controls the outcome of your fantasies better) brought you at least one good new Model Airplane related item.



Since January has now ripped through (lots of nice flying weather this year – so far) it is time to start thinking about that Spring Fling you have put off finishing. Me, I have a bunch of unfinished projects that I just make excuses to not finish. My top priority in modeling is to finish the Tigercat (NO, it is still not quite there) so that I can get the F-82 refurbished.

As far as the flying portion of my R/C life, I HOPE to enter at least one contest this year – either Beginner IMAC, or Entry Level Pattern.... I have airplanes well suited for both, so it will just be getting some time off on the right weekend to be able to go get humbled by some 6 year old kid. I don't worry about catching up to the old guys, I just want to improve my skills by actually PRACTICING a routine. Just like getting full scale fixed-wing and/or helicopter ratings, if you make sure that you FLY (CONTROL) the airplane every second, instead of just droning along, it will absolutely make you a better pilot faster and transform the way you feel about being the "pilot in command". If you ever watch the airplane instead of flying it, you are already behind it and somewhat out of control. It will do exactly what you tell it, so why not tell it how to fly?

Another possible contest I might enter would be a scale contest. No, not with my ARF Tigercat (although that would be a nice one) but with my new (to me) F-82 Twin Mustang, built by Art Johnson. It would be perfect for team scale and I would be honored to continue flying the airplane just as the good Colonel designed it – at a contest, to be seen and flown. We'll see how the building/refurbishment comes along. I'll keep you all posted.

This month's meeting (Feb 06) should be informative with the results of the survey and other topics of discussion. Be there!!!

In closing this month, please let me ask each of you that reads this to keep Nick (and Diane) Marson in your thoughts and prayers this month as he will be undergoing some medical procedures. Also Mike Meyers and family as his wife will be/has been undergoing cancer treatments also. Our members are the best – let's reach out to someone in need.

Be a friend at the field, encourage someone to come flying with you and let's keep a good thing going!

See you at the field,  
Wally Warren  
281-794-0947

## Highlights of the January 2, 2008 meeting.....

Several reports concerning the future of our current field were discussed. Mark Hunt reported, Doyle Kay, our landlord, expects to sign a contract for the sale of the land on Feb. 4<sup>th</sup>. He will have up to eight (8) months from that date to completely vacate the property.

Paul Johnson has not received responses from his contact with the County. It was suggested that we put together a proposal package for leasing or purchasing property and send it to local landowners in the area. The Field Committee (Alan Buckner, Vic Baney, Mark Hunt and Paul Johnson) will prepare a survey of the members in regard to raising money for the possible purchase of land. They will report further at the next meeting.

Wally suggested we have a fun fly or Junk Yard event in the spring. Mark Hunt mentioned April as a possible time frame.

To gain publicity, members and support for the Club, suggestions of displays at local car shows, the Hooks Airport, "Wings and Wheels" event or related venues be scheduled. Wally will look into possible dates for the events.

No models were presented for Model of the Month. Gift Certificates from Randy's Hobbies and specially designed aircraft photo calendars from Wally Warren were raffled. Meeting was adjourned at 8:05.

Congratulations to Mark Hunt who was recently elected as District Six VP of the NSRCA (National Society of Radio Controlled Aerobatics). District Six includes Louisiana, Oklahoma, Texas, Colorado and New Mexico.

<http://nsrca.org/>



Editor's note....

I couldn't resist these photos of Mark Hunt's son, Matthew who was recruited to draw raffle tickets at the January meeting.....



## Interesting Web sites from Mike Rose.....



Here's a video of the week from AVweb which features independent Aviation News.....

Radio Controlled Vectored-Thrust Turbine Mig 29 (You can watch it on this "Youtube" site which features other RC video footage as well....)

[http://www.youtube.com/watch?v=sFypnPK1dPU&eurl=http://www.avweb.com/eletter/archives/avfl  
ash/1016-full.html](http://www.youtube.com/watch?v=sFypnPK1dPU&eurl=http://www.avweb.com/eletter/archives/avfl<br/>ash/1016-full.html)

You can check out more videos and news from their main website.....

<http://www.avweb.com/allvideo/>

Also another with great videos

<http://www.rcpowers.com/index.htm>



## Photos by acclaimed photographer, Richard Seaman from the Midland, Texas 2007 CAF/Fina Airshow

These are great camera shots of original warbirds of the Commemorative Air Force

[http://www.richard-seaman.com/Aircraft/AirShows/  
Midland2007/Highlights/index.html](http://www.richard-seaman.com/Aircraft/AirShows/Midland2007/Highlights/index.html)

One of the featured ones and you can ready more about

The "A 26 Spirit of Waco"

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



*"Our wing was formed in 1980 by a group of dedicated men and women who wanted to ensure that future generations of American youth would know and appreciate the sacrifices and dedication of the men and women who flew, serviced and maintained the vast allied flying armada of World War Two. We do this by education and demonstration flights at various air shows across the country in our Douglas A-26B Invader assigned to us by the Commemorative Air Force Headquarters in Midland, Texas. "Spirit of Waco" is based at Waco Regional Airport in Waco, Texas"*

## F111C Aardvark - Forced Belly Landing submitted by Paul Johnson

Below is a series of pictures of an F-111c landing without the landing gear down.  
There is also a link for the video.

<http://www.livevideo.com/video/33210312FD32426EAED3E5AC08D95D08/-f111c-ardvark-forced-be.aspx>



Here's more links if you are interested in the F111 Aardvark

<http://www.f-111.net/models/landing-gear/index.htm>

[http://en.wikipedia.org/wiki/General\\_Dynamics\\_F-111](http://en.wikipedia.org/wiki/General_Dynamics_F-111)

## Pilot Chatter.....

Submitted by Mike Rose

A C-130 was lumbering along when a cocky F-16 flashed by. The jet jockey decided to show off, so he told the C-130 pilot, 'watch this!' and promptly went into a barrel roll, immediately into the old 'Split-S', came back again inverted, followed by a steep climb. Mucho G-loads. He then finished by breaking the sound barrier just as he passed the C-130 again.

The F-16 pilot asked the C-130 pilot what he thought of that? The C-130 pilot said, 'That was impressive, but watch this!'

The C-130 droned along straight and level for a few minutes, and then the C-130 pilot came back on and said 'What did you think of that?'

Puzzled and somewhat annoyed, the F-16 pilot asked, 'What the hell did you do?' The C-130 pilot chuckled. 'I stood up, stretched my legs, went aft, got a cup of coffee and a cinnamon bun.'

**When you get older and smarter - comfort and dull is not such a bad thing.**



## Oh yes, but youth can work in your favor sometimes

submitted by Nick Marson

.....check out this 17 year old heli pilot from Switzerland who has been flying only since 2003.

Jumping from the Sportsman Class to the Masters Class this year, Lukas Riva placed 7th at the 2007 3D Masters Competition. He is surely one of the top pilots in the world. Congratulations to him!

<http://www.youtube.com:80/watch?v=vJ2Qhid1Kc4>

Here is his website <http://www.tuks.ch/index.html>

Several more videos are on the Aerospire website <http://aerospire.com/videos.html>

**Including one with fantastic 3D and also showing you his hands on radio antics**....talk about throwing the sticks around, he is almost ripping them from the transmitter !!!!!

[http://www.tuks.ch/video/lukas\\_stabio\\_PiP.wmv](http://www.tuks.ch/video/lukas_stabio_PiP.wmv)

## Cherokee 180 and DC 8 Interchange

submitted by Nick Marson

One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee.



DC- 8

Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

The Cherokee pilot, not about to let the insult go by, came back with a real zinger:

*"I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."*



Cherokee 180

## Did you return your "New Field Acquisition Survey" to Paul Johnson ???

As of January 22, less than 20 members had. A second mailing was sent at that time. Please be sure your email address is correct with me or the Club's Treasurer, Michael Meyer. "Houston.rr" no longer forwards mail and I corrected several returned ones by substituting "@comcast.net". Also some have their spam filters set to delete group emails and they are not returned to me. If you are not receiving emails from the Club, please let me know.

Thanks, Diane Marson [dgmarson@earthlink.net](mailto:dgmarson@earthlink.net)

Michael Meyer, Treasurer [mm0102@sbcglobal.net](mailto:mm0102@sbcglobal.net)

Many Thanks to the following members who contributed to this month's newsletter.....

**Paul Johnson    Nick Marson**

**Bill Murad**

**Mike Rose**

Please send your contribution to me at

[dgmarson@earthlink.net](mailto:dgmarson@earthlink.net)

**Are UAS the way of the future??.....** Submitted by Nick Marson

Ok, just what is a “UAS” ...it stands for Unmanned Aircraft System and according to the United States Defense Department their use has soared in recent years.

Here are two articles which tell the story....

<http://apnews.myway.com/article/20080101/D8TTB3O00.html> and an official government one from the

<http://www.acq.osd.mil/usd/Roadmap%20Final2.pdf>

The following are official government photos from the second article.



Photo above - Hand launches in Iraq



Photo to left—How about one of these over SPARKS field....

Bet that would rattle the neighbor's windows....

## Daredevil...Typhoon Strike Fighter Dangerously on Hercules C130's Cargo Bay.....

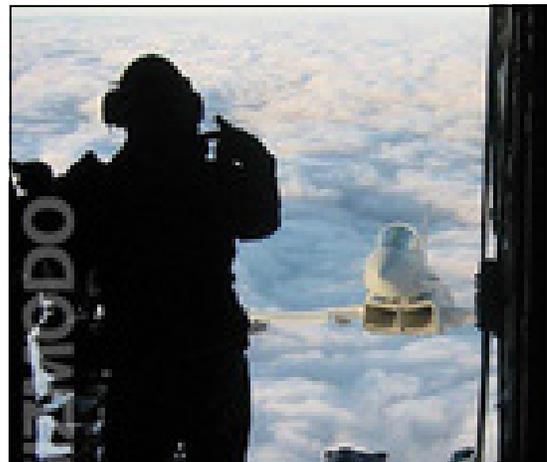
Submitted by Bill Murad

This flight image sequence was allegedly taken during the filming of a Eurofighter Typhoon from a Hercules 130 cargo bay. Apparently, the director asked the pilot over the radio to come closer and closer and closer, until the pilot got fed up and whizzed right up to the entrance of the Hercules saying: "Would you like it this close?" [Thanks Jorge Mozo]

[Update: some people are claiming this is a fake. It's not. Sure the plane didn't get inside the cargo bay, but compare the scale of the ramp and the plane in the last image. While there's an optical effect, you can see there that the Typhoon got extremely close to the Hercules tail, if only for a few seconds]

Check it out for yourself.....

<http://gizmodo.com/gadgets/daredevil/typhoon-strike-fighter-closing-dangerously-on-hercules-c130s-cargo-bay-283575.php>



Read the  
comments  
and judge  
for your-  
self...

Real or  
fake ??



## From the AMA Insider publication

From the Long Island Aero Radio Society, Bohemia, New York

### The Secrets Behind Building and Improving ARF Models

by Jim Soque



*"I would like to contribute certain ideas of how to make your ARF airplane more signature and a better built ship. More familiarity with your model will only improve your piloting skills and increase your confidence as a flier. In more than six months, I have completed the following five ARF models: Great Planes Lancair ES 60, Great Planes Cessna 182, Jim Dymond Tiger Moth 120, Seagull Models PC-9, and the Kangke Monocoupe 60. These are all well-manufactured ARF airplanes, each having been tested by countless design pilots, and manufacturer experts. I fly them all with great confidence and have the utmost respect for each of their designers and engineers.*

*The suggestions I make in this article are my own and from my own experience:*

- *Read your instruction manual from cover to cover, then read it again.*
- *Take inventory of all the parts listed in the instruction manual.*
- *Measure the engine mounts; change them if you think they are too short.*
- *Mount the engine to the engine mount with socket-head screws, washers, lock washers, and lock nuts.*
- *Use a ball-link for the carburetor pushrod link on the engine.*
- *Change the tank to one you are familiar with.*
- *If a third tube is used for fuel-filling purposes, use additional hose and a clunk.*
- *Trim the cowl with a router/sander tool, and use a vacuum cleaner with hose to vent the fiberglass dust away from you.*

*Tech. Editor's Note: Best if this is not done in an enclosed space. No one, not you or anyone in your family or your neighbors, need to breath this dust.*

- *When drilling the holes in the cowl, enlarge them using a drill bit wrapped with some 220-grit sandpaper; enlarge gradually.*
- *Attach a flexible pushrod material to pull the fuel hoses forward through the firewall.*
- *Cut the ventral vent hole three times the size of the air intake hole. This allows for maximum cooling of your engine.*
- *Measure the stabilizer tips to a center point over the cabin using an aluminum ruler and take note in centimeters, not inches. Measure twice and always use epoxy."*

*Article continued next page please.*

From the AMA Insider publication

From the Long Island Aero Radio Society, Bohemia, New York

The Secrets Behind Building and Improving ARF Models by Jim Soque

*“Tech. Editor's Note: Do not use any string, line, cloth measuring tapes, or anything flexible to measure with. If the measuring device sags or bends, support it so it is straight over its length.*

- *Level any imperfect surfaces with your eyes, then put a level on it. Take away any balsa gradually with a hobby knife.*
- *Use a 90° angle device for your vertical fin, or try a laser leveling device.*
- *If your kit comes with 2mm or 3mm hardware, switch it to 2-56 or 4-40 hardware instead.*
- *Change the supplied wheels to wheels with tread. Don't use cheap wheel collars.*
- *Use a hinge-slottting tool (I prefer electric) to widen the precut hinges on control surfaces. Use slow cyanoacrylate glue on the hinge surfaces edge, then insert the hinge.*
- *Z-bend the links for the control rods at the servo arm end.*
- *Mount your cowl with beefier screws and washers.*

*Tech. Editor's Note: Reinforce the part of the cowl where screws or bolts go through. Use a small piece of cloth soaked in epoxy and placed on the inside of the cowl or any other part that needs reinforcing. Fiberglass cloth is a good choice but any woven cloth will do.*

- *Mount your switch harness and charging jack opposite from the exhaust side of the aircraft.*
- *Use a glow-extension device for any inverted engines.*
- *Use scrap fuel line pieces to secure your clevises.*
- *Tape any servo extensions to the servos main wire for insurance.*
- *Run the antenna wire inside the fuselage and out the back whenever possible.*
- *After you finish, test run your engine, high and low end, before coming out to the field.*
- *Fully charge everything before packing it up and heading to the field.”*

***Editor's Note - When I don't have an article submitted by one of our members, I resort to reprinting articles from the AMA Insider publication...They are submitted by members of various clubs and are always very interesting and helpful....Thanks.***



## **Tips & Tricks from the AMA Insider publication**

### ***“Got fuel-soaked balsa?***

*Fuel leak from the fuel tank all over the tank compartment? If so I have the solution! First, remove the fuel tank if able. Next, try to dry as much as possible. When finished, get some regular corn starch and dump it in the compartment and leave for 24-48 hours. After that, dump out the excess (if able) or use the vacuum cleaner. You will probably have corn starch stuck on the balsa where the fuel was. Just push the tank in and take it back out and use the vacuum to get the rest out. If it is still damp reapply the corn starch for another 24 hours. Repeat as you feel necessary. Yes, there are other methods to use but I have found this one to be best.*

### ***Tip for those who have Real Flight G2***

*If you use the interface controller for real flight, take a small zip tie and secure the cord to the carrying handle that way it will relieve the stress on the wire going into the controller.*

### ***Tip for cleaning bolts***

*I saw this little tidbit on RunRyder on cleaning bolts before applying loctite to them. To do so, place the pile in a fine strainer (stainless) and sink it in a pot of boiling water and regular, not lemon, Cascade detergent for about 10 minutes. Dissolve the Cascade first. Rinse thoroughly and dry when complete. The parts are very clean when done. No further prep work is needed. This is easier on the fingers than the manual method, especially on a new model with a whole bag of screws to do.*

### ***Reinstalling the fuel tank with motor installed***

*Have you ever tried to run those pesky fuel lines through the tiny hole in the firewall while the motor is installed and you got a headache? Well here is your aspirin! If you have any old pushrods or old bent landing gear lying around, straighten them as best you can and route them through the front of the firewall to the radio compartment. Then hook your fuel lines onto the wire and pull the wire out of the firewall. Easy huh?*

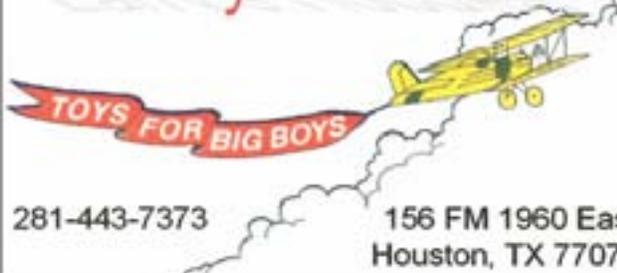
### ***Reducing glitch***

*Use shrink or silicon tubing on metal parts such as throttle and linkages to reduce minimum glitching.”*

***—all tips and tricks courtesy of Jim's RC.com***

## PLEASE SUPPORT OUR LOCAL HOBBY SHOPS

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*Don't miss the  
Weatherford Aero Modeling Society  
Spring 2008 Swap Meet & Auction!  
Friday & Saturday, March 21st & 22nd.  
The Largest Swap Meet in the Southwest!!!*

*For your convenience, here's an alphabetical  
list of Weatherford Motels:*

Best Western Santa Fe: 817-594-7401 or 1-800 528-1234  
Comfort Inn: 817-599-8683 or 1-800-228-5150  
Hampton Inn: 817-599-4800  
Holiday Inn Express: 817-599-3700  
Ramada Inn: 817-441-5443  
Super 8 Motel: 817-594-8702 or 1-800-800-8000  
Days Inn: 1-800-DAYS-INN • 817-594-3816

Visit WAMS Web Site at:  
[www.wamsrc.org](http://www.wamsrc.org)

# Weatherford Aero Modeling Society

## WAMS

### Spring 2008

### Swap Meet, & Auction

"Note Different Weekend"

#### SWAP MEET

Friday, March 21<sup>st</sup>, 5 to 9 p.m.  
(Concessions Available)

#### SWAP MEET & AUCTION

Saturday, March 22<sup>nd</sup>  
8 a.m. to 5 p.m.  
Auction at 12 noon.  
(Concessions Available)

#### HALL MIDDLE SCHOOL

Weatherford, Texas  
\$5.00 each day  
(Under 12, Free)

Table Rentals \$10.00 Each Day  
Table Reservations \$15.00 Each Day  
Contact Verne Bell for Info & Diagram

**Admission Price Includes a ticket  
for one of the two Radio Raffles!  
Additional Raffle Tickets are available!**



Remember: State & Federal Law prohibits smoking in school buildings OR on school grounds!