

**Propeller Teller – October
2009
Official Newsletter of M.A.R.K.S.
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Introduction Article

It has been some time since the last newsletter and there are a number of reasons (aka excuses) for this. The first one is that I got kind of lazy and put off writing hoping for some input from other members. But the main reason is that I finally retired and have been getting adjusted to the good life. To my defense, I did have an accident and tore the bicep tendon out of the bone on my left arm (The proof can be seen farther down on one of the pictures). After the operation to reattach it I was in a cast for six weeks and a sling for two more weeks so typing was out. I am just getting back into the swing of things so here we go!

Runway Repair Work Session



Rick and Steven were the main instigators in getting the center section (about 120 ft) of the runway repaired, (it had normal damage due to the weather). The "crew" cleaned the section then filled all of the holes with sand. Three garden water buckets with spouts were used to pour the repair mix down on the sand. There was a work crew of about six of us and we were there about four hours on the project. The rest of the runway (especially the north end section) will need to be worked on soon. I was at the field about three days

ago and noticed that motorcycles or ATV's had been doing donuts on the runway (again) but caused no damage; hence to our runway system seems to be functioning as advertised.

Rick and Steven also did a lot of work on the storage sheds including a new locking system on the big container.



Summary of the October Meeting Notes

The October 8th meeting was held at the Highland Senior Center. Andreas Blaser opened the meeting at 7:05pm. The minutes for the September 2009 meeting were approved as written as was the treasurer's report. Event director, Joe Augino, was not present, but informed Andreas that he is resigning from his position after the Christmas Party. The Christmas Party will be held at the Spaghetti Factory, in Rancho Cucamonga on December 10th, 6:30 – 9:30PM. Rick and Steven reported that the Greenspot runway repairs are going well. The 120 feet of runway center section and the taxi way that were fixed last month held well although there were some traces from what appeared to be dirt bikes. Rick and Steven moved the water tank (which is inside one of the small containers at the field) on cinder blocks and plywood and attached a water spout, so members will be able to use the water whenever they need it at the field. Rick has reported that there are a lot of half finished sodas and other uneaten food



into the field's trash can. As a consequence he will not continue to do this goodwill service of emptying the trashcans again. That is, from now on everybody has to take home everything he or she brings to the field. Steven will organize a Fun Fly for March 13th 2010; we will invite people at the AMA show to come and participate. Andreas motioned to combine the initiation fee and first year's dues to a fixed amount of \$200; Steven Lumpkin seconded and the motion passed unanimously. It was also decided that at the AMA show new members can join the club for \$150 instead of the \$200 (initiation and first year). Dennis Hammarstedt won the Model of the Month award with his "Profile P-51". The meeting adjourned at 8:54 pm.

Events

Past Events

August Pylon Race



There was a good turn-out for the Gilman Springs Pylon Race with about twelve planes in the contest. There were two groups, the novice and experts. Both groups put on an exciting show of dare devil racing. The experts flew low and close to the pylons with numerous cuts while the novice class was aloft with a more conservative style and altitude. It was a real experience watching the separate classes and flying styles.

I was unable to fly due to the cast on my arm but I enjoyed the day off being there under no pressure. I was able to go to each pylon viewing area and see how close the planes were. I will be flying in the next race now that my arm is better. The MARKS club did not host any races this year due to the lack of participants. I encourage everybody to get a plane and race in the novice class, it is a lot of fun and everybody is always ready to help. If you are nervous about your racing ability I would be glad to assist you in setting up your plane at our field and giving pointers about the race. I have never won a race but I keep

trying, it is definitely worth the effort for the experience you obtain.



Ed Robarge's Memorial Fly In

Ed's Memorial Fly-In was a huge success I am sure his family was pleased with such a large turn out in his memory; about ten MARKS club members some of them with planes were in attendance. Fred and Charlie brought a great number of planes and they were putting on a real show. After the Memorial service was concluded, Skip flew a special memorial flight in honor of Ed. This concluded the "official" portion of the event. The group remained for a long time exchanging stories and watching the planes put on a lot of flights.



Upcoming Events

MARKS Christmas Party



Our already traditional MARKS Christmas Party at the Rancho Cucamonga Spaghetti Factory is here. Please reply early (to Joe) and reserve your seats. Like every year spouses and kids are very welcome; we will also have our famous gift stealing & exchange game, where everybody who wants to be part (completely voluntary) brings a gift (up to a max value of \$20), wraps it originally, and labels it for men or for women. In the past we have seen great moments during this game, and the rumor goes that some people still use the shaving set they took home during that memorable night. If you have questions in this context please check with Joe the Grand Headmaster Spaghetti Organizer (jauginonii@juno.com).

As for the reservations, please send Glen a check for the number of people attending (cost is \$18.00 per person), and let Joe know your menu choice. Please do this before Nov 30th.

Again, we need a list of people and their menu choices by November 30, 2009. I need to give this list and quantity of each choice to the Old Spaghetti Factory five days before our party.

Below are the menu choices for the MARKS Club Holiday Party at The Old Spaghetti Factory (December 10th, 2009)

- Spaghetti with Meat Sauce
- Baked Chicken with Spaghetti
- Baked Lasagna with Tomato Sauce
- Spinach & Cheese Ravioli with Tomato Sauce

All dinners come with: salad, fresh baked sourdough bread, spumoni ice cream for dessert and a choice of beverage, (Tea, Coffee, Milk, Coke, Diet Coke, Sprite, Mr. Piibb, Raspberry Ice Tea, Lemonade or Root beer).

FLOAT PLANE TIME

October is near – actually it is all over us already – and that means it is float fly time. On October 31st and November 1st, make sure you don't miss this once a year event. As usual, we're holding the event at Lake Perris, Sail Cove. Our event last year was a huge success and we look forward to building on that theme. This year, we will have an improved retrieval boat as well as carpeted pilot stations. These improvements should make things a little nicer overall.

Here's a video from last years event: <http://www.youtube.com/user/coronarclub#play/uploads/50/2f57WnLuvgg>

AMA Convention 2010

The next AMA Convention 2010 is scheduled for January 8-10 at the usual location at the Ontario Convention Center. Our club booth number is not yet defined but we will let you know as soon as it becomes available.

We will have one booth this year so there will be no video show or runway display, we will focus on what our club activities are throughout the year and invite people out to our field for a day of flying activities in March (Steven's Fly In tentatively scheduled for 3/13/2010). At our last MARKS meeting we decided that during the AMA show we will have a 25% reduction of the club entry fee (for the three days of the convention only) this will make the total fee of \$150.00 the first year for new people to join. – Check out also the section about the changes in regular used fees and dues that we voted on as well during our last meeting. As usual we are looking for volunteers to assist working the booth as well as set-up and removal after the show. If you are available to assist E-Mail Andreas (president@rcmarks.org) with the dates and times you could help out.

Comic Section



Presidents Message



Hello everybody,

It has been a while since our last MARKS newsletter went out the door and there are many reasons why we had such a long break. If you read Dennis' column then you can learn some of them. This reminds me actually of an old MARKS newsletter that I stumbled across a while ago when browsing through John Richardson's archived MARKS files. The newsletter consisted of one page with a header and club address, the rest of the page was empty and at the end there was a note from the editor, saying that this was how many contributions he got that month (I.e., None). Seems things have not changed too much. – Anyway I really would encourage everybody to contribute from time to time. It does not take a lot

just put it on your list, take a couple of pictures and send Dennis your pictures and a little story. – Would it not be fun to read about some anecdotes from other members from time to time?

From my perspective this has been a very busy year and it still is. I have not even flown once at our nice field in Greenspot this year. The two main reasons were/are work and our new home in Yucaipa that we are currently adapting to our ideas. – Club-wise we still did quite a few things this year and those of you that have come to the regular club meetings know all about it. We will have a slideshow of "MARKS in 2009" at the Christmas Party in December. Below are a few current items of our list that every member needs to be aware of.

New Fees and Dues

Renew for \$50!

No panic – this is good news. At the last meeting we decided to repeat last year's rebate for members that renew their MARKS membership (postmarked) by November 30th 2009. That is, if you pay by that date then you get your 2010 membership card for \$50. This is a great deal and helps us (Glenn and me) to get most of the membership business done in a short amount of time. For members that renew between December 1st 2009 and January 31st the regular dues apply, that is \$80. For members that miss that deadline too it will be \$120. However, this worked great last year and we hope we can bring this due-business behind us quickly.

Remember, you need to renew your AMA (\$58) as well, because you cannot be a member of any chartered RC club without it. This gives you and the club also insurance coverage – a really important reason.

Combined Initiation Fee

In the past we used to ask new members to pay an initiation fee and on top of this the regular annual dues. Although it makes sense to break up that amount from a club's perspective it is rather confusing from a new member's perspective. The Board has, therefore, proposed and the membership accepted (at the last meeting) that from November 1st the first year's dues and fees are combined \$200. After his first year of membership the regular dues (\$80) apply. This is not only easier but also more affordable for new members (\$30 less than currently). For new members that join after July 31st there is a prorated reduction as outlined in our Bylaws.

AMA Special

Also at the last meeting, the Board proposed and the membership accepted that during the three days of the AMA Convention we accept new memberships for \$150 (25% off). Like Dennis wrote we are having a scaled down, lower key, representation at the next AMA Convention in Ontario. This gives us some purpose at the show and lets us talk with prospective members. We are just taking a break. The last few years have been quite intense.

New Access to the Field

When Robert Boehm sent me a couple of pictures of our field in Greenspot to post online I noticed some traces of construction activity to the West of our facilities. Upon closer inspection it looked like a new access road to our field from the South-West. I had not been in Greenspot for a (long) while so this was news to me. Even more amazing was the fact that, although I got the pictures only in July they were actually take in January. – Well the mystery was solved when I called Randy from the Water Conservation District and asked him about that project. He then told me that yes they built this and that they did this especially for us. – It is great having such good neighbors!

What does this mean for us? – Well, from now on we need to take that new path to the field. I know it is a bit longer but there are two big reasons why we need to start using that new path. Reason one is safety. Using the old access route leads us directly under the flight path; this is very dangerous especially if bigger models are in the air. Reason two is that we are soon going to be working to build our 3D area and that area is right where the old access road goes through. So please start using the new South-West entrance and because people are creatures of habit, please do it all the time and not just when there is not too much activity. The Map below shows the new access in red.



Heli and 3D Zone

Keeping everybody safe is an important prerequisite to running an enjoyable flying field, therefore, we thought about various users of our facilities early on during the planning phase for our new Greenspot field. One possible area of conflict are members practicing very slow (harrier) or static (hover) 3D or helicopter. The solution to this is to have two different flying areas, one for faster type flying and one for slower more static (or locally confined) flying. This is the basic rationale for our 3D Zone.

How does that work? – Looking at the schematic map below you can see the blue main flying area; here models are flying in general in a clock wise pattern. Then there is the green 3D flying area; in this location members can practice slower maneuvers, hovering, or other balancing activities. Finally, there is a red buffer or transition zone where models can transition from one area to another, because yes helicopters can fly in the blue zone too, they just should refrain from blocking the main flying zone with hovering over the center of the runway.

To make this all work there are a few simple rules:

1) This rule is already in place: We normally have right hand pattern in the blue main flying area; this is for the regular West wind condition.

2) The 3D zone works always in the other direction, that is, normally we have a left hand pattern. This is less of an issue with these types of models but still important. → The consequence from 1) and 2) is that models in the transition zone (red) area always flying in the same general direction and not against each other.

3) Models can freely transition from one to the other zone, if they fit the criteria.

Like everywhere else, common sense should be the main guide. For instance if there are three guys flying helicopters and there is no one at field then these members can of course fly their models in the blue main flying area and hover as much as they like. The main reason for these two flying zones is to keep everybody safe and provide an environment where everybody has fun. – Having read this you can now also see why it is important using that new access way ...

This is an important new set of rules that will be added to our existing flying site rules; please make other members aware of it. Not everybody reads the newsletter and as I wrote earlier: Habits are sometimes hard to break. – If you have questions do not hesitate to check back with me.

The Blue Box

The blue box also known as our **Frequency Box** has come into the spotlight recently (that is last Saturday to be precise) when a plane crashed because somebody on the same channel as the flying model turned on his transmitter without checking if that frequency was available. **The plane and the equipment were a total loss** and by “total” I mean “total”; not even some of the more robust RC gear, such as, engine or servos were recoverable. Fortunately nobody was hurt but as you can imagine, a plane that goes astray at the wrong time could really wreak havoc. – The plane that crashed just a couple of feet next to Oscar at the last cookout comes to mind.

Even though many of our members start using 2.4GHz systems more frequently let us not forget that **it is still mandatory to check before each flight if there isn't anybody else trying to use the same frequency if you are flying with a 72MHz system.** The frequency box is a great help for this but it only works if everybody uses it. Another great “technique” is to wander down the flight line when you arrive at the field and check if there is a potential channel conflict. Such, you also get to know the other pilot or pilots and coordinating the use of the same frequency becomes a piece of cake.

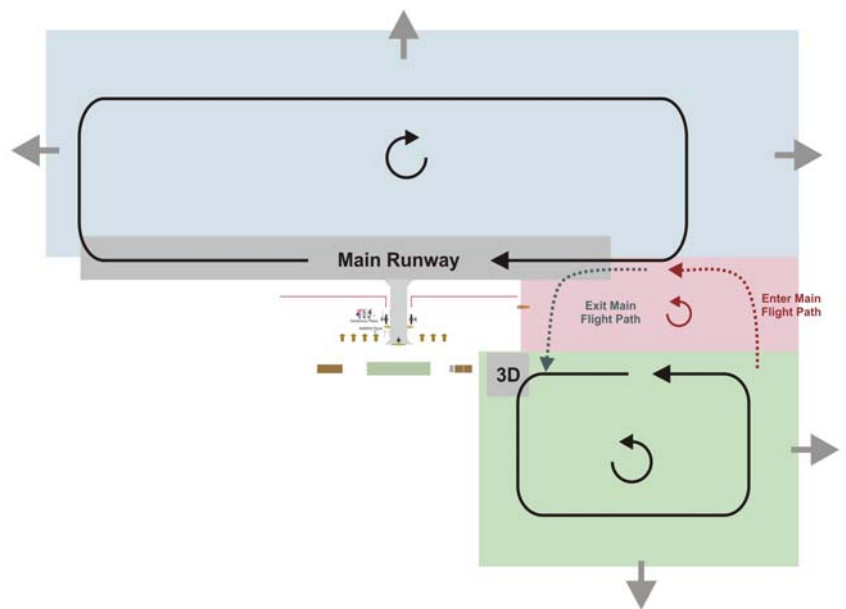
So please be extra careful the next time you take out your 72MHz ship and check if your frequency is clear. And if you see somebody working on his transmitter without a checked-out frequency pin ask him to use the blue box.

Intro Pilots

At our September meeting Paul Smith told us that at the PVMAC they found out that they had been training new pilots “illegally”, that is, with no real insurance form AMA.

There is a simple solution to this and it is called AMA's Introductory Pilot Program. In a nutshell, a club can nominate Introductory Pilot Instructors and as long as a non-member flies together with one of these instructors then they and the instructor are covered by AMA's insurance. There is a little bit of paperwork involved but it is minimal. Once a student is registered he can fly 60 consecutive days with that or any other registered club instructor. This is a great program from AMA and we have signed up six members as Intro Pilot Instructors. They are: Sanford Bennett (our main Flight Instructor), Booker Woods, Glenn Spark, Rick Inlow, Aldrin Sangma, and myself. The club pays the annual fee of \$5/ person year. The complete rules can be found at: <https://www.modelaircraft.org/MembersOnly/intropilotdesc.aspx>. If somebody else would like to become an instructor then please say so at any regular meeting and we can discuss this further. Finally, we decided at our last meeting to sponsor every new youth member's AMA membership for the first year (\$1 / year). That is, if somebody is learning to fly with us and if he or she is 18 or under then we pay for his first AMA membership.

That is it for this month! – Keep your wings level and enjoy this great Autumn!
You president, Andreas



MODEL OF THE MONTH

There were three entries for this month;

- #1 Sanford Bennett with Dynamic Sonic 185 Glider from Nitro Models
- #2 Dennis Hammarstedt P51 Profile form Great Planes
- #3 Rick Inlow with T-REX 600 NITRO

The winner was Dennis Hammarstedt with this P51 Profile built up kit. – Congratulations!



A few details about the winning model

Dennis Hammarstedt- Tower Hobbies Profile P51 kit plane this is the third kit plane I have built and I am learning more each time I build a kit. On this one I deviated from the plans slightly by installing all of the servos, radio and battery before I covered the plane. This made sense to me because I could bury the radio and antenna inside the wing along with the servos. It also made for a cleaner appearance. I do have a hatch in the bottom of the wing that can be removed for maintenance. I installed the switch and a battery charging port on the hatch door this makes the plane very user friendly. The wing is attached to the fuselage so at the field I take the plane out of the truck, put in fuel and it's ready to fly. I have about twenty flights on this plane now, it is very maneuverable and easy to land, and I would recommend this kit to anybody that wants a good and fun flying plane that is relatively easy to build.

Editors Comments

If you experience stories that you would like to share with other club members then please submit some text and pictures to the editors (newsletters@rcmarks.org) we are always looking for cool or fun stories. Good materials are pictures or building descriptions of your current projects, eye witness reports, special sightings, spectacular flights, stuff that happens at Greenspot or elsewhere and that is related to RC flying. –

Mystery Plane

And the last mystery plane was a ... BAE Lightning

You can get more info about the plane from Wikipedia http://en.wikipedia.org/wiki/English_Electric_Lightning or the many other online sources. Here are the winners of the last challenge:

- 1) Nadia Blaser
- 2) Joe Augino
- 3) Sanford Bennett
- 4) Keith Davis



Name that Plane!

This new plane is a bit harder. Tip check out the shape and other features of the glass canopy. – Good luck!

