

## 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

## Cal's Four-Stroke Setup

In November we published Cal Malinka's checklist for the ideal pushrod/servo set-up for a model with a two-stroke engine. This month we feature Cal's setup for models with four stroke engines.

Ideal Servo/Pushrod Setup - High Wing Model:

- 3 servos in parallel, all 3 to rear of wing opening.
- Steering tiller on right.
- Rudder control horn on left.
- Elevator control horn on left.
- Throttle servo on left, servo output wheel to rear.
- Elevator servo in center, servo output wheel to rear.
- Rudder servo on right, servo output wheel forward.
- Throttle pushrod from left side of servo output wheel.
- Rudder pushrod from left side of servo output wheel.
- Steering pushrod from right side of rudder servo output wheel, close to center of wheel.
- Use hole in tiller furthest from center.
- Elevator pushrod from left side of servo output wheel.

Ideal Servo/Pushrod Setup - Low Wing Model:

- Steering tiller on right (plane right side up).
- Rudder control horn on right (plane right side up).
- Elevator control horn on left (plane right side up).

*The following assumes the fuselage is upside down and we are looking down on the upright servos.*

- Throttle servo is on right, servo output wheel forward.
- Elevator servo in center, servo output wheel to rear.
- Rudder-steering servo on left, output wheel forward.
- Throttle pushrod from right side of servo output wheel.
- Rudder pushrod from right side of servo output wheel.
- Steering pushrod from left side of servo output wheel, close to center of wheel.
- Use hole on tiller furthest from center.
- Elevator pushrod from right side of servo wheel.

Clip out this checklist and refer to it when setting up your next model. Thanks again to MARKS member Cal Malinka for sharing this with us.

Don't forget to attend the AMA show:  
January 7,8,9  
Ontario Convention Center

## Christmas Party Highlights

The annual MARKS Christmas party, which takes the place of our regular December meeting, was held December 18th at the Elks Club in San Bernardino. Past parties have been held at various members houses, and this was our first year at the Elks Club.

It was a great evening of socializing and dining in a superb setting atop Perris Hill. The evening began with a cocktail hour and was followed by a formal dinner of roast turkey and ham served right to our tables overlooking the city lights of San Bernardino. The Elk's provided us with a spacious, decorated room complete with a Christmas tree and a full service bar. The venue could not have been better.

Special thanks again to John Richardson for making the arrangements for us.

As in years past, the evening culminated in what is becoming a MARKS tradition; the infamous gift exchange. It is a gift exchange, one could say, in the academic sense. I mean, there are gifts there, neatly wrapped in bright paper and ribbon, and these packages are eventually distributed among the members with mirth and good cheer. But to call it a mere gift exchange is to do it a great injustice. It is more like a scene from the great bazaar in Jeddah, where traders from afar haggle over their secret blends of alcohol and castor oil, and merchants peddle glistening caches of nickel and cadmium. Fortunes are won and lost in the blink of an eye.

Eventually, everyone ends up with something good and, I hope, something they want. At the very least we end up with a good time and good stories for next year of how old so and so took the battery I wanted or that bottle of 15% or ...

Until next year, have a happy and safe 2005.

Next Pylon Race:  
Saturday February 5th  
Greenspot (Koch) Field  
8:00 am

## Pylon Racing News

December was a "travel" month for our pylon racing group as the races were hosted by the Gilman Springs RC Flyers. The race was the first race held by the Gilman Springs club whose members are enthusiastically embracing our "cheap" pylon racing format.

Eleven pilots entered the competition and we flew several round-robin heats with some very close and exciting racing. The day went smoothly and the Gilman Springs people did a fantastic job running their first formal race. They had plenty of volunteers to judge the pylons and organize the heats so that things ran well all morning. The day started out a bit chilly (37 degrees!) but turned out to be a spectacular day. The Gilman RC field is truly one of the best in the area, with covered pits, plenty of large work tables, and a snack bar with restroom facilities.

The heat races narrowed the field to four finalists including two MARKS members: Holly Hollingworth and Scott Workman. Scott took first place for the day after pylon cuts knocked out Jeff Vanderpool from the Gilman Springs club.

Our own race season officially ended with the November race and will resume in February with the first scheduled race planned for Saturday, February 5th at the Greenspot site. We are still in discussion with the Gilman Springs club to see how our schedules might overlap, with the goal of combining the two programs to expand our roster of racers. Congratulations go to Dan Payne as the first "MARKS CUP" winner. Dan had the most first place finishes this year and was a strong contender at every race.

I want to thank all those who participated and who helped with our first season of pylon racing. We will try to make the 2005 season even better.



The finalists in the December race at Gilman Springs.