



# Crosswinds

JUNE 2008

## NEWS AND NAGS

Fellow SPARKS members,

Our President, Wally Warren is traveling on business and asked that another officer fill this column for June. I sort of got elected.

The field is in awesome shape in case you haven't gotten out lately. Our member, Ben Schultz, is really keeping it manicured.

The field search committee of Paul Johnson, Mark Hunt, Alan Buckner and Vic Baney with the help of Jim Sheffield have been diligent in the pursuit of securing a new location for all of us members.

You may have seen the articles and photos in local newspapers. Packets of information have also been mailed to local land owners.

**The Committee will have very important news to report at the June 4th meeting.**

Usually there are the same 20 or so members who regularly attend. The evening is always fun and informative.

It's also a chance to get to know one another better.

**Please save the date and attend.**

Ok, while I'm on my soap box for a moment.....

When Nick and I were looking for a Club in 2002, the friendliness of several members on our first visit, convinced us that SPARKS was the best one to join.

Let's continue that atmosphere by introducing ourselves and welcoming new members and visitors to the field. If you see an unfamiliar face, please take a moment to say hi. Remember you were that new person once.

It's summer, and the heat and humidity are here.

Please take sunscreen to the field and use it.....Also remember to pack some cold water.

You don't usually get nagged in this column, but this is my chance to remind everyone to stay safe in the heat and have fun flying.

See you at the field and most importantly, the meeting.

Diane Marson

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## HIGHLIGHTS OF THE MAY MEETING

Dean Nistetter conducted a PowerPoint presentation detailing IMAC competition which stands for International Miniature Aerobatic Club. The work "miniature" refers to the fact that an IMAC plane is a replica of an actual full scale aerobatic plane which is known to have competed in International Aerobatic Club competition. There are 6 divisions in the US.

Everyone enjoyed two videos of renowned pilots in the Unlimited Freestyle class.

**Editor's note** - *Dean has won many competitions in the IIMAC Intermediate Class and is currently leading the field for 2008 in the South Central Division. Sorry Dean, I just had to brag on you, because we would never hear it from you.*



*Above and below are photos of Dean's 42% Extra 300 Mid Wing. For more details and photos, please see the April 2008 Crosswinds issue.*



**ADDITIONAL MEETING NOTES** - Twenty three members have renewed membership thus far. We have two new members, **Ron Stuckey and Joel Swanson**.

Paul Johnson of the new Field Committee, reported that Elan Development Co, who purchased our existing site, will assume control of the land as of Feb. 1, 2009. Recently two articles about our field search have appeared in local papers, The Potpourri and Tribune. One is also to appear in the Spring/Tomball neighborhood section of the Houston Chronicle soon.

Our meeting place, Valley Ranch Grill, is in their new building (same location) and it is truly beautiful... and most important, the food is just as great as always.



## IS SEEING BELIEVING??

SUBMITTED BY JAMES LORD

Check out LiveLeak.com - Helicopter Hovers but Blades are Still [or are they?] Be sure you watch for the explanation at the end of the clip.

[http://www.liveleak.com:80/view?i=d00\\_1186605013](http://www.liveleak.com:80/view?i=d00_1186605013)

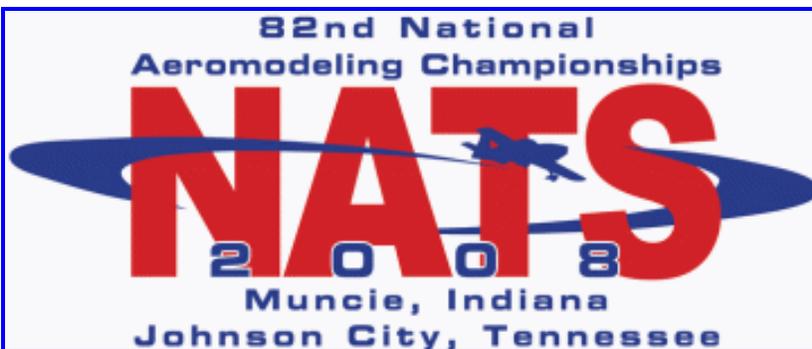
### **Keep Your Parts in Place** *Reprinted from the May 2008 AMA Insider publication*

*Ever had the prop nut, washer, and propeller fly off while airborne? Ever heard that sickening “crack!” when you touch the starter to the engine and then spend the next hour looking for the prop nut in the tall weeds? Well, try this solution:*

*Put an o-ring on the end of the engine crank shaft after you get everything secured. It may keep the prop nut from spinning all the way off next time your engine decides to be cantankerous.*

*By the way, I hope you have been around long enough to know that propellers, especially the wooden kind, compress after being subjected to tightening down of the prop nut. That’s why you see so many coming loose early Saturday morning at the field. What was tight for the last flight on Sunday ain’t tight a week later. Check ‘em!*

*—From the Beachmasters R/C Club, Ocean Park, West Virginia*



The 82nd annual National Aeromodeling Championships (Nats) begins with Indoor FF in Johnson City, Tennessee, May 28th, 2008. The Outdoor Nats quickly follow beginning July 7th, 2008, at the International Aeromodeling Center in Muncie, Indiana.

Here is the AMA website for more info on the schedule.

<http://www.modelaircraft.org/events/nats/Calendar/wc072008.htm>

# PATTERN CONTEST AT SPACE CITY MAY 4TH

SUBMITTED BY NICK MARSON

Several SPARKS members competed at the SCRCC Precision Aerobatics Championship competition held at Space City R/C field in Katy on May 3rd and 4th. Glen Watson was the Contest Director and did not compete.

Despite very windy conditions, our guys placed very well. Results for SPARKS members -

- Sportsman's Class - Pep Peperone - first.
- Advanced - Richard Lewis - second; Jim Sheffield - third and Luis Rodriguez - fourth
- Masters - Mark Hunt - first and Don Ramsey - second

You can find news and results on Don Ramsey's website

<http://pages.suddenlink.net/donramsey/>



Fun Day for all



The most awesome bird of all was Saturday's lunch !!!!!



## **ON THE SAFE SIDE**    Reprinted from the AMA Insider May, 2008 publication **From the Temple Aero Modeler's Newsletter, Temple, Texas**

### ***P r o p e l l e r      S e n s e***

*Never use or try to repair a damaged propeller. You may get by with it a time or two, but is the cost of a propeller worth risking injury to yourself or a friend?*

*If the propeller is visibly damaged, then whatever force did that could also have caused other damage that remains invisible to the naked eye. So, please when you have a damaged propeller, either use it strictly for static display purposes only, or better yet, break it clean in half before discarding to keep anyone else from using it.*

*Don't even think about using it as a back-up spare.*

*There are some solid black propellers on the market, which become invisible to the naked eye once they're spinning. This is a dangerous hazard which can be remedied by simply painting the propeller tips with a bright color. You can even use the paint to help balance the propeller.*

*You do balance your propellers don't you?*

### ***Why bother balancing a propeller?***

*It won't hurt the engine any. This may be true, but the vibration and shaking caused by an out-of-balance propeller tends to loosen nuts, bolts, and screws, both on your engine and throughout the model. Here again, it's a simple matter of spending five to ten minutes to balance a propeller, or risk spending ten hours or more repairing or rebuilding your model. Just consider the few minutes that it takes as a sort of insurance.*

*When installing a propeller, always use a hard metal washer that's flat on the surface facing the propeller, in between the propeller and the propeller nut. This washer should be larger than the propeller nut too. The washer is there to give additional sur-*

*face area to be tightened against. The smaller the washer area, the greater the chance of the propeller being crushed under the pressure of the tightened propeller nut.*

*When the propeller is crushed at the hub, it can be damaged to the point of being dangerous to use or it can become loose to such an extent that it becomes dangerous. This "crushing" action is also why it is important to recheck the tightness of the propeller nut every so often, especially with new wood propellers. In most cases, the propeller washer supplied with the engine is adequate, so don't use anything smaller. But again, never tighten the propeller nut directly against the propeller itself. You need more surface area to secure the propeller safely, plus there's a good chance that the action of twisting the nut tightly into place will tear into the propeller hub.*

### **Propeller Markings**

Nearly all propellers have some sort of identification marked on them, be it brand name, propeller size, something else, or all of the above. In addition to noting the size of the propeller, the marking also denotes the front of the propeller, and the front of the propeller always faces toward the front of the airplane. Don't make the mistake of installing a propeller backwards. You'll probably get lots of RPM from the engine, but very little thrust from the propeller.

Propeller sizes are almost always marked with at least two numbers such as 10x6. Sometimes there will be three numbers, such as 10x6-12. The first number represents the length of the propeller, or the diameter of the "disk" formed by the spinning propeller. Propellers are usually pretty accurately marked when it comes to their length/diameter.

***Please see next page***

## **On the Safe Side**    *con't*

*The second number represents the pitch of the propeller, which is theoretically the distance the propeller moves forward in one complete revolution, disregarding slippage. One might think at first that the angle of the blade would be constant from hub to tip for a constant pitch propeller (one having the same pitch all along its length), but it isn't so. Remember, the farther out from the hub a given point on the propeller is, the farther it travels to complete one revolution. So, the farther out from the hub a given point is on a constant pitch propeller, the smaller its angle will be.*

*When a propeller has a third number, such as the example of 14x6-12, it means that the pitch progresses from 6 inches near the hub, to 12 inches near the tip. This is called a progressive pitch propeller, and in this case, the angle of the blade might actually be constant from hub to tip, since the progressive pitch has more pitch near the tip than at the hub. Progressive pitch propellers, however, are commonly seen only in sizes appropriated for 1.20 size engines and larger. And, as far as I know, the verdict isn't in yet on whether they have any advantages over*

*constant pitch propellers.*

*Some manufacturers of propellers are very precise. There are propellers marked with their pitch out to the second decimal point, as in 8x3.8. Don't mistake this "second number" as described above. In this example, the second number is a fraction of the first, and has in fact a pitch of 3.8.*

*Regretfully, the number shown on the propeller representing the pitch is not universally accurate. Some manufacturers are very good in this aspect, while others are downright terrible. In a series of tests conducted by R/C Report, it was found that in most cases, propellers have less true pitch than indicated by their markings.*

*Not all propellers are created equal. Much of the variations in the way they perform have to do with their shape, airfoils, and the material it's made from. If you're tweaking every last bit of power out of your engine, it's worth experimenting and finding the propeller that works best for your engine/airplane application.*

*Play it safe, and keep your propellers clean, tight, and balanced.*



**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, Lee Dillenbeck, Richard Lewis, James Lord and Nick Marson**

**Please send your great stuff to me at [dgmarson@earthlink.net](mailto:dgmarson@earthlink.net)**

## OUT AT THE FIELD....

Lots of activity at the field on Saturday, the 17th. **Lee Dillenbeck** and **Richard Lewis** had new craft ready for their maiden flights.

*Photos to right and below* - Lee with his Yak 54. Please see page 10 and 11 for details of the craft and modifications he made.



*Photos below* - These photos show Richard Lewis with his new Aires, a Pattern craft. Please see page 8 and 9 for more details.



More fun, great planes, good luck, and reunions.....

Photos below - **Wally Warren** was out with two of his electric craft..



Photo below - **A reunion of two Aries**.....Both craft are currently owned by a "Richard" . Left one by Richard "Dick" Jones and the right one by Richard Lewis. Left one was formerly owned by Richard Lewis and before that, Jim Sheffield. It has nine lives and is still flying great', thus a reunion.... Please see pages 6, 8 & 9 for more about the right one.



Photo to far right - **Another reunion**.....Nick Marson taught his son Dan, to fly about 15 years ago. But soon their interest turned to R/C cars and it has been many years since Dan took to the air instead of the track. But on a recent visit to Houston, Dan and Nick were at the field with Dan back on the sticks and flying again.....

Photo to upper right - **This is Vic Baney's Christen Eagle II**. The kit was from Sky Shark models and is an excellent ARF. Although it is an ARF, it still took me about 40 hours to complete the model with some extensive modifications I made to the airframe to make it look more like the real full size plane. This model powered by a Saito 300 twin cylinder engine using CH Electronic ignition and a Cline pressurize fuel system for reliability. I have been flying this model for about 2 1/2 years with great success! The radio system is by JR radio and uses all JR digital servos.



Photos right and below - **Marcelo Ayala** had a very lucky "landing", nearly but not in the pond. Thankfully, the ground was soft and the prop was not even broken. Just needed cleaning and some minor repairs. Whew !



## MY NEW ARIES AND A TRIBUTE TO MY MOM

SUBMITTED BY RICHARD LEWIS

This is my new Aeroslave Aries .....

([www.aeroslave.com](http://www.aeroslave.com)). The plane was built over the last year or so and I decided to do the theme as a tribute to my mother. She was diagnosed with ovarian cancer in 2003 and has battled for the last five years to survive. As a survivor, she has become a staunch advocate, promoting awareness of this deadly disease. Important information about the disease can be found at [www.ovariancancer.org](http://www.ovariancancer.org). Below is some text copied from the web site with information about the disease:



*"From OvarianCancer.org:*

*"Historically ovarian cancer was called the "silent killer" because symptoms were not thought to develop until the chance of cure was poor. However, recent studies have shown this term is untrue and that the following symptoms are much more likely to occur in women with ovarian cancer than women in the general population. These symptoms include:*

- *Bloating*
- *Pelvic or abdominal pain*
- *Difficulty eating or feeling full quickly*
- *Urinary symptoms (urgency or frequency)*

*Women with ovarian cancer report that symptoms are persistent and represent a change from normal for their bodies. The frequency and/or number of such symptoms are key factors in the diagnosis of ovarian cancer. Several studies show that even early stage ovarian cancer can produce these symptoms.*

*Women who have these symptoms almost daily for more than a few weeks should see their doctor, preferably a gynecologist. Prompt medical evaluation may lead to detection at the earliest possible stage of the disease. Early stage diagnosis is associated with an improved prognosis."*

Now on to the airplane...The plane is a 2 meter Pattern design with all carbon fiber fuselage with sheeted foam wing and tail surfaces. The fuselage is painted with PPG paints (Thanks Jim Sheffield for the painting services). The rest is Monokote. Graphics are custom cut vinyl done by a local sign shop (RR Sign Co.). Power is supplied by a YS160DZ engine. Radio is JR components. The weight of the airplane without fuel is 9 lbs, 10 oz.

**Please see more next page**

## My new Aires and a tribute to my Mom, con't.

I was able to present the plane to my mother on Mother's Day as a surprise. She was elated to say the least. The maiden flight was the following Saturday, May 17. The flight was uneventful and the plane flies as good as any that I have encountered. I am looking forward to competing with it the rest of the Pattern season and I also planning to compete with it at the AMA Nats.



**Editor's note** - Guys, please remind your wives and moms to have regular checkups.

## From the Windom Eagles Model Airplane Club, Windom, Minnesota

Reprinted from the May 2008 AMA Insider "The Know-It-All Modeler"

*A very knowledgeable modeler with a know-it-all arrogant attitude challenged club members that he could answer any model related questions. For a small \$5 bet, he would go around and ask each member to ask one question. If he answered wrong, he would lose the bet. True to his words, he could answer all questions until finally no modelers would take up the challenge.*

*Always on the lookout for a new victim, one day the arrogant modeler came across a new novice member. "I challenge you that we will take a turn to ask model-related questions," said the modeler. "But because you are a novice, if I can't answer your question, I'll pay you \$100 dollars. But if you can't answer my question, you'll pay me \$5." The novice just wanted to get on with his flying and refused the bet. However, after repetitive, annoying words from the arrogant modeler, the novice just wanted him off his back so he accepted the bet.*

*The novice asked his question first: "What airplane has five wings, three tails, and one aileron, fitted with only an O.S. 28 and can go up to 250 km/h?"*

*After a long thought, the arrogant modeler concluded for the first time, he did not know the answer and paid the novice \$100.*

*"So what's the airplane called?" asked the arrogant modeler.*

*"I don't know," said the novice. He handed over the \$5 and pocketed the remaining \$95 for himself. Then he got on with his flying!*

## MODS TO THE YAK

submitted by Lee Dillenbeck

These are some pictures taken yesterday at the SPARKS field of my new Goldberg 77" YAK 54 with a SAITO 2.20 four stroke single cylinder engine in it.

I am using my Futaba Super Seven radio with FM Futaba receiver and a mix of Futaba servos. The plane weighs 13.75 lbs and I am using Riches brew 20-20 (20% Nitro and 20% all synthetic oil) fuel in it.



I use a Sanyo 1650 mah 6 volt nickel metal hydride receiver pack in the plane.



They also include some shots of modifications I made to the front

on the cowl. Since there is no way to make an exit opening 2 or 3 times larger than the whole open front



of the cowl I installed a big baffle in the front of the radial cowl to prevent large volumes of air from entering the cowl and becoming static. As you can see in the pictures our club secretary took of the front of the plane, I only made an opening in the baffle directly in front of the engine cylinder.

This serves two purposes. As previously mentioned, it keeps large volumes of "useless" air (air not flowing over the hot engine) from entering the cowl, and casing air inside the cowl to become stagnant. Second, it provides a higher velocity cool airflow over just the engine cylinder. However, I still had a problem. The big Saito 2.20 is so "tall" that the cylinder head resides behind the "lip" of the big radial cowl, which effectively blocks airflow over the hottest part of the engine.

To solve this problem, I used the hollow cowl "ring" (formed when I glued the flat baffle to the inside nose of the cowl) as a pressurized air duct to supply cool air across the head of the engine. I did this by cutting air inlets around the front of the cowl just in front of the baffle (visible in the pictures), and one larger air inlet in the cowl lip in front of the cylinder head.

Not visible in the pictures is a small cut away of the baffle inside the cowl at the bottom of the cowl, just in front of the cylinder head. This small cutaway, opens up the back side of the cowl lip air duct such that all air "compressed" into it by the rotating prop into the front openings, will exit along the inside bottom of the cowl and flow directly across the cylinder head.

In this way, I did not have to open up the cowl under the cylinder head and try to build some sort of non-scale air scoop. ***Please see next page for more***

## Mods to the Yak, con't.

Given the relatively small total cooling air intake area with this setup, it was no problem cutting a cooling air exit hole in the bottom rear of the cowl that was about 3 times larger than the inlet openings. The large Saito stock muffler also points down through this single cooling exit.

Though always nervous about test flights, the Goldberg Yaks test flight was basically uneventful up to the landing. I only needed a few clicks of down elevator trim to have it flying straight and level. I found the plane to be extremely stable and mild-mannered in all axis. My only excitement came when I pulled the plane vertical and attempted to do a stall turn. I had the idle trim set too low and

managed to kill the engine. Luckily the YAK glides fine and my first (dead stick!) landing with the plane was no sweat. Subsequent flights with the idle set a bit higher were great!

I have to admit that having seen some Saito 1.80's that produced serious vibration levels out at our field, I was a bit concerned about how much "shaking" the bigger 2.20 was going to do. Thankfully, I can now say that the big Saito single is truly one smooth engine. At idle, it is so smooth that it really produces very little shaking in the airframe at all. Even at full power, the vibration level is pleasantly low! On top of that, for it's size and power, it is very quiet as well.

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