



Propeller Teller

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

Greenspot Runway Renovation

Those of you that have been at our January club meeting already know that we decided to repair our current runway as quickly as possible so that we have a decent interim place to fly for this year and until we have the runway at the new location.

Roger Foor and Steven Lumpkin have taken on the task of getting some estimates from contractors. What we basically want is to clean up the area from loose gravel, remove all the vegetation that is pushing through the runway, patch up all holes, and finally cover the runway with another coat of polymer.

Depending on the offers



One of our contractors is working hard to establish the best mix of polymer and rock/sand base for the new runway!

we get, we will do parts of the work ourselves. When the time is ready, we will ask for some volunteer help. Talking with the former president of the Corona RC Club (They have had a very similar project

using polymers to cover their runway) we should not have too much trouble doing a number of tasks that are involved in resurfacing our runway ourselves. (abl)

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AMA Convention in Ontario

Like in the previous years we had again a booth at this years AMA Convention in Ontario (January 10-13).

Those who made it to the show know that this is probably one of the best

ways to start the new RC season. Besides seeing what is going on at the cutting edge in our hobby there are also always a lot of great deals that are hard to resist. Oscar Wilde

comes to mind: "*I can resist anything but temptation.*" - Well what is bad for our wallets is at least good for the economy!



AMA Convention in Ontario (Continued)



Here are two images from our double booth at the AMA Convention. This year we were at the end of one of the exposition isles, which was great because we effectively had one more edge where visitors could check out what we are up

to. Like last year we had three main attractions: There was Don's video setup running his MARKS video and some other clips from the DRG production (www.rcdon.com). Protected from short arms with ice cream (aka small children), there was the model of our projected new runway. Like last year it got lots of attention and was a great conversation starter. Especially as last year this was more or less just vapor ware, whereas this year we already in a much better position with many of the main obstacles already behind us.

The final attraction was our raffle. Fred, Joe, Woody, and John did a great job

preassembling those ARFs that we were raffling. They sure caught the attention of many people walking by.—Thanks again to everybody who helped with the setup and the teardown; we were done in 35 minutes on Sunday!. (abl)



Pylon Race Gillman Springs February 2, 2008



A full house, from left to right: Dennis, Larry, Joe, Holly, Mel, Bob, Doug (aka Mr. Skin) and Chris.

This is the pre-race gathering of all the pilots with high hopes of winning the big purse in the Golden Race. I'm on the left (Dennis Hammarstedt) with the bright colored plane and Joe Augino is third from the left with the blue and yellow (T-6 Texan). Look good and hard at these two planes this is your last chance.

Joe and I must have been confused about this race because we ended up in a full contact aerial combat contest in the second heat, below are the re-

sults. I remember last month's newsletter where I was wondering if there was another way to crash a plane, I got my answer. (dh)

Here are the results:

Chris Gautier	5
Larry Haase	11
Holly Hollingworth	12
Doug Medore	10
Joe Augino	2 (Midair)
Dennis Hammarstedt	1 (Midair)
Bob Estrella	5
Mel Santmyers	8

“Look good and hard at these two planes this is your last chance!”

Gold Races (place and money won):

Holly Hollingworth	1st	\$30
Doug Medore	2nd	\$20
Larry Haase	3rd	\$10
Mel Santmyers	4th	\$5

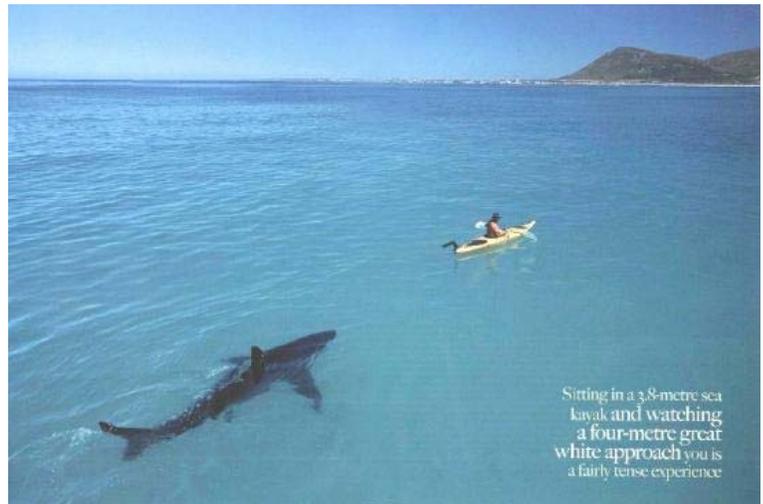
Congratulations!



Dennis and Joe: He did it! - No he did it!

This First Flight Feeling ...

Is this how you feel when you arrive at the field and get ready to fire up your brand new plane for its first flight? Maybe you feel like the shark but personally I feel like the guy in the Kayak. It doesn't matter how many times I check the plane to ensure everything works or if I have another pilot inspect it as well, I still feel like the boater. Usually after 5 or 6 good flights my confidence builds up and maybe I feel like I'm in a bigger boat, but that shark always seems to be back there just waiting for me to lose my concentration. (dh)



Sitting in a 3.8-metre sea kayak and watching a four-metre great white approach you is a fairly tense experience

This is a real picture of a shark that got attached to a kayaker that saved the shark's life.

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)

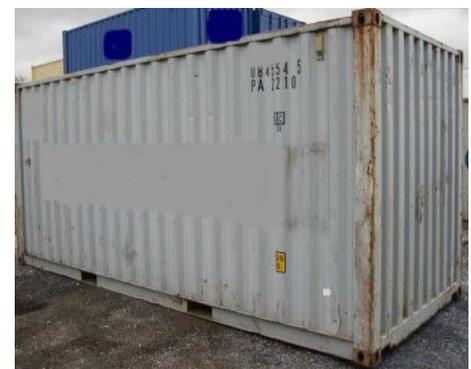
Thanks!
Dennis

“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”

Containers and Stuff

John Richardson and Jim Viero have emptied the two MARKS containers that the club bought a long time ago and that they stored for us (Thanks!). The plan is to move the two containers to Greenspot and bolt them together so that we can use them to store some of our club items in them. We need to figure out how to look them up because it appears that in the past that has always been a problem (not the

looking but the “unauthorized-unlocking”). Once the containers are bolted together we will paint and Woody Mummery is going to craft us two signs that we will be attaching to the containers and such “staking our territory”. The containers are movable so when we can access the new location we will simply transfer them there. (abl)



Message from the President



Hello, my name is Andreas Blaser and I am the new president of the MARKS Club. Most of you probably already know me from my

many e-mails, or seeing me either at the field, at our meetings, or at one of our events. For those that have no real idea who I am here is a little summary:

Who is this Andreas guy?

I grew up in Switzerland close to the capital, Bern, and started to fly RC models when I was about twelve. Although the initial success of keeping my planes up in the air was moderate at most, persistence eventually paid off and I spent less time fixing and more time flying. I was a member of the Modell Flug Gruppe Bern (MFG) for many years (<http://www.mg-bern.ch/>) and kept flying RC planes (glow and gliders) until I started my studies in Zürich. Being a student and living in a big city didn't really mix well with flying RC planes, so I took -like so many other folks too- some time off from flying models. I was, however, still hooked to anything flying and managed to obtain my Ultra Light license in France during this time. Family and the entry into the professional life were next. Work brought us to Orono, Maine in 1995 and then finally in 2000 to Redlands. Our boys, Erik and Sven, were now in their late pre-teens and that is, when I picked up my favorite hobby where I had left it a couple of years ago. I joined the MARKS club in 2003 with my sons following the year thereafter. We have been flying RC planes ever since and greatly enjoy the club life and companionship in the MARKS club. In 2005 when Terry Steir left for his new home in Oregon I took over the job of the webmaster for the MARKS club. Then from January 2006 until December 2007 I served as Vice President for the club under George Manning.

Thanks George!

The same way like it is hard for guys to gauge what it means to give birth, most people have only a vague idea what amount of work is involved with being the

President of an RC club ... and I can tell you it is a lot! – George handled this task extremely well and what looked like easy and smooth cruising from the outside was very involved. Under George's watch we continued to expand our presence at the AMA show, being now considered experienced and seasoned convention veterans. Our display was better every year than the previous year and we always got a lot of attention and compliments for what we did and displayed. It was also George who initiated our participation at the Redlands Fly-In, which was an important step in establishing a good relationship with our neighbor the Redlands airport.

An old tradition, the Warbird Rally was also revived under George's term as a president and we had two quite successful Warbird Rallies during the last four years. There were many other very successful events that the club held during George's presidency and they all benefited substantially from his experience, guidance, and his nose for doing the right thing at the right time. George's accomplishments are even more amazing if one considers that for the last one and a half years of his term, George and the club had to deal with very questionable accusations from a former member that ultimately led to a lawsuit against George and the MARKS Club. However, this difficult time is over now and we have all learned a great deal from this "experience".

George is currently heavily involved in flying turbine jets, however, he will still continue to advise the MARKS club as one of its Directors on the Board. – I would like to personally thank George for being a mentor in so many areas, for involving and showing me the ropes in regard of leading the club, as well as for the good company and times.

Thanks George! - I really appreciate what you have done with and for the club.

What next?

Where is the club heading? – That is a question that was not openly asked a lot but I am sure that it came up with each and everyone of us at on point in time over the last year or two, especially when we were suddenly confronted with that

lawsuit and then later when we lost our main field. – Fortunately I think our club's future is everything else but bleak as the conditions for creating a great environment of our favorite past time are very promising.

The first task that we have to tackle is to fix our current runway and bring it up to a condition so that the loose stones don't destroy our planes during take off and landing. This involves basically patching up the areas with loose gravel, removing any vegetation, and resurfacing and sealing the runway including the pit areas. We are already quite far along with this and I expect this task to be done within one or two months (Weather permitting). This "reconditioning of our current field" together with some beautifications, such as, our containers aka future tower will render our current field again very usable and a great place to be and fly until we can move on to the new facilities.

The second task for this year is to create enough funds for the new field, or at least for the new runway. This is something – and I know that am repeating myself here – where everyone can help with. For instance, you can help by finding sponsors, asking friends to join the club, selling your unused items on e-bay for the benefit of the club, or giving them to Oscar who will do the e-bay part, or you can donate money directly to the club (tax deductible!) -some of our members started to send in automatic monthly donations and while this eats not a great deal into one's budget it certainly creates a lot of revenue for the club. Just imagine if every member would eat at home twice a month instead of going out and then would donate the saved money to the club! – We would have the necessary funds together in no time. I am also full aware that not everybody can contribute financially; however there are many other ways that you can help, such spreading the word, or asking businesses to contribute (yes, we have a flyer that we can hand out for this purpose).

By the way, as a member (using the usual credentials) you can always check how much we already have raised (<http://www.rcmarks.org/MembersOnly/>)

Message from the President (continued)

[GreenspotFunding.html](#)]. Generating money is unfortunately a necessary evil in this context and although I would rather spend time planning and building our new field or flying models, there is no way around this phase.

Enough about fundraising - With such a rainy winter; I think we will soon have our first Float Fly. Once "Lake Greenspot" is big enough we will announce a date, so stay tuned. Besides the regularly scheduled pylon races we plan to have a couple of Fun Flies with BBQs this year so that we can have some good quality time together and people who haven't been out to Greenspot recently see what it's like. So far I have not been able to contact the City of Redlands concerning the Redlands Fly-In this year; the last information I heard was that the EAA (Experimental Aircraft Association) would be holding the event this year so I am not sure if we are re-invited. This year in a nutshell will be a year of many smaller and informal events, lots of leisure flying, as well as preparation for the next big step, the new field.

What's after next?

It is no secret that much of the future activities of the MARKS club depend on the new flying site, as our current field at

Greenspot lacks the quality and capacity allowing us to organize bigger events. However, once established, our new site will not only allow us to enjoy our activities on a new level (think of an RC Flier's "paradise" with permanent shades, tables, benches a smooth runway and so on) but we will also be able to invite our friends from neighboring clubs to join us at our field and hosting events. Already there has been quite some interest from various sides to use the new site, once it is built, as a place to hold regional or even inter-regional events. I think this would be an awesome opportunity for our club to contribute to the RC modeling community and provide us with a chance to meet and interact with fellow model enthusiasts from all around the region. - Wouldn't that be great!

As such, I see MARKS in the future as a club that is known not only for its great facilities and location but also for its hospitality and camaraderie; as a club that has a balanced mix of members flying everything that defies gravity, and as a club that holds a number of informal club or local Fun Flies of various types as well as a hand full of bigger events every year. And finally I see our new flying field as a place where our members, friends, and

families like to gather and hang out, as a safe environment where we enjoy spending time together, flying, talking shop, or just taking in a good breath of pure RC modeling fun.

So much concerning my vision for the MARKS club. I will try to write something for this column in every newsletter to give you an update where we are and where we are heading with our projects.

Your MARKS President,
Andreas

New Member Cards

Everybody who has paid his or her membership dues should have received a new membership card, some of you even two. A bit late in the process -Chuck had al-



ready sent out the first half of cards-, Chuck and I were talking about simplifying the chore of creating new cards and sending them to all members. Besides this we also wanted to upgrade the cards to

contain some additional information, such as emergency info (I think this idea came up once at a board meeting). The result are new cards that contain a lot of useful stuff, such as AMA number, a member since section, an indication if a member is a flight instructor, and last but not least some information useful that would be useful in case of an accident. Roger Foor checked with law enforcement and first

Greenspot Site Location: GPS: N34°06.083 / W117°07.36
Down in the Greenspot Borrow Pit - use the red gate (close to the old iron bridge) of Greenspot Road.
Emergencies: 911
Police Dispatch: Highland Police: (909) 387-8313
Redlands Police: (909) 798-7681 #1
Closest Emergency Room (ER): Redlands-Community Hospital
350 Terracina Blvd
Redlands, CA 92373
(909) 335-5500
Closest Urgent Care (PP0) Beaver Medical (no HMO)
7000 Boulder Avenue
Highland, CA 92346
(909) 862-1191

responders in the area and the result is on the back of the card.

Also, if you haven't already paid your membership dues for this year (the deadline was January 31st) then you will have to pay \$75.0 to renew. This rule has been in our Bylaws forever and we will start enforcing it from now on. The reason is that this whole renewal process is quite a lot of work and having it spread out over more than two months is just not fair to our treasurer. There is, however, one last opportunity to pay only the regular dues (\$50.0) and that is if the dues are paid at the next meeting (February). - Thank you for your understanding. (abl)

New Locks and Keys



We have been talking about putting new locks at the gate and frequency box at Greenspot for a while. Here the rational is that

there are many, many of the old keys out there and that there are a number of people that fly or flew at our field without being a member. This is bad in various ways: The most serious problem is that of insurance. If there are people flying at our field that are not AMA members then they are not insured and in case of an accident

this will most likely have *very* serious consequences. Secondly people that are not in the club are less likely to follow the flying site rules, because they a) don't know them and b) they don't care. As a reminder we cannot fly with smoke, or above 400feet AGL, and there must always be an observer and a passive air-band radio tuned in into the Redlands Airport frequency when somebody flies at Greenspot.

These are all reasons why now is a good time to change locks and keys. The new keys will be the same as the new ones that George distributed for Glen Helen. Each member will again have to sign for a

key and for having read and agreed to our flying site rules. This can be done either at a meeting or by an appointment with Chuck (Rialto, ☎ 875-8700) or me (Redlands, ☎ 793-9895).

So please check who is flying at our field when you are out there and if you encounter RC pilots that are not members but fly anyway then tell them friendly that they can test fly on our field as a guest (of a current member) for a maximum of three times, but that they need to become a member afterwards. If you run into any problems let me know and I will handle it. (abl)

Member Project of the Month



This month's member project is Don Giandomenico's first turbine powered jet. The ARF is called **Boomerang Elan** and comes from the UK. It's specs are:

Wingspan	84"
Length	80"
Weight	18lb ~ 21lb
Turbine	14lb ~ 22lb Thrust.

Assembled the plane breaks down easily to fit in a small car.

Here is some text from the web-page of the US distributor:

"The ELAN is capable of just about any maneuver possible with a jet. It lives up to the Boomerang Jets ethos of an easy to build, fly and maintain jet with outstanding flying and aerobatic ability. Take off even on grass is from about 40 feet and landing similarly short in the hands of a competent pilot.

Most of our testing & development was

done from our 80 yard grass runway ensuring the Elan had to have those characteristics typical of Boomerang models. Steady and solid in slow flight at around 20 mph. it also has exhibited a remarkable top speed over 190 mph. It has been



flown with turbines from 14lbs upwards and extensively stress tested in all flight conditions. The Elan has caused a stir everywhere it has been demonstrated.

We are now expecting the Elan custom Jet 1A retract sets to arrive in Dallas any day for our US customers. This will be the full "Deluxe" set complete with every part needed for the complete installation in your Elan, including the new Digitech electronic air valves. Not cheap but truly the ultimate retract set for flying from any surface!"

Don says that it took almost no time to build the plane and that it looks awesome.



Here is a link to a page with some demo vides.

<http://www.boomerangjets.com/us/elan.htm>

Looking at the video it seems that the plane doesn't require a long runway so we may be seeing the Elan at Greenspot as well!

If you want your model to be featured in this section

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Simply send us some information about your project and we will feature it hear. You can send us pictures, descriptions, and your opinion and suggestions. Anything goes, be it a member's first trainer, a scale bird, an electric, anything that flies qualifies. (editors)

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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. An 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?

This month we will have our First Board Meeting of the year, where we will elect a new Chair for the board (this is an annual position). We will also be discussing our plans for fixing the current field as well as how to increase our fund raising activities. Another topic that is on the table is the scheduling of this year's events.

Please keep on reading your e-mail—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. We are using e-mail accounts from these two domains to send out our club e-mail—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)

February 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	

Important Dates:

- ◆ Next Meeting: Wednesday, 2/13
- ◆ Valentines Day: Thursday, 2/14
- ◆ February Pylon Race: Open

