



Propeller Teller

The Official Newsletter of the MARKS Club (Miniature Aircraft Radio Kontrol Society) - AMA Charter 133

Spring Harvest Festival in Highland 2008

This year was the first time that our club participated at the Spring Harvest Festival in Highland. The event opened to the public at 10:00 AM and closed at 3:00 PM in the afternoon. Steven had reserved a neat spot almost in the center of the festival. Our booth was right next to the one of the fire fighters and an ambulance. There was an abundance of small booths of merchants or people showing an old trade, such as a smith with a working forge. There were old steam powered engines connected to agricultural devices grind-



View down Center Street. Our booth was just on the left of this picture; to the right is an old Stater Brothers truck and further down the road were the Antique Car show as well as the steam engine corner.



Erik, Andreas, and Steven ready for the festival to open. To get a good head start with the setup we arranged to be at our lot at 7:00AM—This paid off big time as there was no stress to set everything up at all.

ing corn and there were others that were just huffing and puffing along for fun. An antique car show and a dog show were also part of the attractions.

As this was our (MARKS) first time at the festival we didn't really know what to expect. However, simply judging from the feedback we got from people passing by our booth and looking at the constant flow of visitors that were attracted by our RC planes, it is easy to see why this was a very successful experience for us. Pair this with a really relaxed and

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low stress environment and you have a great event. The time at the booth went by extremely quickly and before we knew it, it was time to pack up and leave.

Our display consisted of

Spring Harvest Festival in Highland 2008 (Continued)

some smaller planes, gas and electric that we hung up under our Ez-Up. What proved to be very effective was a hands on display of engines, propellers of various sizes and materials, servos, a servo testers, receivers, and many more items that people could touch and handle. Steven brought two gas planes and his radio and those visitors that were really interested got to wiggle on the controls of his radio and see the control surfaces move.

Many of the people that stopped by had once in their past picked up RC, free flight, or control line models and such they were excited and very interested to know about the existence of our club and the vicinity of our field to Highland. Because we used a large scale satellite image of our current and the proposed field location there were also many curious questions concerning that project.

We handed out many club fliers and it felt as if people in general were very fond of model airplanes and what we are doing. Let's see if we were able to get a couple of new members based on our effort.

This said it was an easy decision that Steven and I committed ourselves for the next Highland Spring Festival in 2009 again! (abl)



The only not so warm welcome was from a bird that attacked Steven's plane at the end of the show.

New MARKS Member Section

Note from the Editors: This is a new section in our newsletter where we want to welcome our newest members to the MARKS club and at the same time introduce them to the entire membership. The goal is to have a little story and maybe some pictures for all new members that join. – So if you are a new member, please send us some info about yourself and you will be featured in the next issue of the Propeller Teller.

This could be your picture and your story!



Note from the Editor



We are always looking for good material for our newsletter. So if you experience stories that you would like to share with other club members, please submit them along with some text and pictures. The best and easiest way is to send me an e-mail to newsletter@rcmarks.org, but you can also send me a letter or simply come to a club meeting and give me a copy of your adventure.

As you can see we have a new format for our newsletter; as always with innovation, this is a first shot and you will certainly see the newsletter being transformed here and there. In future newsletters we will also include pictures and a description of the Model of the Month contest as well as the Picture of the Month.—so stay tuned (dh)

Thanks!

“Send us your stories and adventures—it is always great to share what is happening in your workshop or at the field with the gang”

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Aviation Related News On-Line

A new web-site for P-51 Fans!

Dan Metz sent a link to this site.—Check it out, the link includes some nice footage of P-51Ds. <http://www.grayeagles.org/video.htm>

"Gray Eagles" is the story of a humble WWII Mustang ace, his grandchildren and the bond that is formed when history comes alive all set against the backdrop of one of the most admired aircraft in history and the pilots who flew her.



Newest Spaceship

This is an account of an aeronautical engineer working for Burt Rutan in the desert: Pretty exciting stuff! - Sent by Henry Arance.

"THIS IS REALLY A FANTASTIC SET OF PHOTOS AND A MOST IMPRESSIVE VIDEO CLIP ANIMATION OF WHAT WILL TAKE PLACE WITH THE VIRGIN GALACTIC SPACE LIGHTS IN THE NEAR FUTURE.

Suggest you click on the U-tube link near the end of the text, following the photos. You



receive a six minute animation flight.

Finally, you get to see what it looks like. Since I got this job here in CA, I have been eagerly awaiting the day that they unveiled the spaceship and its carrier, WhiteKnightTwo. Currently, I am working on the landing gear for WhiteKnightTwo, but as soon as that is done, I'll move on to the spaceship. I am very excited to present to you, if you haven't already seen it, the next generation of space travel.

This is all artwork from Virgin Galactic. They nailed it. This is it. There's no other way to



put it, this is what it looks like, and this IS how it works.

If you've already seen this photos, its because these are the official released images. I'll be able to get more later, but since I was away from the airport last week, I don't have any extra insider shots. I'll get some out though.

Here's the animation, its really well done:

<http://www.youtube.com/watch?v=WBo8t0B5NhM>

(My landing gear arena is very well rendered, though.)

This is all very exciting and overwhelming at the same time. Now that this is out in the world, we are obli-

gated to succeed and that has a different ring to it now. But, one thing I can say is that I'd strap my entire family into it and take them on the wildest ride mankind will ever experience.

That's how safe I know it is. I am very proud of that fact, even though its my first landing gear, its built to withstand the most extreme conditions.

I know that the rest of the aircraft are too."



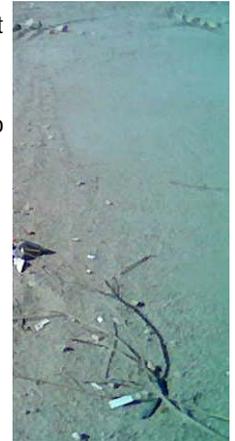
Picked up at the last meeting ...

At the March meeting it was voted on to spend the required money to get the existing runway repaired so it can be used for our various activities until the new concrete runway is completed. The cheapest way to accomplish this is by using the available labor of our club members. Also some of the members have some large equipment that will be of great assistance when it comes time to do the major work such as hauling the sand to cover the existing strip then spreading the sand out and making it level. The next step

would be to apply the holding medium called polymer. As you can see there will be a lot of work on the repair day so we are looking for as many volunteers as we can get to handle the more mundane aspects of this project.

When the big day is decided on for the work/repair day we will let you know so you can make your plans accordingly. The picture at the right is how part of the current runway looks now

and most pilots will not fly their nice planes here because of the very poor condition. So remember we need your help to get this new repair project completed so we can start flying our nice planes again (dh).



My great new Toy!



This is the Fly-CamOne 2.—I purchased this little camera a month ago. Since that time I have recorded about two hours of flying time on it. I am truly

amazed at the quality of the movies I have obtained while using this camera on a number of planes and helicopters. Our new member Dion mounted the camera on his electric Sportster and chased me while I was flying my 40 size P51.

Although I was much faster I did throttle back and he was able to stay on my tail and get some good “dog fighting

shots”. Another time we mounted the camera on the bottom of his plane facing to the rear and came up with some really amazing movies. If you are looking for a really compact and light (one ounce) camera that is not expensive but of high quality that will make videos with sound for about thirty minutes then this is the camera for you. (dh)

An “Almost” true story ...

Top this for a speeding ticket

Two California Highway Patrol Officers were conducting speeding enforcement on I-15, just north of the Marine Corps Air Station at Miramar. One of the officers was using a hand held radar device to check speeding vehicles approaching the crest of a hill. The officers were suddenly surprised when the radar gun began reading 300 miles per hour. The officer tempted to reset the radar gun, but it would not reset and then turned off.

Just then a deafening roar over the tree-tops revealed that the radar had in fact locked on to a USMC F/A-18 Hornet which was engaged in a low flying exercise near the location.

Back at the CHP Headquarters the Patrol Captain fired off a complaint to the USMC Base Commander. The reply

came back in true USMC style:

‘Thank you for your letter. We can now complete the file on this incident. You may be interested to know that the tactical computer in the Hornet had detected the presence of, and subsequently locked on to, your hostile radar equipment and automatically sent a jamming signal back to it, which is why it shut down.

Furthermore, an Air-to-Ground missile aboard the fully armed aircraft had also automatically locked on to your equipment location. Fortunately, the Marine Pilot flying the Hornet recognized the situation for what it was, quickly responded to the missile system alert status and was able to override the automated defense system before the missile was launched to destroy the hostile radar position.



The pilot also suggests you cover your mouths when cussing at them, since the video systems on these jets are very high tech. Sergeant Johnson, the officer holding the radar gun, should get his dentist to check his left rear molar. It appears the filling is loose. Also, the snap is broken on his holster.

Thank you for your concern. Semper Fi.'

After reading the account check :-) (dh)

<http://www.snopes.com/horrors/techno/radar.asp>

Upcoming Events

Greenspot Runway Improvement Project (GRIP)

As indicated in the last newsletter we are working feverishly on the preparations for our GRIP project. In this scope and as decided at the last meeting, the club bought a gas water pump and a water tank that can be mounted on a pickup truck. The gas pump has a 5.5HP 4 stroke engine and can lift water up to 86 ft; the suction is 26 ft and the optimal volume that can be displaced is 145 gal/min. That is a whole lot of water, believe me. The pump has a multiple purpose function: a) it will help us to pump the polymer into the water tank, b) it allows us to pressurize our polymer distribution system should we not have enough water pressure using gravity, and c) it will be part of our new pressure wash system: Yes, no more sweeping our runway, we will have our own runway sweeper!

The pickup tank on the other hand is made out of durable plastic and weights empty about 80 lbs. Its capacity is 325 gallons. The tank will serve us as described above for mixing the polymer with water, plus it will hold the water for any sweeping action at the field. When it is not used then it goes into one of the containers where we will use it as a tank for fresh water (no drinking water) at the field.



The most interesting part of the polymer spreading device is still under development in a secret and undisclosed location. However, according to the lead engineers it will be ready for prime time when we have our dry run this coming weekend on Saturday April 12th.



So far no reliable photos or blue prints have surfaced, only the grainy shot above, which supposedly shows one of the work-



ers ducking for cover. The whole design team seems really reclusive and getting into contact with any of them has proven to be very difficult lately to say the least.

The good news is (although this is according to unconfirmed rumors) that a first glimpse at the design will be presented at the meeting this coming Thursday April 10th.—So don't miss out to come to the meeting and then volunteer for GRIP! (abl)

Dry Run of GRIP Project on Saturday April 12th.

In a nutshell, what is going to happen during the dry run of GRIP:

We will build three team: **Team A** will prepare the area just North of the runway so that we can drive over it with Steven's pickup truck. That means clearing the area of big rocks and evening out any parts that are either too high or too low.

There is a dual purpose with this: The



first is mentioned above (Steve has to be able to drive his truck over this area). The second reason is to provide more damage free landing space for certain members (you know who you are! ...).

Although we will not cover that area of the runway with polymer it will be free of big rocks and compacted so that damage should be minimal and breaking power maximal should a plane veer to the side.

Dennis Driskill will bring a blade which will move most of the compacted dirt. Other tools that are needed for this task are shovels, wheel barrels, and picks.

The second team, **Team B**, will clean the runway from items that don't belong there, such as, broken props, weeds and other organic material, bigger stones, etc. This task requires weed eaters, square tip shovels, and maybe some brooms and

leave blowers. Team B will also move the hay bails and the tables away from the runway so there is space for equipment to move.

Finally **Team C** will assemble the polymer spreading device and then test it with water (which is supposed to be very similar in consistency to the-water polymer mixture). Thus we will be able to calibrate the system and be more accurate when ordering the polymer, which is, thanks to the increased prices of all petrol derived products, pretty expensive.

So far for the planning. For all members that actively help during the dry-run there will be free pizza and soda over lunch.— For questions please come to the meeting or send me an e-mail to president@rcmarks.org.—Thanks! (abl)

President's Corner



Hello everybody,

Here are a couple of items on my current MARKS radar screen that I would like to share with you.

New Meeting Place

When we gave out the new keys for Greenspot the other day, Mickey (Glenn Micklow) suggested that we try to get a meeting room at the **Senior Citizen Center in Highland** (3102 East Highland Ave). The following week Roger was on the task and did some preliminary investigations. As it turned out the only day they had left was the second Thursday of each month. Talk about a coincident!



The following week Roger Foor and I met with Penny Lilburn, the director of the center and discussed our use of the facilities. We agreed to pay a small usage fee covering utilities and we will get the main room of the center for our meetings in return. The room is very nice and it should be perfectly suited for our meetings. There is ample space with tables, chairs, and other amenities that we can use.

We had tried to continue the system of meeting alternating on Wednesdays and Thursdays, however, because the Center is so well booked this was not feasible.—I am sorry about all those folks that cannot make it normally on Thursdays, as I thought that alternating system had worked out pretty well. However, once we have our new field with a shaded area, tables, and chairs set up, then we can also have some meetings over there from time to time.

Important Schedule Change for GRIP Project

We had originally planned to resurface the runway on Saturday April 19th. Unfortunately this will not work out because we would not be able to get the roller to compact the field that date. Therefore the new (real) resurfacing date is:

Saturday, April 26th

We will begin very early in the morning that day and we will again need a lot of members to help. We will send details of how we organize that day by e-mail and post it on our MARKS Forum. As usual send e-mails with questions to me in this context (president@rcmarks.org).

Dinner and a Movie

Jim Levell will be there in the early morning hours, making pan cakes for our helpers. We will also have coffee and sodas during the day. Then lunch is again on the house (club) for everybody who has lent his or her helping hands to the project.

Finally in the evening and once all the hard work is done Jim volunteered to BBQ steaks for the entire gang. Dinner will be free for everybody that has helped during the day and \$25 for those that could not make it during the day. All the proceeds will go into the Greenspot Runway fund.

Beside a delicious meal you will also get



to watch an aviation movie that we will project on a large screen right after everybody is finished with the feast.—We will vote on the movie during the upcoming meeting.

Setup Bench

The bench is still there and it seems to be non-vandalized so far, which is very good I think. The two screws that hold the wing arresting parts might need to be tightened from time to time as the wood works, but otherwise everything seems ok.



Erik took the measurements of the table and made a set of plans that

you can download if you want to make another table. I think our goal should be to have between 6 and 10 tables.

Redlands Fly-In 2008

Another event coming up very soon is this year's Redlands Fly-In. There are not too many changes to report since last time. The main one is that it appears more and more likely that the full scale air show part will be smaller than originally indicated. This will mean more flying slots and more flexibility for us. A lot of work also went into the PA system setup; the current configuration features a 440W power mixer, a 700W supplemental amplifier, and 8 speakers. This setup should be sufficient to cover the complete active air show as projected.—Like with other upcoming events, we will send out e-mails and update the Forum to keep in touch with everybody.

April/May ...

The next two month will be a bit unconventional and very busy for our club. With all the construction and other projects that are currently going on we are pretty busy.—However, I really believe that once this labor intensive time is over then there is even for me more bit flying time on the horizon!

Your MARKS President,
Andreas

Solution to last Month's Picture Quiz

Here is last month's quiz picture and the full image. The first member to figure out the correct airplane type, a Douglas AD-6 Skyraider was:

Joe Augnino

The member with the most detailed and correct description of the airplane was:

"Holly" Hollingworth

Dennis Hammerstedt was placed third, however the jury felt this was an insider job!

Congratulations!

You guys really seem to know your planes!



Or was this too simple? — Below is a little bit of history of the plane and the people that flew it. Source: <http://www.wikipedia.org> (abl)

Attack Squadron 176 (U.S. Navy)

Attack Squadron One Seven Six (VA-176), known as the "Thunderbolts", was a United States Navy squadron that saw combat service in the Vietnam War and later in 1983 in both Grenada and Lebanon.

History

VA-176 was established on 4 June 1955 and equipped with the **Douglas AD-6 Skyraider** and assigned to the Atlantic Fleet. A year later the first deployment followed on board the aircraft carrier USS Randolph (CVA-15) to the Mediterranean Sea as part of Air Task Group Two (ATG-2). In 1958 the squadron was assigned to Carrier Air Group 17 (CVG-17), but was not deployed as CVG-17 was disbanded. The next cruise in 1959/60 was aboard the USS Essex (CVA-9) as part of CVG-10. In November and December 1960 VA-176 was assigned to Carrier Anti-submarine Air

Group 52 (CVSG-52) aboard the USS Wasp (CVS-18). After this short deployment VA-176 returned to CVW-10 and made three deployments to the Mediterranean Sea with the USS Shangri-La (CVA-38) between 1962 and 1965.

Carrier Air Wing Ten (CVW-10) was shifted in 1966 to the USS Intrepid (CVS-11), which was used as an attack carrier for three deployments to Vietnam. During the 1966 deployment two members of the squadron became known by successfully engaging a North Vietnamese MiG-17, an unusual instance of propeller-driven aircraft defeating a jet-powered adversary.



In 1967 VA-176 was back in the Mediterranean Sea aboard the USS Saratoga (CVS-60) as part of Carrier Air Wing Three (CVW-3).

This was the last cruise with the Douglas A-1H Skyraider, as the squadron converted to the Grumman A-6A Intruder all-weather attack plane. From its first deployment with the Intruder in 1970 to the last in 1991, VA-176 was assigned to Carrier Air Wing Six (CVW-6). From 1970 to



USS Intrepid, September 1966

1975 CVW-6 was assigned to the USS Franklin D. Roosevelt (CVA-42). The next three years were spent aboard the USS America (CV-66). In 1979 the wing moved to the USS Independence (CV-62), followed by the USS Forrestal (CV-59) from 1886 to 1991. Flying the Intruder, VA-176 made eighteen deployments to the Mediterranean Sea, three of which also led to the Indian Ocean. The squadron was decommissioned with the retirement of the Intruder from active service on October 30, 1992.

Planes

Douglas AD-6 Skyraider	1955 - 1967 (after 1962 A-1H)
Grumman A-6A Intruder	1969 - 1975
Grumman KA-6D Intruder	1972 - 1992
Grumman A-6C Intruder	1973 - 1975
Grumman A-6E Intruder	1975 - 1992



VA-176 A-1H in 1966 with "MiG-Killer" Lt. Patton

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MARKS Club Motto

"MARKS - Powered by RC Enthusiasts!"

We are still looking for a good motto for our club. So scratch your heads and think of something, positive, and original that we could use here. Send your ideas to Dennis (newsletter@rcmarks.org)



M.A.R.K.S. stands for Miniature Aircraft Radio Kontrol Society – Our club has been founded in 1965 and has been a chartered club with the AMA since 1967. Since 2006, the MARKS Club is an incorporated non-profit organization with the State of California.

Our goal and vision as an organization is to the promotion of a safe, convenient, and cooperative pursuit of the sport of radio controlled aircraft as well as the fostering of talented modelers to compete on national or international level. In this context, the MARKS Club wants to provide a fitting framework for recreational and competitive activities involving any type of radio controlled aircraft and thus enriching the variety and the social environment of our local communities. The MARKS Club is open to everybody interested in model aviation. Emphasis is given to the introduction and education of the younger generation emphasizing values, such as, responsibility, good judgment, comradeship, teamwork, persistence, and technical skills specific to aviation.



Behind our name there is an active RC Model club that is located in the San Bernardino - Redlands - Highland area in Southern California. We have currently about one hundred members, flying everything from electric slow flyers, over helicopters, IMAC planes, and scale planes to fast turbine powered jets.

The last Page

What's Next?

Let's hope the weather cooperates during the GRIP project. As we have mentioned before, we need about 48 hours of uninterrupted good weather without any precipitation for the polymer to cure. During this time it is absolutely forbidden to step onto the field (Yes, driving and all other forms of crossing are bad ideas too—Don't ask me about the consequences, but they are all pretty expensive so don't try it. If you see somebody messing with our runway, write down their number) - We will decide about the go no-go on Thursday April 24th. If we can't resurface that weekend we will postpone GRIP until after the Redlands Fly-In.

Please keep on reading your e-mail and check our website regularly—this is the fastest and most efficient way for us to inform you about what is going on. If you have spam blockers please allow all e-mails from the @rcmarks.org and @esri.com domains.

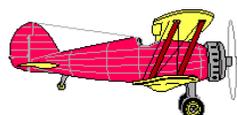
Thanks. (abl)

Picture Quiz

What is the type of this plane?



Please send your answers to newsletter@rcmarks.org and we will announce the first three members that guessed correctly. (editors)



April 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Important Dates:

Next Meeting: Thursday, 4/10
 GRIP Dry Run: Saturday, 4/12
 Corona FunFest: Sat/Sun, 4/12-13
 Chino, Float Fly: Sat/Sun, 4/19-20
 GRIP Resurfacing: Saturday, 4/26

Note: Greenspot is closed for all flying activity during the GRIP Project (April 12th, 26th, and 27th)