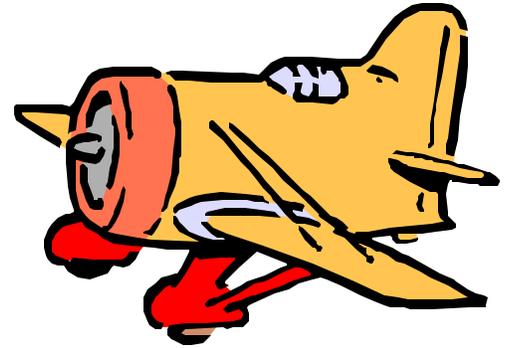


M.A.R.K.S.

Miniature Aircraft Radio
Kontrol Society



AUGUST 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 Wahrer
Safety Officer: George Manning
Newsletter co-editors: Dan Payne and Scott Workman
Email: dpanddm@aol.com

Check us out on the WEB
at
MARKSRCCLUB.COM



*** Next Meeting ***

Thursday, August 12th
7:00 pm SBIA Security Office
165 S. Leland, San Bern. CA

Birthday Boys

Wally Felahy 8/2
Fred Pierce 8/6
Andreas Blaser 8/9
John Lewis 8/11
Michael Carey 8/12
Jack Deal 8/12
Sam Ramirez 8/18
Jerry Blake 8/22
Jerry Boggs 8/23
D.J. Steir 8/26
Herbert Buenbrazo 8/28
Greg Kassel 8/29
Ed Moore 8/30
Tony Viero 8/31

Hello People

The heat has been very high so neither I nor many people have been out at the field so — I hope that means you all are building some cool new planes. The count down to the AMA show is now only a little over 5 months away and most good projects take more than that to complete unless you are Fred and then that would mean there is enough time to build at least 12 more kits or 24 more ARFs. Anyhow since it takes most of us more time don't get caught short and wish you would have gotten started sooner.

At last months meeting we raffled off one of the kits we use in our club pylon racing and if you were not there then you had no chance of winning it. I hope to see more of you at this meeting since not only will we have another raffle but we will have a guest speaker from Team America. Lets have a great turnout and make our guest feel welcome. Our V.P. Robert has really put some effort out to give us something different each month to look forward to and we are booked up with guest speakers for the rest of this years meetings so come on out and support your club.

I am sure for the ones who have braved the heat and been flying at our G.H. site you may have noticed the tie downs in the pit area this is also due to some effort on the part of Robert and will help keep your EZ-UPS from blowing away. Also at our last meeting we

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made the decision to start moving our permanent shade out to the site. Soon it will be a little inconvenient to park and pit however the more support we get to put it in place, the sooner we can use it. At this time we are planning to put it in the area that we now park in and move the pit area back from the runway. This is something we really need to do for safety based on AMA guidelines.

Also if all goes well we should have a proposal soon for the cost of resurfacing the Greenspot field and will be making the arrangements for that project.

If any of you ever wonder what this club has to offer you and wish that there were some changes or wish that we had something going for us that we don't, remember that everything this club owns and does comes from its membership. Consider being the member that contributes and makes that difference that you are looking for.

AS THE TURBINE BURNS

I am happy to announce that I am now not the only turbine pilot in our club, in the last month we had a new member by the name of John Maxwell join our club who, although he is working on his waiver, owns two beautiful jets and has been flying one of them up at the dry lakes getting his stick time in.

As far as the Bobcat I have been flying at our field it is doing just fine and now I am getting a little more excited about building. As I learn to trust the Bobcat I have found that I can do stalls and tail slides along with a few other maneuvers that I never thought a jet could or should do. But what the heck, I'm just glad we don't have to sit inside our planes or we would all be Pancakes by now.

See you at the meeting: George

Article 2: Correcting the Cg Location

by Cal Malinka

The Cg should always be noted on kit plans or in the assembly manual for an ARF. If it is not noted, you have a problem. When the plane is finished and completely assembled (no fuel) it is time to check the location of the CG. If you note that there is a significant difference in Cg location between the plans and the existing model, you will have to do something to correct it. (Significant would be about one quarter inch error in a plane with a wing cord of twelve inches or more.) If it is possible, change the Cg by moving the battery forward or backward as much as practical. Obviously adding dead weight to the model is not desirable but the Cg location takes precedence over everything. Moving the servos is seldom efficient. If there is still a significant error in Cg location after moving the battery, you will have to add weight. Lead weights, like fishing weights are OK, or cast your own from tire balance lead. In any event they must be well fastened if they are to remain in place. Stick on weights usually don't last too long, although they are good for a quick and dirty "fix".

To calculate how much weight to add. You need to know three things.

- The total weight of the plane (no fuel).
- How much the Cg location is in error.
- How far from the required Cg, the added weight can be located; the farther the better.

Knowing the above three things, the desired added weight is equal to the airplane weight, times the Cg error distance, divided by the distance from the Cg that the balance weight can be placed. **(A x B)/C** (After you've done this a few times you began to appreciate the advantage of the metric system. It seems almost too simple, but it works like a charm. Must be the magic of "Albeja".) It may take some effort to measure the weight of your plane or of an added balance weight, but you may have to do it to insure a successful first flight. A kitchen scale is fine to weigh the whole model, and a postal scale or equivalent is fine to measure the added balance weight.



Above: Paul Chambers get some low pressure practice in with his Kadet. Below: The tie downs installed by Robert Boehm.



Tricia's Art Korner
and Radio Control Aircraft

604 West 40th Street
San Bernardino, CA 92407
Tues Thru Sat

(909) 886-6043
TRICIA & JOHN

GET IT WHILE IT'S HOT

John still has some Byron fuel left. He is closing it out and is willing to wheel and deal...

Racing News

Our pylon racing group continues to grow and attract M.A.R.K.S. members and the interest has been spreading to other local clubs. Our format of low-cost, low-stress pylon racing seems to be filling a niche for flyers who enjoy racing and competition, but prefer a fun-fly atmosphere and a fun-fly budget!

Last month we were invited to put on a pylon racing demonstration at the Gilman Springs club during their 4th of July weekend fun fly. We held several heat races in between periods of fun-flying and the crowd seemed to be quite impressed. There was even a spectacular mid-air collision between Don Giandomenico and Scott Workman that sent both aircraft spinning into the Earth. Amazingly, the pilots were able to salvage the wing from Scott's airplane and the fuselage from Don's to patch together an airworthy racer. Don performed some major surgery to patch holes and graft the two together, but eventually he was able to finish the day's racing!

Holly Hollingsworth, a Gilman Springs officer as well as a M.A.R.K.S. member (and fellow racer), served as host and did a great job promoting our racing format. He also succeeded in laying the groundwork for a new friendship between our clubs. I'm sure we will be invited back and I'll bet you'll be seeing many Gilman Springs members at future M.A.R.K.S. events as well.

Races are generally on the first Saturday of every month, and our next racing day is set for Saturday, August 7 at the Greenspot site (George Koch Field) at 8:00 am. We want to get racing early before it gets too hot, so get there by 8:00 if you want to race. John Richardson has race planes and engines in stock at Tricia's Art Corner and everyone is welcome to join the group. It has already been shown that you can put one of these ARFs together overnight, so get yours and get racing!

A "friendly reminder" about our racing format: **KEEP IT STOCK!** We are starting to see little things like tape over the hinge joints...etc. The only acceptable modifications are listed in the rules. See them on line at marksrclub.com.

SEE YOU AT THE RACES



Above: Dan Payne holds up the winning racer as Don Giandomenico and D.J. Steir show off two aircraft which came down with dirt poisoning. See text for details.



The busy flight line at Gilman Springs. Thanks again to the Gilman springs club for hosting a great event.



Our Club president George Manning (r) flies in a two-turbine formation with a Gilman Springs member.