



# Crosswinds

June 2006



Newsletter for the Spring Area Radio Kontrol Society

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<b>Jim Greer</b> Vice President	281-370-5615
<b>George Terry</b> Treasurer	281-356-4315
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## From the Cockpit by President Duane Neefe

Welcome to the June 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 June 7, 2006. The club bylaws state:

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

Election of officers will be held at the June meeting.

Officers will assume their elected offices on July 1st following their election.

Listed within this newsletter are the individuals who have accepted positions within the SPARKS executive committee. I hope you agree that these individuals are very well suited to perform the tasks for each of their positions. We are very fortunate these individuals have stepped forward and are willing to accept the responsibilities of their position on the executive committee. Please join me to applaud them for their generous offer of their time.

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.

Since this is the last time I will be writing this message as President I would like to thank every one of you for your help and support this past year. I know you all will provide the same support to your new executive committee members.

# May Meeting Highlights.....

Vic Baney, Chairman of the Nominating Committee, reported the following candidates for office for the 2006 - 2007 Club year. In accordance with the Club Bylaws, nominations are now closed and the Election will be held at the June meeting.

## Nominations submitted are ..

- |                 |                                   |
|-----------------|-----------------------------------|
| ◆ Chris Fredona | President                         |
| ◆ Mike Rose     | Vice President and Safety Officer |
| ◆ George Terry  | Treasurer                         |
| ◆ Diane Marson  | Secretary                         |
| ◆ Diane Marson  | Newsletter Editor                 |

Our featured speaker was .....

## **Bob Ankney of Procraft Models.**

Bob has been flying and building Giant Scale Craft since 1980. Giant Scale is defined as wingspans of at least 62" for biplanes and 80" for mono wings. Through the years, with the advent of larger, lighter engines and improved technology, craft size has greatly pushed up the limits to make 33% the most popular size. His company relocated to the Houston area recently and offers Giant Scale Plans, Kits and accessories. All the kits and Quick-Builds are machine cut using fixtures, pattern and jigs. We thank Bob for his informative and interesting presentation.



Four gift certificates from **Larry's Hobbies** were raffled. The lucky winners were:

\$50.00 to Mike Rose, \$25.00 to James Lord and our **double** lucky winner of a \$50.00 **and** a \$25.00 certificate, Vic Baney.

## Lee Dillenbeck won "Model of the Month" with his .60 sized P-40 War Hawk

The plane is the .60 sized P-40 War Hawk from Hanger 9. It is the ARF kit that I won at last summers funfly at SPARKS (I guess it is about time to get it in the air, eh ???).

The kit is built up from Light ply and balsa, and the cowl and belly pan are nicely done in fiberglass. The plane comes covered in Ultra coat and the fiberglass parts are all painted (including the nice sharks mouth!).



The plane comes with Hanger 9 ninety degree rotating mechanical retracts. The basic airframe is actually quite light, especially the fuselage. Estimated flying weight dry (I still have to weight it to find out for sure) is about 7 pounds. The plane went together fairly easily, though the retracts proved to be a bit of a challenge. The required throws to activate and lock the gear up and down that are shown in the instructions are not correct, and many of the nuts and bolts holding the gear together are only "finger tight" from the factory. One needs to carefully go through and tighten each one and add "lock tite" in the process to keep them from loosening again.

I powered my P-40 with a old YS .91 AC (air chamber) four stroke, mounted inverted in the cowl, and swinging an APC 15 x 8 sport prop. The painted cowl is so pretty, I decided to extensively modify the forward fuselage and firewall to be able to use the stock YS muffler and keep it all hidden inside the fiberglass cowl. I just HATE cutting big ugly holes in nice scale cowls for mufflers! However, due to extremely close tolerances between the muffler, modified fuselage, and cowl, this also necessitated extensive fabrication of internal heat shields to protect the forward fuselage and the paint on the cowl. Oh and least anyone think I overlooked it, the design of the plane allows for excellent airflow DIRECTLY across the inverted engine cylinder and then out through a very large, functional bottom cowl flap area. My modifications also allow for the engine exhaust to pass out this same opening.

The radio is a seven channel Futaba 7CAP computer radio with 1024 PCM receiver. I am running the airborne radio system on a 1650 mah 6 volt nickel metal hydride receiver battery, and the plane uses a total of 6 servos. There are dual S3151 digital servos, one on each (scale) barn-door aileron, as well as one on rudder and elevator. The mechanical retract servo is also Futaba and the throttle servo is a Futaba S-148. I currently have the CG of the plane right at the forward limit of the recommended CG with the fuel tank dry.

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Other than the obligatory engine throttle adjustments that one only discovers are necessary once at the field (!), the first flight went about as well as I could have hoped. The engine seemed to have more than enough power to fly the plane in a scale manner (or non-scale if you choose!) and the plane only required minor trim adjustments once in the air. Once trimmed, I was able to fly the plane through some large loops as well as rolls and a 1/2 reverse Cuban 8. All were very smooth and the plane proves to be pretty fast in the air, even at only 1/2 throttle. Slow flight showed that the plane was not easy to stall, but did finally break to the left when it did stall at idle. Releasing the elevator and neutralizing all controls stopped any rotation after about 3/4 turns, and with slight application of power and a little up elevator to raise the nose again, the plane was back to level flight without any sign of a secondary stall.



I only used full power on the takeoff (stay on that right rudder...lots of torque with that big YS and prop!) and the climb into the loops. I did find that the big APC prop kept the RPM down and



with the totally enclosed exhaust system on the YS, I was very pleased with the lower pitched, "rumbling" exhaust note from the plane. It actually sounded kind of real!!

Interestingly, even though the scale rotating retracts fold backwards into the wing. I did not notice any C.G. shift or significant elevator trip change on retraction of the gear, or upon extension on landing. However, you can notice the increased drag with the gear down and the plane slows noticeably faster

with the gear down and the throttle back than it does with the gear up.

Still being a little on the cautious side, I brought the plane in to land with a little more speed than was probably needed, and decided against trying a 3 point landing, opting for a "wheel" landing instead. Both factors probably helped to contribute to a fairly lengthy roll-out, but the gear stayed locked. Only after the roll-out was almost stopped did the plane finally tip up on it's nose in the grass on the field. Post flight evaluation showed that one gear had rotated just slightly, causing a bit of "toe-out" on that gear. This, combined with the slightly nose heavy condition I used for the test flight probably help cause the nose-over at the end of the landing. However, once home, a brief adjustment and re-tightening of a set-screw had the gear issue cleared up and ready for the next flight.



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Other than re-adjusting the one landing gear, the only other thing I had to do when I returned home to get the plane flight ready again was to make extensive use of my covering iron. The hot Houston sun definitely produced a number of wrinkles in the UltraCote finish. However, they all easily ironed back down without issue, and I suspect once I do a few more, if the covering acts as it has for me on other planes, it should stay tight. All in all, so far, I am very happy with the plane.

Oh, and for those who asked me at the field...., yes, that IS a big aluminum True Turn spinner on the nose, and since the kit was **free** (won in the raffle), yes it DID cost more than the airplane !!! LOL..



## Have you renewed your Club Membership?????

Dues are payable **NOW**.....

and invoices will only be sent to members without an email address. Please check your contact information and if any changes, include them with your check.

Your dues must be paid by the close of the July 5, 2006 meeting to retain your Club membership.

Don't waste time...mail your check to:

SPARKS  
P.O. Box 1361  
Tomball, TX 77377—1361



## Cockpit conversations

submitted by J.R. Carpenter

*(a sled driver: That's the name assumed by the elite few who flew the Lockheed SR-71 Blackbird, which is still the fastest air-breathing jet to ever fly)*

Who said flying is not serious?

In his book "Sled Driver", SR-71 Blackbird pilot Brian Shul writes:

"I'll always remember a certain radio exchange that occurred one day as Walt (my back-seater) and I were screaming across Southern California 13 miles high. We were monitoring various radio transmissions from other aircraft as we entered Los Angeles airspace. Though they didn't really control us, they did monitor our movement across their scope. I heard a Cessna ask for a readout of its ground speed. "90 knots" Center replied. Moments later, a Twin Beech required the same. "120 knots," Center answered. We weren't the only ones proud of our ground speed that day as almost instantly an F-18 smugly transmitted, "Ah, Center, Dusty 52 requests ground speed readout." There was a slight pause, then the response, "525knots on the ground, Dusty." Another silent pause. As I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my back-seater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison. "Center, Aspen 20, you got a ground speed readout for us?" There was a longer than normal pause.... "Aspen, I show 1,742 knots" (That's about 2004.658 mph for those who may not know.) No further inquiries were heard on that frequency.

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In another famous SR-71 story, Los Angeles Center reported receiving a request for clearance to FL 600 (60,000ft). The incredulous controller, with some disdain in his voice, asked, "How do you plan to get up to 60,000 feet?"

The pilot (obviously a sled driver), responded, "We don't plan to go up to it; we plan to go down to it." He was cleared.

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The pilot was sitting in his seat and pulled out a .38 revolver. He placed it on top of the instrument panel, and then asked the navigator, "Do you know what I use this for?" The navigator replied timidly, "No, what's it for?"

The pilot responded, "I use this on navigators who get me lost!"

The navigator proceeded to pull out a .45 and place it on his chart table.

The pilot asked, "What's that for?"

"To be honest sir," the navigator replied, "I'll know we're lost before you will."

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Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have digital watches!"

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One day the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a MD80 landed. The MD80 landed, rolled out, turned a round and taxied back past the Cherokee. Some quick-witted comedian in the MD80 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

The Cherokee pilot, not about to let the insult go by, came back with: "I made it out of MD80 parts. Another landing like that and I'll have enough parts for another one."

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# SPARKS Spring Fun Fly Held May 20th



It was a breezy, sunny day for the Spring Fun Fly. A total of 8 pilots participated, 2 in Sportsman and 6 in the Advanced Class.

The lineup included Paul Johnson, Mike Rose, Duane Neefe, Nick Marson, Rod Kuntz, Lee Dillenbeck, Ian Bange and Chris Fredona. (shown in order)

Contest Director Rod Kuntz explained the events and scoring in the pilot's briefing.



Rod and his son, Roderick brought three pans of heavenly chocolate brownies baked by wife/mom Arleen. I can personally vouch for their yumminess. **Thank you very much, Arleen.**

**It was a day filled with fun and fellowship and we thank Rod and Roderick Kuntz for their time and effort to stage the event.**



Everyone was eager to begin before the wind proved to be more of a factor.

# Snaps of the Action...



## More on the Fun Fly...

The event line-up included Dead Stick, Target Drop and a Timed Aerobic routine for the Advanced Group.

Winners included:

Target Drop: 1st. Place - Mike Rose

A three way tie for 2nd—Nick Marson, Ian Bange and Lee Dillenbeck

Dead Stick : 1st. Place—Duane Neefe  
2nd. Place—Nick Marson

Timed Aerobic: 1st. Place—Nick Marson  
2nd. Place—Ian Bange



Sportsman pilots competed in Emergency Landing, Juicy Loop and Aerobatic maneuvers.

Winners Included:

Emergency Landing: 1st. Place- Chris Fredona

2nd. Place—Rod Kuntz

Juicy Loop: 1st. Place—Chris Fredona

2nd. Place—Rod Kuntz

Aerobatic Event—{land near and pop the balloon}

Both pilots had a very similar time but Rod actually popped the balloon when it was a moving target.



The prizes were distributed in a drawing among the participating pilots.

All pilots earned a ticket for each event flown, with two extra tickets going to the 1st place winner and one extra ticket for 2nd. Place.

The prizes included:

Four \$50.00 gift certificates for Larry's Hobbies

Six \$ 25.00 " " " " "

Eight \$10.00 " " " " " (each pilot received one)

In addition, Randy's Hobbies donated several gallons of fuel, Tee shirts, three Flight Boxes and Mugs.

And for the finale of the day.....

*(drum roll please)*



And the raffle prize winner is.....



The Saito 72 engine was won by a very surprised and happy young man, Roderick Kuntz.

Many thanks as always to the members who contribute articles, photos, websites, information, and interesting "stuff" to make this newsletter possible.

This month's issue included contributions from:

J. R. Carpenter, Lee Dillenbeck ,  
Nick Marson and Ron Hendrick

(Ron is our on scene reporter for the  
out of town pattern competitions)

Please send your contribution to me at [dgmarson@earthlink.net](mailto:dgmarson@earthlink.net)  
You'll earn a raffle ticket at the next meeting.

## Video Clips from the German Indoor Aerobatics Championships—2006

Submitted by Nick Marson

If you think you can fly a foamie, well then check out some of the movie clips on this indoor thread!

<http://www.rcgroups.com/forums/showthread.php?t=475395&pp=15>

You must see these two in particular!!!

[http://airtoimedia.nl/web/upload/vdVechten/Manuel\\_R.wmv](http://airtoimedia.nl/web/upload/vdVechten/Manuel_R.wmv)

[http://airtoimedia.nl/web/upload/vdVechten/AM\\_Martin.wmv](http://airtoimedia.nl/web/upload/vdVechten/AM_Martin.wmv)

Very amazing endings.....

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