

M.A.R.C.S. SPARKS

Monthly Newsletter of the Madison Area Radio Control Society
Madison, WI AMA Charter # 665

Volume 43 - February, 2004- Issue 2

January 8, 2004 MARCS Meeting
Minutes

By Andrew Morrow

MARCS new president, Vince Streif, called the meeting to order shortly after 7:00 p.m..

Visitors: **Marty Andrews** - Interested in getting into the hobby. **Andy Wilbur** - Moved here in September, first time at our meeting.

Minutes from the Last meeting were accepted.

Old Business: (1) New Years Fun Fly: It was a great time. Participation was good with 13 registered fliers.

(2) Wayne Lanphear is acting as Liaison Officer to the city for the club.

(3) The board is still working to have emergency access to the field.

(4) There are still people trespassing on the field and causing damage to it, ways to effectively deter this are being sought.

New Business: (1) Annual Banquet coming up on the 22nd of February. We need 50 people signed up to have a buffet. There will be a "Name the Plane" contest held again this year. Please make nominations for the different awards. Forms can be found online at the MARCS website.

(2) The Board is working on acquiring and installing a new, more useful First-Aid kit for the field.

(3) New ideas are needed for raising funds, a raise in dues may be required. This year we are expected to have a slight debt, but not one the club can't manage.

Raffle Winners: **William Brown** - Magnum 46 Engine, **Hubi Schneider** - Airplane, **Dave Rush** - Hat

Show and Tell: The pictures for Show and Tell are online off of the MARCS website. Thanks goes out to Burr Fontaine.

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:

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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.

MARCS 2004 Calendar of Events

Event	Date	Location
Awards Banquet	February 22	Coliseum Restaurant
Big Birds Fly In	June 12	Kettle Field
War Birds Over Dane	June 26	Kettle Field
Electric Fun Fly	July 24	Kettle Field
Ken Kindschi Scale Rally	August 15	Kettle Field

Philosophy 101

(contributed by John Harper)

When we walk to the edge of all the light we have and take the step into the darkness of the unknown, we must believe that one of two things will happen. There will be something solid for us to stand on or we will be taught to fly.

Frank Outlaw

February Meeting

Tom Lazar will put on a covering demo at the February meeting.

Dues Need to be Raised

By Don Weigt

At the January MARCS meeting, new President Vince Streif mentioned the club will likely have a deficit of about \$1,300 this year, and that a dues increase will almost certainly be needed in 2005.

"Mature" MARCS members will remember President John F. Kennedy saying, "Ask not what your country can do for you, ask what you can do for your country." This is a similar message on a more modest scale.

MARCS' expenses have increased in recent years with the new lease terms negotiated with the city. I'm sure a lot of other expenses have increased a bit, too. Meanwhile, our membership has been declining a little bit each year. There are lots of probable reasons, and your Board has been working on them, but with little progress to date. With the lower membership comes less dues income, but very little savings.

When we had a dues increase a couple of years ago, it was basically to cover the increased cost of using Kettle Field, and little more, with constant membership. As our membership declined a bit, MARCS' annual income didn't quite cover its expenses. The 2004 budget is projecting MARCS

will again end the year with a loss. The amount can't be known precisely, because we don't know what our exact membership will be, nor whether our events will make money, or lose a bit. There could be unexpected expenses, as well.

Ed McDonald has done an excellent job of preparing our budgets, which has permitted MARCS to operate with a very thin margin, but clearly MARCS can't afford to spend more than its income year after year. In fact, MARCS needs a surplus to rebuild its small reserves and have some money available should we need to spend some to help pay for better access or some other unforeseen needs.

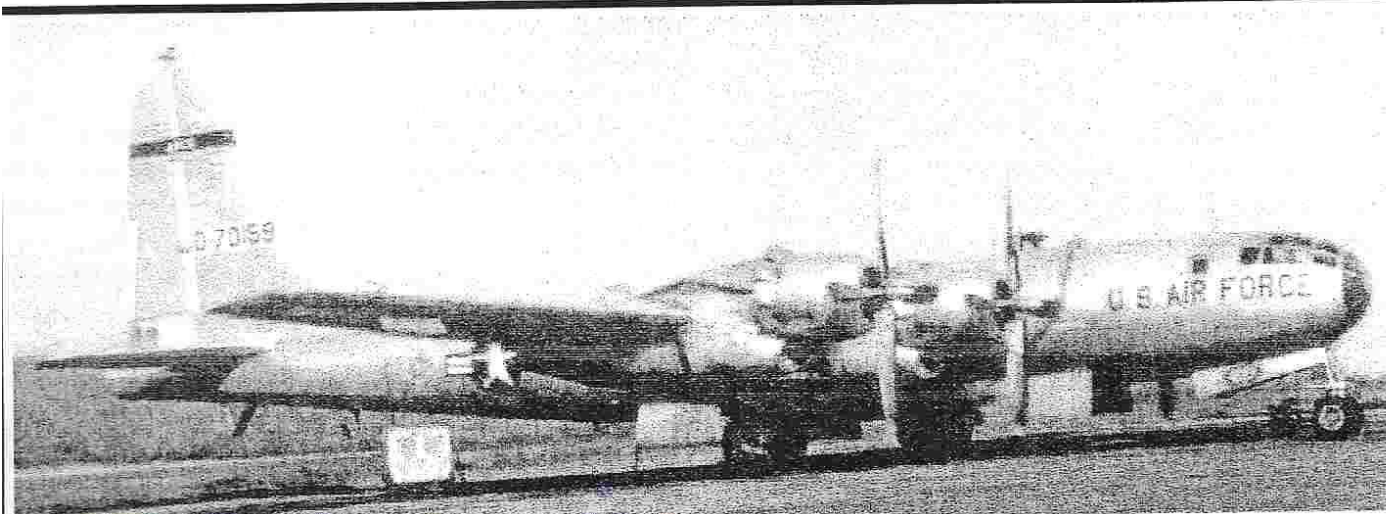
Another cause of the deficit is the way the economy has changed in the past few years. MARCS' reserves were invested, and earning some income. This helped pay the expenses and avoid a deficit, but recent interest rates have been very low. The lower rate meant more had to be withdrawn to pay expenses, and in turn, that left a lower balance to earn income each following year.

MARCS membership is a great value! Consider: normal membership is \$40: the same as the cost of two people attending the banquet. And, it's easy to spend that much going to any nice restaurant and having a dinner for two. The early payment amount of \$35 is an even better deal!

Nobody wants to increase dues, but compare paying \$35 or \$40 for a year's membership to spending \$15 each week per person as the indoor fliers are doing to use the Urban Links golf dome for two hours. Each flier pays that amount each week they fly. They have only one chance to fly each week; between 6:30 and 8:30 on Sunday morning.

Members of the Warbirds group donate about \$20 each per year to pay the meeting room rent, and little else.

Compared to the cost of our planes, too,



MARCS Awards Banquet and Name the Plane Contest

Okay, so it's a lousy picture! But I told you it would be easy to identify and as bad as the picture is, it's certainly easily identifiable, so go ahead and send me an e mail or snail mail or call me. If you are the first one to name this airplane correctly and if you are at the MARCS Awards Banquet on February 22, you will win a bottle of Chateau du Buss Sweet Red Razzleberry Wine, vintage of 2002. If there is no winner - unlikely as that may be - the wine will be raffled, along with another bottle that will be raffled in any case. You can still sign up for the banquet using the sheet at the end of this bulletin. Dave Rush says we still need at least three more attendees to reach the 50 person guarantee, so come on down.

MARCS membership is a bargain. Heck, a frequent flier probably spends more driving to and from the field in a year than his MARCS' membership costs.

So, you should expect and plan for a dues increase next year. Please don't start complaining to everyone, especially to nonmembers, that a \$10 or \$15 dues increase will be a great hardship. Except for some on fixed incomes, and maybe students, it really won't be. It's the unavoidable cost of having a facility like Kettle, and lots of clubs have higher dues and also have to do more work maintaining their fields than MARCS does. Please reflect on what you get for your dues. It will still be a great deal, and make your club healthier.

Second, MARCS could use your help now. It's far too late to ask for a dues increase for 2004, but it's NOT too late for those of us who want to help MARCS to donate an extra few dollars. Ten or fifteen would be a big help, but even five dollars or less would help. So, please consider making a small (or large, if you want) donation to MARCS

this year. Earlier would be better than later, but do it when you can. No, it isn't tax deductible, but it's a good thing to do. I've made my donation.

In the poll taken last year, the overwhelming vote was to have dues be "pay as you go": to cover the year's expenses. There's really no choice: MARCS can't have losses many years before it will exhaust its reserves.

So, a dues increase next year is prudent and necessary I wish it weren't needed, but it is. You have ten months advance warning to prepare for it. Please do. Also, if you are comfortable doing so, please make a donation to MARCS for 2004. It'll help the club, YOUR club, both this year and for a lot of future years.

Thanks for listening.

New Years Day Fun Fly

I didn't hear whether anyone did the midnight madness thing on New Years Eve, but Tom Lazar put on another great fun fly the following morning. His chili is always great on a

cold winter day and the hot spiced cider is even better. There was a big turnout and, with no snow and so no need for skis, there were a lot of flyers, including **Scot Shogren, Eric Ramsey, Pete Aarsvold, John Thompson, Dave Rush, Craig Lovell, Dustin and Dick Buescher, Wendell Hotman, Bob Geimer, Clayton Greves Greg Baer, Chris Spierings, Andy Moore, Bill Kinny and Ralph Hinricks.**

Clayton Greves won the pilot's raffle, a .40 engine.

Thanks for another great event, Tom.

As a supplement to Don Weigt's article on the need for a dues increase, I would like to point out that the food for this event, as well as the pilot's raffle prize, the float fly and picnic main dish and soda, as well as food and soda that is served on field work days are all funded by the club treasury. So is the food served at the annual Boy Scout event. So is this newsletter. I'd not like to see any of these things go away, but to keep them more club income is needed. Yes, we can afford it!

District VII Bulletin Board at Yahoo

By Mike Pirkl

If you're looking to post comments with fellow flyers or want them to know about events you have attended or are looking to attend, stop by the Yahoo.com website and sign up to become a member of the AMA District VII group.

This Bulletin Board is open to AMA District VII members only. The B.B. is established to provide a timely medium for AMA members in District VII to exchange ideas, post modeling related questions, make event announcements, and address issues of interest to the membership.

The B.B. will be not be moderated, so members may post freely. When you stop by please provide your real name and your AMA number and State when subscribing. Your AMA number can be entered in the "the more about me" section in your Yahoo profile.

Stop over today and sign up, then leave a message to let everyone know you have arrived. Go to:

http://groups.yahoo.com/group/AMA_D7/

The Bent Bird A Gluesome Experience

By Don Weigt

I've written previously about the wide range of glues, cements, and adhesives we can use to build or repair our models. I think it might be interesting to list the ones I've used building my Sig Antoinette kit, and how I've used each.

The Antoinette is primarily balsa with a few bits of very thin plywood for high stress areas, bamboo for struts and tail skid, and a dowel for the landing gear's vertical post (similar to the dowels for sale in hardware stores.)

I spliced replacement body longerons with aliphatic resin glue (yellow wood glue), and used the same stuff to assemble the sticks and formers to make the fuselage framework and tail surfaces. I like the long working time it provides, while it tacks the parts together rather quickly. A disadvantage is the need to wait at times for the glue to dry and the structure to become strong enough for the next step in the process. Being water based, it doesn't smell much and its fumes aren't flammable, but its moisture will warp sheet wood when applied to large areas.

I used it to attach the sheeting to the straight areas of the fuselage sides, as well, where its gap filling was an asset (the triangular fuselage shape means the side sheeting touches only the lower corners of the keel piece.) I also used aliphatic resin glue to attach most of the ribs to the leading and trailing edges, which also serve as the wing spars.

When it was time to glue the front ends of the side sheeting to the nose of the plane, the instructions said to pull it in by hand, then glue it while holding it in place. This wasn't a job for aliphatic resin! I pulled it in, made sure my fingers weren't going to be glued, and used CA and accelerator to quickly tack the sheeting to the prow.

Once attached, I reinforced the joints by running a bead of Ambroid model airplane cement along the inner edge of the joint. This has the advantage of filling gaps better than thin CA, being fairly light, and shrinking and losing weight as its solvents evaporate. Of course, this is stinky stuff, and its solvents are nasty, so I did as much of the gluing as possible in my small paint booth or near it, with the booth's exhaust fan taking most of the fumes out of my shop.

I used Ambroid or Sig-ment for joints that were low load, and needed to set quickly. Ambroid

is thinner, which is sometimes handy. Sig-ment has less color, so is better where the joints will be visible, or where its thicker formula leaves more solids or runs less before drying.

The top corners of the fuselage were an interesting job. The side sheeting touched only the bottom corners of the top left and right longerons. How to bend it in to glue to the longeron sides without it breaking? I put a small amount of aliphatic resin glue in the gaps, then used my covering iron to heat the wood, form it to the side of the longerons, and evaporate the water from the glue and bond the sheeting to the longerons. This was a new method for me, and I was very pleased with how well it worked: try it if you have an unusual gluing problem. The wood softens when heated, letting it bend around curves that would break it when cool. It's a lot like soaking wood in ammonia water, only quicker and without all the mess and glue compatibility challenges.

I used the recommended thin CA and accelerator to glue the plywood reinforcing strips into the wings' slotted leading and trailing edge balsa dowels. This worked well, but some was left on the surface of the dowels. So, I used CA and accelerator to attach the ribs in those areas. Ribs farther out on the wings were attached with aliphatic resin glue, as were some of the reinforcing bits.

Then I got impatient, and put in the remaining wing corner gussets and rib reinforcing strips with CA. This was quick, but sometimes the pieces ended up a bit out of alignment. CA worked well to attach short pieces of aluminum tubing to the ribs. These will be used as attachments for the decorative "rigging".

The highly stressed landing gear joint where the vertical wood dowel is glued to the balsa dowel axle was bonded with quick setting epoxy. The wire braces were bound with dacron thread to the inverted tee these dowels formed, then secured with CA. The assembly was glued into the fuselage keel with more quick setting epoxy, while its end was glued into the fuselage top with Sig-ment.

I attached the bamboo tail skid to the balsa tail post and Litespan covering on the keel with

CA.

I used Balsarite by Coverite to bond the covering to the plane. Sig Stix-It was the other choice.

Back when I was a boy building my first models, I tried to use one type of glue for everything. As this article shows, I now use a variety of adhesives to fit the needs of the joints I'm making. Even this "simple airplane" with mostly wood structure and no-mess electric power has been assembled with many kinds of adhesives.

Part of successful building and repair is learning what materials to use to make joints in various materials that are subjected to different conditions of use. No one or two adhesives will do a great job for every joint!

The Adventures of Charley Taylor Part 2 of 3

By Jerry Buss

Calbraith Perry Rodgers was the great grandson of Commodore Oliver Hazzard Perry, the victor over the British in the battle for control of Lake Erie in the War of 1812. Commodore Mathew Calbraith Perry, who opened Japan's seaports to foreign trade, was also a fore bearer. A grandfather, Rear Admiral Christopher Perry Rodgers served in the Union Navy during the Civil War and his father, John Rodgers, also held the rank of commodore. Cal, himself, had been elected to the prestigious New York Yacht Club in 1902. He was a big, athletic, dark haired man who stood six feet four inches, an impeccable dresser, strikingly handsome and always, but always, he had a large black cigar stuck in his mouth. Mostly he chewed on it, but sometimes he would light up. He grew up with his heart set on entering the US Naval Academy, not realizing that the scarlet fever he had suffered at age six had resulted in enough hearing loss to preclude that dream from coming true. He attended a year of college, but gave it up as a waste of time and moved from Pennsylvania to New York where he took up racing - cars, sail boats and motor cycles. He married and became the father of three children. He apparently was comfortable enough on inherited wealth - or perhaps some that he may have married into as well - to enjoy his pursuit of the good life without having to hold regular employment, since accounts of his background do not mention any profession, other than racing. When his cousin, a naval officer, invited him to come and see him learn to fly the Navy's first

airplane in Dayton, he was smitten by the thrill of flight and vowed that he must learn to do that. That's when, in June of 1911 at age 32, he approached the Wright brothers about flying lessons.

The Wrights used a Link Trainer-like device which they called the "Kiwi." It reacted like a real airplane to control inputs. Cal received verbal instruction from Orville and spent time in the Kiwi, finally getting into the air and logging three quarters of an hour of flight time in six flights before he decided he was ready to solo. Orville was unwilling to risk his airplane to so unskilled a novice and when he insisted on more time in the dual practice mode, Cal simply asked the price of the Wright Model B and plunked the money down to buy it. His ten minute solo was successful and Cal Rodgers would never again be satisfied with fast cars and motorcycles.

Although at the time he could have flown without a license, he could enter major flying meets free if he head one; furthermore a license was seen as a matter of prestige. Thus he went ahead and obtained one, qualifying on August 7, 1911, the forty ninth man to be so recognized by the Aero Club of America. On August 10, he arrived in Chicago to compete in the Chicago International Aviation Meet at Grant Park. He won the duration contest and, along with his performance in other events, earned total prize money of \$11,285, instant celebrity and a social contact with J. Ogden Armour, a wealthy Chicago meat packer.

William Randolph Hearst was one of the richer men in the country and indisputably the most influential. Perhaps no one man has ever effected public opinion as profoundly as Hearst did in America through his syndicate of newspapers. He was the personification of yellow journalism. His grossly editorially biased news reports were probably the sole reason that the explosion of the USS Maine in the Havana harbor resulted in the Spanish American War, although neither the Spanish nor Cuban rebels were involved in any manner, save in Hearst's inflammatory "news" stories. Unable to resist being in the public eye, he had laid \$50,000 on the line to the first man who, within the year ending October 10, 1911, could fly from coast to coast across the United States.

At the Grant Park meet, some of the pilots talked of the Hearst offer which no one had yet dared to challenge and time was running out fast. Several of them said they thought they would try for it and, after thinking about it, it was a challenge that fit Cal Rodgers like a glove, but he would like

something more powerful than his Model B.

The Wrights tried to discourage him, insisting that there was no machine in existence that could complete such a flight, but to no avail. Instead, for \$5,000, they sold him a modified version of their Model R that they called EX, which was nearing completion. They also threw in a goodly supply of spare parts, saying he'd need them. It was a little smaller than Cal's Model B with a thirty one and one half foot wing span, but a bit more powerful. Determined though Cal was, that would not be enough to cross the continent even in such a state of the infant art machine, however. A major support base would be required.

While the EX was being finished, Rodgers capitalized on his acquaintance with Armour, the meat packer, who had only recently brought to market a new carbonated grape flavored beverage that he called Vin Fizz. They agreed that Armour would pay Cal five dollars per mile for every mile flown east of the Mississippi. Because the population was rather sparse west of the river, he would pay four dollars per mile for that part of the trip. He would also furnish a locomotive and rail cars to serve as the necessary support base. In return, Rodgers would promote Vin Fizz.

In discussing the upcoming effort with Wilbur Wright, Wilbur offered to loan Cal the services of Charley Taylor, saying, "Believe me, you'll need him," and these were the words of a true prophet.

Where the train was concerned, a Pullman was provided for sleeping quarters. In a second car, a day coach, living quarters were provided for Cal's wife and mother, Felix Wettengel (of Appleton, Wisconsin) who served Cal as business manager, a couple of Armour people who acted as auditors to assure compliance with the advertising agreement and several reporters who traveled along to assure the much desired publicity. A third car, a mail car that was coupled immediately behind the tender, was turned into a machine shop and warehouse for spare parts, fuel and oil. An automobile was stored here to pick Cal up should he not be able to land near the railroad siding where the train waited and to provide general ground mobility. Cal's Model B, disassembled and crated, was also carried in it. In this workshop car, Charley Taylor would ride and work, along with Frank Shafer and C.L. Wiggins, who would work as assistants to Charley. Wettengel's job was mainly coordinating travel times with the schedules of the rail lines whose tracks he used. Later, he would also act as an advance man to arrange air

shows along their route of travel.

Wages for Taylor, Shafer, Wiggins and Wettengel, along with the airplane, fuel, repairs and associated costs were borne by Rodgers from Armor's mileage payments and "air mail" revenue.

The air mail was a clever idea that was being used by barnstorming pilots of the day. At twenty five cents a pop, Cal's wife would receive letters stamped with regular first class postage at each landing spot for Cal to carry to their next stop where she would deposit them in the US Mail. Most were addressed to the sender as souvenirs. Each envelope would be stamped "Carried on Cal Rogers' Aeroplane from _____ to September __, 1911." These covers (envelopes) became highly prized items by stamp collectors.

The shop car was painted white. On the sides of it were emblazoned in Concord grape blue: "VIN FIZ - The Ideal Grape Drink" and "Aeroplane Car Accompanying C P Rodgers in the VIN FIZ FLYER - Competing for the Hearst \$50,000 prize - New York to California." The two rudders and each landing skid strut of the EX carried the words "VIN FIZ" on their outer sides. It was repeated in large letters under the bottom wing. P.T. Barnum might have envied the showmanship.

Other Grant Park flyers chasing the Hearst prize included Robert Fowler, who attempted a west to east crossing starting from San Francisco on September 11 in a Wright Model B. He crashed several times trying to cross the Sierra Madre Mountains and quit. A month later, he began again, using a more southerly route to avoid the mountains and eventually landed in Jacksonville, Florida after 149 days,

Jimmy Ward left New York City on September 13 in a Curtiss built machine. He never got out of the state. Four others vowed to try it also, but none were able to find the necessary deep pocketed sponsors and so never got off the ground.

The Vin Fiz was powered by a 35 hp four cylinder upright engine, built either by or under the direction of Charley Taylor, of course. It pulled two bicycle chains to turn two eight foot pusher props. One of the chains was crossed so that it turned the prop in the direction opposite that of the other to cancel torque, as on the original Flyer. Unlike the Flyer, it was not a canard. Wilbur, in his European tour, had learned from other experimenters to put the elevators behind the wings. Thus the two elevators and two rudders were rear mounted, suspended from four booms, with no fixed stabilizer surfaces. It was able to

carry enough fuel for a three and one half hour flight. The sole instrument on board was an artificial horizon, a suspended shoe lace enclosed in a glass lamp chimney or something like it. If it hung straight down, it meant Vin Fiz was flying straight and level. It was totally innocent of navigation instruments, but because Rodgers would be "flying the steel beam," following railroad track, none were needed. There was no altimeter, fuel gauge, compass nor engine temperature gauge. The flight controls were arrayed in the same manner as those of the Model B. It was a two seat, side-by-side, design with a lever to warp the wings located between the seats. On the outside of each seat was a lever that controlled the elevators. The two rudders were coupled to the wing warping wires. Like the original Flyer, the engine had no carburetor and consequently ran at only one speed when the ignition was timed normally. To control speed, a foot operated bar was provided to advance or retard ignition timing. All in all, it was a pretty fragile, haywire contraption.

The machine was a surly beast to fly and, like a jealous mistress, required constant attention. The wing warping and elevator levers required continual sawing back and forth with application of considerable force, especially on the one for warping, so that despite the fact that Cal was a strong man he was never able to remain aloft long enough to challenge his fuel supply. If he made more than one flight in a day, he could change seats to give the arm used on the warping lever on the first flight such respite as possible.

On Sunday, September 17, 1911 at 4:25 p.m., Vin Fiz lifted off from the Sheepshead Bay Race Track on Long Island and headed west. Public awareness of the attempt was not great as yet and only a small handful of people saw it leave. The support train had gone on ahead and laid strips of white cloth between the rails to serve as a recognition guide for Cal. An hour and three quarters later, after flying over Brooklyn, Manhattan and Jersey City and throwing out fists full of Vin Fiz leaflets, he landed near the rail siding where the train waited at Middletown, NY. If things continued to go this way, Hearst's money was in the bag! But they didn't and it wasn't.

(Continued next month)