



Crosswinds

Newsletter for the Spring Area Radio Kontrol Society

November 2008

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www.sparksrc.com

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Message from President Wally Warren

Greetings, once again, from your thankful President!

The year looks like it will end on the upswing for our club and that is a really nice turn around from the last couple of years when we faced so much uncertainty on a couple of fronts. We have lost a great number of fine members (can't blame 'em!) due to the un-known fate of our flying site and other factors, but those that remained have decided to make sure that things don't just fade away for such a fine club as we have. I'm certain that when we regain a new, permanent field, that our membership will go back to the mid 100's like it was before. I think it's great that new members are still joining us just because of the club reputation that we have! It's been good in the past. It's still good now, and it's gonna remain good because of the people we have in our club.

The County Commissioners Board had us on the agenda for October 21, but as of this writing, we have not received any word whether our new flying site proposal passed, failed or got deferred. We will make the announcement as soon as we know something.

I think I've flown more this year than any in the past 10. It's been a lot of fun due to the different types of aircraft that I've put in the air, from pattern to IMAC to speedy electrics - they've ALL been fun.

If you've been flying more than 10 years, you can't help but be in awe of where this hobby has come to. With the rise in technology we, as hobbyists have REALLY gained much benefit and now have super-reliable, great flying, well balanced airframe/engine/radios that just let us fly. Now, more than ever, it is hard to blame things on any issue but the loose screw behind the sticks!

(Yup, I strained one through a tree today - argh!)



I hope that this Thanksgiving Season we remember to GIVE something to someone that needs it - I don't mean money or material things, I mean just that helping hand, a word of encouragement, or whatever you see their need to be - it doesn't cost a thing but a bit of time and the investment pays out much more than the stock market has been!!!

Despite the things that happen all around us that, so much of the time, we are unable to control, I believe in taking the high road and continue to be positive in my own belief system that says things WILL be ok. It's not a state of denial, but just a method of pressing forward to catch those first rays of sunshine when dawn finally returns!

PLEASE JOIN US FOR THE FIRST ANNUAL "SURVIVORS FLY-IN AND SWAP MEET" TO BE HELD AT THE CURRENT CLUB FIELD ON November 22 from 08:00am till whenever. We will have some NICE raffle prizes and other goodies to give away all day long. I hope that you bring a bunch of swap stuff - just to "rotate the stock" a little, if nothing else! It is a sanctioned event, so ALL AMA members are welcome to fly. If you aren't an AMA member you can still join us for the raffles and swap stuff! See the flyer for more details.



Have a GREAT month and - no matter what - be THANKFUL!!!!

**See you at the field.
Wally Warren**

OCTOBER MEETING HIGHLIGHTS

Meeting was called to order by President Wally Warren at 7:03 p.m.

Recent member Joel Swanson was introduced and visitors Richard Chevalley and Oscar Camelo were welcomed. No Treasurer's report was given.

Mark Hunt of the Field Committee reviewed a contract with the Harris County Parks Dept. for a field site at Dyess Park. Two Club Officers, President Wally Warren and Secretary Diane Marson signed as representatives for SPARKS and the completed contract will be presented at the Commissioner's Court Meeting in mid October for finalization by the County.

Plans for tree removal, field orientation, pit locations and various details will be discussed after this final step.

SPARKS will share in some of the cost and hopefully work can commence quickly and we will have a new field early next year.

Many thanks to the Field Search Committee of Paul Johnson, Mark Hunt, Jim Sheffield, Alan Buckner, Vic Baney, to Mike Meyer for renewing our incorporation/tax status papers and all other members who assisted in securing the new site.

AMA approval for our Survivor Fly in and Swap Meet on Saturday, Nov. 22, 2008 was obtained by CD Mark Hunt. A flyer will be made and distributed to local hobby shops to advertise the event.

Gift certificates to Randy's Hobbies were raffled.



Photo above: Gary Henneke received his Solo Certificate from Wally Warren.

Actually, Gary passed the FPE quite a while ago, but the actual presentation was just made.

Update on January Club event..

Wally noticed it was set for Jan. 17th which is the same weekend as the Georgetown Swap meet.

We have reset the event for Jan. 10th.

Please make a note of the new date.

**Saturday, January 10th, 2009
Celebration/farewell to our
current field**

Guest Speaker for Nov. 5th Meeting submitted by Lee Dillenbeck

Many of you may remember the articles I wrote over the last few years about my trips to Russia and my friends I met there, the Bernts.



Photo above: The Bernts - Tanja, Dmitry, son Dimca and Dmitry's Mom, Nina.

On my very first trip, Dmitry and I found we share many interests (beyond my warped sense of humor !), especially the building and flying of R/C airplanes. He and Tanja and his son Dimca and his mom Nina always made me feel so very much at home every subsequent trip I made to Russia.

On my last trip there, Lori and I had a wonderful time vacationing in both Moscow and also St. Petersburg with Dmitry and his family.



Photo above:
My wife, Lori and I in Red Square

On that trip we discussed the possibility of them maybe being able to visit us some time here in the USA.



Photo above: Dmitry and Dimca at the first large R/C air show held in Moscow

Well, fellow SPARKS members, I have good news. Dmitry Bernt and his wife Tanja will be arriving to vacation here in the U.S. the first week of November. Dmitry has agreed to come with me and attend the November SPARKS meeting. While there, he is going to give us a presentation on R/C modeling in Russia.

I am sure you all will find his description of the hobby, and how modelers in Russia go about enjoying the hobby extremely interesting. You may even be a bit amazed at the lengths Dmitry and his fellow modelers have to go to in order to be able to just enjoy a few flights under conditions that many of us would consider extremely "challenging" to say the least! Dmitry has told me that he would also be happy to answer what ever questions you may have, so mark next months meeting on your calendars and make sure you come out and help us give him a big Texas welcome !

Photo to right:
Dmitry and I in the backyard of their Dacha (summer house) as he prepares us a Russian barbeque for dinner.



Flying Around the World: COSTA RICA submitted by Alan Buckner

Last year, I started a series of articles called "Flying Around the World" to write about our hobby in places that I travel. Last time, I shared how our hobby is enjoyed in Singapore, including things that are both similar and different. Every few years, my wife & I try to take a vacation without kids - just the two of us. Since we were calling this our "4th Honeymoon", I didn't think it was a good idea to spend time seeking out local flying fields. However, I did find a very interesting restaurant that combined food, a historic airplane, and (believe it or not) politics.

There's a very large and beautiful area on the central west coast of Costa Rica called Manuel Antonio National Park. In the accompanying town with the same name, there's a restaurant called "El Avion" or in English, *The Airplane*.

Photo right:

El Avion Restaurant from the main highway.



The owners purchased a Fairchild C-123 cargo plane which played a big part of one of the hottest scandals in the mid 1980's. Click to read the history of this plane as well as pictures showing how they moved it to this mountain top location

www.elavion.net

Photo to left:

Don't forget to duck under the horizontal stab as you get to the 2nd floor.

Photos con't. next page, please

Editor's note: The website is really fascinating with the plane's history from the CIA and "Contras" era of the 1980's.

Moving and reconstructing the plane in 2000 is another great story with photos.

Flying Around the World: COSTA RICA by Alan Buckner



Photo left:

The bar is built into the fuselage. Note the cockpit at the very end.

Photo right

What a great view from the dining area !



Photo left:

Did you recognize the table as the horizontal stabilizer ?

Did you know ? Submitted by Jake Jacobsen



Hans-Joachim
Marseille

Jake writes.. "Being an old Fighter Pilot, I take note..." "Aces in a Day"

From Wikipedia, the online encyclopedia....

The term "ace in a day" is used to designate a fighter pilot who has shot down five or more airplanes in a single day. The most notable is Hans-Joachim Marseille of Germany, who was credited with downing 17 Allied fighters in just three sorties over North Africa on September 1, 1942, during World War II. .

The highest number aerial victories for a single day was claimed by Emil "Bully" Lang, who claimed 18 Soviet fighters on November 3, 1943. Erich Rudorffer is credited with the destruction of 13 aircraft in a single mission on October 11, 1943. Numerous other Luftwaffe pilots also claimed the title during World War II.

On December 5, 1941, the leading Australian ace of World War II, Clive Caldwell, destroyed five German aircraft in the space of a few minutes, also in North Africa. He received a Distinguished Flying Cross for the feat.

During World War II, 68 U.S. pilots—43 Army Air Forces, 18 Navy, and seven Marine Corps—were credited the feat, including David Mc Campbell, who claimed seven Japanese planes shot down on June 19, 1944 (during the "Marianas Turkey Shoot"), and nine in a single mission on October 24, 1944. Others included Joe Foss, Chuck Yeager, Jerry O'Keefe[10] and Oscar Francis Perdomo, the last US "ace in a day"[11].

Captain Hans Wind of HLeLv 24, Finnish Air Force, scored five kills in a day a remarkable five times during the Soviet Summer Offensive 1944, a total of 30 kills in 12 days, of his final tally of 75.

Also Chuck Yeager became "ace in a day" as he shot down five enemy aircraft in one mission. Two of his "ace in a day" kills were scored without firing a single shot; he flew into firing position against an Me-

109 and the pilot of the aircraft panicked, breaking to starboard and colliding with his wingman; Yeager later reported both pilots bailed out.

The only claimed "ace in a day" in the Jet Era was Muhammad Mahmood Alam of Pakistan who shot down 5 Indian Hunters with his F-86 Sabre in 5 minutes."

Jake notes these others:

Rene' Fonck' - 6 in one day, 1918, twice

Fritz Roth - 5 balloons in one mission

Heinz W. Schnauffer - 9 in one night

John Trollope - 6 in one day, 1918

Frank Like - 5 in half an hour, 1918

William Shomo - 7 in one action

Marseille shot down 158 planes in 18 months

Jake comments, " I haven't made "Ace" yet at the flying field. **Only 3** Everybody watch out for me.

To read more about " Aces"

http://en.wikipedia.org/wiki/Flying_ace

Photo right:

Chuck Yeager



Out at the field recently....

One of our new members completed the FPE to earn his Solo Certificate.

Oscar Camelo is returning to the hobby and was assisted by Jim Greer to refresh his skills. On October 19th, with Oscar's wife, Margaret in attendance, Bill and Jim put Oscar through the paces of the FPE.

Congrats to Oscar !!



Photo above: Margaret and Oscar Camelo, Jim Greer and Bill Murad

Vic Baney and Ed Pierce had "Jenny" out for a spin.



IKE UNCOVERS THE PAST !!!

SPARKS was very lucky to sustain only minimum damage from Ike. However, Ike uncovered a segment of Sparks history that many newer members did not realize. (I didn't).

You may have noticed some of the pit tables lost their top layer of covering and something special was beneath. Many years ago, SPARKS hosted an annual heli fun fly which attracted pilots from several states. I spoke with Greg Riede who recalled that all the tables had the special logo and the event was heavily promoted for several years. This was before the wide spread use of the internet, so when I "googled" it, nothing was found.

Some of you SPARKS old timers (oops, I meant long time members) look through your old dusty photos and dig in your memory of any details of the events, please.

It would be fun to feature in the newsletter some of SPARKS' early history. You may remember that about 4 years ago, Walt Laich, one of the original founders of SPARKS wrote about how SPARKS was "born". For over 20 years, our Club has been enabling R/C pilots to enjoy their hobby. By appreciating our past, we can enhance our future growth by promoting our great hobby for future generations.



Please send me any recollections, details, photos, flyers, ads, etc. They will be included in a special story in a future issue.

Photo left: Table covering "ghost" revealed.

Photo right: Sign on Vic Baney's pit box.



What do you get when you cross a Wii with an RC plane?

Submitted by Alan Buckner

The new uControl™ Motion-Sensitive Remote Control Plane! Check out the new type of controller on this \$60 RC plane. This is a very interesting concept, but just imagine what might happen if a mosquito lands on your hand while flying!

"This motion-sensitive remote control plane swoops and soars with just a swing of your hand. No buttons, no joysticks—the unique motion-sensitive controller lets you fly the plane with your hand movements alone. Just hold the controller and move your hand, and the plane will mimic your hand's movement and direction in the air.

Dual propellers and precision speed control ensure a fast, fun experience.

Tough and durable enough for outdoor use. Uses 6 AA batteries (not included).

Like some new video game systems, this plane's controller is motion-sensitive. Swing your hand up to the left, and the plane swoops up and left. Dive your hand down to the right, and the plane will do the same. The instant, ultra-sensitive response is the next generation of remote control—and it's incredibly fun."

http://www.brookstone.com/store/product.asp?product_code=593566&search_type=search&search_words=ucontrol&prodtemp=t1&cm_re=Result*R1C1*T

Editor's note: Here's a great item for the holiday shopping list...
Not for the kids or grandkids,
For US !!



Is it a Lawn Dart or a Voodoo Express ??? submitted by Nick Marson



The first picture sure looks like a dart! Initially I had problems landing with the sweep back gear and small wheels. I fixed that with larger wheels that will support the weight of the plane better.

About 3 years ago I won the Sportsman class at the first Precision Aerobatic competition at Sparks field, using a second hand Widebody. I bought the Widebody off Gabe, who in turn had bought it off Glen. Shortly after that Richard let me fly his Voodoo, wow what a difference. So easy to fly!

Richard agreed to build me one, it was to be my Christmas present for 2005. That Christmas came and went, so did Christmas 2006, and still no Voodoo. Richard finished it about April 2007. Unfortunately I had taken up model car racing in the meantime, and carried on racing until the end of 2007. Half way through 2008 I started to work on the Voodoo, which Richard had supplied as an Almost Ready to Cover. I spent a bunch of hours finishing the plane, I'm not a fast builder. I finally finished it in mid October 2008, a mere 3 years later!

The Voodoo is the brain child of Richard Lewis, with help from Mark Hunt. The design was originally inspired by Nat Penton, a well know model plane guru.

The spec for a pattern plane is 2 meters, which means it must fit inside a 2 meter square box. This is about 78 inches. The other stipulation is that it must not weigh more than 11 pounds. Most pattern planes come in at between 10.5 to 11 pounds. Not this baby, its 6lbs 15 oz! Instead of using the regular 140-170 size YS, this lightweight is using a YS 110.

So far I have only had 2 flights, the first one was a gentle flight around the sky trimming it out. It needed quite a bit of up trim. Richard gave the wing more incidence using the wing adjusters and off I went again, after a little re-trim I completed an Intermediate pattern. I never needed more than half throttle and I think it was the best sequence that I have produced to date.

As mentioned at the start of this article I did have a small problem with landings, the plane nosed over as it came to a standstill. I have seen a lot of scale models do this in the past. It looks like my problem is due to the small frail wheels that I am using, all in an effort to save weight. I have now replaced them with some more sturdy wheels, the weight has no doubt just gone the 7lb mark!

With the design of the plane the flying is extremely easy, the large dorsal fins make the plane extremely neutral in any attitude.

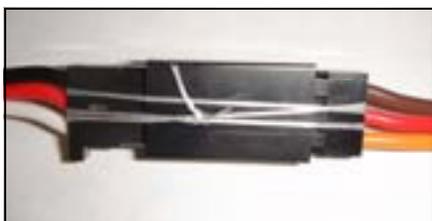
Article con't next page, please



Voodoo Express 2 con't

Here is a picture of Richard's and my Voodoo. The colour scheme on mine makes it very visible in the sky. The covering is Ultracote. I am using Futaba digital servos and a 1800mAh NiMH battery.

To help keep the weight down I secured the extension connectors with dental floss. This is a lot better than masking tape, which tends to dry out and fall off over time. There are some custom connector retainers available, but they are not as cheap as the dental floss.



Keep your dentist happy and floss your connectors every day!

I am looking forward to improving my pattern flying and competing in 2009.

Editor's note:

Sometime ago I applied for our club website to be listed on a new reference website called the "Open Directory Project." <http://www.dmoz.org/>



*"The **Open Directory Project** is the largest, most comprehensive human-edited directory of the Web. It is constructed and maintained by a vast, global community of volunteer editors. The Open Directory follows in the footsteps of some of the most important editor/contributor projects of the 20th century. Just as the Oxford English Dictionary became the definitive word on words through the efforts of a volunteers, the Open Directory follows in its footsteps to become the definitive catalog of the Web.*

The Open Directory was founded in the spirit of the Open Source movement, and is the only major directory that is 100% free. There is not, nor will there ever be, a cost to submit a site to the directory, and/or to use the directory's data."

We are listed on a page with other area R/C Clubs.

http://dmoz.org/Recreation/Aviation/Model_Aviation/Radio_Controlled/Airplanes/Clubs/United_States/Texas/

Great websites to visit.....

From Alan Buckner

Here's a thread with two videos of a man who flew across the English Channel with a jetpack. Here's a better article and video from CNN:

Article: <http://www.cnn.com/2008/WORLD/europe/09/26/rocket.man.english.channel.ap/index.html?iref=mpstoryview>

Video: <http://www.cnn.com/2008/WORLD/europe/09/26/rocket.man.english.channel.ap/index.html?iref=mpstoryview#cnSTCVideo>

Here's a video of Jim Bourke (owns RC Groups and Knife-edge Software that makes RealFlight simulator) making a one-wing landing with a Yak 54.

<http://www.rcgroups.com/forums/member.php?u=486>

More From Mike Rose.....

Interesting Video Clip On BMW airplane engines !

http://www.metacafe.com/watch/1053727/bmw_132_radial_engines/

Aerobatic Flight.....

<http://videos.komando.com/2008/09/21/aerobatic-flight/>

Red Bull Race Pilots From Kenny Manchester.....

Ever wonder what it would look like from inside the cockpit of an acrobatic plane doing its maneuvers ?? Well, take a ride with the Red Bull Pilots....Watch out you might get dizzy !! These guys experience up to 10 or 12 G forces during their flights.

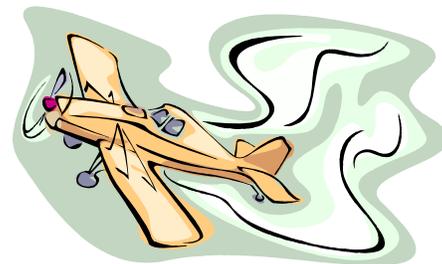
http://guyrevel.free.fr/WGP/Haute-Voltige_au_Japon.wmv

Here's their main site for more info on their next race....and while there, check out under the "**Fanzone**" tab, the "**Build your own 3D plane kit**" link which you can download to build an Edge 540. It's interesting just to look at the graphics.

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



1st Annual SPARKS Survivors Fly-In and Swap Meet



The year is almost over, the Holidays are upon us..... We survived Ike, so bring out your favorite plane (if it survived) or what ever is in your "hangar" and have fun with us.....**No competitions, no scores, just lots of time to swap, fly and exchange stories with the guys!!!**

Date: Saturday, Nov. 22, 2008 - 8 am til ??

Location: SPARKS Field \$10.00 LANDING FEE **

Open to all AMA licensed pilots as this event is sanctioned by the AMA.

Spring Area Radio Kontrol Society (SPARKS) is located .4 miles east off Telge Rd. -(turn across from the Texaco station) on an unnamed private drive. The Texaco station is .8 miles north of Grant Road and .6 miles south of Boudreaux Rd on Telge Rd .

Texaco Station address is 18135 Telge Road, Cypress, TX. The site is adjacent to Tomball, Texas.

GPS coordinates to the field are: N 30, 02', 09" W095, 38', 57"

Website: <http://www.sparksrc.com/default.asp>

Event Sponsors:

Larry's Hobbies

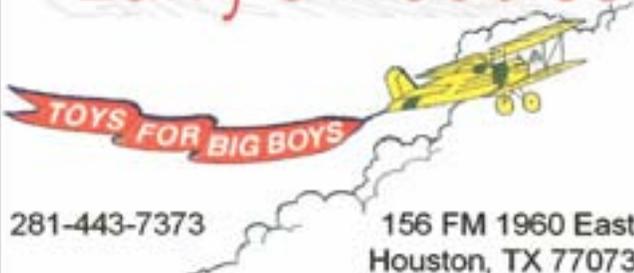
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Many thanks to the following who submitted articles this month.....

Alan Buckner, Lee Dillenbeck, Jake Jacobsen,
Kenny Manchester, Nick Marson, and Mike Rose

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

Diane Marson dgmarson@earthlink.net

Hope to see you at the meeting next Wednesday, Nov. 5th at Valley Ranch Grill
at 7 pm. Come early and enjoy the tasty food and great fellowship.....

SAVE THE DATES.....

Saturday, **November 22, 2008** Survivor & Swap

Please see flyer in this issue

Saturday, **January 10th, 2009** Celebration/farewell to our current field

(changed from original posting of the 17th, see page 2)

