

M.A.R.C.S. SPARKS

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

Volume 43 - November 2004 - Issue 11

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: Vince Streif, streif1@charter.net
Vice Pres: Brad Witt, bwitt@chorus.net
Secty: Andrew Morrow, rcflierajm@netscape.net
Treas. Ed McDonald, edgarnmcdonald@msn.com

Membership Information: Ed McDonald
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Flight Instruction Coordinator: Andrew Morrow
Phone 798-0218

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MARCS Web Site: www.marcswi.org

Web Master: Vacant

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

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Contribution of articles for publication is encouraged.

Deadline for publication is the 20th of the month.

Minutes of September 2, 2004 Meeting

By Andrew Morrow, Secretary

Visitors: Mike Sullivan has just joined the club, he has an electric helicopter and is also interested in airplanes

New Members: None.

Old Business: - If you aren't receiving Sparks contact Jerry Buss about the problem. Also, make sure if you are receiving it via e-mail to make sure that Ed has your correct address.

- The Electric Fun Fly and the Scale Rally brought in together \$1000 for the club.

- Thanks to everyone that helped out at the Scale Rally and the Electric Fun Fly, they were both a huge success

- Membership is slightly down from last year

New Business: The Nominating Committee needs help in finding Officers for next year

Minutes of October 7, 2004 Meeting

By Andrew Morrow, Secretary

Visitors: Andy Boulder has just joined the club.

New Members: None.

Old Business: - Thanks to everyone who helped out cleaning up the highway.

- The Nominating Committee reports that they have the following people running for Offices

President: Tom Lazar

Vice Pres: Brad Witt

Secretary: Pat McDonald

Treasurer: Ed McDonald

Board: Greg Bear, Bill Kinney, Dan Sutter, Don White, Wayne Lanphear

- For the Election Meeting we will be adding a Hitec Flight pack to the Raffle

- Brad Witt is holding the pop and water for next years events.

- Membership is slightly down from last year

New Business: - Dues will be voted on at the next meeting, please attend. 25% of the club is required to have to cote valid.

- Dirt bikes have been driving through the field, the problem is being addressed, but be sure to let the board know if it keeps going on.

- The buddy boxes are in need of repair.

- Save on your membership dues by renewing before then end of the year.
- The combination on the lock will be changes in the 1st of January.

Philosophy 101

I exercise self control. I never touch any beverage stronger than gin before breakfast.

W. C. Fields

November MARCS Elections

By Ed McDonald

I volunteered to head up the nominating committee **IF** I could get four or five volunteers to help. Ozzie Johnson, Fred Bast, Wendell Hottmann, Bob Geimer, and Andy Morrow stepped forward. By having six on the committee, no one person had to do a whole lot. Thanks to those who helped find candidates for all of the vacant positions.

The offices up for election are President, Vice President, Secretary, and Treasurer, each for a one year term. Three board members are to be elected for three year terms.

Mike Pirkel, who was elected to the board for the years 2003, 2004, and 2005 has resigned, making it necessary to elect a fourth board member for a one year term. The fourth finishing board candidate will fill Mike's unexpired term.

Following are the candidates:

| | |
|----------------|----------------|
| President | Tom Lazar |
| Vice President | Brad Witt |
| Secretary | Pat McDonald |
| Treasurer | Ed McDonald |
| Board Members | Greg Baer |
| | Bob Geimer |
| | Bill Kinney |
| | Wayne Lanphear |
| | Danny Sutter |
| | Don Weigt |

Nominations will be accepted from the floor at the November meeting. You may nominate yourself, or anybody else, for any of these offices. You know better than anybody else if now is the right time for you to do your part for the club.

The above members are doing their part; now it is time for the remaining members to do their part by being present at the November meeting to make sure we

have a quorum to elect the officers for 2005. Besides that, there is a Hi-tec flight pack to be given away to some lucky member that night. Thanks again to Hobby Horse for that donation.

MARCS Dues to be Voted On

Here's another reason to be at the November meeting. The members present will be deciding what the dues will be in 2005. If you want input and influence on this pocketbook issue, you will need to be there.

The proposal made by the board is no increase, save for a \$10 assessment to cover printing and postage on those members who want to receive Sparks by mail, rather than electronically. I understand there is reaction among some members that this isn't enough and there should be a larger general, across the board, increase with a discount to those getting it electronically. Be at the meeting and be prepared to weigh in. Then vote like they do in Chicago -- vote early and vote often.

After the dues vote is taken, so that their amount is resolved, Ed McDonald will collect 2005 dues at the meeting. You can pay both the MARCS dues and the AMA dues to Ed and he will forward AMA's money to them for you.

AMA Dues are Due Too

Just a reminder. I got my AMA dues notice a week or two ago. If you will want to fly at the New Years Day Fun Fly, you will need your 2005 AMA card to get your MARCS card to be able to fly. If you wish to pay the AMA dues directly, rather than having Ed handle them for you, you better get them in soon to be sure you have your new AMA card and are eligible to fly New Years Day.

Gate Lock

Another reminder to -- whomever. The combination on the gate lock must be changed on or about New Years Day. Please note that the number needs to be written on the back of the membership cards that Ed may be starting to hand out at the November meeting. S'nuf said.

Dome Flying Season is Here

By Dave Rush

Indoor Flying starts at the Urban Links Golf Dome on Sunday, November 7th. Time is 7:30 - 9:30

a.m. for the start of the season. Cost is \$15.00. You need to show your current AMA membership card. Planes must be 20 oz or less. If you have questions contact Dave Rush at dgrush@hotmail.com or check out the indoor site at <http://groups.yahoo.com/group/MadFlyers/>.

Had a Good Crash Lately?

The days are growing shorter and it's getting colder outside so your fingers freeze on the joy sticks. That means that we'll soon be looking forward to the New Year's Day Fun Fly and after that the annual awards banquet. So, it's time to start thinking about award nominations. While your memory of summer is still fresh and a senior moment hasn't robbed you of the memory, make a note of who to nominate for the Smoking Hole, Tree Chopper and Submarine Captian trophies. And who is the "Nice Guy of the Year," who should receive the Scooter Trophy?

Thanks, Jim

The link below was sent to me by Jim Rasmussen, Newsletter Editor of the Mid-State Aero Guidance Club of Marshfield. If you are old enough to have grey hair, I think you will enjoy it. If you don't have grey hair, I think you still may. The only argument I have with it is that gasoline was 19.9 cents per gallon, less if there was a price war going on, not 35 cents. Anyway, I double dog dare you to click on it.

http://www.thestatenislandboys.com/U_thrill_me/

Flying the Mail

By Jerry Buss

New, more powerful and faster airplanes, were appearing in response to the new demand created by Contract Air Mail (CAM) operations. Ford's Tin Goose appeared in 1927 and featured 12 wicker passenger seats plus space for a nurse, who served snacks and treated passengers for airsickness. While Robertson flew 4 army surplus DH-4's, others, like National Air Transport, used the Curtiss Carrier Pigeon on its Chicago to Dallas/Fort Worth run. It appeared in 1926 and was one of the first to be able to haul a half ton. Varney flew the Stearman C-3MB on CAM 5. It appeared in 1927. The Laird Swallow, for which Walter Varney was a dealer, also served his CAM 5 over some of the highest mountains in the country and was redesigned for him specifically to operate over this kind

of terrain. The Pitcairn PA-5 Mailwing flew on Eastern Air Transport's New York - Miami route, appearing in 1928. The Boeing 40B flew for Boeing Air Transport, starting in 1928. It had an enclosed cabin capable of holding two passengers in addition to mail, but an open cockpit for the pilot. The Northrup Alpha, which also appeared in 1928, was probably the best of the lot. It was a low winged, fully cantilevered monoplane with all metal stressed skin. In the early 1930's it was used by Trans Western Airlines on the first coast-to-coast all weather flights. Wrstern Air Express settled on Douglas M-2's, predecessors of the M-4's that the post office had put in service on the transcontinental main line in 1927.

The take-over of the intercontinental route by private concerns was no hardship on the Post Office pilots. So many air lines were appearing that they readily found jobs with them as fast as they were laid off. Some were pretty hardscrabble operations, but it was flying and there was continous improvement in the planes and supporting technology.

In 1926 a board of experts was appointed by Calvin Coolidge to make a study and recommend government policy toward aviation. It was headed by Dwight Morrow, an investment banker and future father-in-law to Charles Lingbergh. It supported getting the government out of the aviation business, as the Kelly Bill had done, but went much farther. It recommended authorizing the Secretary of Commerce to designate air routes, develop air navigation systems, license pilots and aircraft, and investigate accidents. In effect, this would bring the government back into commercial aviation, this time as regulator of the private airlines spawned by the Kelly Act of the previous year. Congress acted quickly and almost to the letter of the Morrow Report (can you see that happening in today's politically polarized congress?) and created the Bureau of Air Commerce within the Department of Commerce to enforce the new regulations. Congress also adopted the board's recommendation for airmail contracts by amending the Kelly Act to change the method of compensation for airmail carriage. Instead of paying carriers a percentage of the postage paid, the government would pay them according to the weight of the mail. This simplified payments, and it proved highly advantageous to the carriers, which collected \$48 million from the government between 1926 and 1931.

In his autobiography, Eddie Rickenbacker, who would later own Eastern Air Lines, tells of the struggle for profitability on the CAM's and how the weight

system was sometimes abused. EAL's predecessor, Eastern Air Transport had successfully bid the New York, Atlanta, Tampa, Miami route, but the volume of mail wasn't always sufficient to make it profitable, especially on the Miami-Tampa segment. The station chiefs in Miami and Tampa hit upon a plan to improve their bottom lines, however. They saturated ink blotters with water, wrapped them up and mailed them to each other. The weight reimbursement exceeded the cost of the postage stamps by enough to matter, if enough were sent. This worked so well that they graduated to wrapping bricks and mailing them to each other. This, too, worked well and their bosses were suitably impressed with the improved profit that the route was finally producing. It all blew up, however, when the Miami station chief went on vacation and left the task of mailing the bricks to a subordinate. To the underling, it seemed that the wrapping task was a great nuisance and so he simply pasted an address label and postage directly on the bricks and sent them off to Tampa. The Tampa Postmaster wasn't amused and saw to it that both station chiefs lost their jobs.

Turning the air mail carrying job over to commercial carriers and advancing technology didn't take quite all of the adventure and romance out of the business, however. Colorful events still took place in the air. Joe Taff was a Varney pilot on the difficult Elko to Pasco run in 1927. He flew the segment from Boise to Pasco and was regarded by Boise residents as a local hero. An admirer gave him a wolf pup that Taff kept in the hangar at Boise and, when there was room, he took the wolf with him, a la Roscoe Turner and his lion cub, Gilmore. He said the pup loved to fly.

Charles Lindbergh was a partner and one of three original pilots for Robertson on the now reestored St. Louis, Springfield, Peoria, Chicago run, flying rickety DH-4's - the original unmodified kind. They had cost Robertson but \$100 a copy as army surplus and, as Lindbergh observed, "Operating expenses were incredibly low, but revenue was even lower."

One evening, in 1926 after departing Springfield for Peoria, Lindbergh ran into heavy ground fog and became "confused." A flare that he dropped fizzled and failed to identify a farm field in which he might possibly land. He circled and searched vainly in the area where he thought Peoria should be, but found nothing. Then he headed north, hoping to find the transcontinental beacons, but was foiled again. When his fuel ran out and the engine died, he took to his

parachute. The chute opened as it should but then he was surprised to hear the sound of an airplane. Then he was horrified to see his own plane coming right at him. He had not shut off the ignition before jumping and later speculated that his departure had changed the pitch of the machine with the result that a small residue of fuel had sloshed forward to the pickup and the windmilling prop had restarted the engine. It missed him by a very narrow margin, but it was circling and descending at about the same rate that he was. Fortunately, it missed him by increasingly comfortable margins on its second, third and fourth circuits before he alit and the de Havilland crashed.

This was one of two bailouts he experienced while flying the mail. He was known as "Lucky Lindy" long before his flight to Paris a year after this incident.



Boeing 40-B Monomail



**Curtiss Carrier
Pigeon**



Laird Swallow



Pitcairn PA-5 Mailwing

The AEROMART

Sig Kougur Mark II with Royal .46 ABC engine.
Flies great! \$80.00

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I'm having a "Thinning the Herd Sale" - I just have TOO many projects, and I want more, so here's some stuff that's going down the road. Kits are all complete and un-started.

- ÿ Great Planes Shoestring -- \$350. Ready to go less RX - Flown two seasons. Toss in your RX and go fly. Includes Magnum .91 4-stroke, on-board glow, 5 Servos (HiTec) , 1600 mah battery, switch harness).
- ÿ Ziroli 1/5th scale F4U Corsair (93" span) items:- Plans for full built up version - \$45 - Fiberglass fuselage Kit - \$300 (includes Fuselage, cowl, belly pan, canopy, plan update for glass fuse) - Robart 90 degree retracts - \$350
- ÿ -Take all three for \$650. Mirage Models Mirage 2000 Ducted Fan/Turbine Kit - \$300. Fiberglass fuselage/intakes, foam wings.
- ÿ Balsa USA Enforcer - \$70.
- ÿ Yellow Aircraft Stingray Kit - \$375.
- ÿ Turbine trainer/sport aircraft.
- ÿ Mick Reeves Spitfire (74") Full kit - \$300. (Glass fuselage, wood, plastic parts, spinner, and retracts).
- ÿ Dare Wright Flyer kit with power system - \$130. (MPI motors(2), props(2), pico speed control, 280 9.6 NMH pack).
- ÿ Skyshark TBM Avenger Kit -- \$250.
- ÿ A-10 RCM .40 size Plans & Short Kit -- \$50. (RCM plans and Bob Holman short kit including glass nacelles, plastic fairings, all wing ribs)
- ÿ Sig Bristol Scout (ARF electric R/C) kit -- \$50

Craig Lovell

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**Happy Turkey Day to
one and all!**

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Schultz

Sport & Hobby

315 S. Thompson Rd.
Sun Prairie, WI
(608) 837-3498

Mon.-Fri., 8:00 to 5:00



**THE *Electric Fun Fly* may be over, but --
the *Fun of Electric Flying* isn't. Come on in. Check
out all of the electric models and equipment that we
have to make your winter dome flying a real**

Blast!

Dome flying starts November 7

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