

M.A.R.C.S. SPARKS

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

AMA Charter # 665

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Minutes of MARCS General Membership Meeting, Oct. 2, 2003

By Burr Fontaine

The meeting was called to order by President Wayne Lanphear at 7:05 p.m. with 42 in attendance.

New Members: Tony Kremm is a new member tonight and is Ready to get involved. Cliff Amundsen just moved to Madison and is ready for flight instruction with a PT-40.

September Minutes: Secretary Burr Fontaine submitted two changes to the minutes of the September meeting as printed in the October issue of SPARKS. 1) In New Business, Warbirds Over Dane, second sentence: Replace war period with era so the sentence reads: Models of aircraft from any era may be flown ...2) In New Business, November Election: Delete the entire second sentence, the one that begins with: The committee must present a slate of officers ... and replace it with the two sentences: At the October general meeting, the committee must present a slate of officers and candidates to replace those board members whose terms are expiring. The election will be held at the November meeting. The modified minutes were accepted.

Treasurer's Report: Treasurer Ed McDonald compared membership data at the beginning of October for the years 2002 and 2003. In 2002 there was a membership of 190 with 41 of these listed as "new in 2002. In 2003 the membership is 185 with 42 listed as "new in 2003.

Old Business: Fall Election: Tom Lazar said the response to the request for volunteers to run for club officers and open board positions next month has been very disappointing as only one person has stepped forward to be a candidate. If a slate of nominations for officers and open board positions is not available tonight the election will be delayed until the December meeting.

Warbirds over Dane: Mike Pirkl reported on the warbird event. The weather was great for flying, cool with a light wind from the south. A good turnout of spectators attended, and fourteen pilots participated, down slightly from last year. The scheduling of the event late in the year compared to last year was thought to be one of the factors

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.

Officers:

Pres: Wayne Lanphear, bgbird@charter.net
Vice Pres: Don Weigt, weigt@mailbag.com
Secty: Burr Fontaine, 233-9063
Treas: Ed McDonald, edgarmcdonald@msn.com

Membership information:

Ed McDonald
Phone 249-0734

Flight Instruction Coordinator:

Dan Dudovick
Phone 273-4339

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MARCS Web Site: www.marcswi.org

Web Master: William Velez
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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.

that contributed to the reduced number of pilots. Mike thanked the many club members that helped including Mike Piechowski (CD & registration), Dave Jeardeau (parking), Bill Kinney (flight line), Chuck Backman (transmitter impound), Mike and Jeremy Kelly (food grill), and Lois Weber (food counter).

New Business: President Lanphear announced that Bob Miracle is home from the hospital after surgery and that future treatment is needed. We're all pulling for you Bob.

New Year's Fly: Tom Lazar is planning on doing the New Year's Day Fly and Chili Feast again this year. Members celebrating New Year's Eve or New Year's Day at the field are reminded that no fireworks are permitted. In addition to being illegal, fireworks are very stressful for the dogs at the kennel north of the field.

February Banquet: The tentative date/location is Sunday, February 22 at Jingles in the same room we had last year. Dave Rush explained the day was changed to a Sunday because of cost. On Sunday the room is available for a linen charge of \$2.00 per table, but on any other night the rent would be \$150. Also, because the next day is a weekday, the timing of the dinner has been moved up to cocktails at 4:30 and dinner at 5:15 so we can be finished and leave by 8:15 or 9:00. We have a choice of a buffet or a sit-down type of dinner. Last year was sit-down with entrees that cost \$17 and \$22. If we elect a buffet with three entrees (roast beef, chicken and possibly fried shrimp) the estimated cost is \$15 including tax and tip. A poll of the members present tonight, that also went to the banquet last year, indicated a preference for the buffet.

Survey Results for the Questions on Club Policy Issues: The yes/no responses to these questions were tabulated in the October SPARKS and were discussed in the last board meeting. Some of the board's discussion was summarized tonight. 1) Sixty eight percent of the returned surveys indicated we should operate on a pay-as-you-go basis which is what we have been doing. 2) The question of should the club have a contingency plan had a 75% yes response and was a question that was discussed at length in the board meeting. After agreeing that a contingency plan is desirable, the next question is where should the field be located and the board would like suggestions from the membership of possible sites. A flying field in the middle of otherwise undevelopable land would be ideal. 3) As a result of the favorable response (81% yes) to the yearly directory question, a new directory will be issued early in the year next year and then kept up to date by publishing additions and corrections in SPARKS each month for the remainder of the year. 4) The question of life membership category was

meant to be for an honorary life membership category and comments returned with the survey indicated this type of a membership category would be desirable feature provided the number of such memberships was small. 5) No further consideration will be given to the idea of a dues discount for members that assist at club functions because 64% of the responses were opposed to this idea.

Dome Flying: The Dome will be available for flying again this year on Sunday mornings (6:30 to 8:30) starting the first or second week in November. Check with Greg Baer 831-6747 or Dave Rush 838-9704 for the latest information.

Raffle Winners: Wayne Lanphear - GWS Spitfire; Bryon Hahn - Fanny Pack; Tony Kremm - ??; Vince Streif - Field Bag; Ed McDonald - Hanger; Brad Witt - Glue; Chris Spierings - RC Report; Bill Brown - RC Report; Charles Weber - RC Report; Fred Bast (2) - Wing Rack and Robart discount.

Show & Tell: Show & Tell pictures are on the club's website, www.marcswi.org.

Dave Rush upgraded his GWS Corsair with a brushless motor and an Etec 1200 (3S2P) Li-poly pack. Dave says it will now go out of sight in a 45 degree, 3/4 throttle climb. Dave also had a Hanger 9, AT-6 with a Magnum .91 and retracts. **Bob Lulling** built a Hog Bipe after first enlarging the plans to 120%. The heavy balsa was lightened by drilling out sections and final weight was slightly less than 11 pounds. Bob's advice for anyone doing this with plans that have multiple sheets is to do all of the enlarging on the same machine and check the result carefully. **Brad Witt** had an aerial picture mounted on plywood of the 7/29/03 EAA at Oshkosh. The detail was incredible. **Carl Mohs** brought several examples of digitally edited pictures of models and described camera techniques for better pictures. **Greg Baer** came with three models: 1) A F6F Hellcat from Skyshark RC with a .72 Saito, 2) A F4U Corsair rubber band kit from Herr Engineering that Greg converted to electric for winter flying in the Dome, and 3) A walnut scale Dumas Zero that was also a rubber band kit converted to electric.

The meeting adjourned at approximately 8:45 p.m.

Philosophy 101

What is the most common name for neutered Tom Cats? -- Consultant.

Lost 'n' Not Found

Bob Pawlak says he lost his cane at the field in July. It's bronze in color. If you know its whereabouts please call Bob at 277-1591.

Election Deferred to December

I was going to write an article critical of our members (you) unwillingness to run for the board seats and offices in the upcoming election, but we have all been spared that. At Wayne's direction, several board members launched a calling campaign and, except for President, we are in decent shape, thanks to some of you who have stepped up. To those of you who have agreed to run, thanks. Following is the slate of candidates, as far as I am informed as I write this just prior to sending this bulletin to the printer:

For the three vacant board seats, we have (alphabetically) **Bill Disch, Bob Geimer, Wendell Hottman, Ozzy Johnson, Jim Lacy, Ken Larson, Dick Riddle** and **Danny Suter**.

We have no candidate for President as yet and so no election can be held in November. **Ed McDonald** is running again for Treasurer, **Vince Streif** and **Brad Witt** will compete for Vice President and **Andrew Morrow** is running for Secretary.

We have a wealth of real quality board candidates, but desperately need a presidential candidate. I see some names among the board candidates that I would gladly vote for for Big Kahuna. How about it? How about an "upgrade," as they say -- want to "supersize" your offer?

Call Tom Lazar at 655-3396 or e mail him at tdlazar@yahoo.com to tell him you want to be President of MARCS. Our club needs you.

Engine and Radio Flight Pack Raffle

Don't forget, one of **Fred Bast's** Saito .50 four strokes will be raffled at the election meeting, now in December. In addition, **Jim Biersach**, of Hobby Horse, has donated a Hi Tech flight pack to be raffled then. Thanks Jim. Make plans now to attend -- and to buy lotsa tickets.

MARCS Awards Banquet

By Dave Rush

The 2003 MARCS Awards Banquet will be held on **Sunday**, February 22, 2004 at the same place as last year, Coliseum Restaurant and Banquet Hall (formerly Jingles), located at 232 East Olin Avenue, Madison (corner of John Nolan Drive and Olin Avenue). The reason for the Sunday date is an extremely favorable rate. Following are the details:

- Social hour at the bar: 5:00 p.m.
- Dinner: 5:30
- Program: 6:30
- Cost: \$20.00
- Meal: Buffet with Roast Pork, Tenderloin Tips, and Stuffed Chicken Breast, Au Gratin Potatoes, Rice Pilaf,

Green Bean Almondine, California Blend Cole Slaw, Macaroni Salad, Pasta Salad, Tossed Salad and Dressing, Relish Tray.

- Dessert: Mrs. Rush's Carrot Cake
- Reservation Deadline: Thursday, February 5th.

Please refer to the last page of this bulletin for the tear out form that you may use to make your banquet reservations as well as to make nominations for awards. You may also e mail your award nominations to me at dgrush@hotmail.com. If using e mail, please use a subject line like "MARCS Awards Banquet," so I don't goof up and delete it as junk mail. You may also make nominations by phone to me at 838-9704. All award nominations must be received in time for the January Board of Directors meeting, which I expect will be on or about January 15.

Holders of traveling trophies, i.e. Smoking Hole, Submarine Commander, Paul Bunyan Tree Chopper and Scooter should bring them to the December meeting so that they can be engraved with the names of this year's suck--- ah --- winners in time for the banquet.

January Meeting Postponed

Because the first Thursday of January is New Years Day, the January meeting will be held on January 8. Please note that **it will be downstairs in room 109.**

War Birds Over Dane 2003

by Col. Michael Pirkl

The 3rd annual event was held on September 20th once again at Kettle field.

With only 14 registered pilots the attendance was the lowest it has ever been for this event. With a bright and clear day in September and only a slight breeze from the south at 5 to 7 mph through out the day it kept those who were there in the air at almost all times. But even with only 14 pilots we still had somewhere between 30-40 aircraft in the pit area. The event this year was advertised in the papers and on the local television channels which brought out a good number of spectators to take in the show of war birds cruising across the sky through out the day.

Thanks to those who came out the field on Friday night to get things set up and the field in shape. I apologize for not listing everyone's name but those that I do remember being there were **Wayne Lanphear, Dave Jeardue, Mike Kimmerley** and **Eric Ramsey**.

I would like to thank those who volunteered to help out at the event for the day. **Dave Jeardue** and **John Granberg** for helping with the parking. **Mike Piechowski, Tom Lazar, Ken Larsen, Wendell Hottmann,** and **Le Roy**

Stuczynski for helping with Registration. **Bill Kinney, Ed McDonald, Andrew Morrow, Charlie Schultz, and Greg Baer** for handling the flight line duties. **Chuck Backman, Andrew Morrow, Mark Finley, Burr Fontaine, and Eric Ramsey** for helping with the transmitter impound.

And a BIG THANK YOU to **the famous Kellys**, the father son team, for doing the cooking and to **Lois Weber** for taking on the chore of handling the sales

I would like to thank the pilots who came out for the day and to remind everyone that this event was spear headed by the Watson's Whizzers and pulled off with the help of the MARCS members. This event is a laid back affair with much camaraderie and tall tales swapping.

If you couldn't make it to this year's event stop by my web page, maddog@chorus.net to see the pictures I took in the pit area that day. You can also see pictures from the previous years' events.

Sound System

By Mike Pirkel

At last months board meeting I took delivery of the sound system that Craig Lovell put together for MARCS for use at club events. The CD player has its own power source (double AA batteries) while the main system can be driven of a 12 volt car battery or a generator. The following members donated time and materials so the club could have a sound system for the events.

- Audio Amp/Mixer, **Joe Immilkowski.**
- Microphone and mic cord, **Joe Immilkowski.**
- Speakers (2), **Dick Buescher.**
- Speaker Cables (2 x 60'), **Craig Lovell.**
- CD Player, **Craig Lovell.**

Craig Lovell gets the kudos for putting the system together and for getting the donations to create the system.

Dome Flying Returns! Come Fly with us!

By Clayton Greaves

For several winters MARCS members have come out weekly in the worst of weather for fun flying, camaraderie and the occasional contest sponsored by all our local hobby shops, plus Flitter Wings and Batteries America. The conditions are always excellent in the dome and cold weather seems to bring out the creativity in modelers. Original flying creations are a big part of the fun. We invite you to come check it out, spectator admission is free.

New fliers are always welcome too. Never flown? Flight instruction on our buddy-box system or with your equipment is always available. We also have a public battery charger for your use. What plane do we suggest? We recommend new pilots check out the GWS Slow Stick at

any local hobby shop. Its the perfect first model, simple to build, durable, low cost, and well suited to the sometimes crowded dome environment.

Also, be sure to choose a high quality dual conversion receiver from manufacturers like Hitec, Futaba, JR, Airtronics, FMA or Berg. Smaller, single conversion receivers such as the Hitec feather, and MPI MX6800 should be avoided as they frequently experience interference in the dome due to the close proximity, high number of transmitters and other RF sources in the dome.

Again this year and due to your regular attendance, there is no minimum number of fliers or a go/no-go decision from week to week. With the exception of holidays, there will be events each Sunday morning throughout the winter months. Come fly with us.

- Location: Urban Links Golf Dome
- Address: 6255 McKee Road - Fitchburg
- Opening Date: Sunday, November 2
- Time: 6:30 am - 8:30 am
- Cost: \$15.00
- AMA membership required
- Plane specifications: electric power, under 20 oz.
- No charge for spectators.
- Directions from Madison: Take Verona Rd (highway 151) south off the belt line toward Verona, Turn right on highway PD. Urban Links will be on your left.

Questions? Clayton Greaves at rcgreaves@tds.net, David Rush at dgrush@hotmail.com or Pete Aarsvold at paarsvold@tds.net.

A Trip in the Rain

On September 27 Ed McDonald and I went up to Stratford to help the Marshfield club open their new flying field. The first two people we saw when we got out of the car were Doug Yarock and Ralph Henricks.

It's a very nice field, but we weren't able to really test it by flying. The cross wind was well over 20 mph and there was a light rain. No one flew, but a lot of folks shivered under the awning. Doug pulled his trailer up to the upwind side of the awning for a windbreak and everyone was grateful.

We had a nice conversation with Jim Rasmussen, their newsletter editor and one of the main movers in the Midstate Aeromodelers, as well as with several other folks. We ate some chili and brats, talked smart and bought some raffle tickets (no winners).

Their field seems to be in the north 40 acres of an 80 acre parcel. The runway is laid out north to south and they have the safety fences up, along with the frequency board and a shed. The runway, on a low hill top, is broad and long.

It would accommodate Bill Rewey's Pietenpol with ease. The nearest obstruction is a pine grove nearly a half mile away to the south. There are trees across the road to the north, but they are at the bottom of the hill and present no obstacle. Even I could land on that field. I am envious that they have no gate to be locked and unlocked.

Being a brand new field, they don't have the amenities that come with a more established place, like tables, spectator seating, etc., but it's a great start. Jim said that their nearest neighbor is pro RC and all others are quite distant. I neglected to ask what their rent was, but it costs them \$40 per mowing. With current dues at only \$35, and I think Jim said they have about 40 members, no doubt they will need an increase soon, but it looks to me like they have a really nice operation. The only possible drawback that I can see is the fact that it's about 14 miles from downtown Marshfield, but after two years of very little flying, this club seems due for a growth spurt. Come to think of it, I don't live a lot closer to our field than that.

The Long, Long Road to Kitty Hawk - V

By Jerry Buss

Samuel Pierpont Langley had been interested in flight, he said, "...as long as I can remember anything." While employed as a professor of both physics and astronomy at Allegheny University he began serious experimentation with flight in about 1885. He built a large turntable on which he began a series of experiments in aerodynamics, not unlike those by Sir George Cayley's revolving arm nearly a century earlier. In early 1887, he accepted the position of Assistant Secretary of the Smithsonian Institution in Washington DC. A perk that came with this job was that he had a large staff of interested and enthusiastic assistants to help with his aerial experiments. By today's standards, he would likely be accused of using the Smithsonian's resources for his own personal purposes.

Soon after his arrival at the Smithsonian, he and his staff were building "rubber pull aerodromes," rubber band catapulted model airplanes, gliders actually. He and his assistants built and test flew more than a hundred "aerodromes" and achieved flights of 80 to 100 feet with endurances of up to 8 seconds or a bit more. On the death of the head of the Smithsonian in November of 1887, Langley assumed the top post of Secretary.

In 1889 he tested lift produced by the wings of stuffed birds on his whirling turntable. Tests of a frigate bird, a California condor and an albatross all were failures, producing none of the lift needed for flight. In 1891 Langley experimented with larger Aerodromes, most of which were

steam-engine powered. This was the beginning of a series which he expected would lead to a human carrying machine.

The first of these was designated Aerodrome No. 0 and it was well named; it was a failure. The second machine, Aerodrome No. 1, was powered by carbide gas and later by compressed air, but the airframe design was poor and flight tests were failures. Aerodrome No. 2, also built in 1891 was too flimsy and also a disappointment. Aerodrome No. 3, in 1892, a steam powered machine, was of stronger construction and was modified a number of times due to poor flight characteristics. A better means of heating the steam was tested on it and it was a decided improvement, but the overall machine was not good enough. This steam engine's redesign was incorporated into Aerodrome No. 4, which, by the end of 1893, was ready for testing for a planned launch from a track mounted atop a houseboat on the Potomoc River.

But things did not go smoothly. During November and December 1893 the Aerodrome failed test after test. The string of disappointments, mostly resulting from excessive flexing of the wings, ran on through spring and summer and into early autumn of 1894 before the machine actually made a disappointingly short flight of 130 feet over the river.

Toward the end of 1894 he and his aides constructed two new Aerodromes, the frameworks of which were built largely of steel, with more adequately wired and braced wings. Aerodrome No. 5 flew only 100 feet during December of 1894. In early 1895 Langley hired **Augustus M. Herring**, who served him only a month or two as an assistant before **Octave Chanute** lured him away. Things continued to go badly with the experiments and by the end of the year he was so disheartened over the results thus far that he decided to not attempt to build a human-carrying Aerodrome.

But Langley couldn't abandon his zeal for flying and sometimes hope springs from despair. By May of 1896 his luck began to change. Aerodrome No. 5 managed two spectacular feats, making circular flights of 3,300 and 2,300 feet, at a maximum altitude of some 80 to 100 feet and at a speed of up to 20 or 25 miles per hour. During November of 1896 Aerodrome No. 6 flew 4,200 feet, staying aloft well over a minute. These models were steam powered.

By 1897 Langley's fortunes had changed so dramatically that he had, in his mind, successfully concluded his aerial experiments and apparently felt no need to tempt fate by going on to possible failure. In June of that year he wrote an article for McClure's Magazine in which he stated he had not anticipated how much labor and difficulty would be involved in this work. He said he had concluded his study

and now it was up to others to carry on to “practical development of mechanical flight.” He continued his work at the Smithsonian, specializing in solar astronomy. He frequently made reinforcing comments that he had ended his research on flying machines.

Less than a year later, however, President McKinley personally prevailed upon Langley to solicit funds from the US Army to construct an Aerodrome capable of carrying a human operator. Hard as it is to refuse a President, Langley agreed. He wrote a letter to the US Army Board of Ordnance and Fortifications saying that he would pursue the matter on his own time and without charge to the Smithsonian or to the Government. He requested and ultimately received \$50,000 from the Army to cover his out of pocket costs for the coming two years for construction and experimentation. In addition, he received a \$20,000 gift from a private donor.

To assist in the experiments, Langley recruited and hired a senior year engineering student at Columbia, **Charles Manley**, perhaps feeling that his own construction skills fell short.

The first machine Langley and Manley produced was the Quarter-Size Aerodrome, scaled to one-quarter the size of his planned human-carrier. That steam powered flying machine made flights of only 150 and 300 feet in June of 1900, but by tinkering and experimenting in August of 1903 it flew about 1,000 feet. .

While still testing the quarter size model, they began work on the man carrier, which Langley dubbed “Aerodrome A.” It was a four tandem winged monoplane 62 feet long with a span of 48 feet, which, in spite of its size, weighed only 830 pounds. The wings were composed of four wood frame panels, each 22 feet in span and 12 feet in chord, a ribbed and covered with linen. They were arranged in tandem pairs on either side of a four foot wide tubular metal framework fuselage. Two pusher counter-rotating props were located, one at either side of the fuselage and behind the front wings. The blades each consisted of two triangular frameworks of three tubes covered with fabric and were 2 feet wide at their outer ends. Vertical rudder and horizontal elevator surfaces were placed below and to the rear of the fuselage, controlled by cables connected to small hand wheels mounted on the right side of the frame, next to the pilot, who sat in an egg-shaped nacelle 6 feet long and 2 feet wide with sides 18 inches high. The engine was mounted on the fuselage, near the trailing edge of the forward wings and forward of that was the pilot’s nacelle. The wings had a dihedral angle, providing it with a degree of inherent lateral balance. It would be launched by a spring-operated catapult

mounted atop Langley’s houseboat. Metal tanks were mounted along the underside of the fuselage to provide floatation. It appears that Langley ignored Francis Wenham’s postulation that to turn effectively one wing must generate more lift than the other, since he made no provision to accomplish that and seemingly was relying on rudder.

Now for the power plant. It seems that Langley was finally disabused of the notion of steam power, but after searching for a vendor of a suitable power plant, he came up short and so it was that he put Manley to work on producing one. It turned out to be a 5 cylinder water cooled four cycle internal combustion radial that, at a weight of only 125 pounds produced an amazing 52.4 horsepower. It was, in fact, probably the most efficient gasoline engine in the world prior to the Great War, more than a decade later.

Manley served as the pilot on two trials of the Aerodrome A. The first took place on October 7, 1903 when it was launched from the houseboat on the Potomac off Tidewater, Virginia, 30 miles southeast of Washington. The engine performed perfectly, but a strut caught on the launching trolley, causing the front of the plane to be dragged down and plunged ignobly into the water about 50 feet in front of the boat. On December 8 another attempt was made to fly it, this time at the junction of the Anacostia and Potomac rivers. The rear wings and rudder were wrecked before the machine was clear of the catapult and it again was plunged into the water, this time immediately in front of the boat.

After the second failure, with Congress snapping at their heels, the Board of Ordnance and Fortifications refused to make further appropriations for such a waste of public funds. Langley did no further work on his machine, but it no longer mattered for the race to be first to fly ended on a sandy beach in North Carolina only nine days after the second failure.

Aerodrome A was put in the Smithsonian Institution and labeled "The First Heavier Than Air Machine Capable Of Flight." The statement was overly optimistic, for it had never flown. Finally, in 1914, Glenn Curtiss did fly it, but only after he had made a number of fundamental changes to it. The label was finally removed after years of complaints by Orville Wright, and ultimately the Smithsonian publicly admitted that the 1914 flight of the rebuilt machine did not prove that it could have flown at all in 1903.

Still, considering what Langley did achieve and the fact that he did successfully fly some of his model Aerodromes off a houseboat, it was certainly appropriate for the US Navy to name its first aircraft carrier *USS Langley*.