

# Propeller Teller – November 2007

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

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2007 Edition

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## **DO WE ALWAYS NEED TO PRE-FLIGHT OUR PLANES WHEN WE GET TO THE FIELD?**

(DCH)

Awhile back I was out flying with one of my friends; he was teaching his son how to fly a Lucky Stik 40 ARF. About two minutes into the first flight he was demonstrating an inside loop, as he approached the top and started the dive his wing separated from the fuselage. The wing floated to the ground as gentle as a feather and had no damage. The fuselage on the other hand headed toward the ground and into a large rock about as fast as meteorite strike. When I reached the crash site and started helping him pick up the toothpick pieces I noticed a gummy rubbery substance on the dowels that are used for the rubber band placement to secure the wing. When I picked up the wing I noticed this same gummy stuff on the upper section. After a thorough investigation I discovered the gummy stuff was in fact the rubber bands he had used to attach the wing. When I questioned him on his selection of attachment devices he explained he had used rubber bands from his office since they looked about the same as the ones from the hobby shop. He also explained that since this was a small plane he never took the wing off so he does not

remember when he had put these rubber bands on the plane. Of course this same person is so excited to be able to go out flying (he works out of state and rarely gets the chance to fly) that he tends to over look the small things like how old and what type of rubber bands he uses, are the batteries charged and in good shape, did I remember to bring my wing bolts with me, did I charge the transmitter? These are some of the small incidentals he normally forgets on any given flying day. He has taken a plane off from the ground on two occasions that I know of using the wrong plane number for his transmitter, both planes crashed before he realized his mistake. Another friend and I had taken it upon ourselves to pre-flight his planes and equipment before his first flights this seemed to help but then in interest changed and he became a professional scuba diver instructor and has not been flying for quite a while.

What I'm getting at here is it only takes a few minutes to make a through preflight for your plane and for these few invested minutes you will have the piece of mind knowing that your equipment and flying model are in the best shape you can make them so *when or if* you crash you will know it's your fault not your equipment.

### **Information from the meeting October 11, 2007**

(DCH)

We discussed the Christmas party that is being held on December 6, 2007 (more information below) a sign up sheet was passed around and all of the members present stated they would be attending the party. If the rest of the membership shows this kind of response then the party will be large and very successful.

Also discussed for the party was a silent auction, this is one where a nice gift (most of the time) is rapped up and you are allowed to bid on the wrapped box by putting your name and your bid in the mix. This will be finalized at the November meeting.

Chuck Comstock will be accepting the Christmas party money at the November meeting.

If you have been checking the MARKS website or the forum you will know by now that next pylon season we will be using a different engine on our racers. There seems to be quite a discussion on the brand and size and I'm sure it will be a tough decision to make when the time comes, remember we are only one of three clubs that fly in these races and we will also need their input.

Remember the AMA event will be **January 11-13, 2008**. Plans are being drawn up for the requirements for this event and a discussion will be held at the November meeting.

As you can see the we will have a lot of items to go over at the November meeting so If you can make it please come, this will be one of the more informative meetings that we will have for the rest of the year.

## Pylon Race Finals November 3th, 2007

(abl)

The conditions were just perfect for this last Pylon Race of 2007: Little or no wind, clear sky, and very comfortable temperatures, and this despite the Santa Ana winds blowing mightily down the Cajon Pass. For pilots that have flown at Greenspot before, this was not an unusual scenario, however, it seems that there were many pilots that weren't expecting flyable conditions that day, especially pilots from the two other clubs that normally populate the field of participants. This would also explain why there were only four pilots and planes for this last race of 07 (Chris Gautier, Joe Augino, Don Giandomenico, and myself). – The low turnout didn't keep us from having the event and enjoying a very good time together, tearing up the air over the Greenspot borrow pit. Sven and Erik did -like many times before- hold the positions of pylon judges (thanks guys!) and the automatic countdown system talked us through the count down sequence. *No* it is *not* Don's voice that makes the announcements; it was one of my buddies at work that helped with the recordings! Although I have to admit with all the recorded distortion it almost sounds like Don lent his voice to this.

Chris brought his racer equipped with a Magnum .28 for reference. Because the OS Max LA .40 (the engine that we are using for the plane) and later also the .46 are being discontinued, we need to look for an alternative power plant. Before the race we had a vivid online discussion on our MARKS forum about the future race engine and that was when Chris brought up some good points in favor of the Magnum .28. Additionally he supported his suggestion with some test data. Well in short, we found that the two engines are very similar, not only in weight but also in performance. With Don's radar gun we clocked the four race planes and their speed (level flight) was within a couple of miles. (Don: 76Mph, Andreas: 80Mph, Chris: 80Mph, and Joe: 82Mph). – That is really good news, because we may all keep our LA engines and new pilots can get the Magnums without creating an unfair advantage in either direction. – So much about the new engine.

The races were all very close and entertaining. Erik and Sven had a lot to do this time as pilots (no names – you will have to go online to check out the biggest offenders ☺) were cutting pylons like never before. In one heat one pilot (he is rather tall and probably bald because he always wears a hat) made 10 cuts! (The maximum possible is 21; this would include 20 pylon cuts and a start cut). However, because there were only four participants all four pilots made it to the golden race, which was flown a bit more carefully. I finished first, but had one cut and Don who followed just a couple of feet behind but had no cuts won the golden race. – Congratulations! – Joe placed third and Chris fourth.

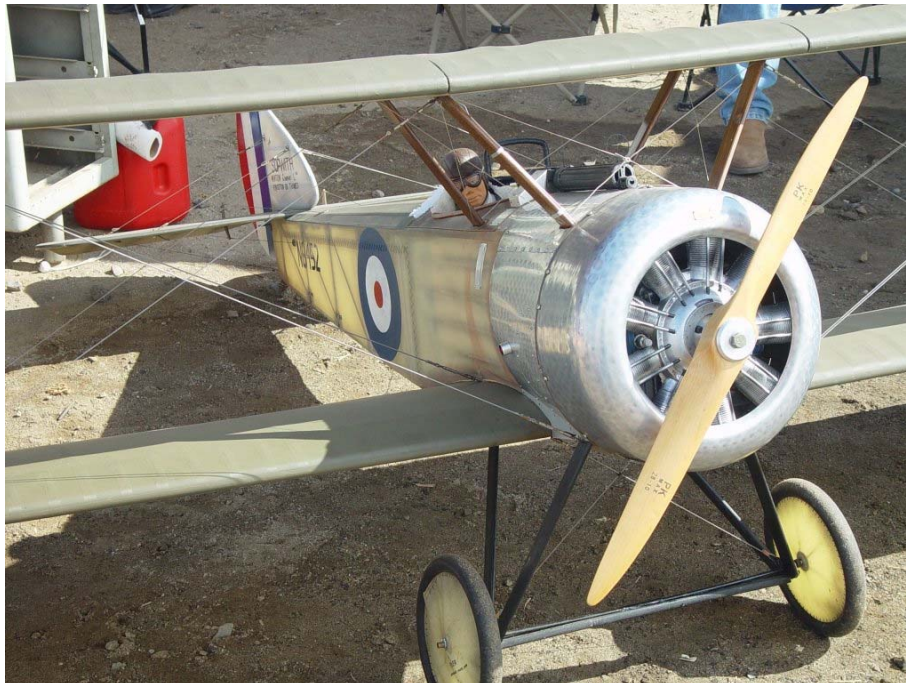
Looking at the top speeds of the planes and the end results it showed again that the difference in how the races end up lies in how straight a pilot can fly his lines and how well he can turn – speed is important, but *how* the course is flown is more relevant.

There will be no race in December and in January and the next race will be in February. If you are interested in taking part of the pylon racing circuit next year or if you have questions please let me know (Andreas, [webmaster@rcmarks.org](mailto:webmaster@rcmarks.org)). The more participants the more fun! – We will post the racing schedule on our web-site as soon it becomes available.

A final note: Joe was talking to Pegasus and Hobby People and he is working on getting us a great deal on the new Magnum engine and the World Model planes in order to make that combination really affordable. – We will keep you posted.



The usual suspects: Don, Chris, Andreas, and Joe (f.l.t.r.) – This picture was taken after the race and it shows, a) that all planes made it and b) our confidence that we would be able to make a group picture *after* the race.



Picture of a Sopwith Cub (or Camel?) at the Hemet Scale Masters, a very neat, local and annual Scale Event.



## Christmas Party

**Reservation must be done by November 28<sup>th</sup>!**

December 6, 2007

6:30-10:30 pm

The Old Spaghetti Factory

11896 Foothill Blvd

Rancho Cucamonga

(On the corner of Foothill and Rochester near the Quakes Stadium)

\$15.00 Per Person

Menu selection: (pick one)

Spaghetti and Meatballs w/Tomato Sauce

Baked Chicken w/Mizithra Cheese and Tomato Sauce

Baked Lasagna w/Tomato Sauce

Spinach & Cheese Ravioli w/Tomato Sauce

All meals include Salad with Balsamic Vinaigrette Dressing,  
Sourdough Bread, Spumoni and one of the following beverages  
(Coffee, Ice Tea, Hot Tea, Soft Drinks or Milk) Alcohol extra

**Bring money to the next meeting Wednesday, Nov 14<sup>th</sup> – or send Check to Chuck Comstock  
(CtCC), 834 E. Virginia St., Rialto, CA 92376**



## PROBLEMS AND REPAIRS

Robert Boehm

After every flight, Qantas pilots fill out a form, called a “gripe sheet”, which tells mechanics about problems with the aircraft. The mechanics correct the problems; document their repairs on the form, and then the pilots review the gripe sheets before the next flight. Here are some of the problems and the repairs;

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|--|--|
| P: Left inside main tire almost needs replacement.   | S: Almost replaced left inside main tire.                          |
| P: Test flight OK, except auto-land very rough.  | S: Auto-land not installed on this aircraft.                       |
| P: Something loose in cockpit.   | S: Something tightened in cockpit.                                 |
| P: Dead bugs on windshield.  | S: Live bugs on back-order.  |
| P: Autopilot in altitude-hold mode produces<br>A 200 feet per minute descent.                                | S: Cannot reproduce problem on ground.                             |
| P: Evidence of leak on right main landing gear.  | S: Evidence removed.   |
| P: DME volume unbelievably loud.   | S: DME volume set to more believable level                         |
| P: Friction locks cause throttle levers to stick.  | S: That’s what friction locks are for.                             |
| P: I-F-F inoperative in O-F-F mode   | S: IFF always inoperative in OFF mode.                             |
| P: Suspected crack in windshield.  | S: Suspect you’re right.   |
| P: Number 3 engine missing.  | S: Engine found on right wing after brief search.                  |
| P: Aircraft handles funny.   | S: Aircraft warned to straighten up, fly<br>right, and be serious. |
| P: Target radar hums.  | S: Reprogrammed target radar with lyrics.                          |
| P: Mouse in cockpit.   | S: Cat installed.  |
| P: Noise coming from under instrument panel.<br>Sounds like a midget pounding on something<br>with a hammer. | S: Took hammer away from midget.                                   |

### **DATES TO MARK DOWN AND REMEMBER**

- November MARKS meeting: **Wednesday, November 14<sup>th</sup> SBDO Safety Office**
- Christmas Party: **Thursday December 6<sup>th</sup>, 2007, Old Spaghetti Factory  
Rancho Cucamonga**