



Crosswinds

OCTOBER
2007

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Newsletter for the Spring Area Radio Kontrol Society

October message to
SPARKS members...



Wally Warren is currently traveling and unable to submit a President's message this month in time for publication.

It was necessary for me to move up the newsletter deadline by two days due a couple of factors

- Since the meeting is so early in the month, I wanted you to receive the issue before then.
- Nick and I will be traveling to Canada on Oct. 2nd on business. This is the only the second meeting in over 5 years that we have missed. I think we hold the club record.

As you have seen by the group emails, Mr. Kay, our landlord, has another contract on his land and we could be gone from our current location by the end of the year if not sooner.

Several members are currently working on leads for another field site. Hopefully we can secure a future flying field soon.

Please attend the meeting on Wednesday, October 3rd to hear the reports and results.

Same time, 7 pm and same place, Valley Ranch Grill, Hwy 249 at Spring-Cypress.

Thank you,
Diane Marson
Secretary and Newsletter Editor



September Model of the month was won by Marcelo Ayala and his refurbished Ugly Stick won September model of the month. The craft has an Irvine motor with an 11-7 prop.



Our member, Ben Schultz took on the job of mowing the field when Mr. Kay was busy and short of help.

The field looks great, a short height to accommodate all planes and mowed around the edges as well.

Fantastic job, Ben!!!!

Thank You

Many Thanks to the following members who submitted articles, photos, websites and just fun stuff to this issue....

**Alan Buckner, Lee Dillenbeck, Chris Fredona, Rod Kuntz,
Nick Marson, Dean Nistetter, Mike Rose**

Please send your contribution to

dqmarson@earthlink.net

Highlights from the September meeting....

Our featured speaker was Steve Takacs of R/C Creative Hobbies. Steve specializes in hand crafting custom mufflers and mounts for nitro engines. He brought several samples and conducted an informative discussion of his products. A custom muffler and several drink cozies were given to the raffle.



Chris Fredona's custom designed circulatory wing plane was very unique. He plans to maiden it soon. (Please see pg. 11 for more details.)

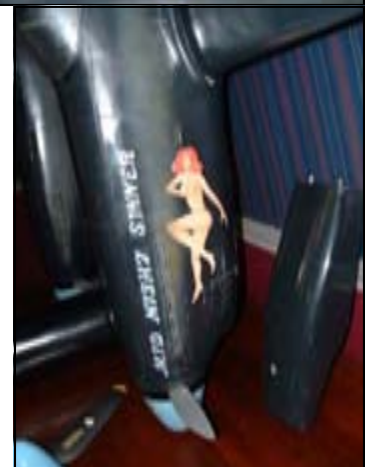
Mowing continues to be a topic of discussion. Vice President Mark Hunt will ask Doyle Kay to lower the mower and if possible, mow twice a week. Ben Schultz mentioned that beer cans are frequently found during the week at the field and it was suggested we mention it to Mr. Kay as well. (More on the mowing topic, see page 2)



Wally Warren brought his F-82 which was built by renowned pilot, Col. Art Johnson. Having just purchased it in Florida, Wally looks forward to its first flight. Check the Sept. issue, President's message for more details.



Photos show details of the scale F-82 which competed in the "Top Gun" series.





**Did you ever want
to be an astronaut?**
Submitted by Rod Kuntz

Here are some awesome photos taken on the last Space mission.
Visit these sites for many more....

<http://www.texasjim.com:80/NASApix/NASA%20pix.htm>

http://www.nasa.gov/mission_pages/shuttle/main/index.html



Aerotech 42% Extra 300 by Dean Nistetter

- Airframe - Aerotech 42% Extra 300 (3rd identical model built from a kit - not an ARF)
- Wing Span - 121"
- Length - 114"
- Wing Area 2650 Sq. In.
- Flying Weight - 39.5 lbs
- Motor - DA150
- Muffler System - MTW headers with KS canisters
- Prop - Mejzlik 30X12
- Radio - Futaba 12MZ with 2 synthesized PCM 1024 receivers
- Batteries - 2 Fromeco Lithium Ion 5200mAh on receivers, 1 Fromeco Lithium Ion 2600 mAh on ignition
- 2 Smartfly HD adjustable regulators on receivers, 1 Smartfly adjustable regulator on ignition
- 8 Hitec 5955 Digital servos on control surfaces
- 1 Hitec 5945 Digital servo on throttle
- 1 Hitec 5245 digital servo on choke
- Construction - Balsa, light ply, foam
- Required about 10 rolls of Monokote (including waste)
- Control surfaces all built to be removable using a total of 48 pinned hinges



Do you know this guy ?????

Recently we had a visitor at SPARKS,
but many did not recognize him.
Please see page 10 for his name ????





New Solo Pilot - Dallas Slovak

On August 19th, Dallas passed the FPE to become our youngest solo pilot. His goal was reached before his 11th birthday on Sept. 12th. Lee Dillenbeck was his instructor.

Dallas is in the 5th grade and really enjoys flying. He and his Dad, Jerry, are at the field most every weekend.

Congratulations, Dallas !!!!!

E-Flite Ultra Mini Stick X 2

Submitted by Nick Marson

For those of you wanting an electric plane that flies really well, try the E-Flite Ultra Mini Stick. This is a fantastic plane, available as an ARF or Plug and Play Model.

The ARF is just the airframe to which you must add you servos, motor, speed controller, receiver and battery. It retails for about \$99. The Plug and Play comes with the assembled airframe, plus motor, servos, and speed controller already installed. All you need to add is your receiver and battery. It retails for \$199.

This price is really good value considering the cost of the individual extras. Assembly time is under 2 hours.

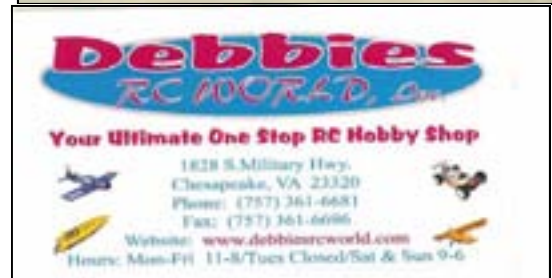
In the photo Bill has the ARF, with an E-Flite 480 motor, mine in the Plug and Play version with an E-Flite 450 motor. The 450 motor has ample power to pull the plane vertical. Bill's 480 will accelerate vertically, with authority.

We both used 2100mAh LiPo batteries. I get in excess of 15 minutes of spirited flight. The plane is agile enough to fly in the local school field. A real blast.



"Boys in Toy Shop".....submitted by Nick Marson

During a recent vacation trip to Virginia, Diane's son, Mike and I visited a Hobby Shop wonderland. Earlier in the year I had ordered some model car items from them and wondered if it was worth the 30 mile drive to visit in person. Believe me it was!!! Planes, cars, trains, boats and a car track out back.. Wish we could move it here.



One
Word...
WOW !



Flying with Thick, Tall Grass

Submitted by Alan Buckner

Like many of you, I have suffered with the thick, tall grass at our field. As you know, I have had a number of smaller, 2 lb planes that suffered more than most. I then had a large 90 size pattern plane suffer from this. Over the last year, I have found a few tips that have helped me a lot, so I thought I'd share them with you.

Wheels

When Bill Murad was training me last year, I had a 2lb foam Cessna 182 as my trainer. Taking off and landing in the July grass was next to impossible! Bill and I experimented with about 5 pair of wheels before we found something that worked really well. I posted [this question](#) on RC Groups asking about the best wheels for grass. The overwhelming majority recommended the 3" MPI wheel (pictured below) part number EPW300 and can be found here: <http://www.maxxprod.com/mpi/mpi-29.html>. The key is that they are tall and narrow – perfect for navigating through grass. Also, the foam area is smaller than most wheels, so it doesn't soak up much (if any) water when wet. They are also extremely light weight at 0.67 oz. I have found them to be very durable and easier to clean than all foam or rubber wheels

These worked great!! I also use them on my 2 lb Acromaster and I am able to taxi all over the field when other, larger planes struggle. If I were an instructor, the first thing I would tell a student is to get these wheels for their trainer.

In preparation for this article, I sent an email to www.MaxxProd.com asking how heavy a plane these wheels could handle. Here's their reply:

"I think 6 lb should be OK. I know there are pilots use this on there 10lb electric pattern planes. They say the tire will worn out soon but they like the weight. Just for your info, we now have a new line of wheels with CNC aluminum hub. They are a little heavier and cost more but they are really strong and sturdy."

Landing Gear Placement

The second thing that helps a tail-dragger is ensuring that the axle of the main wheels is straight down from the leading edge of the wing. Basically, the main wheels need to be just forward of the CG. When there is extra resistance like with thick grass, I move them forward even more to keep it from flipping over. With wire gear, I find that I need to keep an eye on this as they bend easily – some times from taxiing...



Axle Length

When I first put the MPI wheels on my Acromaster, I was still having problems with it tipping over

on landings. Duane Neefe inspected my plane and noted that I had left long axles sticking out from my wheels. I had left them because my previous tires were thicker. Cutting them off helped reduce drag a lot!

Landing Gear Height

On my Excelleron 90 which is about 9 lbs, I had some larger 3 inch wheels but found that it was taking almost the entire field to take off. At first, I thought my engine wasn't powerful enough, but then noticed that I was getting lots of short grass shavings all over my plane. I then realized that when my plane was parallel to the ground (take-off position), that the clearance between the prop and the ground was shorter than height of the grass – therefore, what I really had was a lawn-mower! I put on some taller CF gear and now the same plane with the same engine takes off in a very short distance with only ¾ power. Not only did I remove the drag from cutting the grass, but the taller gear gave my wings more incidence, helping to lift the plane off the grass even while taxiing at speed.

Landing Technique for Small, Light Planes

The last thing I have learned (and still need lots of practice with) is landing these small, light-weight planes in thick grass without tipping over. Even landing slowly, the friction of tall, thick grass on these light planes stop them quickly, making them want to tip over. In addition to moving the LG forward, I use a technique that helps a lot. First, coming in with a 3-point landing with the fuse at an angle. Then, as soon as it touches down, I give it about 1/4 throttle to keep it rolling and full elevator to keep it from tipping. I then slowly reduce the throttle to a normal taxi speed over a period about 2 seconds. The trick is not to do it too soon or you'll balloon – or too late and it tips over while the prop is spinning. Fortunately, I've never damaged a prop like that...

As you can see, I've had my share of issues with grass, but have found that these tips now allow all my planes – even the small ones – to work on tall, thick grass that trips up many 40 and 60-sized planes. I hope these help you, too.

In the AMA insider September, 2007 issue...
From the Sacramento Valley Soaring Society, Novato,
California

You're Addicted to RC, When...

You read nothing but transmitter and model manuals in the bathroom.

You have converted a mobile home to have room for all your airplanes with just space enough to sleep.

Your RC insurance costs more than your car's.

You have something RC within a radius of 5 feet from you at all times.

You've heard, "Hey that looks just like the airplane I tossed in the bin after crashing last week," more than once at your flight field.

A full-scale airplane passes overhead and you move your thumbs to match its movements.

If you plan to go outside for any reason and it's windy, you go back inside again and find out when it's due to be calm next.

When the power steering goes, you tell the people at the garage to change the servo.

If you worked feverishly in all your free time, it would take three years to clear up your backlog of kits.

You host a fun-fly when it's so cold that one of the events is starting your engine.

You accept a crash as an opportunity to start a great new kit.

Every time you pass a garage sale, you look for wings.

If you spend more money at the local hobby shop in one hour than you make in a month.

You keep your old van just to transport airplanes in.

When you go to Home Depot and the PVC pipe and fittings section gives you ideas for new wing racks instead of plumbing projects.

The smooth tarmac bike trail at your local park has funny airport markings sprayed on it.

Your car has a ski box on its roof, yet you never go skiing.

You have a "special room" for your airplanes.

You have a gallon drum of adhesive in your shed.

You have at least three different heating irons.

Your neck shows a white strip, that is the same width as your transmitter strap.

Does this describe you ????



Solar Plane Flies Longer Than Any Other

From Associated Press September 10, 2007 9:24 PM EDT

LONDON - An unmanned solar-powered aircraft that soared for 54 hours more than 50,000 feet above New Mexico may hold the record for unmanned flight, defense research company QinetiQ announced Monday.

The record is currently 30 hours, 24 minutes in a flight on July 23, the company said.

QinetiQ's trapezoid-shaped, ultra-thin "Zephyr" plane may not hold onto the record because the flight at the White Sands Missile Range in the New Mexico desert was not witnessed by officials from the World Air Sports Federation, which keeps and certifies records, the company said.

Built from carbon fibers, the aircraft has a 59-foot wingspan and weighs about 66 pounds - light enough to be launched, by hand, by a team of three. It uses paper-thin silicon panels to draw on the sun's power and stores the surplus in lithium-sulphur batteries, which power it through the night.

QinetiQ said Britain's Ministry of Defense had contributed several million pounds to the project, but the company declined to say how much it cost.

Zephyr could be used for surveillance and communications, the company said.



B-29 does more than scale flying

submitted by Lee Dillenbeck

This craft is HUGE!!

<http://users.skynet.be/fa926657/files/B29.wmv><http://users.skynet.be/fa926657/files/B29.wmv>



Answer to question on page 5.

It's our friend and former member Gabe Virene. (now with hair) These are photos from two years ago.



Learn to fly the F4U Corsair

submitted by Mike Rose

Simple flight controls make it a cinch to learn to fly.
You'll love this...

<http://video.google.com/videoplay?docid=-1056703518162002454&q=corsair>

To read more about this historic Warbird...go to.

<http://www.warbirdalley.com/f4u.htm>

<http://www.zenoswarbirdvideos.com/F4U.html>

Now for some **jet** action.....Guy with a monster remote controlled f14 fighter jet.....

<http://youtube.com/watch?v=rSRHNLxSzIA&search=cool%20%20toy>



My custom built plane

Submitted by Chris Fredona

Specs:

Engine: OS 61—2 stroke

Weight: 7 lbs.

Fiberglas over foam wings

Fiberglas fuse


Balsa Tail

12—6 Prop

HiTech mini servos.

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