

Propeller Teller - July 2007

Official Newsletter of M.A.R.K.S.
(Miniature Aircraft Radio Kontrol Society)
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Glen Helen Field Closure

On Friday June 29th was our last day at the Glen Helen field before our lease with the management of the Glen Helen Race Track expired. Instead of leaving that field -which has served us well for many years- with hanging heads we decided to have a small Fare Well party in addition to moving our property to Greenspot. The business part of was accomplished quickly; we were even able to get all our hay bales on Stephen Lumpkin's trailer (Thanks Stephen!). Rob Boehm brought an excellent selection of finger food for everybody, and do I have to say that there was plenty of it! – George Manning drew a positive picture when he summarized our activities at the Glen Helen field and restated our goal of establishing a new field soon. After his address, the time was used to muse about the good old times that we had at Glen Helen, talking shop or simply enjoying the buffet.



In this context, we would like to thank everybody that came out that day to the field, whether it was for helping to lift, move, or for offering for their “moral support”. While we all have different flying schedules, it is events like these that bring a group closer together, get stuff done, and cement friendships. – Below is the group picture that we took that day. (abl)



The “Moving-Fare-Well” crew of Glen Helen on Friday June 29th from left to right: George, Andreas, Steve, Woody, Doug (?), Fred, Chuck (kneeling), Ed Robarge, John, Ed Moore, Sven, Rob, Sanford, and Erik.



(l.) Moving the heavy base for our windsock required many helping hands. (r.) Steve's truck loaded with hay bales, the table, and everything that was movable from Glen Helen. – Ready to go!

Board of Directors Meeting

We had our first Board of Directors Meeting of 2007 this Tuesday on July 3rd. Dennis Hammarstedt was voted unanimously as our new Chairman of the Board. Discussions were varied but included the new flying area at Greenspot and what is still required to get the new field up and operational once we obtain a permission to use the land in question. A related topic was the installation of a shade structure (the one that was in storage with D.J.) at the current Greenspot flying site. If the cover is installed there, it would have to be disassembled and moved once the new site is completed. The last subject covered was a potential alternate flying site in the Devore area. Sanford had brought this up at one of the last meetings. He is looking currently into what is required in obtaining permission to develop that alternative field in the West of SBDO. We will have more information about this topic at the next club meeting on Wednesday July 11, 2007. (dh)

Flight Batteries

Here are two examples of the end result of poor battery care. This is a hard way to learn what happens to your plane when you exhaust the available electricity in your receiver battery. Now that we can see the results lets see if there is an easy way to keep (current) on the status of your batteries, especially ones that are nearing the end of their life cycle. There are other ways to check the battery in your plane but I will use the information from the user manual I got with my Triton II battery charger.



Fully charge your battery then give it a few minutes to cool down. Start the discharge at .2 milliamps, the battery should discharge the amount of milliamps that are listed on the front of the battery, 600 batteries should discharge 600 milliamps, etc. If the discharge is less that 70% of the battery rating it is probably time to retire that battery. You may cycle it a couple of times to attempt to bring it back over the 70% mark but if it stays in the 70% or less I would look at the above pictures then properly discard the battery. One

other thing to look at if you are using the Triton charger is the time. How long did it take to discharge that 600 battery? If for instance it took 85 minutes at .2 discharge rate and 550 milliamps were withdrawn then you would be able to fly your plane for 85 minutes. I personally discharge my batteries at .3 and check the minutes just to be on the safe side.



I look at my plane and wonder why I didn't take it out to Greenspot last month. There was plenty of water and room to fly and the weather was nice with calm wind. Now I can just admire this fine flying plane while it sits on the ramp at home waiting for the next wet season. I was at Greenspot on July 2, 2007 there was not enough water to even fly a very small float plane. Next season this plane will be spending a lot of time in the air and on the water. (dh)

Greenspot

The Greenspot runway is in fair condition and usable for most planes, but I will not be flying my really nice big planes there. I do have a lot of fun with my sport and electric planes off of this runway.



Our Greenspot runway after moving the hay bales, the steel table and the extra pin box.

The weeds are slowly growing back on the East end of the runway, but they are not a real problem so far, as can be seen on the picture above. On the other hand, the newly installed hay bales and the metal table from Glen Helen really add something to the site and make Greenspot a much more inviting place to fly – So come check it out! (dh)

Pylon Race at Greenspot

On Saturday July 7th we had our traditional monthly Pylon Race, this time at our Greenspot field. This was the last race before the summer break (there will be no race in August!) and before the thermometer really starts climbing (not sure if that is at all possible!). Five pilots were present, four from MARKS and one AMAA member. We decided to have heats of four having the pilot that is not racing doing the countdown.

Erik and Sven were doing the pylon judging. In this context I really would like to thank them for coming out to every race, helping with the setup and tear down, and with sitting in the sun and making their fair judgment about who made a pylon and who didn't. This was not the first time that we would not have had a race without their dedicated help. – Thanks a lot guys!

The races were close and we had a lot of action. In one race three planes had to make an out field landing. Tom and Andreas's engine quit almost at the same time as they were heading East over the runway and they were flying too low to make it back to the field. After the last lap, Kevin joined them and "landed" only a couple of feet away from their racers. Kevin later said that if everybody lands out there, then there must be a reason and that he wanted to try it too – yeah right!

As it turned out, Andreas's engine problem was caused by a lose engine back plate. These plastic back plates seem to come loose. Dennis said that his engine had the same problem at one time – so it may be a good idea to check that when you take the cowl off your plane the next time.

At the end, we had the following placement: Kevin, Andreas, Joe, Dennis, Tom. Tom was unlucky with his engine that ran unreliably all day, but I am sure he is going to get that fixed for the next race in September. We will post the results and update our cumulative race results as usual on the web, go to Club Activities and then Pylon Racing (<http://www.rcmarks.org/ContestsAndEvents.html>).



The five pylon race contestants from left to right: Dennis Hammarstedt, Tom Widmer, Andreas Blaser, Joe Augino, and Kevin Huckins.

As usual, please check out our website (www.rcmarks.org) and our on-line calendar for updates and news. If you have questions, comments, or if you want to share something out of your workshop, a cool story, or anything else aviation/RC related then you can use our club owned on-line forum or even better send an e-mail to our newsletter editors (newsletters@rcmarks.org).– In this context we also apologize for not having a newsletter ready for the last couple of months. Putting a newsletter together takes a considerable amount of time and as everybody knows time is a scarce resource. (abl)

The next club meeting is on Wednesday July 11th at 7PM at the usual place (San Bernardino Airport Security Office).