



Crosswinds

Newsletter for the Spring Area Radio Kontrol Society

December 2008

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Message from President Wally Warren

Well, THAT was fun!

What I'm speaking of is the 1st Annual Survivors Fun-Fly and Swap Meet at our club field on Saturday, November 22. We had 17 registered pilots plus numerous swap-meeters and plenty of spectators along the way.

The day started off cold (especially to us South Texans), but was crystal clear with a light east wind blowing across the runway.

When I arrived a 07:30 there were already folks flying and taking advantage of a picture perfect day. Six DOZEN donuts were consumed during the morning. I wish I had been able to provide a BIG carafe of coffee to wash them down with! Since this was the first event in some time, I really didn't know what to expect. Next year we will have some history and will be better able to have a better compliment of "Eats-n-Drinks" available.

The pilots briefing was held at 09:00 sharp and from that point on there was plenty of flying going on for anyone that wanted to enjoy some air time.

We had folks all the way from Pearland and Atascocita attend. I hope we made them feel welcome!

I guess the highlight for many was the almost non-stop raffle that was made possible through the donations from four area hobby shops, plus TBM in Florida. Everything from gift certificates and CA glue to ARF planes and helicopters – even the brand new RealFlight version G4.5 flight simulator was given away throughout the day. **Thanks to each of the hobby shops for your generous support of our club!!!**

I know there were a couple of pictures

t a k e n through-out the day, so we should have some posted elsewhere in this issue. (see pg. 3)



Kind of a neat story....

In my last posting I made mention of the straining of my Temptation pattern bird through one of our hapless, leafless local trees to the north and the subsequent retirement of the airplane. With the help of some of the Pattern crew in the club, it was decided that I would just donate it "to the cause" so that it can be repaired by some of the guys and then return to service as a Pattern Trainer for some budding pilot that shows a willingness to learn, but can't afford a top-of-the-line airplane. I can't think of a better cause!

What about you? Do you have an airplane that just languishes in the rafters that you have moved beyond, or just don't care to fly anymore? Why not start a pool of airplanes/engines/radios that might be donated to the club (It's a write-off, too, ya know!) so that if we have someone that wants to put forth the effort to learn to fly, but cannot for financial reasons, we make these available for use through the club? We could teach them to assemble, clean, maintain and repair as necessary in exchange for lessons!

As we prepare for the move to our new location we must realize that sometimes things move at the speed of government and this could mean that we are out of a field for a short time. Just be patient! It will work out, eventually.

President's message con't. next page...

President's Message con't.

Speaking of the new field, please try to be at the meeting (Valley Ranch BBQ) at 7:00pm on Wednesday, December 03, in order to give the board your input on issues with the new field. We are a club that does what the members vote to do, so if you aren't there to let us know your opinion, then you are saying you are satisfied with whatever is decided for you.

Thanks for making SPARKS a great club. It is easy and fun for me to be the Prez with the folks that I get to associate with and then hang around at the field with. I hope that 2009 will be one of great growth and prosperity for OUR club.

See you at the field. When you get there, just remember: Be kind, be friendly and help someone get better at what they are trying to enjoy!

Regards, Wally

Many thanks to all of you who submitted articles through the year. Without your articles, photos, tips, websites and interesting "stuff" we would not have a monthly newsletter.

Also a special word of thanks to our webmaster, Kenny Manchester, for maintaining the website and keeping SPARKS on the net.



Happy Holidays to all.....

This month we can thank the following for their contributions to this issue.

Alan Buckner, Rod Kuntz

Nick Marson, Bill Murad and Mike Rose

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

Diane Marson dqmarson@earthlink.net

Hope to see you at the meeting next Wednesday, Dec. 3rd at Valley Ranch Grill at 7 pm. Come early and enjoy the tasty food and great fellowship.....

SAVE THE DATES.....

Saturday, **January 10th, 2009**

Celebration/farewell to our current field



1ST ANNUAL SURVIVOR'S FUN FLY & SWAP MEET HIGHLIGHTS - Nov. 22, 2008



The weather was chilly with a bit of wind for the 8 am sign up on Saturday, November 22nd. Seventeen pilots registered and loads of raffle tickets were sold. **Great items from Larry's Hobbies, New Creations, Randy's Hobbies, RC Hobby Shop and Troy Built Models** were raffled at various times during the day.

Thanks to our generous sponsors' and to all who participated in the event.



Great websites to visit..... Submitted by Mike Rose.....



Who's crazier, the pilots or the spectators???????

Low Pass Compilation

<http://www.youtube.com/watch?v=vYPa716C8Qg>

<http://www.youtube.com/watch?v=g3mJOLWvb1s&feature=related>

http://www.youtube.com/watch?v=awiksRT_Wcc&feature=related

Here some spectacular cockpit views:

<http://www.slideshare.net/1950/aircraft-cockpits-presentation?type=powerpoint>

More Electrics for my Hangar !!

Submitted by Bill Murad

The yellow one is called an Extra 260. There isn't any brand name on the box unless you consider "Made in China" a brand. I found it for \$35.00. It's built very light. The only motor I had on the shelf at the time was an E-Flight power 10. Sooooo, I went ahead and installed what I had.

The power 10 coupled with a 45 amp Thunderbird speed control and a 2200mah 30c battery, I have a take off run of about 18". The landings were even shorter as the original gear configuration was unable to handle the added weight. First day of landings, fine. The second day of landings, bad. Partial repair. Third day of landings, bad. Design change. Third day and so on of landings, just fine. When you have enough power, you can repair the landing assembly with 1/8" galvanized steel attached with 1/4" stainless steel bolts being sure to tack weld the edges. The landing gear is not coming off anytime soon. Weight without custom steel landing gear assembly is 1 lb 16 oz. With the steel gear assembly, downlines are incredibly fast even without the motor engaged. I guess the redesigned landing gear assembly has something to do with that.

The shiny blue biplane is called a "Reactor" by Great Planes. Kirk had this one on the back shelf 'cause it was busted up from shipping. He gave me a deal on it so I adopted it and gave it a good home. It also has a Power 10 installed and is quite perky. Take off distance is about 5' (much longer than the Extra). The weight is 11lb 20oz, quite heavier than the yellow one and an extra wing to increase the drag and the lift. Speed is less but maneuverability is something to behold. Someday when I learn how to fly, I should be able to do all the neat stuff with this one. There isn't any problem with the gear design here. Even has wheel pants (but no socks).

All weights are "flying weights" total weight of aircraft may change on landing.



Flying Around the World: CHICAGO submitted by Alan Buckner

Chicago Museum of Science & Industry

celebrating 75 years of science & industry

This is the third in a series of articles called "Flying Around the World". Last year, I shared my experience in Singapore and last month, my experience in Costa Rica.

This month, I'll share my visit to the **Chicago Museum of Science & Industry**. Our intention was to go for the kids, but I have to admit that I enjoyed it every bit as much as they did - and I think other modelers would too.

Here are just a few of the modeling related exhibits:

- Seven full-scale airplanes hanging from the ceiling

1. A HUGE United Boeing 727 - You could walk through this from the 2nd floor and it had some excellent hands-on aviation science exhibits
2. 1917 Curtiss JN-4D "Jenny" (this one's for you, Vic!. See photo pg. 6)
3. 1948 Boeing 40B (Bipe)
4. Texaco TravelAir Model R Racer
5. 1940 Submarine Mark 1A Spitfire (pg. 5)
6. 1941 Junkers Ju-87R-2 Tropical Stuka (pg. 6)
7. A "carefully crafted replica" of the 1903 Wright Flyer (**Photo below:** My son, Jonathan, with the Wright Flyer replica



Photo above: Boeing 727

Photo below: Aviation science exhibits inside the 727.



Flying Around the World: CHICAGO by Alan Buckner



Photo left: Wind Tunnel



Photo below: 1940 Submarine Mark 1A Spitfire



Photo left:

A large scale model of the city of Chicago set to match 30+ model trains running on 3500 feet of track

Photo right: The 999 Steam Locomotive



Flying Around the World: CHICAGO

Con't.

by Alan Buckner

Photo right:

The 1941 Junkers
Ju-87R-2 Tropical
Stuka



Photo left:

The 1917 Curtiss
JN-4D, or "Jenny .

(Shown with a Wing
walker)

Other displays included:

While not a modeling thing, they had a full scale German U-505 submarine captured during WW II that you could tour. It was over 200 ft long!

These are just a few pictures of what I saw. If you are ever in the Chicago area, I highly recommend you check out this museum - just schedule more than a few hours so you can fully enjoy it...

Editor's note: Here is the Museum website to read more about it

<http://www.msichicago.org/>

Out at the field recently....

QQ YAK-54 submitted by Alan Buckner

Here are some pictures of the plane that I just maiden on Saturday. **

Here are the specs:

Designer: Quique Sominzini
Model: 69" QQ YAK-54
Wing Span: 69 inches
Wing Area: 950 sq in
Weight: 8 lbs even
Wing Loading: 19.40 oz/ft²
Engine: Saito 125
Receiver: Futaba R617FS (2.4 GHz)
Servos: Various Hitec digital

** Editor's Note: Alan sent this in October and I missed it for the Nov. issue.....Sorry !!



Déjà Vu - Six inches of rain and our "little friends" return

submitted by Nick Marson

Over the years, usually in January, SPARKS scheduled a "Crawfish Party" . No don't get your appetite aroused for the spicy Cajun creatures, this "party" was more on the lines of "Terminator". Members roved the runway with canisters of chemical cocktail for the little critters to drink and a shovel to mash down their mounds.

Well, Saturday, Nov. 15th, upon arrival at the field, it was very apparent the little critters were back in full force after over 6 inches of rain during the week. Pilots had to carefully maneuver their craft between the critter condos upon take off and landing. Some of those flying had electric planes which do not require as much of the strip.



RC Presentation at Ainsley Court Assisted Living Facility

Submitted by Diane Marson

Recently I was contacted by the Activity Director at Ainsley Court Assisted Living Facility in nearby Cypress. She saw the SPARKS website and wondered if we would be interested in giving a presentation to several of the men residents. Several SPARKS members volunteered to join me on Tuesday, November 25th. I wanted to show several aspects of our great hobby.

Vic Baney brought his museum quality "Curtis Jenny" which is a real work of art and represents the highest level of aeromodelling. Vic reviewed the history of the Jenny and the steps in his building such a minutely accurately detailed craft.

Next Mark Hunt and his Dad, Neil, presented the "Insight". Mark explained how he wanted to design a craft which would fly with great precision since he competes nationally in Precision Aerobatics. Starting with an idea drawn on a napkin and taking it the finished product made for a fascinating story. Mark answered many technical questions posed by members of the group.

Jake Jacobsen recounted the story of his "PFM II" craft which was his own design for the Junk Yard War Event we held a couple of years ago. The group marveled at the idea of using pasteboard and plastic sheets to fashion a model which could be built in 4 hours at the field. I did remind Jake and Vic that their team seeded the junk pile with the very items in which they needed for the craft.

Please see more on next page



More on Presentation at Ainsley Court



It was a fun two hours for our guys as well as for the residents. After the presentations, there were one on one conversations which were memorable on both sides. Two residents brought books and albums to share their experiences.

Thanks to Vic, Mark, Neil and Jake for sharing their interest in R/C modeling with others and being great ambassadors for SPARKS.



Mark finished the afternoon with an E-flite heli demo with one of Nick's indoor toys I had taken. Mark said he was going to purchase one for one of his sons, but I hope the boy gets it away from his Dad.

Electric EXTRA 260 Project

by Rod Kuntz

Ahhh, the electric bug may have bitten me. After a short-lived but enjoyable experience with an Eflite Edge 540, I decided to try again. The electrics, if nothing else, are quieter and cheaper to crash.

So I went back to the magic of eBay to look for something interesting again. Enter an auction ending late at night advertising, and I quote:

“ an excellent ARF R/C model, adopting the latest 3D design features and emphasizing high performance and fun. Designed by professional engineers



How could you go wrong. Particularly when I picked it up for \$42.00 plus a reasonable shipping cost. When I unpacked it I was actually quite impressed with it. All laser cut, and with a great hardware pack that included:

- ✦ Pull-pull rudder hook-up
- ✦ Extended (long) carbon fiber control horns
- ✦ Heavy duty steerable tail wheel
- ✦ Well built fiberglass cowl

Airplane has plug-in wings with a good quality carbon fiber rod. Landing gear is very stout aluminum. Control surfaces were all pre-slotted for CA hinges (included) and they fit perfectly (5 hinges on each aileron). The connecting wire for the two elevator halves bit perfectly with no trimming.

Pre-cut servo slots were however a bit too bit for Hitec HS-55 micro servos but did fit perfectly with the new Hitec HS-65HB servos.

I did reinforce the firewall with some triangle stock and added a balsa strip along the bottom to give me a couple of screws to hold the cowl on better. I did have one wheel axle with a bad thread so replaced both with 3 mm x 20 mm bolts from Ace Hardware (50¢, did not break the bank).

The 12 page instruction manual was very detailed and had lots of pictures. Construction probably took me a total of 6 hours (I work slowly) and everything fit together very well.



Electric EXTRA 260 Project, con't

The fuselage is very wide and there is lots of room inside to install the pull-pull rudder system (I did use a Hitec HS-81MG on this one).

The large canopy is held on with 4 very strong earth magnets and you nearly need a screwdriver to pry it off.

Airplane Specs:

Wingspan: 49"

Length: 47-1/2"

Wing area: 450 sq. in.

Flying weight: 2.3-2.65 lb

Designed for 350-450 watt power system

Actuals:

As noted before I used the new HS-65HB mini-servos (25 oz-in) for ailerons and elevator, and the HS-81MG for the rudder (36 oz-in).

For the power system I used an E-flite Power 10 motor mated to a Castle Creations Phoenix 45 amp ESC (motor draws max 38 amps on short burst, but 30 amp steady).

I connected everything to a Spektrum receiver, and power is supplied with a 2200 mAh 3-cell Lipo battery. Battery sits snugly in the fuselage on a long tray which allows for a lot of movement to balance the plane accurately. I balanced it out neutral initially with a couple of marks to show slightly more tail heavy balance as I get used to flying it.

With this set-up the actual weight came in at exactly 2-1/2 lb.

Maiden day: Saturday, November 8th

Take off required holding up elevator due to the small 1.75" wheels supplied (they will be changed to 2-1/2" light weight wheels but this will add 1 oz overall weight).

Three circuits had it trimmed out; needed a bit on aileron and some down elevator.

Flies great, but never did get to full throttle. First flight was about 5 minutes and landing on first attempt was no problem.

Packed it up and did not have to clean up a bunch of fuel residue.



Plug and Fly: The Battery-Powered Plane Makes Its Debut Submitted by Mike Rose

"R/C has been in electrics for a long time ... this has just been scaled up a bit".

Just when you thought it was really something to see larger (like 2 meter pattern) R/C planes powered with lithium batteries, you must check out this full size (yes, it has a human pilot) one.

From the article.....

"Take your everyday metal [moni motoglider](#), trick it out with a custom battery pack and you've got the [ElectraFlyer C](#), a small electric airplane that debuted at the

[AirVenture](#) show in Oshkosh, Wisconsin, last week. (August, 2008). But the most compelling sell is an economic one: The company estimates that "refueling" the plane with a full charge of the battery will cost, on average, a whopping sixty cents. "

Read more about it... <http://blog.wired.com:80/cars/2008/08/the-company-cla.html>

Photos courtesy Electric Aircraft Corporation



RC is an International hobby as illustrated by our recent guest speaker at the November meeting.

Submitted by Lee Dillenbeck

At the November SPARKS meeting, those attending were treated to a couple of guests who flew half way around the world to be able to attend! Dmitry and Tanja Bernt of Moscow, Russia accompanied Lee and Lori Dillenbeck to be guests at the meeting and see what an American R/C club meeting is like. They were on their first trip ever to the USA and were kind enough to spend a few days with the Dillenbecks and also to attend the



November club meeting so Dmitry could give a very informative talk about what it is like to be an active R/C modeler in Russia.

Dmitry talked about the kinds of models, engines, radios and electric supplies typical in the model shops in Moscow, and the much higher costs typically seen in those shops. He also discussed some of the many challenges the average modelers face in trying to find the supplies they need and also in trying to find suitable flying sites around Moscow.



By the end of his presentation, I think many of the club members were amazed at how tenacious our fellow Russian modelers have to be in order to enjoy many of the aspects of the hobby we pretty much take for granted! Both Mike Myers and Wally Warren kindly

donated their gift certificates that they won in the evenings raffle to Dmitry so he could do a bit of shopping at Randy's!

After the meeting concluded, several club members stayed afterwards to talk a bit more "shop" with Dmitry and Tanja. We then accepted Greg Riede's invitation to come by his house and look at his impressive collection of helicopters and chopper supplies. When Greg discovered that Dmitry was trying to fly a helicopter that he himself had flown in the past, he was kind enough to give Dmitry a large supply of "spare parts" for his chopper back in Moscow.

It was also decided that some of us would try to meet out at the SPARKS field the next Friday morning to do a little flying, since we would be out of town on Saturday. The weather Gods were smiling and Friday greeted us sunny and cold with light winds. Dmitry tried his hand flying my brushless powered Zagi flying wing and also proved an expert launcher of my electric Fun Jet.

Since we had a Russian visiting our field, I thought it only right and proper to drag out my Goldberg Yak 54, and I think he enjoyed seeing how the big Saito 2.20 pulled the Yak through it's paces. Jake Jacobsen also brought out his coroplast and cardboard scratch designed plane so Dmitry could see how well the Russian MDS engine Jake has on the plane pulled it around!

I think the Bernts had a great time during their trip to the US in general, and visiting us at our meeting in particular. I am just sorry that we didn't have a chance to introduce them to more of the SPARKS members, as they are really great folks. Hopefully they can visit us again soon !



Many thanks to all the generous sponsors for
our 1st. Annual Survivors Fun Fly.....

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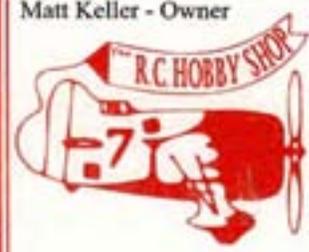
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