



# Crosswinds



Newsletter for the Spring Area Radio Kontrol Society

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## SPARKS WEBSITE

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## From the Cockpit by President Duane Neefe

Welcome to the May 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 May 3, 2006. The nominating committee will provide an update of their recommendations.

Additional nominations may also be made by any open member present at this May meeting. Nominations will be closed at the end of the 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.

Recently I flew at the Simaron Fish Farm. The wind was quite calm and it was a beautiful day. The wind was coming from the South West at less than ten miles per hour which made landing on the blacktop runway very easy to do. The fish farm manager and one of their employees stopped by to visit and told me very few people had been there to fly. I told them that due to high winds not very many people wanted to fly model aircraft. They seemed to enjoy watching me fly the model plane and helicopter.

*Message continued next page.*

## From the Cockpit by President Duane Neefe, con't

Recently we received an email stating that a group of people were flying models near the fish farm and they were concerned about frequency interference. I made contact with them and determined they were flying near Magnolia and were over ten plus miles from the fish farm. They seemed interested in the blacktop runway and thought they may want to join SPARKS and fly at the fish farm. I invited them to meet me and fly as my guest one time at the fish farm since they were already AMA members. The individual I spoke with was a SPARKS member several years ago.

Please remember that if you are a new SPARKS club member and need flight instruction contact one of the club instructors who are listed on the SPARKS website. 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](mailto:jgreer16@houston.rr.com) or myself [dneefe@aol.com](mailto:dneefe@aol.com) know your concerns.

Remember set a good example fly safely!

Mark your calendar for the May 3rd Meeting. The featured speaker will be Bob Ankne of Procraft Models. He will discuss the history, challenges and trends in Giant Scale modeling.

## April Meeting Highlights....

Our featured Speaker was Glen Watson, who has competed at the Nats several times in Pattern Competition. Glen gave a well prepared presentation of building and setting up a pattern plane to obtain optimum flying results. A number of tools are used to assist him; some come from traditional shops like Central Hobbies while others are from the local hardware store. Glen then proceeded to demonstrate some of the finer mixing functions that are available on high end radios.

**We thank Glen for sharing his building and set up expertise.**



## **April Model of the Month**

**by Charles Jones**

### **Excelleron 50 made by Sportsman Aviat**

#### **Specifications:**

Wing Span: 58 in.

Area: 665 sq. in.

Length: 57 in.

Weight: 5.5 to 6.0 pounds (according to engine/equipment chosen)

Wing Loading: 19 - 21 oz/sq. ft.

Power: 46-52 Two Stroke or 70-80 Four Stroke



#### **Features:**

Cad Designed Airframe

Precision Jig Built from laser cut parts

Detailed, lightweight wood construction

Professional covering application

HI -definition color scheme

Fiberglass, factory painted cowl

Detailed assembly manual

**The kit came in great shape and looked better than I hoped.**

**The hardware was of good quality and I used all of it except for the control rods. I used Sullivan control rods for the up grade.**

**I installed a new Saito 82A for an engine which gives it a good power to weight ratio. The dog came from my mothers computer just for some fun.**

**It came with a very nice anti variations motor mount.**

**Over all it fly's very well and for its size and cost I think it may be hard to beat.**

# Out at the Field on April 8th...Spring Clean up Day

The following members were out bright and early to fill "pot holes", weed eat and perform general maintenance at the field. Only a few pilots braved the very breezy crosswinds. Mostly it was a day to work and visit.

Those in attendance were Vic Baney, J. R. Carpenter, Homer Davis, Ron Hendrick, Jake Jacobsen, Paul Johnson, Rod and Roderick Kuntz, Nick and Diane Marson, Duane Neefe, Pep Peperone, Ed Pierce, Greg Riede, Mike Rose, Jim Sheffield, Craig Waltjer, and Glen Watson. Thanks guys!



# Sparks Fun Fly

Saturday, May 20th, 2006  
Pilot's meeting at 8:00 a.m.

There will be two classes of competition as usual...

## **Sportsman and Advanced**

Pilots will receive a raffle ticket for each event flown in their class. At the end of competition, prizes will raffled in each class.

Tickets for an additional raffle offering a Saito 72 engine are being sold now. They are \$1.00 each or 6 for \$5.00. An email was sent to Club members with the ticket form attached which may be printed and purchased by sending the completed tickets and a check to the Club P.O. Box. Tickets are also being sold by Duane Neefe, George Terry, Rod Kuntz and Diane Marson.

Bring your lunch and we will break at mid day.  
Cold sodas and water will be sold.

# Fokker DR-1

## by Vic Baney

As most of you know, two wings are better than one, and three wings are great. The Fokker DR-1 ((DR standing for Dreidecker or 3 wings) model was originally built by our recently departed member, Joe Tabor. I purchased the model from his estate and completed the kit so it could be flown.

Joe built the plane for plans he purchased from Nick Zirolini plan service. Nick Zirolini offers a lot of plans and the Fokker DR-1 is just one from many famous airplane plans that he offers.



The plans are near quarter scale (the wing span is 7 inches short of 1/4 scale) and designed to be powered with a Zenoa G38 gas engine. The wing span is 63 inches and the fuselage length is 52 inches. Joe had the G38 mounting holes positioned and the cowling cut to accommodate the Zenoa G38. After I completed the model, I mounted the Zenoa and checked the balance. The model would have required some tail weight to balance properly. ( The Zenoa weighs 4 lbs, 12 3/4 oz. and is a 38 cc engine ) After seeing the balance situation, I wondered if the Laser 300V twin four stroke engine I have would be a better choice. (The Laser weighs 3 lb. 12 1/4 oz. and is a 50 cc engine). I then elected to replace the Zenoa with the Laser V300 twin using regular glow fuel. I also needed to break-in the Laser 300V twin because it is scheduled to be used in the 1/4 scale Procter model Albatross DVa that should be completed late this summer. After much measurement and etc. the laser was installed, the cowling was reconfigured for the Laser and balanced checked. Hurray! The balance was perfect! no additional weight required, more power and one pound less weight. One of the attached photos show a close up of the engine area.



Since the Laser 300V twin uses glow plugs, this would give me the opportunity to test the Nelson products Intelligent glow plug driver for twin plugs. So what makes this Intelligent you ask?

The glow driver has a microprocessor circuit for each glow plug. When you first turn on your receiver and transmitter you cycle the throttle from **full off** (including throttle trim) to **full high throttle**.

This tells the microprocessor to **turn off** glow plugs at the **full off and full on stick position**. When you advance the throttle trim position to about 1/4 position, power is applied to both glow plugs. Here's the intelligent part!. When the engine starts, the glow plugs are turned off when they reach the proper operating temperature. The microprocessor then samples the temperature of each plug individually, 25 times per second. Should the glow plug or plugs drop below there normal operating temperature, the internal glow driver battery power is applied to the plug



or plugs to keep the engine running. A visual indication each glow plug is monitor by two LED's connected to the microprocessor and mounted on the top cowl area.

Should the glow plug or plugs drop below there normal operating temperature, the internal glow driver battery power is applied to the plug or plugs to keep the engine running. A visual indication each glow plug is monitor by two LED's connected to the microprocessor and mounted on the top cowl area.

OK, enough of the technical stuff, you want to know the flying facts. The Fokker DR-1 is 1/4.49 scale and weighs 15 lbs. The covering is True Red Mono coat and as previously mention was built from Nick Zirolis plans. The plane flies great and is not overpowered since the engine has to drag three wings around the sky. There are no flying wires since the real plane had none. The top and middle wing are detached from the fuselage and come off as one assembly. The bottom wing attaches to the fuselage and finally to the struts connected to the top wing assembly. I takes about 5 minutes to put the wings on the plane. I have a 24 oz. fuel tank installed along with the intelligent glow driver and 5000 mah "D" size ni-cad battery to power the glow driver. The radio system is JR and I am using a combination of regular JR and Futaba analog servos. The Ailerons are on the top wing only and have a lot of authority. The plane rolls quickly and loops very nice. Landing is very predictable and with the narrow landing gear, it does have a tendency to ground loop if you have a crosswind landing.

Here is a little more information of interest regarding the Fokker DR-1 for those of you interesting in a little airplane history. The following information was found in the web site <http://fokkerdr1.freehosting.net/> and this site has more details about the Fokker DR-1.

The Fokker Dr 1 was Germany's response to the success of the Sopwith Triplane. In World War One, there were three main types of planes; these were scouts, fighters and bombers. At first there were only scouts, which flew up in the air and looked at what the enemy was doing and reported back the details.



At first these scouts had no guns but later on guns were being carried or attached to the planes. The first guns were just the pistols that the pilots carried on the plane with them, then later on machine guns were put on planes. The first machine guns were designed with an intercepting gear so the bullets could fire through the propeller arc without hitting the propeller. Later on this led to fighting scouts. As the war developed, planes started to carry bombs, these planes were bigger and slower so this led to fighters because the bombers

needed fast planes to escort them so they wouldn't be shot down. Also fighters were needed so the enemy bombers could be shot down. The Fokker Dr 1 was used mainly as a fighting scout. The Fokker Dr 1 was designed to be a dog fighter. It was used to shoot down as many planes as possible. It was also used for a bit of scouting as well. The Fokker Dr 1 was also used for defense purposes because it wasn't as fast as most fighter planes in World War One.

The Fokker Dr 1 was a successful plane in World War One. It was known as one of the best dog fighters of the war. The Fokker Dr 1 was a terrible plane in the hand of an inexperienced pilot but with an experienced pilot it was an almost unstoppable dog fighter. One pilot that made the Fokker Dr 1 very successful was 'Rictofen, Manfred Albrecht, Rittmeister Freiherr von' or commonly known as the 'Red Baron'. He had 80 confirmed victories, which made him the most successful pilot in World War 1. He was also the leader of the Flying Circus or Jasta 11, (a squadron during World War One that shot down more than 300 allied planes). He was killed in his Fokker Dr 1 whilst chasing a novice pilot fairly low to the ground by a single shot in the heart by either a Canadian Pilot, Australian machine gunners or by ground troops. The Red Baron said the Fokker Dr 1 "Climbed like a monkey and maneuvered like the devil. The Red Baron was awarded the Blue Max, which is the common name for Prussia's highest military honor. Some people today believe that the Red Baron made the Fokker Dr 1 more famous than it deserved.





## My P 51D by Jake Jacobsen

Recently I dusted off my P-51D and flew it under windy conditions. According to my Flight Log, it maiden on August 31, 1996 and has 328 flights under her belt. It is an ARF with a wingspan of 57". Having survived several crashes and subsequent repairs, it currently weights in at 8 lbs. and 12 oz.

Since each repair made it a bit tail heavy, I balanced it out with a larger motor after each event. This weight equates to 34.76 oz/sq foot, anything over 30 is considered "weight challenged" !

**Engine History:** Super Tigre 51, OS 60, K & B 65, and currently a Tower Hobby 75

**Servos:** Thunder Tiger S 15 on the Throttle

Futaba S148 servos, upgraded to 3001 spec with added ball bearing kits

**Weight:** 8 lbs. 12 ounces,      **Wingspan:** 57"

### Texas Model Aeronautics Foundation Contest Held in Waco, Texas - April 22-23, 2006 Moffat Field (Temple)

Here are the results of the recent Pattern contest in which several SPARKS members competed.

Sportsman — Ron Hendrick, 2nd place

Intermediate—Jim Sheffield, 1st place

Advanced—Brett Wickizer, 1st place and Mark Hunt, 3rd place

Masters—Glen Watson, 1st place

More information and results are found on the following website:

<http://members.cox.net/don.ramsey>

(Also check out the articles under "Building & Flying & Engine Techniques" and "Contests/Results " )



## Don't believe everything you see!! By J. R. Carpenter

**Origins:** Common as it may be to assume that any neat-o piece of military hardware must be American — especially when it's painted to look like the same type of bird that serves as the U.S. national symbol — the helicopter shown here is not American, nor has it been used by U.S. forces in Afghanistan or Iraq.

The type of helicopter shown in these images is the [Mi-24 Hind](#); the unusually-decorated version pictured here belonged to the Hungarian Air Force and was evidently painted with the eagle design by one of its crew members. The craft was not used in military operations and carried no armaments; it was strictly a display vehicle exhibited at [air shows](#) and the like. As far as we have been able to determine, the helicopter has since been decommissioned and no longer exists.



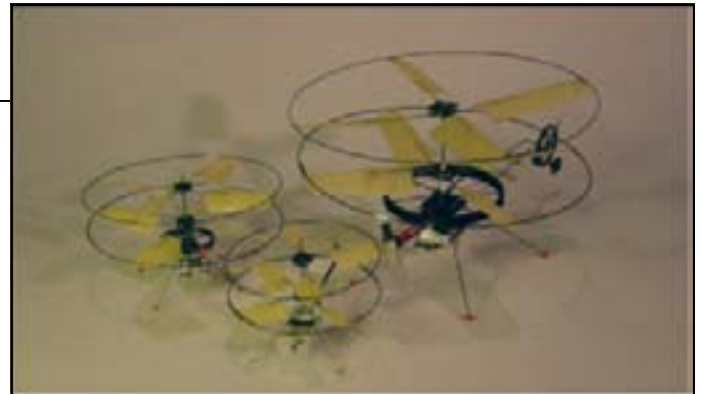
### Don't sneeze around these craft... Submitted by Lee Dillenbeck

The Pico flyer with its 60 mm rotor and 3.3 grams weight is the smallest RC helicopter in the world.

The Nanoflyer is lighter with 3.0 grams but larger (85 mm rotor) and it has a flight time of 10 minutes.

The Microflyer is the largest with its 7.8 grams and 128 mm rotor diameter, flight time is 12 minutes.

You can check these out at <http://www.proxflyer.com>



## Let's do a better job of maintaining our field.

Recently we voted to remove the garbage cans at the field thus saving the collection fee. It has been reported that plastic soda bottles have been deposited in the portable toilet and it was necessary to retrieve them for proper disposal. "yuk"

Our plastic chairs are left on the field and in the pit area so that the person mowing the field must set them under the shed before they can proceed. Also the chairs are wet and dirty from being out in the weather and must be wiped before using them. Tables are messy and oily from fuel. The frequency pin box has been left open occasionally. Please close and lock it if you are the last to leave the field.

It only takes a few minutes to gather the chairs under the shed, bag your garbage and wipe down the table.

**Let's leave the entire field (and shed area) in a clean condition so we may all enjoy the great facility we have.**

**Thank you...**



Videos from the German Indoor Aerobics  
F3P Championship 2006 From Mike Rose

<http://www.rcgroups.com/forums/showthread.php?t=484998>

[http://airtoimedia.nl/web/upload/JurgenHeilig/F3P-AM\\_Benoit.wmv](http://airtoimedia.nl/web/upload/JurgenHeilig/F3P-AM_Benoit.wmv)



## Spring cleaning and changing over to four stroke

- 1- Super Tigre G-90 ringed with a Pitts and a new stock muffler, it has less than 2 gallons of 5% fuel ran through it. \$60.00
- 1- 108A Magnum new from the warranty dept. It has not be run. It has Pitts muffler \$60.00
- 1- Dragon Lady air frame only \$60.00
- 3- Gallons of 5% fuel, all 3 for \$15.00

Charles W. Jones      832-978-3688      [w5cwj@houston.rr.com](mailto:w5cwj@houston.rr.com)

## 52nd Annual Toledo R/C Expo

submitted by Duane Neeffe

*The following is from RC Universe's coverage of the Toledo R/C Expo.....*

"Without a doubt, the [Weak Signals Toledo Show](#) is one of the biggest events of the year, and 2006 was no disappointment. As always, there were lots of vendors, lots of new products and a lot of gorgeous models on display. And this year there seemed to be a little more excitement in the air.

As you know, this hobby has been growing by leaps and bounds. We have more new people coming in than ever, and technology is advancing at an incredible rate. And the manufacturers are keeping up with the pace. Many new products are geared for the newcomer, and many more are using state-of-the-art technology for the more advanced pilots."

*You can read the entire article and see the great videos from this link.*

[http://www.rcuniverse.com/magazine/article\\_display.cfm?article\\_id=694](http://www.rcuniverse.com/magazine/article_display.cfm?article_id=694)

The "Weak Link" Model Club hosted the event and you can see the winners and more photos on their websites.....

<http://toledoshow.com/winners.html>

<http://toledoshow.com/index.html>

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Thanks to the following contributors for this issue of the  
*Crosswinds*

Vic Baney, J. R. Carpenter, Lee Dillenbeck,  
Ron Hendrick, Jake Jacobsen, Charles Jones,  
Duane Neefe, Mike Rose

See you at the May 3rd. meeting when our featured Speaker  
will be Bob Ankne of Procraft Models.