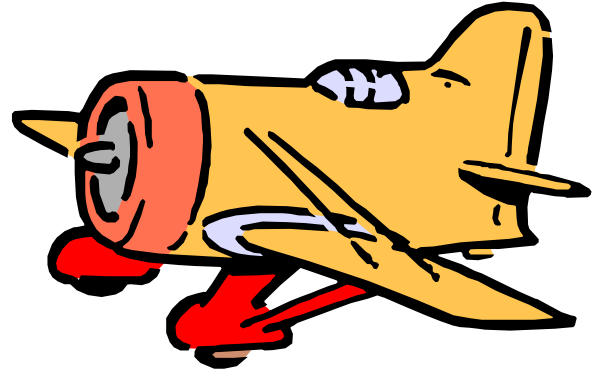


M.A.R.K.S.

MINIATURE AIRCRAFT RADIO
KONTROL SOCIETY



October 2004

A.M.A.Charter No. 133

President:	George Manning
Vice Pres.:	Robert Boehm
Secretary:	Bill Payne
Treasurer:	Chuck Comstock
Event Coordinator:	Scott Workman
Field Directors:	D.J. Steir, Pat Waher
Safety Officer:	George Manning
Newsletter Editors:	Dan Payne, Scott Workman

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What's News

New Pilot

Join me in congratulating Dan and Diana Payne on the birth of Spencer William, born September 29th.

Newsletter Online

Remember, you can access the monthly newsletter electronically at www.marksrclub.com. You must have Adobe Acrobat Reader which can be downloaded free from the Adobe website. Help us cut printing and mailing costs - view the news online and volunteer to be taken off the mailing list!

Website Remodel

The M.A.R.K.S. website is currently undergoing some maintenance. Some of its features may not be currently available but the on-line newsletter should be functioning.

*** Next Meeting ***
Thursday, October 14th
7:00 pm SBIA Security Office
165 S. Leland, San Bernardino



Above: Phil Gallegos' PT-19 on approach .

Below: Yodie Aguilera enjoys the day at Koch Field.
(both photos courtesy of Dave Arellano)



Racing News

Cooler Autumn mornings are making for great flying weather and last Saturday (Oct 2) was no exception at our monthly pylon race. We had six entries and many exciting heats with no midairs and no crashes!

Holly Hollingworth survived a start cut in one of the early heats to race his way into first place in the finals winning a big \$24 dollars in cash. Jerry Calvert flew to a solid second place finish with his airplane seeming to get faster with each heat. An unfortunate pylon cut by Don Giandomenico in the finals knocked him into fourth place leaving yours truly in third.

Next Race:

Saturday, November 6

Greenspot (George Koch) Field

8:30 am

Several weeks ago, our own John Richardson made a guest appearance at the Gilman Springs club meeting to promote our racing format and show off our airplanes. It seems that John could sell ice to an Eskimo because the Gilman Springs Flyers now have **twenty** members who are either already flying or are in the process of building race planes! They have an additional six members who have expressed interest in racing. Thanks again, John, for the great promotion.

Special thanks also to Gilman Springs members Bob Estrella, Darrell Ivie, and Dennis Milliken who attended our last race to observe how we do things. They ended up being our pylon judges for the day - thanks again guys. We are considering merging our racing group with theirs with the possibility of alternating between the Gilman Springs and Greenspot flying sites each month. This would mean travelling to Gilman Springs every other month but would also increase the monthly participation (and competition) at our races. Let me know what you think.

Our apologies to those who showed up to race in September only to find us locked out of the Greenspot field. I still don't know why our lock was cut off but we are officially back in business with our own lock on the gate.

As always - see John Richardson at Tricia's Art Korner if you need a race plane, a spare, an engine, etc... Remember: keep it stock, keep it stock, keep it stock.

SEE YOU AT THE RACES



Above: Our top finishers at the October race: Holly Hollingworth (center) - first place. Jerry Calvert (right) - second place. Scott Workman (left) - third.



Our guests from Gilman Springs Flyers (and our pylon judges for the day). These guys are working hard to expand our racing format and promote inter-club competition.



Club President George Manning monitors a heat race on a beautiful morning at George Koch field.

Tips You Can Use

Makeshift Clamps

If you use a lot of white or yellow glue you know that things need to be clamped to set up correctly. A caulk gun is ideal for applying light pressure to small pieces. Place the work between pieces of scrap wood and then position the assembly between the jaws of the gun. The scraps protect the work and provide a flat surface for even pressure. To apply light pressure, just squeeze the trigger.

- from Bob Furr

Mixing Cups

If you use canned shave cream, keep the caps from the used cans. The plastic caps make great containers for mixing resins. Several ounces can be mixed inside, enough to join wings or other fiberglass projects. Or, turn the cap over and use the flat top to mix up just a bit of epoxy for a small job. Usually the excess can be popped off the cap when cured.

- from Hemet Model Masters

Receiver Antennas

Never exit the receiver antenna wire to the exterior of the fuselage by running it via the wing saddle or anywhere near the fuselage-wing joint. The vibration and relative movement between the two during flight will eventually sever the antenna wire.

The proper method is to punch an exit hole in the fuselage, near the receiver location and away from exhaust residue. Obtain heavy sleeving material (the size that will allow the antenna to slide through) from any electronic store. Use CA to attach a 3-inch piece of the sleeve in the antenna hole so a half inch or so is inside the fuselage. Pass the antenna wire through the sleeving and attach to the rear of the fuselage. Before you pass the wire through the fuselage, put a strain relief on the wire inside the fuselage to prevent it from being pulled out of the receiver.

The best and cheapest strain reliefs are either a button or a broken off portion of a servo output arm. Simply weave the wire through the holes in the button or servo arm about three times and it's finished. Make sure you position the strain relief on the antenna wire such that there is some slack antenna inside the fuselage.

- from South Bend Radio Control Club

Just for Laughs

Comparison of Federal Prisoners with Airline Pilots

Federal Prisoners:

Must stand with there arms outstretched while they are searched for weapons and other metallic objects.

Must submit to random drug and alcohol tests.

Are given inferior food.

Are identified by a number.

Must wear stripes depicting their status.

Airline Pilots:

Must stand with there arms outstretched while they are searched for weapons and other metallic objects.

Must submit to random drug and alcohol tests.

Are given inferior food.

Are identified by a number.

Must wear strips depicting their status.

What Goes Up...

Ted: " *We're gonna have to come in pretty low on this approach.*"

Elaine: " *Is that difficult?*"

Ted: " *Well sure it's difficult. It's just something you have to do... when you land.*"

- from the 1982 movie "Airplane II, the Sequel"

Trivia Trivia Trivia

What is Emma Schuon's famous (or infamous) connection to aviation?

Bring your answer to the meeting on October 14 or e-mail me at scottys91@aol.com. The first three correct answers will win raffle tickets at the October Meeting.