

# MARKSMEN

March  
2018  
Volume 24  
Issue 3

Mid Atlantic Radio Kontrol Society, Inc.  
AMA Club Number 333  
[www.marksrc.com](http://www.marksrc.com)

## MEMBER MEETING MINUTES ~

The meeting was called to order by President Harry Semenko at 2:00 PM on February, 25<sup>th</sup> with 13 members and 2 guests in attendance.

The minutes of the prior meeting were read by Secretary Jason Taylor and were approved as read.

The Treasurer's report was read by Dana Morgan and was approved as read.

### Old Business

Elmer asked about the current progress of the partnership with University of Maryland Eastern Shore. Jason advised that there has been no contact with personnel from the school. After discussion it was decided not to pursue.

Jason gave a *Wings-and-Wheels* and Airshow update. All Sanctions are in and approved. We will have a 30 minute flight window at *Wings-and-Wheels*. The members discussed who will fly. There will be more discussion at next meeting. Bloxom Fire Co. has advised they will not be able to make this year's Airshow. Jason will be looking for other food vendors and update the membership at the next meeting.

Jim Waybright inquired about the Web page. Jason advised that the issue has been fixed and he is updating the current website. Elmer noted he uses a program that simplifies website updating and invited Jason to stop by his home and take a look.

Membership was updated about Dale Martin's estate. Raymond Carlson recommended to the family a larger RC auction venue. Harry Semenko updated the membership on the memorial display. "Cage" has completed the plaque and it was shown to the members. Harry advised the membership about the price and details for the name plates. After discussion, a motion was passed to order the name plates.

### New Business

Two new membership applications are on the table - Danny Craddock and Gus Lebois. Both gentlemen were present and President Semenko asked them to introduce themselves. A motion was made and passed unanimously to welcome both applicants as new members.

(continued on page 2)

## IN THIS ISSUE

Member Meeting Minutes  
President's Thoughts  
All Season Flyers  
Upcoming Events  
Landings Aren't Optional  
Pre-Flight Checklists



## President's Thoughts

Hello fellow Marksmen ~

Sunday was a wonderful day for a meeting and we held it outside. Week by week the weather is improving; so before long we'll be at it hot-and-heavy (flying, that is).

Things were buzzing pretty good prior to the meeting as Rick Witherow, Ray Carlson and "Cage" (James) Chandler were really busy building the new platform over the pit that previously held the irrigation pump. And in the background we had Jim Waybright starting and running mowers getting ready for the season. A big thanks to them all.

It was a wonderful day - even the sound of RC aircraft filled the air. The Club has 2 new members - Gus and Danny. So be sure to introduce yourself and welcome them.

The 50/50 went well. Tom Bell was the winner and donated the funds back to the Club.

Please remember - time is running out to get your dues in - just keep that in mind.

Thanks so much. Be safe and God bless.

Harry

The MARKSMEN is published monthly by the Mid Atlantic Radio Kontrol Society, Inc. and posted on the MARKS Web Site. Newsletter submissions should be sent via email to Jim Waybright [jim54w@verizon.net](mailto:jim54w@verizon.net)

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Ray Carlson  
"Caje" Chandler  
Dana Morgan  
Joe Robertson  
Harry Semenko  
Jason Taylor  
Jim Waybright  
Fred White

### Official Club Trainers

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Mid-Atlantic Radio Kontrol Society is  
AMA Charter Club #333

### MEMBER MEETING MINUTES ~ (continued from page 1)

Jim Waybright gave a report on the field status.

- All mowers are currently running.
- Volunteers were requested to assist in transferring the engine from the Husqvarna to the Craftsman mower.
- Water is needed to fill the roller.
- The pump house construction was taking place prior to the meeting.
- It's that time of year to order fertilizer for the field. Motion made and passed for Jim to purchase the normal amount.

50/50 tickets were sold and the winner was Tom Bell who donated his winnings to MARKS.

With no other Business a motion was made and passed to Adjourn.

Respectfully submitted,

Jason Taylor, Secretary  
AMA Leader Member #333



Congratulations to the following MARKS members who are earning All Season Flyer status for 2018 by flying and registering their flights during February ~



Tom Bell  
Ray Bertrand  
John Burnett  
Ray Carlson  
John Carroll

“Caje” Chandler  
Wally Makuchal  
Harry Semenko  
Jason Taylor  
Jon Watson

Jim Waybright  
Fred White  
Rick Witherow

## *Upcoming Events at Waybright Field*

### **Next Membership Meeting**

**March 25<sup>th</sup>**

### **Annual Air Show**

**May 26, 2018**



Please ***Do Not Exceed*** the **10 MPH** speed limit when driving in or out of our flying field!

## Landings Aren't Optional ~

When it comes to flying model airplanes, we have several options. We can fly sport models, scale models, aerobatics, Free Flights, Control Line, RC, or nearly anything with wings that the mind can conceive. At the risk of a “pun”, the sky really is the limit to the things we can – and have - flown in our modeling careers. The best part is that these “options” truly are optional and are totally up to the individuals’ desires and modeling goals.

There is, however, one facet of flying RC model airplanes that is not optional: the landing. A pilot can choose not to take off, but when the model is committed to flight, it will ultimately return to terra firma one way or another. The best bet is to learn the art of landing properly.

Landing, especially in less-than-ideal conditions, is the most demanding part of a flight. It's the most-avoided maneuver until it becomes absolutely necessary. After 25 years of flying models of all types, my favorite thing now is to go out and shoot touch-and-goes – a lot of them. The best part is that it never gets boring because of constantly changing conditions. Every landing is a new adventure and landings are always performed at low altitudes, so “three mistakes high” does not apply.

I believe that landing a model airplane is the most challenging maneuver you'll do. Why? Because you can't practice landings at altitude or well above stall speed.

By nature, if a landing is going to work, it has to be done low and slow. However, learning to land does begin at a safe altitude by stall testing your model to learn how it will respond at lower air speeds. After you know how your model will react at a full stall, you can start working on your approach, which in simple terms, contains only three elements: downwind leg, base leg, and final approach.

(continued on page 4)

## Landings Aren't Optional ~ (continued from page 3)

The downwind leg is used to bleed off altitude and slow the model down a bit. After the aircraft passes the end of the runway, the base leg turn is done by turning into the wind, reducing altitude, and lining the model up with the runway.

All too often, missing the runway is way too easy, but a good rule of thumb to keep the model lined up on final approach is to align your shoulders parallel with the runway and fly the model straight at the end of your nose. As the model gets closer, it will be aligned with the runway centerline and won't need correction. Don't worry. You won't run over yourself.

The whole idea for a smooth landing is to have the model at the right speed and altitude when the ground gets there. The aircraft will often be either too fast or too slow. Because there is no "airspeed indicator", the right speed for your model is a judgement call learned purely from experience.

Another factor is sink rate. This is controlled by speed and attitude. Speed is controlled with power and attitude with the elevator. Always remember that it's not the elevator that makes the model go up – it's power. The elevator will only change the angle of attack. It's been said, "Pull up and trees get smaller. Keep pulling up and they start getting bigger again."

On final approach, I prefer to fly the model level or slightly nose up, using minute throttle corrections to the sink rate. Ailerons are used to keep the wings level and rudder to keep the model lined up with the runway.

The idea is to set up a steady sink rate slightly above stall then ease the nose up slightly before touchdown and reduce power smoothly so that the model will gently settle onto the runway. If you're too early, the model will stall and fall onto the runway; too late and it's like to bounce back into the air.

One thing I have learned throughout the years is that a good approach is the key to a good landing. If your approach begins to fall apart early on, don't try to salvage a lousy setup. If you find yourself fighting it, simply power up, go around, and start over.

With practice, there's no doubt you'll get it figured out and will be doing smooth landings and touch-and-goes consistently. They will be a whole lot more fun than wrestling with the model simply trying to get it back on the ground in one piece. By practicing your landings as you would any other maneuver, before you know it you'll be spending more time in the shop building new models rather than fixing the old ones. As they say, 'A good landing is one you can walk away from —and use the airplane again'."

*This article appeared in the February, 2018 issue of Model Aviation in the section, Small-Field Flying. It was authored by Pat Tritle.*

## Pre-Flight Checklists ~

Most of us know the story about the maiden flight of the B-17. The airplane stalled on take-off which resulted in several of the crew dying and 3 of the crew being seriously injured.

Since the accident was the result of the Captain failing to unlock the elevator prior to take-off, Boeing set out to determine what could be done to avoid such a mistake in the future.

The "checklist" was born. It is an effective tool for model aircraft pilots as well.

Jim Waybright provided the checklists that appear on the following two pages. Each of us should consider the checklists as being as valuable as any other tool in our flight box:

Pre-Maiden Check List		
Model: _____		Date: _____
Things to check in the shop		
1	Is everything mounted securely?	
2	Are control surfaces hinges secure?	
3	Do the servos operate without binding? Do they center accurately?	
4	Do the control surfaces move in the correct directions? (Especially for v-tail, elevon, canard, etc.)	
5	Have I read the set-up notes in the model's instruction manual?	
6	Are dual rates and exponential throws set for the appropriate channels?	
7	Do I want to add any mixes (rudder-aileron, flap-elevator, etc.)?	
8	Is the CG in an acceptable location (think twice for unconventional aircraft)?	
9	Do I have complete, unwavering confidence in the receiver battery/BEC?	
10	Does the engine/motor run acceptably in ALL throttle positions?	
11	Is the amount of vibration acceptable at ALL throttle positions?	
12	Are all power system components (motor/battery/ESC/BEC) operating within their stated limits? (Electric aircraft only)	
13	Do the wheels and ground steering system operate normally?	
14	Does the airplane have adequate color contrast for sun/overcast skies and top/bottom orientation?	
15	Is the ready-to-fly weight acceptable?	
16	Are the transmitter/receiver/motor batteries fully charged?	
17	What tools will I need to assemble and adjust this airplane at the field?	
18	Are there any weak areas I should be careful of when handling/ transporting?	
19	Notes:	

Pre-Maiden Check List		
Model: _____		Date: _____
Things to check at the field		
1	Did I forget to bring anything?	
2	Is the field adequate to fly this model (size, runway, bordering trees, full-scale aircraft, people, etc.)?	
3	Are the weather conditions acceptable for this model (wind speed/direction, sun position, etc.)?	
4	Are the transmitter/receiver/motor batteries fully charged?	
5	Are all servo extensions plugged in correctly and securely?	
6	Is the wing/hatch/tail securely attached?	
7	Have I obtained the correct frequency pin for this radio?	
8	Do I have the correct model memory selected on my transmitter?	
9	Do the control surfaces STILL move in the correct directions?	
10	Have I performed a thorough radio range check?	
11	Is the CG STILL in an acceptable location?	
12	Does the engine/motor STILL run acceptably in ALL throttle positions?	
13	Am I qualified to handle the expected performance of this model?	
14	Do I have a trusted assistant to spot/help with trims/keep time/talk me through this?	
15	How long do I plan to fly before setting up for landing?	
16	What are my goals for the maiden flight (trim, stall-spin, photo/video)?	
17	Do I feel internal or external pressure to maiden this model today?	
18	Am I comfortable with the risks I have accepted to maiden this model today?	
19	Will I regret having accepted those risks if I crash?	
20	Have I notified others of my intent to maiden?	
21	Should I wait/ask for uncrowded sky?	
22	Does the model taxi as I expect?	
23	Am I confident of success yet ready to handle any outcome?	
24	Notes:	