



Crosswinds

April
2006



Newsletter for the Spring Area Radio Kontrol Society

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From the Cockpit by Duane Neefe

Welcome to the April issue of the SPARKS newsletter-Crosswinds. Thanks to all of you who have contributed articles. Thanks to Diane Marson for publishing the newsletter.

Our next business meeting will be held April 5, 2006. Our Program Chairman Chris Fredona has lined up a great program for this meeting. Mr. Glen Watson will be discussing **Pattern Aircraft Setup Techniques**. The nominating committee will also provide an update of their recommendations. At the May meeting additional nominations may also be made by any open member present at the May meeting. Nominations will be closed at the end of the May meeting. If you would like to nominate someone for a club office at the May meeting you should approach the person and obtain their agreement to be nominated.

The club bylaws state:

(D) The names of nominees for each office will be listed in the June newsletter and mailed to the open members of the club.

(E) Election of officers will be held at the June meeting.

SPARKS members should give careful thought to this nomination and election process. They may wish to nominate a person or be nominated for an officer's position.

Most of us will be glad when April is here. March has been extremely windy and many of us did not fly for long periods of time. The simulator programs were certainly utilized during this month.

If you are a new SPARKS club member and need flight instruction please contact one of the club instructors who are listed on the SPARKS website. Spring time is a great time to learn how to fly RC airplanes or helicopters. The days are much cooler and the wind should subside within the next month.

Please remember that Safety should be number one for all of us. We should always try to set a good example for others especially our new members and younger members. If you have any concerns regarding safety at our flying field please let Vice President and Safety Officer Jim Greer jgreer16@houston.rr.com or myself dneefe@aol.com know your concerns.

Remember set a good example fly safely!



March Meeting Highlights....

Model of the month went to Marcelo Ayala and his rebuilt Hobbico Avistar. He did an excellent job of repairing and recovering the once crashed craft.

Featured Speakers Jim Sheffield and Don Ramsey, both very experienced pattern flyers, presented a very informative and entertaining demonstration of the finishing of balsa surface planes with fiberglass and applying various painting techniques. Both are specialists in this area.



Don has produced a DVD detailing the process of fiber glassing the balsa surfaces. It is possible to make the plane very light-weight by applying a thin shell of fiberglass with a mini roller and using a spray gun to apply the Concept or Del Star paint colors.



Jim prefers to airbrush his planes with Auto Air water based paint to detail the design. One can purchase a two stage airbrush for about \$55.00 to 75.00 and you need a compressor with an output of 20 psi. Members were fascinated by his demonstration using these tools. Thanks to both Jim and Don for sharing their expertise and providing a very enjoyable program.



Windy Weather Flying

by Clay Ramskill



Reprinted From the Middle Point
RC Flyers, Murfreesboro TN

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence.

Size: In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

Dihedral: The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

Wing Loading: The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect Ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

Power: Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

Lateral Control: Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with aileron while landing.

Landing Gear: Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

Maneuverability: This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

Wing Mounting: Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every item above is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60 size) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!"

Note from the Editor.....Well, we all know that March blew in with high winds and they continued day after day.

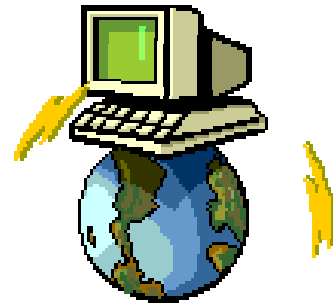
This month's issue of Crosswinds is mainly websites (most of us have been getting our "flying fix" online), a few articles and "For sale" ads. Thanks to all who answered my request for contributions this month.

Hopefully we will all be flying on a regular basis again soon..

Thanks to the following members for their contributions.....

**J. R. Carpenter, Lee Dillenbeck, Ron Hendrick, Mark Hunt,
Paul Johnson, Nick Marson, Don Menk, Duane Neeffe & Glen Watson**

Interesting Websites to visit



Videos of the Airbus 380 from Lee Dillenbeck

More big boys with VERY expensive toys. I especially like their "low-tech" method of checking that all four turbines are still operating just before take off! Somehow even if I DID have the money to do this sort of thing, I don't think I could get past the "Nerves" to fly the thing! Just the engines alone would set one back about \$14,000.00 U.S. !!! That doesn't even count the airframe, radio system, AND all the time to build it!

<http://www.zippyvideos.com/2902289342048436/airbus380/>

http://www.metacafe.com/watch/45336/remote_control_airbus/#comments

For those of you who love to see Crashes (not your own) from Nick Marson

http://www.rob.com/pic/rc-jet-crash/RC_jet_crash.wmv

<http://www.raywoodrcvideos.com/site3/default.htm>

<http://mywebpages.comcast.net/psk560/b25crash2.wmv>

Here's a web site for various videos from "over the big pond"
(A.k.a. Britain)

<http://www.f5d.co.uk/videos.html>

Interesting Websites to visit, con't.

Check out this great article and photos from the 2005 Edwards AFB Air Show... Submitted by J. R. Carpenter

<http://www.richard-seaman.com/Aircraft/AirShows/Edwards2005/B2/index.html>

Transmitter Info - submitted by Duane Neefe

Radio System FAQ

When I am using my radio for programming, setup within my house, experimenting, etc, is there anything special I should do?

With ANY transmitter (modulared or non-modular), you should ALWAYS extend your antenna to at least the bottom or first segment when turning the radio on. If you leave the radio on with the antenna collapsed for more than 5 or 10 minutes, the internal components will be unnecessarily exposed to incorrect matching of the output circuit to the antenna. This may shorten the life or even immediately damage the output circuitry of the transmitter.

You can read more about your particular transmitter on these sites.

<http://www.futabarc.com/faq/faq-9c-q516.html>

<http://www.jrradios.com/Products/Radios-Air.aspx>

Glen Watson sent photos of his new Brio....

The Brio is distributed by www.piedmontmodels.com

Check out Glen's website for more photos and information...

<http://www.geocities.com/rcprecision/pah.html>



By the way, Glen is our featured speaker at the April 5th, Sparks meeting. His presentation is

"Pattern Aircraft Setup Techniques"

Be sure you attend



Lost in space 12+ ring fingers

submitted by Don Menk

The issue hinges around making solder connections on poly lithium batteries. Large battery packs can deliver very high amperage when soldering leads. Wearing a gold ring [VERY GOOD CONDUCTOR] can be very dangerous.

One slip and the battery leads fuse to the rings and melt through your finger tissue taking bone and all. Twelve cases have been reported thus far and I suspect many others have gone unreported. So bottom line, please use extreme caution and remove rings before soldering on these packs.

Venus 40

By Paul Johnson

I flew my new Great Planes Venus ARF for the first time March 4. I built it to learn how to do and to compete in beginning pattern contests. I have been very satisfied with the smooth performance of this plane so far given the limited times I have been able to fly it because of windy weather.

The Venus ARF is a 40 size airplane. Great Planes will soon be selling a

larger 60 size version, but it wasn't available when I purchased mine. Mine is powered by a Super Tigre 51 with a 10-8 prop which provides more than enough power and speed. I put a JR PCM receiver and digital servos in this model. (I traded in the two Super Tigre 46 engines I won in the raffle for these.) This is the first time I have used anything but FM receivers and analog servos. They seem to perform very well and can be controlled with my JR 652 transmitter by adjusting it to PCM mode for this model. I programmed in the flaperon option so that I can use flaps for landing. They work well and no elevator coupling was required when they were activated.

I look forward to learning pattern better and having a great time with this airplane.



Breaking the Sound Barrier

submitted by Ron Hendrick

Actual photos of planes breaking the sound barrier. More info on

<http://www.wilk4.com/misc/soundbreak.htm>



WORKSHOP SPRING CLEANING SALE from Duane Neefe

Hangar 9 Aresti 40 ARF (HAN2175).

Perhaps you've mastered the basics with your trusty trainer and are currently exploring the world of aerobatics with a Stick. As you've honed your skills, even the Stick is starting to become old hat. It's time for you to take the next step in your modeling experience-precision aerobatics. Hangar 9's new Aresti 40 Sport Pattern Plane is just the aircraft to take you there.

The Aresti 40 is built from top-quality balsa-and-ply and covered in Hangar 9™ UltraCote®. The kit includes all the hardware necessary to complete construction, as well as prefinished fiberglass wheel pants and a fiberglass cowl. Since the Aresti comes out of the box 90% prebuilt, it can easily be assembled in the course of a weekend.

The Aresti is compatible with a wide variety of engines. If your wallet is a little thin, an inexpensive MDS™ .48 will provide plenty of excitement. If you want to really "wring it out," you can go with the outrageously powerful Saito™ .72 four-stroke and experience spine-tingling, unlimited performance. We used the MDS .48 on our test model and found it to be plenty of engine for someone moving up from the Stick ranks.

One of the first things a neophyte pattern flyer will likely notice is just how "neutral" the Aresti flies. In other words, if you bank 45 degrees and let go of the stick, the Aresti will stay right there until you tell it to do otherwise. Pull up into the vertical and, engine power willing, the Aresti will keep going straight up. There's next to no pitch or roll coupling.

Rolls with the Aresti are crisp and precise. Hard over with the ailerons and the Aresti happily twirls around the roll axis as if it's on a spindle. Release the stick and the Aresti immediately stops in whatever attitude you choose with no overshoot. The rudder is very powerful, making knife-edge flight easy, even with smaller engines. Snaps and spins are crisp as well. After a few flights, you almost get the feeling it's reading your mind. Slow speed flight is stable, making the Aresti easy to land.

We heartily recommend the Aresti to anyone who has already had a bit of aerobatic experience. Its neutral flying qualities will reward any student of aerobatics with crisp, precise handling that will let them further their education with confidence. Likewise, these same qualities can be put to full effect in the hands of a skilled aerobatic pilot who is looking for an inexpensive, fast-building ARF sport pattern plane for Sunday fun.

- Hardware included
- Prepainted fiberglass wheel pants
- Prepainted fiberglass cowl

Specifications:

Wing Span: 56 in

Overall Length: 49.75 in

Wing Area: 565 sq in

Flying Weight: 4.5 - 6 lb

Engine Size: .40 - .46 (2-stroke), .40 - .82 (4-stroke)

Radio: 4 channel

Servos: 5

New and never flown Hangar 9 Aresti 40 ARF ready for your radio This airplane normally lists for \$169. Engines sizes 40 to 58 2 cycle or 40 to 72 4 cycle. The wing has been assembled with ailerons installed. The horizontal stab, vertical fin, elevator and rudder are installed. The engine mount is installed with engine compartment sealed with epoxy. The fuel tank is assembled and ready to be installed. All that is left to do is the push rods and control horns. Almost totally completed. **\$175**



Duane Neefe home 936-372-9265 cell 713-825-4362

Phoenix Sonic Low wing 25 airplane with great running Magnum 25 XL engine.



<http://www.towerhobbies.com/products/pmm/pmma0125m.html>

Futaba 5UAP radio. Both transmitter and receiver batteries have been recently replaced. 148 servos.

Great flying little airplane. **\$225**

All prices negotiable. Make an offer.

Duane Neefe

Home 936-372-9265

Cell 713-825-4362

Kaos 40 built from a Direct Connection kit with unusual Monocote covering. Fuel tank installed. Super Tigre 40 engine nicely broken in. Great flying airplane designed by Joe Bridi.

\$225





For Sale

Carl Goldberg Ultimate biplane.

Plane comes with carbon fiber gear, Super Tiger G23, all servos and battery. Just add the receiver of your choice.

\$280

For review go to:

<http://www.modelairplanenews.com/ma/reviews/EXTRA300S.asp>

Morris Hobbies TopCat

Plane comes with carbon fiber gear, Saito 72, all servo and battery. Just add the receiver of your choice.

\$310

Morris Hobbies SpinSation

Plane comes with OS46, all servos and battery. Just add the receiver of your choice. Very minor damage to wingtip, which has been repaired

\$165

U Can Do 3D

Airframe only, including spare wing. Setup for Saito 100.

\$120

Please contact Nick Marson at 281 374 8915

For Sale

BIG ORANGE 80 in wing span, 14 " chord, 105 O.S.MAX
Cub wheels, scratch built-flies like an Ugly Stick. 1,000 m a battery.
Airtronics radio. Charge it, fuel it up, take it up-
everything is ready to fly- **\$ 195**

CUB O.S. MAX 65- New, Futaba radio -new. Two flights on it.
Complete- ready to fly. **\$ 250**

ULTRA STICK -flaps, great flyer, used as airborne, needs three servos in
"fuse". With your Futaba radio, receiver and battery you have another
"bird". Great 46 engine-like new. **\$ 120**

J. R. Carpenter 281-363-1927

For Sale

No time to fly this one and need to make room.....
One Lightly used CA models 24% Extra 300L
Span: 73" Weight: 9lbs. 8oz.
Plane only - **\$275.00** with gator soft mount
Setup for YS120/140

Will sell with YS120nc and servos
(Ailerons - Futaba9202, Elev. - Futaba9201, Rudd - Hitec5625, throttle - std) -
\$600.00



Mark Hunt cell: 832-217-5324

Or flyintexan@houston.rr.com

Please support our local hobby shops

Toys for Big Boys.....

Larry's Hobbies

156 FM 1960 East
Houston, TX 77073

281-443-7373

Kirk Massey

New Creations

R/C Electric Flight

9735 County Line Road
Willis, TX 77378

936 856-4630
newcreations-rc.com

Randy's Hobbies

Remote Control Airplanes, Boats & Cars
Sales and Service
Randy Ritch



18706 Tomball Pkwy
Houston, TX 77070
281-469-7000

HobbyTown USA

Portofino Shopping Center
(exit Research Forest)

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936 271 4818

www.shenandoahtx.hobbytown.com