

MARKSMEN

September
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Issue 9

Mid Atlantic Radio Kontrol Society
AMA Club Number 333
www.marksrc.com

Minutes of the MARKS Monthly Membership Meeting held on August 28, 2016 at the Club Field, attended by 15 members.

The meeting was called to order at 2:00 PM by President Harry Semenko.

Minutes from the July meeting were read by Jim Waybright, Acting Secretary. The Minutes were approved as read.

The Treasurer's Report was given by Dana Morgan. The Report was accepted as read.

Old Business ~

Elmer McKay gave the following presentation for the October Fun Fly, covered dish, and scale contest.

Best of Scale Mini Contest

There will be three categories for airplanes:

- 1- ARF Scale Foamies.
- 2- All other Scale ARF types.(balsa, fiberglass, etc. except foam.)
- 3- Kit built or Scratch built Scale planes of any material.

Each airplane entered will be displayed with an Identification Card.

The ID card will display the type or name / designation of the plane, the category the plane is entered in, and the number of the entry.

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President's Notes

Hello MARKS members!

I again want to thank Ray Carlson for filling in for me while I was away. And thanks to everyone who took my place for field maintenance.

Starting with this issue, Fred White will be taking some of the load from Jim Waybright by preparing the newsletter.

We all are grateful to Ray and Carol Carlson who came up with the great idea of serving lunch on Sundays. Not only will this encourage folks to join us and fly on Sundays, but it's an additional source of revenue for the Club. (Just as beneficial to the Club as Ray's President's challenge last year – that my friends was a Club saver.)

Positive ideas produce positive change.

Fall and Winter are when Mother Nature takes a break and prepares for Spring and new plant life.

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The MARKSMEN is published monthly by the Mid Atlantic Radio Kontrol Society and posted on the MARKS Web Site. Newsletter submissions should be sent via email to Jim Waybright
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 Jason Taylor
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 Bill Young

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 Join us on Facebook @ MARKS RC

President's Notes (continued from page 1)

Can't we do the same thing?

We CAN grow the Club over the Winter months, IF we put forth the effort. There are lots of schools in the area to contact. There are organizations that we can approach like the Wounded Warrior Project, and Scout troops. We can promote both the Hobby and the Club. We can let folks know how proud we are of our talented members and how beautiful our flying field is.

I have a lot of new business for the next meeting. Since I think that I let things get a little out of hand during last meeting, I'm establishing protocols for next meeting. Club officers will occupy the tables in the shelter. Everyone attending the meeting should sit outside the shelter facing the officers. When an individual has been recognized and is speaking, they should not be interrupted. I'll make sure that everyone has a chance to voice their opinion.

I hope that you all take advantage of the good flying weather ahead as it gets a bit cooler and join us at the field. Mark your calendars for October 9th and the Fun Fly. Remember – talk to your friends about the Club, the AMA, and the hobby!

For now, take care and God Bless.



Harry

"Coffee Cup Grafitti" ~ Flying is the second greatest thrill known to man...landing is the first.

Next MARKS Meeting

Sunday, September

25th

at

MARKS Flying Field

All Season Flyers 2016

Congratulations to the following MARKS members who are on the path to becoming All Season Flyers by flying and registering their flights through August, 2016 ~



- | | | |
|--------------|-----------------|---------------|
| Tom Bell | “Caje” Chandler | Jim Waybright |
| John Burnett | Harry Semenko | Fred White |
| John Carroll | Jason Taylor | |
| Ray Carlson | John Watson | |

upcoming events

MARKS

Fun Fly & Covered Dish
& Mini Scale Contest

October 9, 2016

(No rain date set)

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



New Members

We welcome Ed Airey as a member. Ed is an experienced pilot and has dazzled us with his impressive helicopter flights. He knows quite a lot about batteries, especially the newer types. Ed was a member of a club in the Middle River area prior to migrating to the Eastern Shore. Please welcome him when you have a chance.

Carol Carlson is not only a new member, she has been gracious in providing food in the way of hot dogs, chips, and drinks for flyers for the past several Sundays. Because of her efforts, the Club has generated \$53.50 of additional revenue over the past three weeks - and that's after paying for the food! In addition to welcoming Carol, we offer her our sincere thanks for her hospitality. And we hope that more folks take advantage of this new arrangement by coming out on Sundays to fly with us. (By the way, Carol is Ray's "better half".)

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The ID card must be displayed in front of the airplane entered by the entrant by some means, or taped to the propeller or wing leading edge so it is plainly visible.

A 3x5 card will be used for the ID Card and entrants may provide their own cards if desired.

All planes entered in the Scale Contest will be lined up in the pit area, against the fence between the parking area and the pits.

RULES

- 1- The plane(s) entered must represent a real airplane that was built and flown.
- 2- The entrant must have built the airplane by his or her self.
- 3- Each entrant may enter two planes, but the planes must be in different categories.
- 4- The airplane must be flown on the day of the contest by the owner / entrant.
- 5- The entrant or spotter must notify the CD just before the official flight begins.
- 6- The entrant must have a spotter when flying, and the spotter must report the flight to the contest director to be logged in.
- 7- When the plane is flown and the spotter reports the flight, an 'F' will be placed by the ID number of the plane on the entry sheet.
- 8- If the plane is not flown, or the spotter does not report the flight, the plane will be disqualified when all the votes are counted.
- 9- Voting will be done by paper ballot by any and all present. Only one ballot will be allowed per person.
- 10- Pre-printed Ballots will be given out by the contest director.
- 11- After voting or filling out the ballot, the ballots must be turned in to the contest director to be counted.
- 12- Each pre-printed ballot will consist of three votes:
 - A- Best ARF Scale Foamie.
 - B- Best other Scale ARF type.
 - C- Best Kit built or Scratch built Scale plane.
- 13- The most votes turned in and counted for each category wins.

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14- In the event of a tie in any category, a majority vote count by a show of hands between the two tied planes wins.

15- Planes may not be powered by turbines.

Winners of each category will receive a certificate as recognition of their win.

If enough planes are entered, there will be a certificate for First, Second, and Third place in each category.

Elmer McKay and John Haffner will co-chair the event. "Caje" Chandler will verify pilots have current AMA and collect the landing fees. A motion to have a covered dish lunch and charge \$5.00 landing fee for the event was made, seconded, and approved.

New Business ~

Jim Waybright gave the following status of the flying field:

1. Things went well at the field this month. We broke two deck gage wheel axle shafts on the Craftsman mowers. Easy fix.
2. The John Deere fuse holder melted and we couldn't install a new fuse. We repaired it by crimping two female spade connectors in line and installed the fuse between them. I made two passes around the runway afterwards and the PTO stopped working. I thought it had something to do with fuse, but it turned out that one of the idler pulleys had frozen up and caused drive belt to come off. I found a new pulley at the John Deere dealer. We were able to save the tension plate where the pulley attaches and got the mower back in service to finish the mowing.

A motion was made and passed to give Bill Young \$40.00 for bush hogging the areas of the property the club doesn't mow. Thanks Bill!

Howard Ferree donated two large ceiling fans for the shelter. "Caje" installed them and now the shelter is cool. Thanks guys!

With no other business a motion to adjourn was made, seconded, and passed.

Jim Waybright , Acting Secretary

Digital v Analog Servos

After a discussion at the field, Jim Waybright did some research on the advantages of digital v analog servos. The following article that he found through the internet seems to explain the difference between the two in an understandable manner.

“Originally, servos were all analog. They used standard NPN and PNP transistors to drive the motors in the servos. When a movement was called for by the transmitter, the voltage to the servo motor would slowly ramp up and the motor would start turning. There was a certain amount of "dead-band" in this control system on small control inputs because the motor would need to get a couple volts across it before it would start to move, and then it would move slowly without much torque. At the end of the movement, the voltage would ramp down as the servo approached the new position and would never quite get exactly to the final destination. Pilots simply learned to compensate for the short-comings in the servos and they really did not notice it.

Digital servos use FET transistors, just like speed controllers. Instead of ramping up the voltage to the motor the transistors provide full voltage in a pulse width modulated fashion, just like a speed controller does with a brushless motor. **By operating this way, the motor can produce full torque right from the beginning for small control inputs, and can perfectly match the position of the stick for higher resolution and control centering.** They also update the power to the servo at a much higher rate, typically 400Hz as opposed to 50Hz for analog servos. This makes the servos react quicker to control inputs and gives a more immediate feel to the control. Because of this faster update rate, the digital servos will often buzz or whine around neutral a bit.

All of this does not come without a downside though. The digital servos typically pull higher current than the comparable analog servo, so you do need to be careful that you use a large enough battery or BEC circuit to power them.

That is the basic difference between Analog and Digital servos. Hopefully that helps explain it a bit better for you.”

Posted on RC Groups by hil alvarez

