



Crosswinds

APRIL 2008

SPARKS WEBSITE
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GREETINGS FROM THE PRESIDENT - WALLY WARREN

So, where do we go???

Seems like things are going to come right down to the wire as far as relocating to a new field goes. The Flying Site Search Committee has been working tirelessly to find us all a new "home" based on the edict they were given from the membership through the survey we were given earlier this year.

At last months meeting we were informed that our current landlord has signed the sale papers on our land and we will almost certainly have to be gone by January, 2009. So, the search goes into HIGH gear! I want to thanks those folks on the committee (and those searching privately for us) for the continued laborious search for a new flying field.

I guess we might hope that, due to the current (and coming) state of our local and national economies, we might be able to work with the new owners and stay flying at our current site until we either find a different site, or it makes sense for them to develop the field for other uses.

We should have our new meeting place by May 01. I went by the new building that will house Valley Ranch BBQ last Sunday, but it is NOT open yet, and no one was around for me to get any info from. We will send out an all members e-mail to notify everyone of the location

of Aprils meeting. I will ask Los Cucos Mexican Restaurant (Just south of VRBBQ on 249 feeder) to accommodate us for April, if VRBBQ won't be open.

AMA news.... I am in the process of finalizing the AMA charter papers for 2008. It will be in by March 30 - as required, so that there is no lapse in coverage or other issues.

Where is everybody???. It's been kind of strange to be at the field in recent weeks - almost alone. Not long ago we were all crying about long grass and a flooded field, and now that we have blue skies and a perfect runway, the field is almost a ghost town. Get out there and enjoy this hobby - it will do you good!

I'm keeping this short so that I can attend to other matters and so that Diane can get it before the next issue is due!

Get out there and enjoy what we have with who we are, and tell your friends about this great hobby. You never know who might get hooked next.

Be safe, be friendly and be at the next meeting!

Regards,
Wally Warren

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Highlights from the March meeting.....

It was announced that our landlord, Doyle Kaye, completed the property sale and has until the end of January 2009 to vacate the land. Hopefully we can secure a new site before that time. Paul Johnson reported he has made two new contacts at Pct. 4 since his current one was leaving her job. He spoke with one of them and had a favorable feedback. He will follow up with her and report the outcome.

After further inspection, it was decided the site near Dyess Park is to close to the other sports activities there. Vic Baney spoke with the landowner on Boudreaux, Jeffery, and he wants \$1,000.00 per month for a lease. It is not an option at that price for the Club. Hopefully the Pct. 4 property near the Beltway and Cutten Road can be obtained and modified to accommodate our needs.

While Ben Schultz was mowing the field last week, he noticed several fire ant mounds and crawfish mounds. Several members complimented Ben on the excellent job of maintaining the field. Membership voted to have Ben buy the necessary supplies to treat the fire ants. Members are asked to mash down the crawfish mounds prior to flying.

Our meeting place, Valley Ranch Grill, is relocating to their new site just behind the current location. Hopefully the move will be completed before our next meeting in April.

Gift certificates to Randy's Hobbies were raffled and the meeting adjourned at 8:35 pm.



Jake Jacobson wins “Model of the Month” with his “Sea Bee 81”

Jake Jacobsen presented his “Sea Bee # 81” as model of the month. It was a belated birthday gift from his son, hence the particular number. He lightened it by almost 5 ounces by changing the prop, spinner and landing gear.

Weighing in at 5 lbs, 6 ounces, it is powered by an OSFX 46 engine and uses HiTech servos.

Editor's note: It flies really well and Jake is really smiling about his special gift.

Isn't 2.4GHz technology bullet-proof? Submitted by Alan Buckner

The new 2.4GHz technology has been a huge step forward in making our hobby safer - both for those at the field and for our planes. I have upgraded all my receivers and transmitters and have really enjoyed the advantages:

- No glitches over the pond like I used to get
- No worries about forgetting to pull out your antenna
- No danger of someone controlling your plane with the same frequency. Or vice versa.
- No worries about older transmitters that may cause noise in adjacent frequency channels.
- And quicker response times

In fact, I had developed the feeling that these things were bullet proof. I found out the hard way that this isn't true. Here's my story of a safety issue I experience last Saturday...

I had been flying my electric powered Acromaster and was going back to my table to get a fully charged battery. When I realized that my battery hadn't fully charged, yet, I decided that instead, I would pull out my EasyStar to work on a CG issue I had found the week before when my son was with me. I picked up my transmitter and realized I had left it on - oops! No big deal with 2.4 GHz, so I just changed the model and checked out the control surfaces on my EasyStar. Rudder OK, elevator OK, great. Before hand launching, I always check the throttle. When I did, to my surprise, I heard a motor behind me turn on. I looked back and found that my Acromaster had moved forward about 10 feet and crashed into the orange safety netting! On further inspection, I found that my transmitter was controlling both planes at the same time, but using my EasyStar setup.

How could this be? I thought 2.4GHz was bullet-proof? Doesn't it match up the selected model in my transmitter with each receiver? And how did I forget to unplug the battery?

When I got home, I posted the following thread to get my answer:

<http://www.rcgroups.com/forums/showthread.php?t=830968> Here's what I found. There's a nice feature in some transmitters that can match up each receiver with one & only one model selected in your transmitter. Spektrum calls theirs "Model Match", but Futaba has the same type feature. Not only does that prevent you from flying a plane with the incorrect transmitter model assignment, but it also only controls one plane at a time, thus solving my issue above. This is not verified, but here's what I'm being told do and don't have these features:

- None of the upgrade modules have this feature. They treat 2.4GHz just like PPM which will control all your receivers bound to that transmitter.
- The first generation transmitters with built-in 2.4GHz also do not have this feature. This includes the first generation Spektrum (DX6), JR, & Futabas.

Those that may have this feature are some 2nd generation Spektrums with DSM2 technology and the new high end (12+ channel) transmitters from both JR & Futaba.

Again, I wasn't able to easily verify these, so I suggest you check before buying a new transmitter. The idea is that it isn't on all models but I see it as an important safety feature.

I now understand how this happened from a technical standpoint, but why did I forget to unplug my battery in the first place? Was it pure forgetfulness? While I admit I don't have the world's best memory, I don't think that was it entirely. People usually don't forget things that they feel are really important unless they are taken for granted (like the proverbial anniversary J). I think the real root cause was that I had been slacking off from the tried & true safety procedures that I used with my FM transmitters. In the back of my mind, I believed that checking our frequency pins, ensuring I turned off the plane before the transmitter, using a stand, etc were just procedures for the sake of consistency with FM users - that it really wasn't important for 2.4GHz. I think 2.4GHz had given me a false sense of security. Lesson learned. I hope this helps prevent you from having a similar incident.

Fortunately, no person, object, or plane was damaged with my incident. But just imagine if I had my plane on a table and took off with my EasyStar, not knowing that I was actually flying my Acromaster at the same time - but in the pit area! Yikes!!

Historic Boeing 40 C - Restored to better than new... submitted by Vic Baney

This is for all the aero plane aficionados out there. It nice to see some of the old ones being restored

The below email was forwarded from friends in Spokane , whom have completed restoring the oldest (soon-to-be) flying Boeing in the World.

Boeing 40C progress:

After 8 years and 18,000 hours of toil the Boeing 40C rolled out last week end as a finished airplane. We now have to wait a few weeks for the snow to melt to fly this baby.



We received our Standard Airworthiness cert from the FAA last week and completed the engine pre oil and fuel flow tests for the 1st of the taxi tests to start when the snow melts bit. This is the snowiest winter in Spokane since 1968 !!

Factoids for the Boeing 40 project

221 gallons of dope/reducer and 120 yards of 102 ceconite fabric.



12 gallons of poly urethane paint for the sheet metal.

The wings have 33,000 individual parts in them. The airplane weights 4080 lbs empty and has a gross weight of 6075lbs.

It's 34 ft long and 13 feet tall with a wing span of 44 1/2 feet. Wing loading 10 lbs per sq ft and power loading 10 Pounds per HP. Should cruise at 115 mph at 28 GAH. And 32 GPH at 120 mph. It carries

120 gallons of fuel in three tanks.

We used 350 2" brushes and 6 gallons of West Systems epoxy. 181 rolls of paper towels.

There were a total of 62 volunteers who worked on the project to some degree and 21 volunteers who did a significant amount of work and 9 that worked continentally over many years.

More shots of the
Boeing 40C



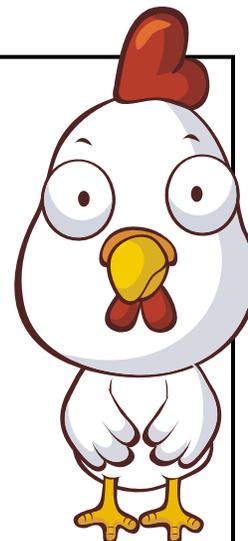
From the photo above, this is not their
only toy !!!



Sometimes it DOES take a Rocket Scientist!! (true story)

Submitted by Homer Davis

Scientists at Roll Royce built a gun specifically to launch dead chickens at the windshields of airliners and military jets, all traveling at maximum velocity. The idea was to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields. American engineers heard about the gun and were eager to test it on the windshields of their new high-speed trains. Arrangements were made and a gun was sent to the American engineers. When the gun was fired, the engineers watched in shock as the chicken hurtled out of the barrel, crashed into the shatterproof shield, smashed it to smithereens, blasted through the control console, snapped the engineer's back-rest in two and embedded itself in the back wall of the cabin. The horrified engineers sent Rolls Royce the film of the disastrous results of the experiment, along with the designs of the windshield and begged the British scientists for suggestions.



You're going to love this.....

Rolls Royce responded with a one-line memo

"Defrost the chicken."

V-22 Osprey - what a sight!! Submitted by Duane Neefe

I am glad was home today. This aircraft flew over my house at about 1500 to 2500 feet high. What a thrill to see it !!

“The Bell Boeing V-22 Osprey is the first aircraft designed from the ground up to meet the needs of the Defense Department's four U.S. armed services. The tiltrotor aircraft takes off and lands like a helicopter. Once airborne, its engine nacelles can be rotated to convert the aircraft to a turboprop airplane capable of high-speed, high-altitude flight.”



To read more, please visit the page.....photo from website

<http://www.boeing.com/rotorcrafter/military/v22/index.htm>



SCRCC Precision Aerobatics Championship

Date May 3rd & 4th

Place: Space City RC Club, Katy Texas www.spacecityrc.com

Classes 401, 402, 403, 404, 406

Entry Fee \$35 all classes

Contact:

CD Dale Dickey 281 463-8462 events@spacecityrc.com

Glen Watson 281-300-1619 ghwatson@comcast.net

Field open for practice Friday May 2nd, Sportsman class (401) permitted to fly any AMA legal airplane. FAI will fly P09 and F09 sequences. Trophies awarded 1st through 3rd place. Excellent grass runway and large covered pit area. Field has running water and electricity. RV's and overnight camping ok however no hookups are available.



For more information and directions, please see the Club website or email addresses(above) or Glen Watson's website

<http://glenwatson.blogspot.com/>



AVIATION TRUTHS submitted by Mike Rose

The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage

An old pilot is one who can remember when flying was dangerous and sex was safe

Both optimists and pessimists contribute to the society. The optimist invents the airplane, the pessimist the parachute.

Airlines have really changed, now a flight attendant can get a pilot pregnant.

If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins

Death is just nature's way of telling chopper pilots to watch your airspeed or rotor RPM

Real planes use only a single stick to fly. This is why bulldozers & helicopters, (chpooers) -- in that order -- need two."

There are only three things the copilot should ever say:

1. Nice landing, Sir.
2. I'll buy the first round.
3. I'll take the ugly one.

As a pilot, only two bad things can happen to you and one of them will.

- a. One day you will walk out to the aircraft knowing that it is your last flight.
- b. One day you will walk out to the aircraft not knowing that it is your last flight.

There are Rules and there are Laws. The Rules are made by men who think that they know better how to fly your airplane than you.

Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.

About Rules:

- a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.
- b. If you deviate from a rule, it must be a flawless performance. (e.g., If you try to fly under a bridge, don't hit the bridge).

The ideal pilot is the perfect blend of discipline and aggressiveness.

The medical profession is the natural enemy of the aviation profession.

Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over I know of no expert who has volunteered to be a passenger in a non-piloted aircraft.

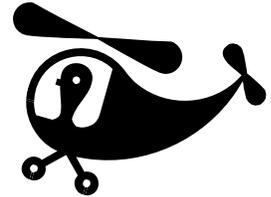
Before each flight, make sure that your bladder is empty and your fuel tanks are full!

He who demands everything that his aircraft can give him is a pilot; he that demands one iota more is a fool.

There are certain aircraft sounds that can only be heard at night, or when over water and out of glide range of land.

The aircraft limits are only there in case there is another flight by that particular aircraft. (Other wise known as respect for the next pilot.) If subsequent flights do not appear likely, there are no limits.

Flying is a great way of life for men who want to feel like boys, but not for those who still are.



More Aviation Truths, con't



Flying is a hard way to earn an easy living.

Forget all that stuff about lift, gravity, thrust and drag. An airplane flies because of money. If God had meant man to fly, He'd have given him more money.

If black boxes survive air crashes -- why don't they make the whole plane out of that stuff?

"If the Wright brothers were alive today Wilbur would have to fire Orville to reduce costs." President DELTA Airlines

In the Alaska bush I'd rather have a two hour bladder and three hours of gas than vice versa.

It's not that all airplane pilots are good-looking. Just that good-looking people seem more capable of flying airplanes.

Or so seasoned observers contend. A matter of self-confidence? No doubt, no doubt.

I've flown in both pilot seats; pilot and co-pilot, can someone tell me why the other one is always occupied by an idiot?

Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.

There are only two types of aircraft -- fighters and targets.

You define a good flight by negatives: you didn't get hijacked, you didn't crash, you didn't throw up, you weren't late, and you weren't nauseated by the food. So you're grateful.

New FAA Motto: We're not happy till you're not happy... which is taken from American Airlines' motto, "We're not happy UNLESS you're not happy!"



Thanks to our faithful members who submit articles, websites, photos and interesting stuff to our newsletter each month.

As an added incentive for submitting original articles, the contributor will receive 5 free raffle tickets at the meeting. Put your thinking cap on and get busy !!

This month our contributors are Vic Baney, Alan Buckner, Homer Davis, Lee Dillenbeck, Nick Marson, Duane Neefe, Dean Nistetter, Mike Rose and Glen Watson.

Please send your great stuff to me at dgmarson@earthlink.net

“ Dolly take off” ??????

Submitted by Lee Dillenbeck and Mike Rose

“Thought you might like to see what kind of aviation related things they do in Prince George, B.C. You have seen hundreds of float planes come and go.. .but bet you haven't seen one take off like this.

Video was taken in Prince George....got to give the pilot full marks for guts. I imagine you only get one shot at this... notice the fire truck following them... they obviously had a few doubts themselves.



Anyway, you have probably heard in 'aviation lore' about all sorts of things pilots have attempted with airplanes. Well, be prepared to witness one of them. When a floatplane is landed on the grass and taken to the hangar for maintenance, obviously it has to depart once again. Landing a floatplane on grass is easier than becoming airborne on grass.

This is where 'Dolly' comes in. Put the aircraft on a 'dolly', fire it up, tow it down the runway, and, once a certain speed is attained, push the throttle to 'Warp Factor 9', and you are airborne.

Get ready, here is how the good people at Hill Aircraft Service Ltd. in Prince George, B.C., accomplish a 'dolly take-off!' "

<http://www.youtube.com/watch?v=X1tqCquGSI>



Great Video submitted by Lee Dillenbeck

<http://www.grayeagles.org/video.htm>



Bat plane to spy for U.S. Army
March 17, 2008 8:15 AM PDT
del.icio.us Digg this

"The U.S. Army wants a 6-inch spy plane that will gather data on sights, sounds, and smells in urban combat areas.

It has given the University of Michigan's College of Engineering \$10 million and five years to help make "the bat" plane happen.

Researchers plan to equip the plane with tiny cameras for stereo vision, directional microphones, and devices that detect nuclear radiation and poisonous gas.

Like a real bat, the plane will be equipped with radar and a sensitive navigation system to find its way around at night.



University of Michigan researchers plan to develop quantum dot solar cells to double the efficiency of the current model. They also plan to miniaturize its autonomous navigation system and develop a smarter and lighter communications system than what is available with current technology.

The newly established University of Michigan Center for Objective Microelectronics and Biomimetic Advanced Technology, (Com-Bat) also involves the University of California at Berkeley and the University of New Mexico as one of four centers charged with building a different subsection of the bat plane."

Credit: Eric Maslowski, research computer specialist, University of Michigan 3D Lab

Now is the time to buy your 2.4Ghz SpeKtrum DSM radio submitted by Nick Marson

I just recently purchased a DSM DX6i for my electric planes, I also got an extra receiver, AR6100E. The radio comes with a full range receiver, but I fitted the park flyer receiver in my Mini Ultra Stick. It works very well. The radio costs \$179.99 and the extra receiver is \$49.99.

OK so now I am trapped into getting more receivers. The first purchase came from Larry's. I then bought another receiver, AR6100, from Randy's to put in my Brio. I noticed that I had been getting a couple of radio hits on the Brio on 72Mhz. This was probably metal to metal or maybe noise from the speed controller.

When I got home I checked on the Horizon web site that the new receiver is compatible with the DX6i.

I got the surprise of my life, on their web site its states:



Click I did! Its even better than that, if you purchased a DSM radio, between Feb 15th and April 30th, together with a spare receiver, then Horizon will give you another receiver. It gets better, if you purchase 2 spare receivers they will then give you 2 receivers!

Here is the website for more info.....

<http://www.horizonhobby.com/Products/Default.aspx?ProdID=SPMAR6100E>

My Latest.....generation # 4

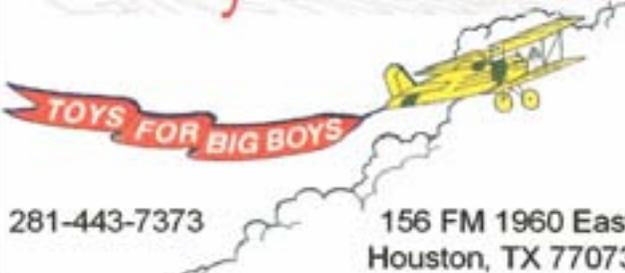
submitted by Dean Nisteter

- 42% Extra 300 Mid wing
 - Wing Span - Originally 121" clipped to 118"
 - Length - 114"
 - Wing Area - Approximately 2650 Sq. In.
 - Flying Weight - Slightly under 38 lbs
 - Motor - DA150
 - Muffler System - MTW headers with KS canisters
 - Radio - Futaba 12MZ with 14 channel synthesized PCM 2048 receiver
 - Prop - 3 Blade Mejzlik 28.5x12
 - Batteries - 2 Lithium Ion at 5200 mAh each, 1 Lithium Ion 2600 mAh
 - Power Distribution - 14 channel Smart-Fly Power Expander, 1 fan cooled turbo regulator, 1 HD regulator
 - 8 Hitec 5955 Digital servos, 1 Hitec 5945 digital servo, 1 Hitec 5245 digital servo
 - Construction - Balsa, light ply, foam, carbon fiber
 - Required about 9 rolls of Monokote
- Control surfaces all built to be removable using a total of 48 hinges



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