

Propeller Teller

Official Newsletter of M.A.R.K.S.
(Miniature Aircraft Radio Kontrol Society)
A.M.A. Charter 133



Greenspot Update

By Andreas Blaser



We have **added a chain to the gate** at the new entrance. Please use that chain to lock the gate from now on, as this will be much easier and will not involve any lifting of the gate into the locking mechanism. On a second note: **The runway is clean and weed free!** Thanks a lot to the member(s) that took out their weed whacker and cleaned up the East-side of our strip. - Great Job!



**MARKS' ANNUAL
COOK-OUT 2006**

**Saturday
September 30**

**Start 8:00 am
! No Competitions!**

**Just FUN! FUN! FUN! – & more
in the San Bernardino Sun!**

Camaraderie with members

**Enjoy the flying, BBQ & Drinks
A FAMILY DAY for YOU and
your friends.**

All visitors are welcome.

**NEXT
MEETING**

**Wednesday
September 13, 2006**

Start 7:00 pm



**Norton Airport
Security Office**

I have never hated a
man enough to give his
diamonds back.

Zsa Zsa Gabor

MARKS'

Boys & Their Toys



The Up-and-Coming Younger Members

Matthew Mee, one of our younger members, stands proudly with his Sweet Stick. Matthew started training with Joe Augino's expert teaching when he had just turned 13. He did his solo flight after just 6 lessons—a tribute to his smart thumbs and astute mind, along with Joe's great pilot teaching! It didn't take long before Matthew wanted a second plane ... moved straight up to a Mustang. Well done Matthew! It's great to have you as a member of our happy MARKS club.



S.O.B.

81-year-old Fil Gallegos built this beautiful Bandito from a kit. It is the small version, so he called it Son-of-Bandito. Hence, S.O.B.! Guess who bought it? I simply could not resist such a beautiful plane and excellent craftsmanship.

Editor



Booker Woods' Big Bird—a 120" ws Extra 300 he flies in IMAC competitions.



It was a Decathlon kind of day!

MARKS' Plane-Tips

#2 in a series of practical tips by our MARKS octogenarian correspondent

Adjusting Mixture of Glow Fuel R/C Engines

By Cal Malinka

This is a subject on which almost everyone has his own methods, as there is always more than one way to “skin the cat”. I believe this method is the most straight forward and works well for non-defective engines. I specifically recommend it for beginners.

Except for Fox, all carburetors separate the high speed mixture from the idle mixture; adjusting the idle mixture does not affect the high speed mixture and vice versa; as

I specifically recommend it for beginners.

long as each is somewhere near its optimum adjustment. The following does not apply to Fox carbs, which require a pain-in-the-neck, back-and-forth adjustment between high-speed and idle.

Most carbs have two screw adjustments, located opposite each other. The high-speed



Adjust the idle screw and listen for the change in rpm.



Typical set-up for 2-stroke nitro-engine in trainer

adjustment is at the fuel inlet and the idle adjustment is directly opposite at the throttle arm. It is best to adjust the high speed first. To do so, start the engine and slowly increase the throttle to full open. Assuming it is still running turn the needle out (unscrew) to richen the engine. Stop turning when it is obviously rich and having a hard time stumbling along with reduced rpm. Now screw the adjustment in (clockwise) reducing the fuel flow. As the rpm increases slowly continue to lean the mixture. The rpm should continue increasing until at some point it stops increasing and further leaning causes the rpm to drop. This is where a good ear is needed. It is recommended that a beginner use a tachometer to read rpm. At this point slowly richen the mixture (unscrew) until the rpm peaks and drops again this time on the rich side. When the rpm reduction is around 200-400 rpm, stop. That is the normal ideal adjustment point.

The next test of the high-speed needle adjustment is to have

someone tilt the plane nose high to the vertical while the engine is running at full speed. If it continues to run at full rpm or even speed up slightly, you have a good adjustment. If it slows down, the needle needs to be adjusted richer. Any additional high-speed adjustment should be based on flight tests. In general a richer mixture results in reduced rpm and tends to overcome difficult fuel flow problems, such as flying upside down, quick high G changes, etc. It is

The increase in speed should be perhaps 300-500 rpm.

possible that, because the fuel tank is too high or too low, the engine mixture changes with G level such that a loop, high speed turn, or upside down flight causes the engine rpm to change. The best thing to do here is to raise or lower the tank to reduce problems.

The idle adjustment is also fairly simple. To make the adjustment the engine must continue to run for some seconds at least at a high idle. If it doesn't, fool with the idle adjustment by leaning or richening and try it again. When it continues to run at a high idle, say around 3500 rpm, pinch the fuel line just before the carb nipple, so that no fuel can flow. Be careful here, as you are near those two whirling knife-blades called a propeller, which are just waiting to give you some good cuts. (I have never seen only one cut; the prop will get you at least six times before you can get your hand out of the way.)



A good idle adjustment (a small "finger-nail" opening) should allow continuous idle for 5 minutes or more

Model engine carburetors do not have an accelerator pump as a car does, to inject extra fuel when the engine is accelerated. Consequently, the idle mixture needs to be on the rich side so extra fuel is available for acceleration. This is the situation that shows up when pinching the fuel line while the engine is idling. It results in the engine

speeding up after a few seconds. Of course you must stop pinching when it slows down. The increase in speed should be perhaps 300-500 rpm. Engines and fuel systems are somewhat different from each other, so the precise rpm increase that your system likes best will be determined by experience. The final proof of your idle adjustment is to reduce the throttle opening to a normal idle (around 3000 rpm for a two stroke engine, somewhat lower for a four stroke) and let it idle for a while. A good idle adjustment should allow continued idling for five minutes or more and accelerate cleanly to full throttle without stumbling.

Some carbs, usually on smaller engines, have a different idle mixture adjustment. They have a

small hole in the front of the carb, which allows air to enter while idling. The adjustment is a small screw, which is turned in or out to reduce or increase the airflow through the hole. Turning the adjustment screw in reduces the airflow and richens the idle mixture because it allows the engine to suck more fuel. This is backwards from the adjustments of the other carbs where turning the adjustment screw in leans the mixture.

As a last thought, after you have gone through the carb adjustment procedures and successfully test flown the plane, refrain from further tinkering. There is no need to adjust the mixture each flight, or even each session. *(If it aint broke, don't fix it!)*



MARKS' Plane-Hints

Practical and functional tips for modeling are presented mostly by MARKS' members or taken from other sources. If you have a *Plane Hints* to share, please email it to RobBoehm@sbcglobal.net Subject Line: MARKS

Do you find it difficult to pull apart those tight Super Deans plugs? Most modelers do. Take a look at this simple "invention" as per the photos and you will see how easy it is to make your own Deans de-coupler!



Cut the ends off a wooden clothes peg. Drill holes & insert piano wire.



Drill a hole in the side of each Deans plug, a hair bigger than the piano wire and matching the distance between the pegs.



Insert the peg wires into the holes and squeeze. Presto!

MARKS' Model Report

Seawind: Great Planes & Nitro Models

The *Seawind* is a sport-scale replica of the classic homebuilt amphibious aircraft. I think many of us saw the sleek, stylish Great Planes Seawind for the first time at the Ontario AMA show this past January. What a beauty! And the word was that Great Planes could not keep up with the demand—even at \$350 each.

Since then, Nitro Models has come out with its own Seawind for \$229. They both look awesome: so which one should you buy. If price is the main factor, then the choice is easy. However, many flyers prefer a particular brand name, or the markings on the plane, or like to check out the specifications before purchasing a model.

Here is a brief comparison and contrast of these two almost-identical sea planes

Nitro Models



Great Planes



Both planes have similar engine mounting configuration and wing tip that double as floats. However, Great Planes *Seawind* has fixed landing gear with an option for retracts. Nitro Models *Seawind* has no provision for any landing, and claims that it can take-off from grass, skidding on its main hull. Note difference in Wing area.



SPECIFICATIONS

Wing span: 70 in
Wing area: 703sq in
Flying weight: 9.1lb
Length: 57 in

Engine Required: 2c 0.61 cu in
 4c 0.91 cu in

Radio Required: 5-6 channel radio w.
 7-8 servos

SPECIFICATIONS

Wingspan: 71 in
Wing Area: 676 sq in
Weight: 10.25-12.25 lb
Wing Loading: 35-41 oz/sq ft
Length: 56 in

Requires: 2-stroke .60 cu in
 4-stroke 70-.91 cu in engine,
Radio Required: 5-7 channel radio w.
 7-9 servos.

No matter which one you purchase,
 I am sure you will enjoy it greatly.



Model of the Month ?



Aw, Shucks!
 Sorry, no winners last month. No one bring in a plane to show at the meeting. So, only the club is the winner, and keeps the \$25 prize-money that would have gone to a member. If only...



For Sale

1. 1/5 Scale P51 Mustang, Super Tigre 4500, Futaba radio 7ch, receiver, retracts and 7 Futaba servos and plans. (\$600.00)
2. Gold sticker Futaba 5 ch, gold case cn50 & Fm receiver. (\$35.00)
3. Futaba 4ch & receiver, ch44 not gold sticker (\$100.00)
4. Charge Master charger by ACE R/C Inc., Charge four receiver packs and two xmitter packs at same time. (\$10.00)
5. Used wheel pants fits 40% A/C. (\$3.00) New wheel pants, fit 25-27% (\$12.00)
6. Assortment of props, some used, some new. Size 20x10 to 8x6 (\$12.00 to .50)
7. Fiberglass eng. Mounts .40 and .60 size (.50) ea.

8. Two leather radio cases (\$2.00) ea.
9. 2 ea Thunderbolt R/C long, new (\$2.00) ea
10. Assortment of tires used, size 2.50 to 2.25 (.25) ea
11. Two boxes of 6oz spray cans of assorted color (\$6.00) a case.

Contact Booker Woods at [909-319-8419](tel:909-319-8419) or at btwoods@sbcglobal.net

Zenoa G-28 gasoline RC engine. In excellent condition. Purchased Oct 2005, Used for a year of Sunday-flying. Well maintained and always run dry at the end of the day. Call: (951) 966-1042 for details

Piper Cub 96" ws 1/4 Scale Sig kit built by a fastidious model craftsman. Still loaded with 5 servos and on-board

glow. 3 cowls, Cub wheels. Ready to attach a twin-cylinder 4-stroke nitro or as gasoline engine. Receiver battery pack, new on-board glow battery. Priced to sell: \$447 obo. (909) 783-4465)

Tower Hobbies Trainer This plane is brand spankin' new and ready fly! Has 4-channel transmitter & receiver. OS 40 2-c (instead of the regular Tower 40 in the original), 4 servos. Only had one test-flight to check performance. Engine has been run-in. Great Christmas gift. Great deal at only \$200 Call (951) 966-1042

Wanted: .75 two-stroke engine. OS, or Super Tigre, or GMS 2000, or any good running engine. (951) 966-1042



Super Market Surround Sound

The new supermarket near my house has an automatic water mister to keep the produce fresh. Just before it goes on, you hear the sound of distant thunder and the smell of fresh rain.

When you approach the milk cases, you hear cows mooing and witness the aroma of fresh hay.

When you approach the egg case, you hear hens clucking and cackling and the

air is filled with the pleasing smells of bacon and eggs frying.

The veggie department features the smell of fresh buttered corn.

I don't buy toilet paper there any more.



September

☺ **Birthday Boys** ☺

Robbi Mc Lennan	4 th
Allan Alvord	13 th
Joseph Kemp	16 th
Gerald Snider	24 th
Anthony Jaworowsky	26 th
Dan Payne	26 th
Warren Harvey	28 th

AMA 2007

MARKS Club has already signed up for **two booths** at the Ontario AMA 2007 Show. Yep! We're going bigger and better. And we need **you** to help us fill the display with well built, nice looking, eye-catching models. It's September right now, and before we know it, the show will be upon us. So, start preparing NOW for **January 12-13-14, 2007**.

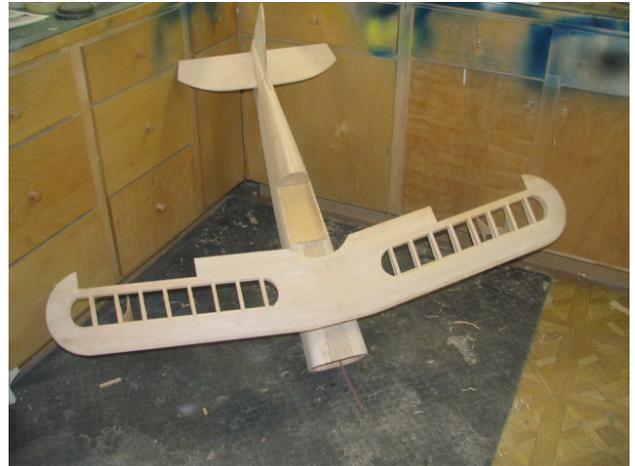


Service of Love

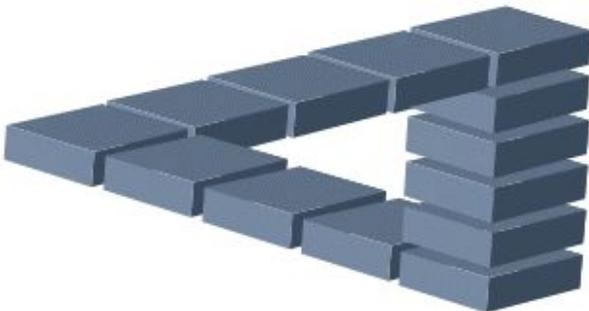
Jim Le Velle, a longtime, loyal MARKS' member, is building this beautiful Great Planes *Super Skybolt* biplane kit for the Ontario AMA Show in January 2007. It will be the **1st-Prize** in the raffle MARKS holds every year at the show. Jim is putting a lot of meticulous detail and careful handiwork into this model. It will be totally complete and totally Ready-To-Fly when raffled with engine, radio & receiver installed. The winner will only have to add fuel and it will be a flyer!

But Jim needs your help—yes, all of you! He wants some ideas for the color-scheme of the plane. These days, model makers are departing from the traditional color scheme. The person who comes up with the design for the model will receive **two free tickets** for the raffle at the show. Send your design to Andreas Blaser. Be at the meeting on **Wednesday night** to see the progress of the plane so far, and the club members will discuss openly their thoughts and feelings on the matter.

This is a fantastic prize, and Jim is doing a fantastic job on building a terrific model.



Engineers' Nightmare



An Appeal from the Editor

MARKS club is a great club to belong to, don't you agree? We're a happy bunch; we get on well with each other; we all get in a contribute when we can and what we can. Many of you will be involved in the AMA show coming up, others get involved in our local events. We love it!

I need your help.

I honestly enjoy putting this newsletter together. And **Propeller Teller** is about each and every one of you and your activities within the club. You make this club hum. So, I need y'all to *Field Consultants & Photographers for Propeller Teller*. I can't be everywhere at once, nor can I get to every event. I need **you** to send me photos of your latest projects, of your planes, of everyday things that you are doing. Our members are the ones that make this newsletter a success. Pitch in and send me your stuff. ☺

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of the Board of Directors, go to:

www.remarks.com