

Propeller Teller – October 2007

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(Miniature Aircraft Radio Control Society)

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Is it necessary to pay attention at all times while you have a plane in the air?



Pay attention and have a plan!

Dennis Hammarstedt

I was watching the world air races filmed in May 2007 at Monument Valley Utah the other night when one of the aircraft hit his left tire on the ground and the left wing tore through the pylon. The damage caused by the ground strike forced the pilot to be disqualified from the meet. Later when the pilot was interviewed he stated that his prop governor sounded wrong and he glanced down into the cockpit for a split second, when he looked up it was too late and he struck the ground with his left gear.

The reason I bring this up is the last time I was able to pylon race at Gillman springs I momentarily glanced down at the runway (just prior to landing) to make sure the strip was clear. When I looked back up at what I thought was my plane I seemed to have no control at all but the plane kept flying well. All too soon I realized that I was looking at the wrong plane (same color) and my plane was in a very steep nose down spiral that I was not able to stop before it augured into the ground.

The ME190 pictured above was on its maiden flight, about 5 minutes into the flight the engine stopped. The plane was mid-field at about 50 feet, even though the pilot was warned that a plane of this type and weight will not make a 180 turn while low and slow the pilot elected to attempt the turn anyway. From my estimate the plane did make about a 130degree turn and lost about 30 more feet of altitude before it quit flying and fell to the ground destroying the wing. I believe if the pilot would have kept the plane straight and level it would have landed in the upper dirt area with minimum damage.

Minor things like this will destroy planes very quickly and when it happens you wonder why you made such a minor simple mistake. Not being an expert flyer in any sense of the word what I try to do now before any flight is to attempt to plan, "what do I do IF"? After I have figured out a lot of the "Ifs" I realized that it's almost the same plan on all of my planes, with minor adjustments for plane type, design and weight. My crashes now should not be so spectacular and maybe further between occurrences.

Aussie Trip

Robert Boehm

After 3 ½ years absence, I took a trip "home" to Australia. It sure was nice to catch up on my brothers and my many friends. While there, I wanted to check-out R/C scene in my local town, Central Coast, just 50 miles north of Sydney. I discovered that three local hobby shops operate in an area with a population of approximately 175,000 people, and each was well stocked of plane kits and ARFs. Many looked similar to our models here, but were packaged under a different brand-name, none of which I had heard of before. But, something like a 3ft carbon rod was not to be found!

I popped in on the local field on Saturday morning and discovered about a dozen guys standing around waiting for the wind to subside. I thought the wind was OK, but they assured me that things got pretty gusty up above the tress as dirty wind whistled around the tall eucalyptus trees on the small mountain peaks and valleys. One bloke had a giant scale P-38 with two G-63s on it, so he wasn't about to his beautiful baby! Another bloke had an 88" w.s. quarter-scale DH Tiger Moth from an old Pilot kit. It was the same as mine that I bought from Arizona Modelers! That same guy invited me to go see his fleet of planes in his garage. I couldn't believe it – he almost

had as many planes as Fred Pierce does! As I was about to leave the field, one of the guys standing around said:

“Hey Robert, What happened to all your control line planes?”

I looked at him quizzically, and then slowly recognized a familiar face—it was an old acquaintance from 36 years ago who used to help me build small .15 size U-control planes for competition. It was an incredible meeting!

Not wanting go three weeks without flying, I took a small electric foam ARF (and 3 Li-Po batteries!) with me, along with my Futaba T6XA transmitter. But, Down Under, they use the 36 mgz frequency range on all transmitters instead of the 72 mgz frequency we use here in the USA. Later, I discovered that many of the local R/C blokes had already purchased the new 2.4 GHz transmitters that are usable world wide. \Now, my how, but my little foamie somehow seemed to fly perfectly well using the 72 mgz transmitter! I left the plane and all the gear with one of my nephews to play with -- and avoid getting shot down by the 72mgz Telecom frequency!



Left view of field. The skies were beautiful blue, and the morning shadows were still falling across the pits. But, as you can, the field is surrounded by a forest of gum trees. Pilots don't like trees! There's no defined landing strip, but flying off grass sure is nice.

Right view of field. Pilot stations are marked with old tires painted white. It was winter in Australia when I was there, so it was a little on the cool side—at least they didn't need snow skis for winter flying.



Christmas Party

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, or Milk) Soft Drinks and Alcohol extra

DATES TO MARK DOWN AND REMEMBER

October MARKS meeting:	Thursday, October 11th SBDO Safety Office
Hemet, Scale Masters:	Thursday, October 11th – 14th, Hemet
Warbirds over Yosemite:	Friday, October 12th – 14th, Fresno, CA
Last Pylon Race of the racing season:	Saturday, November 3rd Greenspot

Late Addition ...

Pylon Race at Fisherman's Retreat Oct 8th

Andreas Blaser

We had our 8th pylon race this year at the AMAA's facility at the Fisherman's Retreat last weekend. The conditions could not have been better: While there were strong winds most everywhere else, we had it dead calm for the first part of the race, which consisted again of two categories, the .40 sized World Model (WM) racers and the trainers. Of the seven WM racers we had four pilots from the MARKS club and three of the AMAA.

All planes' engines seemed to run great this weekend and we had some of the closest and most exciting races of the season that kept the spectators well entertained and the pilots busy. There were only a total of two cuts and everybody tried to make turns where they are supposed to happen, that is, on the *other* side of the pylon. For the countdown we used a new system (laptop, mini PA, and speakers) that starts at three minutes and uses recorded voice and audible tones to let the pilots know when they can cross the start/finish line. We had used a similar system before but this was the first time it was fully automatic. This setup worked well and helped running the races.

The racing started at approximately 9:30 and lasted until lunch when four leading pilots of the day entered the Golden Race. At the end and after another very close race Joe Augino won first place, before Rick Odgen (AMAA), myself, and Kevin Huckins. As usual, everybody that participated in the race got points for the year end classification (which is posted on the web).

The AMAA's hospitality was again excellent and at lunch we were invited to a free BBQ, Chili, and soda that the club prepared while the races were going on – Thanks a lot guys!

Good times!

