

Newsletter for the Spring Area Radio Kontrol Society



Crosswinds



MESSAGE FROM PRESIDENT WALLY WARREN

Wow, what a month! It has been great because, although I haven't HAD much extra time, I have MADE some time to enjoy this great hobby that we share. I have actually flown most of the weekends and even a couple of evenings in the past few weeks. Gotta love it!

The highlight of the month though, was when several of our club members had a special opportunity on July 11 to "entertain" a HUGE crowd of law enforcement agents and their families at a park on the south end of Lake Houston. We were contacted by one of the chairpersons of a group that supports these officers and their families asking if we might bring some airplanes out to show to the gathering on a Friday morning. At the July meeting I asked the membership if they might be interested in participating and several members were willing to join me.

On the appointed day, members Jake Jacobsen, Vic Baney, Doug Marshall and I, along with Guests Stuart and Logan Rush, were able to turn out and put up the pop-up shades to interact with over 500 folks with our airplanes and helicopters. Vic was able to have a sign shop whip out a REALLY nice 8' long SPARKS banner to display at this (and ANY other!) function. Thanks Vic!

Jake brought his "Cardboard Wonder" complete with custom signboard. Vic brought the new Jenny. Stuart and his son Logan joined in with several electrics. I had a few small electric planes and Doug had a fleet of electric heli's for display and demo.

Jake and Vic were kind enough to "hold the fort" while the other four of us went across the street for some flying demos. The crowd seemed VERY interested in what we did and not ONE person screamed about having those "dangerous little toys" flying around!

I have to say that Vic and Jake were OUTSTANDING ambassadors for our club. They seemed to sincerely enjoy answering the numerous questions posed by inquisitive minds, both adult and child alike.

Doug was simply amazing with the heli demo's that he put on. He got SO slammed with questions that he almost missed out on lunch!

I would like to send a public note of thanks and deep gratitude to Jake Jacobsen, Vic Baney, Doug Marshall and those Rush boys for coming out and helping to show the general public what a great group we have. We were able to help put on a great show that was pretty last minute and "hush-hush" due to it being a law enforcement function.

It's times like these that make it FUN to be a modeler!

On some other notes.....

We have several of our folks off at the Nats this last week in July and I want to wish them well.

Message con't next page

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Message from the President - con't.

I have met a couple of our new members – and even a couple of “prospects” this past month. Welcome, we are GLAD to have you!

So, as we head into those dog days of summer, if it's too hot to fly, have a building session! Since our Northern neighbors have to take the winter off, we can pretend to have a “building season” too. Of course, my 190 degree garage isn't the most comfortable to build in, but it beats a 5 degree one any day.

The August meeting is Wednesday the 6th. Be there with your Model-of-the-Month entries – it's worth a raffle ticket just to show it off.... Be careful while you fly, make a friend – and let's keep moving this great group FORWARD!

See you at the field, Wally Warren

Scenes from the Picnic on July 11 near Lake Houston mentioned in Wally's message

Photos submitted by Wally Warren



**Thanks Guys,
we appreciate
your time and
efforts to
represent
SPARKS !!**



July saw several maiden flights of all types and size craft, this issue reviews four of them...

Vic Baney's "Jenny" whose history and building saga were featured in an earlier issue flew on July 20th. Submitted by Vic Baney

The maiden flight was rather exciting first take off. Have no experience with this type of model and I had my hands full on the initial take off.

After carefully checking all controls and balance it was time to start the engine and take off. The initial taxi present no problem other than having to apply slight down elevator to raise the tail, apply rudder and allow the Jenny to turn accordingly (the tail skid is not movable!) I applied full throttle and after a take off roll of about 75 feet, the Jenny broke ground and headed toward the sky at about 45 degree angle, ready to stall in the next moment! Quickly I shoved the elevator control to full down to attempt to regain some sort of stable flight. This was only a temporary fix to the problem. The Jenny wanted to climb steeply as soon as I released the down elevator command.

The next option was to try to get back to the runway and land ASAP! I quickly learned that aileron control only banked the Jenny and had very little effect on turning. Rudder and aileron have to be used! So, along with trying to maintain some sort of flight using rudder, aileron, down elevator and throttle simultaneously I managed to land without damage.

To make a long story short, I found out the Jenny fly's like the real full size version. If you want to climb you increase throttle, to descend you decrease throttle and use coordinated aileron with rudder to turn. After this short flying lesson, I can say I really enjoy flying the Curtiss Jenny and as of this writing I have 6 flights logged. I expect many more.

As an added note, I want to include a couple of paragraphs from Proctor Model web site which reflects some my experience and thoughts.

"Once your Jenny is finished, you will continue to appreciate the design. There is nothing so frustrating as to transport a 7-foot biplane and spending an hour at the flying field rigging your model. For that reason, the Jenny was designed so each side's top and bottom wing panels attach to the fuselage together, fully rigged. Insert the wing pins, connect the aileron cables and you're flying -- and flying like you have never experienced. The Jenny's light wing loading insures those slow, stable flight characteristics necessary for authentic scale flight.

Proctor's Curtiss Jenny will take you back to a time many thought lost. Barnstorming has never been so much fun. All you need to add is the Castor Oil !"

As for some of the technical details of the model, they are:

Kit, Proctor models "Curtiss Jenny"

Wing span 87.25 inches

Fuselage length 54.65 inches

Weight 10.5 Lbs

Engine, Laser 70 four stroke

Propeller, APC 14 X 4 turning @ 9400 rpm,

Cline pressure regulated fuel system

Nelson hobby intelligent glow driver

Radio system: Four JR servos and receiver

Covering: Super Coverite, Antique Ivory.

Paint: Nelson hobby water based polyurethane



**Thanks to
Wally Warren for the great
photos.**





The Miracle 900 – Entering the E-age by Rod Kuntz

Some time ago I purchased a bunch of airplane stuff from a guy who was getting out of the hobby. After selling it off, I found myself with a small foam electric plane that no one seemed interested in. It was complete and ready to fly (except for receiver & battery) so I decided to try my hand at electrics. Son Roderick actually took it up first time and after 30 seconds, it seemed to lose power and he landed.

The ESC was really hot and we suspected it was too small for the motor (it was a 16A ESC). However a voltage meter between the ESC and motor confirmed the motor was drawing only 16 amps. Checking carefully I then discovered the motor shaft was bent slightly. Oh well, back on the rack it went.

This then started the search for a replacement e-motor. On my favorite website (eBay) I found an auction from an online retailer in Hong Kong with what looked like the right size motor. I bought a brushless outrunner and 30A ESC with all connections for \$50 shipped to my home. (Oh, also bought a 2200 mAh 30C LiPo for less than \$30 delivered).

Got it back together and have made numerous flights with it. It really is a lot of fun, slow flying, but extremely aerobatic, easy to fly and you don't need a lot of space.

The Miracle 900 is a full foam plane with a 30" wingspan. With the battery on board it weighs right at 22 oz. The motor is an RC Smart 1280 brushless outrunner turning a 11x7" E-thin APC prop. A 2200 mAh LiPo will give me at least 10 minutes of flight (or sometimes fright) time. Three Hitec HS-55 micro servos run the controls.

All in all, a lot of fun for not much \$\$.

Editor's note - on Saturday, July 19th, there were three planes maiden. All are reviewed and shown in this issue.

Rod Kuntz had two, the eFlite Edge 540 and The Miracle 900. The Miracle is above, and I'll let you him tell you about the Edge on page 5.....

On page 6, we have Chris Fredona with his Kougar and it's an interesting story behind it's maiden flight as well. All's well that ends well.

eFlite Edge 540 submitted by Rod Kuntz

Oh boy, another electric plane....

eFlite's Edge 540 is 37.25" wingspan with right at 300 sq.in. wing area. Fully loaded with battery it weighs 26 oz. I have a Cermark 2820-1020 brushless outrunner motor with an 11x7 APC prop. The motor puts out 215 watts and with this prop right at 35 oz thrust, giving the plane fantastic performance. Servos are all Hitec HS-55 micros, and I have a Jeti 16A ESC with a Spektrum AR6000 micro receiver.

Maiden flight was Saturday, July 19. After a few laps to trim it out the plane flew great. Point and go and extremely aerobatic.

Unfortunately, on the second flight the little beauty had an unfortunate encounter with mother earth and suffered some severe damage. I now understand what Bill Murad meant with he told me that the little e-planes don't do well in crashes and can't take much abuse.

This little disaster was caused by an unexpected fluctuation of the crude oil prices that day...No, it was a radio glitch...No, it was good old pilot error!!

I was doing something to aggressive too soon with a plane I was not quite comfortable with yet. I had flown down the runway going really slow to get a feel for low speed handling (in anticipation of some really cool 3D maneuvers) and had intended to go around then and land. I was about 10 feet off the deck and made a right hand turn (was heading south). As a bit more speed came off due to the turn I neglected to add throttle and suddenly the nose dropped into the turn, and before my brain connected with the thumbs it was on the ground; right wingtip, nose (Ouch...motor mount shears off), left wingtip (another ouch). Pretty ugly.

Anyway, it won't appear at the August meeting for model of the month and I am currently inspecting the fuselage to see if it will repair properly to fly in a straight line. I would get another just like it but seems they have discontinued it. The only positive thing I can see about crashing these electrics are they are a lot cheaper to crash than the glow plane



Want to see some very strange and unusual

aircraft ????? Submitted by Homer Davis

Check out this website....you'll wonder how some ever flew !!

www.rcmb.org/unusual_aircraft.pps



Sig Kougar Flys at Last

Submitted by Chris Fredona

Statistics:

Wing Span	50"
Wing Area	540 Sq In
Length	45.5"
Airfoil	Fully Symmetrical
Weight	5 lb 15 Oz
Wing Loading	25.3 oz/sq ft
Engine	OS 45 FSR
Servos	4 – JR 537's



This Kougar kit was purchased in the early 80's and has remained in my attic over the years I flew full scale aircraft instead of RC. Last year when I began the design of my annular wing airplane, I decided to build the Kougar in parallel as a refresher in model building, since my other recent aircraft have been ARF's.

The Kougar has a sheeted foam wing and typical built up fuselage box construction so assembly was straightforward with no real surprises. After assembling the wing and fuselage, I covered them in 0.75 Oz fiberglass as practice for the annular wing and fuselage which were fiberglass over foam construction.

Since completion was scheduled for the 4th of July, the aircraft was painted red, white and blue using Ultracote spray paint. Blue and red stars were applied as decals.

Flying was great, in just two short flights, I was able to master the zero altitude, stall turn with the Kougar!

On the first take off roll, the Kougar gained speed, popped from the ground and immediately rolled over on one wing tip and hit the ground, cleanly breaking off the firewall, engine, propeller and cowling. After repairing the aircraft, a second attempt was made to take off some weeks later. The results and damage were almost identical to the first attempt. Somewhat disheartened, the wreckage was taken home for another rebuild.

In the meantime, there was speculation among those that witnessed the crashes as to the cause of the rollover including warps, misalignments, negative angles of attack due to low front wheel, etc, but general agreement that the Kougar was leaving the ground prematurely and starting a stall/spin scenario. A longer taxi run and slower climb out was suggested and planned for the next attempt.

During the rebuild, it was also discovered that the aileron torque rods were catching on the throttle servo arm, if the combination of positions were correct – typically at high or full throttle, which was interfering with aileron movement and ability to keep the wings level on take off. This situation was difficult to find since it only occurred when the wing was on and locked down. The interference was corrected by lowering the throttle servo in the fuselage.

July 19th, the third attempt – The throttle was opened and the aircraft allowed to taxi across almost the field until it lifted off in a gentle climb. Once out of the pattern, some down and right trim was needed for hands off flight. Once trimmed, the Kougar flew very well and landed easily.

As they say, the third times the charm!





It's summer and championship contest time.

Duane Neefe sent this great website with photos and videos of recent competition in all areas of flight.

Since he is a "heli guy", I have included some photos from the heli competition



Here is the mainly heli link: <http://www.runryder.com:80/helicopter/rrTV-Photo/contest/XFC2008/>

And here is the main page with tons of videos and photos of all types of craft:

<http://futabarc.com/xfc-rc/>



First photos and news from the AMA Nats held in Muncie July 21 - 25, 2008



Reprinted from the July 25th issue of NATS News - Richard Lewis and the article about his plane to right.

Reprinted from the July 25th issue of NATS News - Luis Rodriguez and the article about his plane below.

Luis Rodriguez won the Craftsmanship award for 2008. The pictures you see of his spectacular Pentathalon don't do the airplane credit. Every part of the airplane is made from balsa; there is no composite material anywhere on the airframe except for the landing gear. This is a scratch-built airplane from balsa and foam.

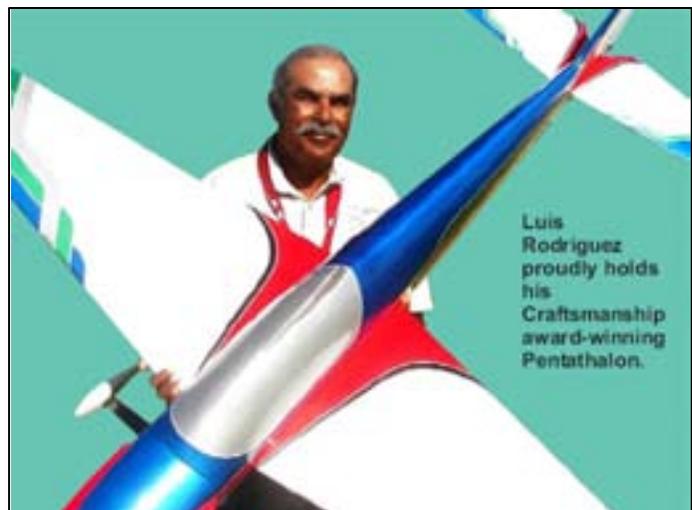
The airplane is totally painted. There is no MonoKote on the wings, tails, etc. Luis built this airplane in just three months. Great job, Luis, and if you get any free time look outside your door, I think they are lining up for you to custom-build something for them.

Submitted by Nick Marson as taken from the AMA NATS News website
<http://www.modelaircraft.org/events/nats/natsnews.aspx>

airplane, but with quite a different story. Richard Lewis's mom was diagnosed with ovarian cancer in 2004. Richard's Aeroslave Aries is dedicated to her and her battle with ovarian cancer.

The airplane is beautifully detailed with several messages making us aware of ovarian cancer, even the color of the airplane—teal, the official color for ovarian cancer—makes us more aware. Most of us have all sorts of decals and other artwork on our airplanes, but this one catches you off guard.

Richard dedicated this airplane to his mom, Susie, on Mother's Day this year. Susie has had more than 55 chemo treatments and three surgeries. Check out the pictures of this airplane and before we put on the next Futaba, JR, Airtronics, YS, or other details on our airplanes think again. Richard you can be sure of our prayers and support for your mom.



**SPARKS was well represented at the
AMA Nats in the
Aerobatics competition.**

- Charlie Barrera
- Mark Hunt
- Richard Lewis
- Don Ramsey
- Luis Rodriguez
- Jim Sheffield
- Glen Watson

and former SPARKS member Brett Wickizer

Congrats to all who competed. It's probably every RC modeler's dream to either compete in and/or attend the Nats....



All the Masters winners.

Two SPARKS members in Masters finals

Photo above:

Glen Watson placed second and Mark Hunt was 6th. {Mark (in white, center of the photo) and Glen on the end in Futuba orange.}

FAI Finals

- | | |
|------|------------------|
| 1st. | Jason Schulman |
| 2nd | Andrew Jesky |
| 3rd. | Brett Wickizer |
| 4th | Quique Somenzini |
| 5th | Chip Hyde |
| 6th | Sean McMurty |
| 7th | Chad Northeast |
| 8th | Troy Newman |



Photo left: Mike Hester presents Luis Rodriguez with the Craftsman Trophy for 2008



Photo above: Brett Wickizer receives his award as the 3rd place winner in FAI and will be a member of the 2009 US World Championships Team.



Well done, Jason, Andrew and Brett....they will represent the USA in the 2009 World Championships in Portugal!



Our 2009 World Championship FAI team, with planes and trophies

There's food and fun as well as competition....

Photo to right: Do you recognize anyone here? Pattern flying is very hard work. Looks like Mark is enjoying a cold drink and Richard is keeping his eye on his!



Photo left: Glen's colorful plane cover to keep the sun off his craft while waiting to fly.



Photo above: There was also plenty of food at the Banquet....

"Before you ask"..shirt seen on a pilot

- No it is not a toy
- Yes, it does fly
- Higher than you can see
- At least \$800. to get started
- 80 MPH
- About 20 minutes
- No, it isn't easy, but you can learn
- Get a computer simulator or an instructor
- Depends on the crash
- It runs on gasoline
- No, you can not try to fly my plane
- Please do not talk to me while I am flying !!



Photo to right:
A storm cell blew through on Monday which was practice day. Thankfully no one was "visiting" this facility at the time.



A tip of the wings to the following members who contributed to this issue..

Vic Baney, Alan Buckner, Homer Davis, Chris Fredona, Rod Kuntz,
Nick Marson, Duane Neefe and Wally Warren

Please send your photos, articles, websites, news, want ads and just interesting stuff to me....

Diane Marson dqmarson@earthlink.net



The World's Scariest Runways

submitted by Alan Buckner

This website contains the "World's Scariest Runways" of which I've seen a few mentioned in other issues, but I don't recall seeing #5.

It's Matekane Air Strip in Lesotho (a country completely surrounded by the Republic of South Africa). Check out the description:

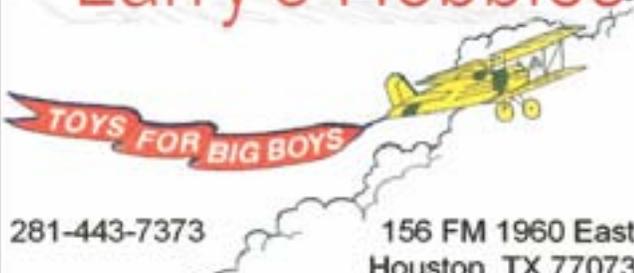
Why It's Harrowing: Because of the diminutive 1,312-foot-long runway perched at the edge of a couloir at 7,550 feet, becoming airborne at the end of the tarmac is virtually impossible. Instead, you drop down the face of a 2,000-foot cliff until you start flying. Says bush pilot Tom Claytor, "The rule in the mountains is that it is better to take off downwind and downhill than into wind and uphill, because in Lesotho, the hills will usually out-climb you. It's a little bit hard to do the first time."



<http://www.travelandleisure.com/slideshows/the-worlds-scariest-runways/5>

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