

Propeller Teller - September 2007

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

A.M.A. Charter 133

2007 Edition

August 9, 2007 was the normal monthly meeting presided over by George Manning, here are the topics discussed;

A short time ago there was a group of students making a video at our old flying site in Devore. Various action shots of flying aircraft and interviews with the pilots were made that day. Also some in flight video clips from Don Giandomenico's library were added to the project. Andreas has just received word that the DVD is now complete and the film makers would be sending him a copy, (we may be able to view this video

at the next club meeting). This video will be shown on public TV in the near future. If you would like to purchase a copy of the video orders will be taken at the next meeting. The price for a DVD is \$10.00. Please e-mail orders to Brandon Minton viseonfilms@yahoo.com or mail them to: Brandon Minton, 30497 Mission St., Highland CA, 92346.

The alternate site located at Kenwood and the 15 freeway was also discussed. Apparently there are some possible problems in obtaining that site, one of which would be the protest of the AMA due to the location of the 15 freeway. Since the approval of the Greenspot site is close at hand the attending members at the meeting decided that the Kenwood site should be put on a temporary hold.

While we are discussing flying sites the Pomona Valley Club has voted to reduce the membership rates to join their club. If you are a current member of MARKS then all you would need to join would be a copy of your current MARKS card \$100.00 and the membership form. This would entitle you to use the site at Norton for the rest of this year. For the year of 2008 the fee would be \$80.00, since you would already be a member. Their old rule of limiting the wingspan size to 82 inches has been discarded. Booker Woods flies his new 122 inch wingspan plane at this site. If you are interested in joining the Pomona Valley Club contact:

Dave Arellano

951-312-8523



In the near future the locks at the Greenspot gates (two of them) will both be keyed the same as the gate was in Devore. The pin box lock will remain the same. This will probably occur after the September meeting.



That's right it's time to start thinking about our Christmas party. At the meeting we decided that the party should be mid-week but the location is still up for grabs. If you know a good location get a price per person for about 35 persons and any other information you can then contact George Manning or Andreas with the information. Other party items discussed were the party activities; will we exchange gifts, have a raffle, hold an auction, etc. If you have any good ideas let us know and we will explore the options.



The AMA show is quickly approaching (January 11-13, 2008) and we need volunteers and ideas. George brought up a good idea; instead of members bringing their planes to display we will temporarily put together the planes that will be won from the raffle tickets. Some sponsors have shown an interest in donating or selling at a reduced price some of their planes. If you have ideas on this subject let us know.

This concluded the business part of the meeting. Booker Woods gave a short discussion on his new plane and wanted the members to know that if you need information on large plane assembly or setup you can contact him for the information. Woody usually flies at the Norton site on Monday and Friday plus another day that I forgot (dh).

Raider EPP Wing Dennis Hammarstedt

I read the article that Andreas put in the August newsletter about slope fliers. It looked so interesting flying combat with full contact that I purchased a Raider EPP wing at Hobby People. I also discovered that the Little Mountain flying site is only seven miles from my house. I spent a few hours putting the plane together and headed up to Little Mountain, unfortunately I got there too early and there was no wind. I was unable to go later (as advised by Andreas in the newsletter) due to prior commitment. I did finally make it out to Little Mountain on August 22 for my flight test. The wind was blowing fairly strong when I got there and I was a little intimidated to toss my plane over a cliff. (I have never flown a plane like this or a pure glider also I have not even seen one of these fly). My first attempt to fly this was by standing way back from the cliff edge and tossing it into the wind. The plane flew up over my head and straight into the ground. My next two attempts ended the same way. I over came my fear of throwing the plane over a cliff and walked to the edge, I tossed the wing with my left hand into



the wind and to my amazement it flew out straight and level. I started some gentle turns then got more aggressive with rolls and loops. After about ten minutes of flying I decided to land this thing. I realized that I can't land it like my power planes so I took it up to about fifty feet and flew it over my head with the thought of turning into the wind back toward me for a gentle landing. It wasn't gentle and not exactly a landing, what happened was I turned back toward me and started to lose altitude. My altitude was lost very fast when I got closer to the ground and the plane went straight down. My second flight was like the first, I still don't have a handle on landing. When I get a chance to fly with Andreas I'm sure I will pick up some valuable pointers on this type of flying (dh).



COMANCHE FLYER



Woody Mummery and his wife Jan fly quite a bit with Ed Moore and his wife Sandy in Ed's 250 Comanche (N226M). On one of their trips, Woody took note of the fact that the Comanche wing looks a lot like the P-51 wing. Since the wing is similar and he (Woody) happened to have a P-51 that had been given to him the idea came to mind that it would be nice if he converted the P-51 into a Comanche 250.

Woody got out his tools and started working on this exciting project. He built up the Mustang fuselage to the width of the Comanche and covered it with balsa. Sheet balsa and pictures on the ICS website assisted him in changing the shape of the tail feathers to further enhance the Comanche style.

The model has retractable gear, brakes and LED running lights in the wing and tail cone, (in case he wants to fly it at night). Power comes from a .91 Magnum 4-stroke engine.

The plane weighs 10 pounds and has a 63" wingspan.



This plane was on display at the 2007 AMA Convention, pictures of it can be found in the AMA magazine (dh).



If you have an article with or without pictures that I can use in the newsletter please E-MAIL it to me at dhammarstedt@hotmail.com

IN MEMORY OF GEORGE KOCH

On Saturday September 1st our dear friend and long time MARKS member George Koch passed away. George Koch was a very kind person who was always there when you needed him, be it with advice or with him fixing, organizing, or getting something done. Without George we would not have a field at Greenspot, that is, without him we currently would have no field at all. It was his vision and foresight to develop this field, it was through his initiative and hard work that we got all the right permits, and finally through his dedication that the project turned into an actual flying site. – George (scratch) built and flew many RC models throughout his life - he loved working with wood. Besides his love for everything that flies he was also drawn to things that float. It is therefore no surprise that for many years he was also a very active member of the Riverside RC Yacht Club (Freemont Park). – George we will miss you.

THINGS FOR SALE

Booker (Woody) Woods has some interesting items for sale at rock bottom price, for information on these items contact Woody.

- One, 5 1/2 Dia. Main Wheel and tire, new \$5.00
- 4 month old JR2400 MAh 4.8 volts, for receiver. \$15.00
- Book on Gas Engines and Giant Planes \$5.00
- Never used, Cermark one touch Digital Tach \$20.00
- FUTABA **5** channel, AM, (not gold sticker) + receiver and Manuel. \$10.00
- FUTABA **6** channel, AM, (Gold sticker) + receiver and Manuel. \$30.00
- FUTABA Super 7, **7** Channel, FM, Digital proportion transmitter and FM Receiver. \$40.00.
- Futaba Super 8, **7** Channel, PCM, Digital proportion transmitter and PCM receiver. \$100.00

DATES TO MARK DOWN AND REMEMBER

Next Pylon Race (Fisherman's Retreat): Sunday, October 7th, 2007

Next MARKS meeting: Wednesday, September 12th, 2007