

M.A.R.C.S. SPARKS

Monthly Newsletter of the Madison Area Radio Control Society
Madison, WI

AMA Charter # 665

Volume 42 - January 2003 - Issue 1

Minutes of MARCS General Membership Meeting, December 5, 2002

By Burr Fontaine, Secretary

The meeting was called to order by President Wayne Lanphear at 7:10 p.m. with 53 in attendance.

New Members: Edelhard Newman is a new member tonight. Edelhard acquired a trainer four years ago. He hasn't flown it yet and is looking forward to flight lessons in the spring.

November Minutes: The minutes of the November meeting as printed in the December issue of SPARKS were accepted as published.

Announcements: President Lanphear announced the sad news of the death of member Wendell Hottmann's son, Matthew, in an automobile accident this past weekend. The MARCS Board met during a recess in the general meeting tonight and approved a donation from the Club to the Hottman Memorial Fund that has been established to sponsor a safe driving program.

Old Business: *Field Notes.* President Lanphear was pleased that people using the field this fall have avoided using the recently graded and seeded portion of the field. Charlie Schultz has offered to donate materials for new pit and spectator fences to match the fencing used for the new flight-line fence that was put up this fall. The new fences will be installed on our spring workday. Also tentatively scheduled for the spring workday is a new roof on the shelter.

New Business: *Future events.* New Year's Eve: Thus far, there has been no indication of interest this year. New Year's Day: Flying will start about 10 a.m. Tom Lazar's fabulous chili feast will start about noon.

February Awards Banquet Feb. 15. This year the banquet has been moved to Jingles near the Coliseum. We have been assured of a quieter and more private room this year than we've had in recent years. The menu includes Apple Almond Chicken or Prime Rib. Please send or give reservations to Dave Rush by February 1. Nominations for the Club's major awards (Smoking Hole, Submarine, Tree Chopper, and Scooter) and service awards are also needed.

Come Fly With Us

MARCS meetings are held on the first Thursday of every month at 7:00 P.M. in Room 201B of the Madison Labor Temple, 1602 S. Park St. in Madison. Visitors are always welcome. We think we have a great hobby and we invite you to come and see and consider joining us.

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The MARCS web site contains links to War Birds and Electric Flyers Special Interest Group web sites

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Contribution of articles is encouraged. Deadline for submittal is the 20th of the month.

Send them to Dave or to any Board member. Include a sentence or two in support of your nomination.

March Swap Meet: This annual event is scheduled for the March general meeting.

Miscellaneous: RC Performance & Hobbies, 4702 E. Broadway, is scheduled to open next Monday, December 9. Don Weigt reports the large, mystery wing that appeared at last month's meeting is still unclaimed. Chris Spierings is the Club's most recent author. He wrote an article describing the Warbirds over Dane event last June, included photos from several club members, and it has been accepted for publication in the UK magazine RC Scale International. Congratulations go to Clayton Greeves, Dave Jeardeau, and Don Weigt who have soloed full-sized aircraft this year. Bob Miracle is having a 14-Item Inventory Reduction Sale

Raffle Winners: Dan Lindberg - GWS DHC-2 Beaver; Mike Kimmerly - Hat; Scott Shogren, Andrew Morrow, - Shirt; Hubi Schneider - T-Shirt; Vince Streif - Hat.

Show & Tell: Bob Lulling discovered a \$6.50 free flight, electric Sky Runner for sale at the newly opened Harbor Freight and has been having a good time with it. Don Weigt brought a 48 inch wingspan, GWS Slow Stick and described it as a fast assembly, low cost, no warps, easy trimming, good flying, and a great trainer. Chuck Backman came with a Powerhouse Old Timer free flight with "American Route Survey Plane" stenciled on the side. This was a 1937 design that he converted to RC, covered with Solartex, and then painted with latex house paint.

The meeting adjourned at approximately 8:25 p.m.

Philosophy 101

Never get married in the morning, because you never know who you'll meet that night.

Paul Hornung

It's Been a Long Time

Hey, as we are about to start a new year, take a look at the masthead on the front page of this bulletin. "Volume 42" means that this is the forty second year that SPARKS has been in publication and, according to Ozzie Johnson's research, I guess that also means that this must be the forty second year that MARCS has been in business. Of course at least a few of our members belonged to the two predecessor clubs that came before MARCS, going back into the 1940's. That's a

whole lot of building and flying and crashing and a whole lot of changes in the technology of RC flight.

After the era of U-control and uncontrolled free flight, often with rubber band power, RC has gone on to reed systems that could only sort of control an airplane to computerized proportional FM systems that can handle several different models with no need to worry about trim adjustments or servo directions. Of course some folks still fly using U-control, free flight and rubber engines, but now there is a choice. Coverings have gone from tissue paper and dope to shrink fabrics that get better every year. ARF's have come into existence in the last decade or so and just in the last couple of years they have progressed from often pretty shoddy products to beautiful, sturdy, well built airplanes. Think about the batteries we have now that make electric flight not only practical, but a major part of the RC sport. And those are just a few of the changes that make our big boyz toyz and big boyz sport so wonderful today.

I don't really have a point to make here, but when I changed the banner while setting up this issue it just made me wonder what will happen to RC in the next forty two years -- or even the next ten. Anyway, happy flying in '03.

Corrections

1 The Annual Awards Banquet is not on February 14 as I stated last month. It's on Saturday, February 15.

2 Mike Piechowski was not elected to a three year term on the Board of Directors, as I also stated last month. It was Mike Pirkel. Sorry 'bout that Mikes.

Memorium

The members of MARCS extend their sincere sympathy to Wendell and Denise Hottmann in the tragic death of their son, Matt, in an auto accident on December 1. Our prayers are with you and your family and the families of Matt's friends who also perished.

Awards Banquet

Your nominations for awards are needed, so please get them to Dave Rush along with your reservations. As stated above, the date is February 15, not the fourteenth. Also get your answers to me on the contest question: "What do Whiskey and Soda have to do with aviation?"

If you won one of the trophies last year, please bring it to the January meeting so the names of this year's lucky winners can be inscribed on it. If you won't be able to

MARCS 2003 Calendar of Events

Event	Date	Location
Midnight Madness	December 31, 2002	Kettle Field
New Years Day Fun Fly	January 1, 2003	Kettle Field
MARCS Awards Banquet	February 15, 2003	Jingles (Coliseum)
MARCS Annual Swap Meet	March 6, 2003	Labor Temple (monthly meeting)

get to that meeting, please deliver it to Dave or call him at 838-9704 to arrange to have it picked up by not later than the January meeting.

The menu is chicken apple almond for \$17 or a 12 oz. prime rib for \$22. Hors D'ouvers will be served starting at 6:00.

Please use the reservation form at the back of this bulletin to make your reservations and your nominations by February 1. If you can't get to the banquet, you may make your nominations by contacting Dave or any officer or board member. See the club roster for e mail or snail mail addresses and phone numbers.

Fireworks at the Field

If you plan to fly on New Years Eve, remember, no fireworks are allowed at the field. We must maintain good relations with our neighbors. Some of the dogs at the Hickory Hills Kennel may be gun shy.

Current Affairs

By Clayton Greaves

Editor's Note: The following article was received too late for inclusion last month. Please regard the date references accordingly. Sorry, Clayton.

Weekly Indoor Electric Park-Flying Starts November 3, 7:30-9:30 AM, Urban Links Golf Dome, 6255 McKee Road, Fitchburg Wisconsin. Pilot fee: \$15 for the two-hour session. Spectator admission-Free.

Despite rumors to the contrary the owners of the Urban Links Golf Dome are committed to another season of indoor flying fun. All electrics below 20-ounce flying weight are welcome. New dome initiates are welcome and encouraged to pick up a simple low cost design such as the GWS Slow Stick or Lite-Stick. A high quality dual conversion receiver, such as the New Hitec Electron 6, 555 or equivalent are highly recommended in this "noisy" RF environment. Direct any questions to or For now, the dome website is down. We plan to have an informative dome web site

available at the now familiar domain sometime in early to mid November.

Hard (foam) core domers have been spotted walking the streets and hobby shop aisles of late, dazed from lack of sleep. New foam and balsa creations are in the works citywide. Greg Sutter, of pink foam "Flutter" fame, will debut his new Flutter 540 a profile fuse rendition of the Edge 540 unlimited acrobat. Pre-production spy photos of the prototype look beautiful. Pete Aarsvold and Dave Rush have teamed up to convert a Bulldog indoor rubber model for ultra light weight R/C operation using the recently introduced RSOO micro radio system. New dad Dan Boyer has a DAW PF-5 in the works. Dave Rush is scratch building a 5 ounce pylon racer he discovered at Dave plans to offer parts kits to domers interested in Sunday morning pylon racing. I have the new GWS Slow Stick on the bench and a revised version of my indoor Zagi is underway. Stay tuned and come join us and see the maiden flights for yourself.

We will again be offering new pilot training under the AMA Intro Pilot program. In years past several visitors received a buddy-box instruction, left smiling, and returned the following Sunday with their own equipment. Know that our local hobby shops are familiar with the dome environment and stocked to serve your needs! I continue to marvel at the continued interest, creativity and camaraderie generated winter mornings in the dome. Last May, I thought things would just migrate outside for the summer. Boy was I wrong about that. My job got crazy, the kids the family... Everybody just seems to be more available in winter. Last year we flew weekly from November through May with only an Easter Sunday interruption. This year's agreement with dome management has no required minimum payment due to the consistent popularity and resulting profit of these events last year.

Radio Glitch Detection 101

Back in July I ran into glitch problems with my radio setup on my Electro Streak ARF. My pretty new plane nosed in- trashing the fuse, motor, ESC and the front cell of the battery pack. Here's an update on what I learned when I went in search of a fix.

It seems that when you combine long straight lengths of servo lead, Wire pull-pull rudder controls and an antenna running inside the fuse it's a recipe for radio interference. Giant scale modelers have been using electrical noise-suppressing chokes for decades with good results, however my servo leads are standard length. Pointing the antenna at the plane (weakest signal orientation on a transmitter's dipole antenna) produced an elevator glitch every time. I'll research chokes in servo leads and get back to you on that subject.

One reasonable fix was to twist the mess of servo leads around one another to neutralize potential cross talk from stray servo signals. Phone wires, also referred to as twisted pairs; avoid cross talk between channels in the same manner. Another step I took was to re-route the antenna externally and reposition the receiver behind the wing saddle to maximize its distance from the ESC battery and motor.

Another potential source of receiver glitches is the Electronic Speed Control or ESC. Stray signals entering the receiver from a damaged or low quality controller have been a long time topic of interest amongst E-modelers. I suspect the old tech car style unit supplied in the kit was the culprit all along.

En route back from Air Venture I stopped by Dymond Modelsports and spied a \$9 Anti-Glitch lead with a Toroidal Ring that goes in-line between the RX and ESC. Picture an iron ring the size of a Lifesaver candy with about 7 loops of an aileron extension running around the ring's circumference. The ring functions as a magnetic sink that soaks up the electrical noise generated by all the plane's components due to its magnetic field. The primary source of noise in an electric aircraft is the motor with its strong magnets. As it spins, it generates a powerful magnetic field around itself and this field can apparently make the signal to and from the servos and other components "dirty". What the ferrite ring does is catch all those dirty signals before they can reach the receiver. I added one and today the Electro Streak flies glitch-free. Apparently, the installations of the ferrite ring, the replacement Castle Creations Griffin ESC, or a combination of these varied radio tricks were the fixes I needed.

28 hours and counting

I now have two solo flights under my belt in a 172 Skyhawk. Weather permitting; I'll perform a solo cross-country flight in the coming month. My talented Flight Instructor David Anderson (873-8430) has just "hung the door" on a fancy new student simulator room equipped with a realistic 172 panel and MS Flight Simulator 2000. He plans to concentrate on instrument training with a newly installed Garmin 430 panel. David has made me a believer in the value

of flight simulator practice during primary flight training. If you are interested, I encourage you to give him a call.

Noisy News!

Finally, I want everyone in MARCS to share my excitement for the latest event in the life of fellow modeler, John Thompson. John is nearly deaf. In mid October John received a cochlear implant. In about 6 weeks he'll be healed up and ready to try out his new ears. I've known John for about 8 years: hollered at him on the flight line, had my lips read on visits to his basement wood shop, and exchanges at MARCS meetings, phoned him on the TDD system and helped him identify a willing and patient flight instructor. Just imagine the impact this technology may have on his life, his work as a machinist, and his goal of earning his private pilot ticket. When you see him- consider whispering your congratulations!

Whizzers War Bird Report

By Chris Spierings

When I first joined MARCS one of the first RC airplanes I saw fly was a Spitfire. It was flown by a distinguished gent who as it turned out had the same accent as the plane. I decided then and there that I was going to like this hobby. Of course the first thing I wanted to do was go off and build a P-51 Mustang and start flying. About that time a coworker's husband mentioned her hubby was building an RC airplane. The downward spiral really accelerated when I realized someone I knew was going to give it a try. Since it was the fall I sent away for my copy of TowerTalk and started leaving all sorts of overt hints about what I wanted for Christmas for my fiancée. As it turns out my fiancée consulted that coworker's hubby and as a result I ended up with a Senior Falcon instead of the Mustang. Wisdom which saved me heartache I'm sure.

By the next spring I had the Senior Falcon ready to go. It was a full year before I got an instructor. I got a few flights in that first year but I didn't always ask the right people for help. In the end I'm not sure if the training program got in gear or whether Bob Miracle took pity on me but by the next June he had me soloed. Thanks Bob.

So now that I've digressed all over the place, time for the real reason I've written this article. What is a warbird? Are they hard to fly? Are they expensive? What is a good place to start with Warbirds? I will try to answer them based on my experiences.

So what is considered a warbird? I think if you asked a dozen people you'd probably get two dozen answers. When I think of a warbird I think of a plane that has flown for any

military of any time period and one where the plane wears military markings. That is the rule we've applied to our recent warbird events. Notice that no where in this definition does it say it has to be a scale master piece. In fact, the first warbird that I really had fun flying was one of Zigg's 1/12 scale foam F4U Corsairs.

Are they hard to fly? I've had a couple that were and a couple that really are easy to fly. I'd suggest that you need to be honest with your flying ability and select a model that matches it. Reality can be quite humbling, I've come to learn.

A Piper Cub done up as an L-4 is a warbird and generally if you are comfortable with a trainer you can handle a Cub. The Cub had a distinguished career with our military and many others. I know the Navy, Army and Marines used them in WWII. On the other hand I have a Top Flite P-40 (undergoing repairs) which is at the opposite end of the spectrum. It has a high wing loading so it lands much faster than a Cub. It doesn't glide particularly well and my woes with it started and ended with an OS 120 with pump that has never run correctly until very recently.

There are some really neat airplanes available now in ARF and kit form which would be great entries into warbird flying even for someone with only a plane or two under their belt. A couple of the ones that seem popular are the Hangar 9 PT-19 and P-51. Great Planes offers A PT-19 and a Ryan STEM as well as a number of 40 sized fighters like the Mustang, Corsair, Zero and Spitfire. Dynaflyte and Midwest produce or produced some neat planes like the PT-19, Chipmunk, Spitfire, Corsair, Zero, Mustang and '109. The list of warbird kits would be pages long and just scratch the surface. As you gain experience building from plans or even scratch building can really add to the hobby too.

Are Warbirds expensive? Yes and no. The answer to this question can be either yes or no. It will depend on what you are working on. My own personal experience is that it depends on the size of the plane and the type of systems it has. Models with fixed gear are usually less expensive to build. Larger models require larger motors, larger batteries, possibly stronger servos. We can all come up with ways to rationalize a larger motor, retracts etc. In the end I'd say that they are only as expensive as you make them. You don't have to build a warbird with retractable gear or with an expensive 4 stroke or gas engine. I'll point back to my combat Corsair referenced earlier. It had an OS 20 FP and 3 standard servos, standard battery and switch and was painted with latex house paint. That was probably the cheapest plane I've ever built. It met its final demise in Ziggy's hands at the first combat demonstration at the Nationals. Frank Baker scratch builds all of his planes.

Most are Warbirds and he designs them around lower cost motors like the OS FPs or Magnum motors usually 40 sized or smaller. I will go out on a limb and say that you can build a warbird as a trainer without having to work at it too hard.

I don't want to discourage people from building a big warbird and/or one with retracts. Both features will add to the cost and can add some additional complexity. If you are interested in Warbirds give one a try. We've got a pretty good bunch of folks who are interested in that segment of the hobby and from what I've seen everyone of them is willing to get someone started. In the end it boils down to selecting a subject that fits your interest and experience level. If you've got questions drop in on a warbird meeting you might just find that you've found another little piece of the hobby which you'll enjoy.

Interrogating the Kriegies - Part V

Peace Time

By Jerry Buss

This concludes the story of Hanns Scharff, Master Interrogator of the Luftwaffe. This material is based on *The Interrogator*, by Hanns Scharff and Col. Ray Toliver.

As Patton's Third Army rolled through Oberursel, Scharff and his interrogation unit became POWs themselves. By early May, 1945 massive numbers of German soldiers, many of whom had fled the Russian Front, profoundly flooded the capacity of the Americans and British to accommodate them. Many were marched out in a field and simply told to set up their own camp. They dug bunkers and created such other shelters as they could. By winter they were suffering greatly from exposure due to insufficient supplies and inadequate protection as Allied officials tried to sort out the Nazis who should be prosecuted for war crimes and common soldiers who should be allowed to go home. Prisoners were literally starving and dying from exposure. In due course, Hanns Scharff was released and sent east on a truck convoy. Thirty kilometers from his home in Greiz in the province of Thuringia, he was dumped off and had to walk the rest of the way.

Upon arrival, he found his brother and mother in great distress. Thuringia and Saxony were being turned over to the Russians and they must either flee or be condemned to life under communism. They fled, leaving behind the family manor house and textile mills, all worth millions of dollars. Hanns took up residence near Oberursel. His wife and children had managed to get out of Germany and to England during the war and were now in South Africa, but Hanns was not allowed a visa to join them.

Hanns and his cousin, Oskar Feustal, applied for jobs with American Counter Intelligence Corps (CIC, which some said meant Christ I'm Confused) and, to their surprise, were immediately accepted. When the US Department of Justice located Hanns and asked him to come to the States to testify at the trial of Lt. Martin J. Monti, he gladly accepted.

Monti had gone AWOL in India and bummed a ride on a military transport to North Africa, from whence he found his way to Italy. Here he somehow managed to get himself attached to a fighter squadron as a test pilot. On his first flight he stole a new example of the latest model of the P-38 which he flew to Vienna where he landed and surrendered. In due course he appeared before Scharff. He believed that the US was on the wrong side and, rather than fighting the Germans should be on their side, fighting the Russians. "You'll see. After the war, you'll see when we'll have to take them on alone." Although he wanted to join the Luftwaffe to fight the Russians, he would give no information and take no action to the detriment of America. He just wanted to get at the Russians.

The Germans had a foreign legion, much like the French, but neither Scharff nor his superiors were willing to risk that he was not a spy and thus he had languished in a POW camp. Now that he was repatriated, he was to be tried for desertion and treason, of which he was convicted and given a relatively light sentence.

Following the Monti trial, the Army asked him to stay on to give information in the investigation of Col. Charles W. Stark. Stark, a West Point graduate, had been chosen by the Germans to be the Senior Allied Officer to oversee communications between themselves and the many prisoners who passed through the Dulag. He was suspected of collaboration with the enemy. The investigation foundered and went on for more than a year, but based in part on Scharff's testimony he was cleared of all suspicion. Stark went on to attain the rank of Lt. Gen. before retiring.

During this time, Jimmy Doolittle arranged a welcome luncheon for Hanns which was attended by many high ranking officers, including Curtis LeMay, and several of Scharff's former kriegies. Francis Gabreski invited him to his home on Long Island. Hanns was also invited to address a bevy of high ranking officers at the Pentagon on the subject of security and interrogation. He gave similar talks to military audiences in New York and Chicago.

By the time the Stark matter was over Scharff found himself in trouble with INS for having overstayed his visa. The Air Force flew him to Havana where he applied for a new, long term entry visa through the US embassy. One would

suspect that he must have become a US citizen at some point, but the book does not go into that. In 1949, arrangements were made by the Military Air Transport Service to fly Hanns to Johannesburg to be reunited with his family. It was bad news. Hanns's wife indicated that she wanted a divorce. Disillusioned, he returned to New York. The children remained in South Africa, but as they matured, the three boys came to America to join their father; his daughter remained with her mother.

The book is silent on the origin of Hanns's art background, but in 1950 he opened a mosaic art shop in New York, specializing in table tops. The Nieman Marcus Department Store bought all of his work as fast as he could finish it. In 1955 Hanns moved to California and soon the best houses in Beverly Hills and other wealthy communities displayed his work. He was commissioned to create a mosaic on the main floor of the California State Capitol. Water fountains in downtown Los Angeles and on the campus of UCLA display his work, but the crowning achievement of his career as an artist may be seen in Cinderella's Castle at Disney World in Orlando, Florida. Here he created multiple mosaic wall murals depicting the entire story of Cinderella using in excess of a million pieces of Italian glass manufactured just for this project. He came to be regarded as the foremost mosaic artist in America and possibly the greatest in the world. Between jobs, Hanns remarried in 1958 to the granddaughter of the founder of the Berlin Academy of Arts, Sabine Baroness von Dunckelman.

One of Hanns's kriegies, Hub Zemke, now a grower of almonds in California, invited Hanns to his home for a reunion. Thereafter, every year at Christmas time Zemke would send him a "Red Cross parcel" of nuts. Reading an article about Hanns Scharff and his art work in his hometown Bakersfield Californian newspaper in 1977, the former lieutenant, James Wiesel, one of the Griefswald Seven, contacted Scharff and invited him to his home. Because of Parkinson's Disease, he couldn't travel to see Hanns. In a tearful reunion, Wiesel said that his life and those of the other pilots had hung by a thread in Hanns's hands. He said the most devastating moment of his life was watching the gun camera film that had exonerated them. "I did not blame the Germans at all for being very angry over the Griefswald incident. After all, when a fighter pilot strafes four women in a field, that's murder. I saw the film from the gun camera and you could see the tracers from the machine guns as the pilot walked the rudder to correct his aim and mow them down." Another kriegie was at Hanns's seventy fifth birthday party;

Francis Gabreski and his son journeyed from New York to be guests of honor.

In 1989, at the age of 82, Hanns Scharff died. He may have been the enemy, but he is remembered with respect by the kriegies who knew him. He had been a truly remarkable man, having engaged with great success in three completely dissimilar careers: director of a large heavy manufacturing concern, military interrogator and artist.