



*President - Walter Greene*  
*Secretary - Dave Johnson*

*Vice President - Dave Frew*  
*Treasurer - Pete Sipe*

### Useful Links



wunderground.com



### Club Reminders

#### Flight Times:

- SUNDAY - 12:00  
Noon until dark.
- OTHER DAYS -  
10:00 A.M. until dark
- For quiet electric park  
flyers or unpowered  
aircraft only:  
Permitted Flying  
Hours - 8:00 A.M.  
until dark, seven days  
a week.

### May's Monthly Meeting

**REMEMBER**, this month's meeting location is changing back to the flying field for the warmer months. Please attend the meeting and bring something to fly. Folks tend to gather a few hours before the 7:30 pm start time to take advantage of the flying!

As a reminder, the field location and flying rules are presented on pages 6 and 7 of this newsletter.

### This Month's Featured Newsletter Articles

This month we have **two** featured articles for our newsletter. Thanks to Denny Pollock and Dave Frew, both of whom submitted articles for this month's newsletter!

I encourage everyone to submit to me any content that you have, and would like to share with our members.

### New Member Application

Deegan Hast of Saltsburg has applied to become members of MARCS, and will be voted on at this month's meeting.

## Next Monthly Meeting

When: **May 10<sup>th</sup>, 2018 @ 7:30 pm**

Where: **Saltsburg Flying Field**

\*\*\* Meetings held 2<sup>nd</sup> Thursday of each month \*\*\*

## Featured Newsletter Article by Denny Pollock:

\*\*\*\*\* VARIETY \*\*\*\*\*

The choices today for airplane models has never been better with the advancement in manufacturing processes that benefits we RC enthusiasts & has significantly reduced costs. Since my airplane modeling interest began in 1950, I look back contemplating the level of choices and complexity available today.

When I retreated back into RC in '91, I still had a couple of my JR radios, although no planes to use them with. I picked up a decent balsa trainer with a nitro motor & servos installed at a large flea market that got the flying itch needing scratched again. Since I have a really nice 55 acre farm adjoining my property, & back then keeping 5+ acres groomed, I had plenty of space to “reacquaint” myself to controlling the plane & keep disasters to a minimum. After a few mishaps, I was getting the grasp of the planes' flight envelope & breezy conditions.

Since there were many crows & hawks on the farm, I would sit & watch them in flight & how they seemed impervious to the wind & used it to their advantage. My next investment was an inexpensive EP foam sport glider to learn control of it at altitude using the wind. That's when I really got enthused with gliders & how my proficiency controlling flight in the wind was advancing. Over the next several years, I decided that electric power was for me & I started to enlarge my hangar with different style planes. After a couple trainers & medium sized sport gliders, I grew into the 2+ meter gliders that were marvelous to fly. Then the itch for some speed got scratched with a couple foam EP EDF planes, a jet & an EDF wing. Those took a bit of patience as the speed envelope made control quite hairy at times & learning D/R & Expo came into play. I had gotten to the time I needed to invest in a computer radio & learn a new facet of RC. I picked up a pristine used JR10X A/S 10ch computer radio with touchscreen programming & spent the next 6 mos. learning how to input control data.



## Featured Newsletter Article by Denny Pollock:



Since most of my planes were foamies, & I had sold the nitro plane, I decided to look into balsa EP planes & going a bit larger in size. I was never a “builder” with balsa as there was never time for me, although my brother was quite good building them. I do respect & offer kudos to those who have the time & patience to put all those “sticks” together into a beautiful model. My first balsa KIT(pre-finished) was the 65” w/s Value Hobby Aviator that was equipped as a PNP(plug 'n play/Rx ready) with a .40 size elec. motor. The motor, ESC, & servos were installed & everything else had to be fitted/installed for completion. The kits were right at the point of completion where modifications/improvements/enhancements worked well that resulted in a much better model. When it was finished, it was a beautiful plane & the maiden was perfect with only a couple clicks of ELEV to have it perfectly level flight at half-THR. The following month I got the .40 size balsa VH Easy Stik w/58” w/s also as a PNP. It also went together with no issues & was a superb plane with a great flight envelope.



Then came my interest in STOL watching some YouTube videos of those who fly into the most remote & extremely small areas for an airplane. Amazing to see the level of control those pilots exhibit & that became a goal for me to learn with RC. The first STOL plane was the .46 size EP foam Taft Hobby Dornier Do-27 w/64” w/s, 4S, & PNP. I almost lost it on maiden although was lucky to get it down undamaged & later found out there was no down thrust on the motor.



## Featured Newsletter Article by Denny Pollock:

A couple 1mm washers cured that issue & it flew great after that. Next was the .46 size EP foam Art Tech Pilatus Porter PC-6 w/67" w/s, 4S, & PNP having FLAPS/Drop Bay/& TOW hook that took 7ch.. It maiden'd perfectly & one of my favorites. Since these STOL planes really interested me, I hoped to find the same size in balsa. Some homework resulted in a really super deal with the HK Warehouse Sale in March. I now have a 46 size balsa KIT VQ Models Dornier Do-27 w/64" w/s they had on sale with free s/h. It was such a good deal, I bought (2) so I would have a "just-in-case". I have an E-Flite Power 46 motor & 80A ESC ready to install.

I also found a balsa Pilatus-Porter PC-6 KIT from World Models w/64" w/s I will get & that way I have both foam & balsa for my favorite models. It will also get an E-Flite Power 46 setup.

Anyway, my hangar has enough variety to keep me going when I get in the "what model/s am I in the mood to fly today?" I can choose trainer, glider, warbird, wing, jet, sport, STOL, float, EDF, & all EP for my choice of power. For those "fool-around" days, I'm learning my new quad & engaging in FPV. Yup....lots to choose from today with type, style, size, power, taildragger, trike, float, foam, balsa, kit, ARF, PNP, BNF, RTF, no. of channels, radio freq., & manufacturer for each. Have fun doing it.

Author: Denny Pollock

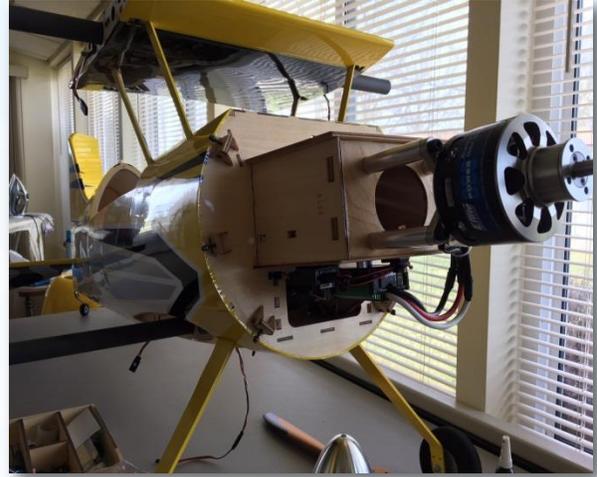


# Featured Winter Build Article by Dave Frew:

## Winter Build

Dave Frew built this Pitts model 12, with a 77" wingspan. It weighs 18 lbs. swings a 24"X 8 prop. All up weight is 23 lbs. with two-6 cell 8000mah batts.

Author: Dave Frew



## Location of Downes Field:

Our flying field is a full-scale private airport, where we're allowed to fly our planes with permission of Dennis Downes, the owner.

**In our Flying Rules, you will find some special protocols needed to ensure your safety and most importantly, the safety of any full-scale aircraft which might be using the field or making a low pass over the field.**

Parking is in the area just inside the gate. Ridge Road runs SSW to NNE roughly parallel to the grass runway. Model flying may be taking place from either side of the runway, depending on time of day. **Driving across the runway is prohibited.**

**Should the pilots and flight stations be located across the runway (west side), it is important to wait until waved across.** These model aircraft may be flying low at speeds ranging from 25 mph to over 100 mph. The pilots will be concentrating on the planes, and most likely will not see you. Crossing without permission leads to the possibility of being hit by a low-flying plane and must be avoided.

Below is a view of the gate off Ridge Road facing west along with the geographic coordinates.



# MARCS FLYING FIELD RULES:

**DRIVING MOTOR VEHICLES OF ANY KIND ON THE RUNWAY IS FORBIDDEN.  
VIOLATORS SHALL HAVE THEIR MEMBERSHIPS PERMANENTLY SUSPENDED.**

## FLYING FIELD BOUNDARIES

- No flying East of Ridge Road
- No flying west of tree line (Visible as you look over the hill West of runway) except beyond the North end of the runway.
- No flying over Route 286.
- No flying behind the West flight line on Sunday except beyond the North end of the runway.

## FLIGHT LINE USE

- SUNDAY - West flight line all day.
- OTHER DAYS - Flight line least affected by sun location  
- West flight line after 4:00 P.M.

## FLIGHT TIMES

- SUNDAY - 12:00 Noon until dark.
- OTHER DAYS - 10:00 A.M. until dark.
- FOR QUIET ELECTRIC PARK FLYERS OR UNPOWERED AIRCRAFT ONLY: Permitted Flying Hours - 8:00 A.M. until dark, seven days a week.

## FULL SCALE AIRCRAFT OPERATIONS ALWAYS HAVE PRIORITY.

### 1. Full-Scale Takeoff

1. The field owner's Super Cub & other ultra-light aircraft are flown from the field. Before takeoff, they will taxi to the top of the hill (at the center of the runway), turn perpendicular to the runway and rev the engine.
2. **It is important to wave to them** to acknowledge that we are aware of their impending takeoff.
3. They will then taxi back to the South end of the field to prepare for takeoff.
4. **All model pilots flying at the time must land immediately.** There will be time to do so after the full-scale plane taxis away from the top of the hill.

### 2. Full-Scale Landing

1. Before landing at the field, either of the planes hangared there will make a pass over the runway at traffic altitude heading perpendicular to the runway above the windsock at the top of the hill.
2. **Again we should wave to them** to acknowledge that we are aware of their impending landing.
3. They will then turn on to their downwind leg on the easterly side of the runway and land from the northern end.
4. **All model pilots flying at the time must land immediately.** The landing pattern is long enough to provide adequate time to do so.

### 3. Transient Aircraft

1. We fly on a full-scale airfield, and occasionally experience traffic from full-scale planes at low altitudes.
2. It is very important to be alert for full-scale aircraft landing, taking off or making passes over the field.
3. **Any member, seeing a full-scale aircraft in the vicinity of the field, is to immediately alert all model pilots.** He should indicate the location and direction of the incoming aircraft and indicate any immediate action the model fliers should take.
4. **All model pilots must give right-of-way and avoid flying in the proximity of full-scale aircraft.**
5. **All model pilots flying at the time should land at the earliest safe opportunity.**

### 4. FREQUENCY CONTROL

1. Transmitters must be placed in the transmitter impound upon arrival at the field.
2. Transmitter may not be turned on without removing the green pin corresponding to the transmitting frequency and affixing it to the transmitter.
3. To fly, a pilot must possess both the green frequency pin and a red fly pin.
4. Frequency pin and fly pin must be returned to the frequency control board and transmitter placed back in the impound when not in use.

### 5. OTHER

1. Do not leave any garbage at the field or place garbage in the flight shack stove.

## Hoss's Get Together:

We hope that everyone had a nice evening out at Hoss's on Saturday, April 14<sup>th</sup>. About 30 people were in attendance, and we had the back room all to ourselves. Let's keep this tradition alive next year.

