

M.A.R.C.S. SPARKS

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

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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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Contribution of articles for publication is encouraged.

Deadline for publication is the 20th of the month.

Minutes of MARCS General Membership Meeting, February 2, 2006

by Patricia McDonald, Secretary

The meeting was called to order at 7:10 by President Tom Lazar, there were 33 people in attendance.

January Minutes: Minutes of the January meeting were approved as printed in the February issue of MARCS SPARKS.

Treasurer's Report was available for review.

Visitors and New Members: None

New Business: Mike Kimmerly can not care for the field any more. We need a volunteer to accept the task.

There was discussion about an event for young people. People are looking for a Boy Scout troop or other youth group that might want to come to the field for a day.

Dave Rush reported that the electric flyers are at Monona Grove High School at 8 PM on Thursdays. The Dome has been sold.

Old Business: Craig Lovell asked for a report from the Board on the landfill gate and easier access to field. Tom replied that people were talking, but it was a complex issue with many parties involved; the city, county, landfill personal and the DNR. The county controls the gate at this time. Craig said many people are flying at Verona because they do not want to deal with the gate. Ozzie suggested someone man the gate during landfill non-operating hours to let people in and out. Harley suggested the Board contact the other park users to discuss an extension of the road, maybe sharing costs.

Chuck Backman proposed the membership vote on an official position regarding access to the field. The position is as follows:

Y Club members are highly dissatisfied with the field entrance through the landfill gate.

2006 MARCS Calendar of Events

Name	Date	Location
Field Work Day and Adopt a Highway Pick Up	April 22 (29 th if rain)	Kettle Field
IMAA Big Bird Rally	June 10	Kettle Field
War Birds Over Dane	June 17	Kettle Field
Ken Kindschi Scale Rally	August 20	Kettle Field

Y Membership wants to look at an alternative access road or alteration to the current access road that would avoid using the landfill gate.

Y Dave Rush seconded. There were no objections, no further discussions. The proposal was adapted.

The MARCS Swap meet will be held at the next general meeting.

Raffle winners: **Harley Nelson** a kit, **Bill Kenny** glue, and **Bob Geimer** a servo

Show and Tell: **Bill Kinney** brought a Decathlon with an 86 inch wing and a 120 4 stoke engine. **Harley Nelson** showed us a Grandvill Ascender. Wing Span 60" with a Magnum 46. The full scale was an experiment with canard wing and tricycle gear. It was test flown December 1, 1931 and decommissioned January 1, 1932. In other words it "crashed."

Philosophy 101

Experience is that marvelous thing that enables you to recognize a mistake when you make it again.

F. P Jones

The Gate Problem - in My Opinion

I missed the meeting in February, but I concur that we have a problem with the gate. I believe the recent decline in membership is directly related to the locked gate and that easier member and visitor access on evenings and weekends would improve that.

We have saved a good deal of money in the past two years or so by distributing Sparks electronically and, in combination with the last dues increase, our cash reserve has turned from one of decline to becoming fairly healthy as a result.

For my part, I would be willing to see that reserve "invested" in improved access. I think the likelihood of our losing the field and having to buy land is small as long as we behave responsibly as good tenants and improving access would be a reasonable use for the money. True, we don't have the kind of cash needed to put in our own road, but if we could cost share it somehow with Dane County or Madison City Parks it might be workable. Would you be willing to pitch in a \$20 dues increase to promote it further? We do have an excellent facility, but what good is it if we can't readily get to it? It's easy for me to talk smart on the dues issue, since mine are free for being the editor of the newsletter, but road building isn't cheap and some construction would be essential. A one time dues assessment might be another idea, once we have some idea of cost. Realize from the git-go, however, that it's not going to be free, or even cheap.

A major question would be whether we could get authority or permission to improve the cross country running trail. In the past, we have talked about the possibility of interesting the National Guard in the project as a training exercise for them. Is it worth exploring? If so, how do we go about it? We should have a point man for the project. Who?

I'd like to see this discussed at the March meeting, but the Swap Meet gets in the way. Therefore, I suggest that the April meeting be devoted to this issue to sample opinions and gather ideas and then have the BOD pick up the ball and really run with it. The alternative is to just accept cruel fate and be satisfied with what we have. Apparently we aren't satisfied with what we have, so let's go to work on exploring what can be done.

Plan to be at the April meeting if you feel you have a stake in this question.

I think the idea of having a gate keeper during hours the dump is closed is a poor solution, but perhaps a tolerable temporary fix. I would be willing to volunteer for something like a four hour shift once or twice a month. Would you? Someone would need to manage it and make up a duty roster. I suppose it would require county approval too.

Some Kinda Banquet

Well, the awards banquet is over and if you weren't there, you missed a good thing. The prime rib was about as good as it gets; chef sliced and medium on one side and truly rare (the only way to eat it) on the other, nicely seasoned and alllll you wanted. The cod was also done just right, the twice baked potatoes were both huge and good and Mrs. Rush's Famous Carrot Cake was superb -- a Valley Girl would say "to die for."

The room was good and although Karaoke was going on on the other side of the wall, it was no distraction at all. The servers were very attentive and I honestly can't think of anything that wasn't great. We elected Dave Rush Banquet Organizer for Life by voice vote. I guess it was in recognition of the dessert that someone added "as long as he's married to Jody."

In the Awards realm, Wayne Lanphear won the Smoking Hole Trophy, but having been tipped off that he was the winner of that masterpiece of artistic splendor, he skipped out to New York, or someplace, to visit a daughter, thus avoiding being roasted for littering most of Kettle Field with small pieces of airplane.

Wendell Hottmann won the Submarine Commander Trophy. Dave Rush recounted for us how that log just reached up out of the water and grabbed his electric at the Float Fly and Picnic last summer. Of course it wasn't Wendell's fault. Perish the thought.

Then Charley Brown's nasty old plane eating tree just reached out and devoured Bill Disch's plane as it passed by. Again, it certainly wasn't Bill's fault. He did admit, however, that he

might have evaded the tree's clutches and not won the Paul Bunyon Trophy if he had put a bit more fuel in the tank or if he had been smart enough to land sooner.

Ed McDonald and his lovely spouse, Pat, the Queen of MARCS, received a joint, non-traveling, trophy for all the things they do for the club as officers and active, willing helpers whenever and wherever needed.

The Scooter Trophy, for Nice Guy of the Year, was won by a man who overcame a terrible handicap to pick up that title. If you've forgotten, or never knew, Scooter was a black lab and Heinz 57 mix who once came to the field every day with Roy Porter. He was a friend to everyone and who, though never tied up, never strayed from the spectator area. His ashes are buried by that big rock next to the shelter. But to get on with the story, this was probably the first time an attorney has ever been called a Nice Guy of the Year, but Rod Lippert deserved it.

The usual recognition certificates were also awarded by El Presidente, Tom Lazar, with special recognition for achievement to Frank Baker for the numerous original designs he has published in various model mags and to Dustin Buescher for his very successful competition in the World Jet Masters Championship Tournament which was held in Hungary last year..

Name the Plane Contest

I was surprised that so many of you identified the mystery plane as an XP-47H. Only two were ever built. Several of you said that it had an inverted V-16 engine built by Chrysler Motors. Nobody got the key part of the problem, however: What was pioneering about it? Chrysler built a bunch of engines, so that in itself wasn't it.

Been watching TV much lately? If so, you've seen the two Red Neck Good Old Boys snooping around Dodge Ram 1500 trucks and Jeeps or losing a drag race off a stop light against a Dodge truck and asking "Got a Hemi in there?"

In 1939 the army contracted with Chrysler to design a new aircraft engine and 56 months later

it was ready to run. It was an inverted V with 16 cylinders, actually two V-8s laid end to end with a reduction gear power take off system attached to the cranks at the point of joinder. It was designated ie2220 - with 2,220 cu. in. displacement. It produced 2,500 hp. It was the first Chrysler designed engine with the hemispherical cylinder head format.



The goal was to produce a 500 mph capability, but it failed miserably.

When ready to be mounted in an air frame, there was no really suitable airframe to put it in and the decision to modify a couple of old razorback P-47s for it was probably a bad choice. Hanging its twelve foot, two inch length on the Jug's firewall had to move the CG forward considerably, requiring a lot of counterweighing in the tail of an already seven ton machine. Had it arrived in 1943 and had there been a suitable airframe designed for it, it might well have been a big success. As it was, there was no time for a second chance. The P-80, the Me 262 and the Glouster Meteor had already made high performance planes with propellers obsolete.

In 1951, the hemi engine was introduced in the Dodge line of autos. Whether the Hemi is superior to other designs may be a matter of opinion. The Hemi head can't accommodate multiple intake valves, which may provide more performance than the Hemi shape does, but, whatever, the Red Neck Good Old Boys and the other guys from Madison Avenue are laughing all the way to the bank. Meanwhile the customer pays several hundred dollars extra for advertising whatever extra testosterone effect the Hemi may be able to give an on/off road workhorse that seldom leaves concrete and hardly ever carries anything heavier than the weekly grocery purchase.

Three examples of the ie2220 may be found in the Walter Chrysler Museum in Dearborn, MI,

the Smithsonian in Washington and another museum, the name of which escapes me, in New York.

The first of all Hemis was the Wright Cyclone R-3350 which powered the B-29 and of which the Dodge Division built over 18,000. In that the R-3350 only produced 2,800 hp, the ie2220 was more efficient on a horsepower per inch of displacement basis.

Since there was no contest winner, the Chateau du Buss Sweet Red Razzleberry wine was raffled and Wendell Hottmann won it. Greg Suter won the door prize bottle. Probst!

Caution

Even though as I write this the snow is falling so hard that I can't see to the far side of the park across the street from my house, spring is about to spring. Have a care when going to the field early on to fly. If the surface is soft, better to postpone the first flight for a few days to allow it to firm up. A footprint in the soft ground will be with us all summer to provoke howls of outrage at why we don't roll those damned bumps out.

Past Due Dues

Dues for 2006 are due now. Please get your renewals to Ed McDonald soon. The membership list will be purged of your name before the April issue of Sparks is mailed on March 20 if payment is not received. Be sure to pay before then and there will be no break in your receiving Sparks.

Regular \$50, Family \$15, Junior \$20, Associate \$15.

Book Review

Living Dangerously - The Adventures of Marian C. Cooper, Creator of King Kong

Contributed by Brad Witt

If all Cooper did was write and direct "King Kong" he would not have been of interest to us airplane nuts. But writing and directing "King Kong" was one of the least interesting things Cooper did. He was thrown out of Annapolis in his senior year, but sobered up and worked his way

back into the military. He joined the Georgia National Guard and learned to fly before being sent to France in World War I. In a dogfight over France, his gunner, Eddie, was shot in the neck, and the cockpit burst into flames. Cooper was going to jump, (without a parachute), when he saw Eddie was still alive. He successfully returned to the controls and crash landed the plane, burning his hands badly.

He met anticommunist Russians in the German POW camp, and after the war stayed in Europe hunting for the graves of missing Allied soldiers and airmen. Later in 1920 he went to Poland to support the Poles in their fight against the invading Bolsheviks.

A fanatical anticommunist since his prison camp days, Cooper began by directing humanitarian aid but soon joined other American pilots and flew combat missions for the Poles. He was shot down by the Russians and spent a bad time in a succession of prison camps where his escape was another adventure.

He did not try movies until 1924, when he directed three documentaries before “King Kong.” In the meantime, he was one of the people responsible for starting Pan Am. He helped David O. Selznick become head of production at RKO and succeeded him in that post. While still production head of RKO he formed a company to produce only Technicolor movies.

During the thirties he remained an Army Reserve Captain and returned to active duty in June 1941 as an executive officer under General Spaatz. He was tangentially involved in the planning of the Doolittle raid on Japan and on 4 July 1941 became Chennault’s chief of staff in China. After the war he produced a number of movies including “The Searchers,” and “The Quiet Man.” Cooper lived the equivalent of at least a half dozen lives with only some of them involving aircraft. His life, like the book, was never boring.

The Bent Bird

Don Weigt, the author of the Bent Bird series that usually appears in this space each

month, is unable to provide a column this month. In addition to some health problems on the part of his mother, he underwent angioplasty a few weeks ago and is taking some time off. I’m sure a card or e mail note to him at weigt@mailbag.com would be welcome and we will look forward to more thoughtful articles in the months to come. Do well, Don.

To fill in for Don’s usual article, the following is taken from Channel Chatter, the monthly bulletin of the Northwoods R/C Flyers, the Rhinelander club, Larry Slowiak, Editor.

Fast Charging: Will it Harm My Packs?

by C. Scholefield

First, let's define fast charge. The industry standard is any charge rate that will charge the cells in one hour or less. This fast charge capability thing is very interesting. Almost all Ni-Cads manufactured today for RC systems can accept fast charge (up to C rate, that's the rate at which you can charge the cells in approximately one hour).

Cells that are specifically sold as fast chargeable go through another step in the process. This step involves charging a sample from the production lot, and then measuring the end of charge voltage. Cells with the highest end of charge voltage are then analyzed for internal pressure. If the internal pressure is acceptable—that is not above a preset limit—the whole production lot is blessed as being fast chargeable. Of course this adds a finite amount of cost to the cell as they must be “formed” prior to being shipped in order to be fast chargeable.

Cells not destined for fast charge applications are shipped “unformed” by some manufacturers. The first charge after the assembly is what “forms” the cell. When you charge your RC system packs for the first time you are “forming” them. That is why the instructions tell you to charge the packs for 16 to 24 hours before you first use the system.

So in most instances you are safe fast charging the RC packs (transmitter or receiver) on the market if you first make sure they get a good first cycle formation charge—24 hours at a slow

rate. Where the problems arise is that some of the fast charge systems available are a little sloppy when it comes to terminating the fast charge, or they are pushing the cells too hard (higher than the C rate charge) and then damage occurs.

As a rule of thumb if your packs are not getting hot (slightly warm is okay) you are not damaging them in the fast-charge process. When pushing too much current into cells not designed to accept it there is the risk of driving the cells above 1.6 volts (the hydrogen-over-voltage point) and electrolyzing the water in the electrolyte and generating hydrogen. This is a cumulative event and repeated fast charge at these rates will result in sufficient accumulation of hydrogen to cause the cells to vent. When they do vent, there is a chance that the chemical balance will be disturbed and the cell capacity will fade.

Understand that the pack may not be fully charged when the fast charge terminates. It is a good practice, if you are going to fast charge frequently, to top off the packs using the slow charger. This will bring all cells to the same state of charge and "balance" the pack. Otherwise the cell that is not fully charged will be the limiting cell on the next discharge. This continues until there is a major unbalance in the pack and one cell can be driven into reverse (if you don't crash first).

Karaya Ein

By Jerry Buss

Having been given a rotte, a two plane element, to lead, Erich Hartmann was soon advanced to leading a schwarm, a two rotte section. Now he was allowed to designate his own call sign and he picked *Karaya*, Sweetheart. As his skill and effectiveness in combat developed, Russian pilots came to associate an R/T transmission to or from *Karaya Ein*, Sweetheart One, with the fact that there was danger in the air. Below the left side of his cockpit he painted a red heart dripping blood and pierced by an arrow. Under the heart was printed "KARAYA," in stylized script. Across the heart was written "USCH," for the dark haired Karaya who waited for him and to whom, without

fail, he wrote a letter every day. On some of the planes he flew, "URSEL" appeared in the heart; why the difference is unexplained. All the planes in his schwarm carried the Karaya bleeding heart marking along with the name of the pilot's wife or sweetheart.

On the last day of July 1943 Erich flew his 140th and 141st combat missions and scored his 40th and 41st kills. As the number of missions had grown, so had his skills as a fighter pilot and August 1 was his breakout day. In five sorties, he bagged two LAGG-5s and three YAK-7s. On the 3rd, he added two YAKS and a LAGG. On the 4th, five LAGGs and a YAK in five sorties, and so the first three weeks of August went. By August 20 his total score stood at 90. On the nose of his plane he had a black tulip design painted and, again, as his skill and fame among enemy pilots grew, the plane bearing that black tulip nose was said by Russian pilots to be flown by the "Black Devil." Although the Germans didn't know it at the time, the Soviets put a price of 10,000 rubles on the Black Devil's head.

While the marking may have struck a certain amount of fear in the hearts of Russian pilots, it also had its disadvantage. As the size of his bag grew, so did his reputation among the enemy. Vigilant Russian pilots made a point of exercising greater care and generally staying out of harms way when it was known that the Black Devil was around and this soon showed up in a declining rate of kills. To combat this, Erich traded planes with other pilots in his staffel. While this served as great protection for the pilot in the black nosed plane and gave Erich some more opportunities, it was clear that the tulip paint job was counterproductive and it was abandoned, to Bimmel's delight for it was a pain to maintain or to add to a new plane whenever one of Erich's mounts was lost or became otherwise unserviceable. Meanwhile, Russian ground monitoring radio had pretty much established that Karaya Ein and the Black Devil were the same guy.

On September 2, 1943 Erich Hartmann, still an unterleutnant, 2nd Lt. in the USAAF, was

installed as *Staffelkapitan* of 9 Staffel. Taking the Karaya marking with him, 9 Staffel became the Karaya Staffel.

His next kill didn't come until September 15, but by month end he had 115. On October 29, on his 385th sortie he downed his 148th enemy and was awarded the Knight's Cross of the Iron Cross and given a brief leave with Usch and family.

By late November he was back at the front and, although he scored well when he flew, he flew relatively little through February due to weather. Winter on the steppe of Ukraine is normally a bitterly cold time, but the winter of 1943-44 was worse than normal and Daimler engines often simply refused to start. It was vexing, however, to see Russian planes in the air daily and the men of 9 Staffel couldn't understand how they could start their engines. Surely it was as cold a few kilometers to the east from whence they came. Finally, a couple of Russian pilots who had been taken prisoner and had not yet been collected to be taken to the POW cage answered the question.

One of them, seemingly anxious to show his captors that he was smarter than they, called for a couple liters of petrol. When he poured it into the engine's oil sump, the onlooking mechanics were horrified. When the prisoner began turning the crank of the inertia starter, the pilot cringed in the cockpit, but after a couple of attempts the engine fired up and ran smoothly. The Russian explained that the oil, which was congealed by the cold, was thinned by the petrol to allow starting and then harmlessly - it was to be hoped - evaporated off as the engine heated up.

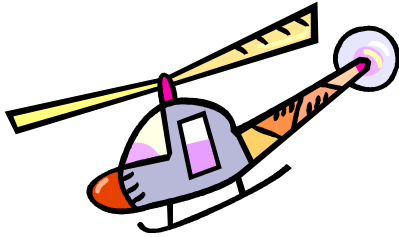
The second prisoner used a different method. Calling for a tool tray and some petrol, he asked the plane's ground crew to remove the engine cowling. Placing the tool tray under the engine, he filled it with petrol and jumped clear after lighting it. The Germans were unsure if he was committing sabotage or trying to help, but when the fire burned out the plane was undamaged and the engine started easily.

As winter waned into the spring of 1944, JG-52 was in a series of retreats from base to base

ahead of the advancing Red Army and more time was spent in movement and reorganization of ground support than was spent flying, but between March 2 and 7, III Gruppe scored 15 kills. Of this time, the log of 9 Staffel reads, "Of these (fifteen kills) Leutnant Hartmann alone downed ten enemies in air combat in one day and thereby achieved his 193rd to 202nd victories. As a result, the Führer ordered that Leutnant Krupinski and Leutnant Hartmann should receive the Oak Leaves."

All awards of Oak Leaves to the Knight's Cross and higher were made periodically by Hitler, personally. Krupinski and Hartmann, together with Hannes Wiess of I Gruppe, had all just topped 200 and all three would receive the Oak Leaves. Gerd Barkhorn of I Gruppe, had just hit 250 and would receive the Oak Leaves with swords. Together, the four flew their Gustavs to Salzberg where they caught a train for Berchtesgaden and the Eagle's Nest. Skunk drunk after leaving the train, the four JG-52 pilots joined twelve other winners of *das eichenlaub* (Oak Leaves) or *eichenlaub mit schwertn* (Oak Leaves with Swords) who were to get the medals. They were a tribulation to Oberst von Below, Hitler's Luftwaffe aide, who had to try to sober them sufficiently to go before the Big Guy without making some sort of gaff. For a half hour after the awards ceremony, Hitler held court with the recipients, displaying a thorough knowledge of aerial warfare and the weapons of both sides - as the situation had existed two years earlier. He exuded confidence that the heroes assembled did not totally share, but they had been warned in advance not to speak of the problems they were experiencing at the front. Alone at the end of the receiving line, Bubi Hartmann was the youngest and most junior officer present, isolated, ignored and alone, save for his three friends. It didn't really matter to him; the pomp of Hitler's presence didn't greatly impress him. He had other things on his mind. When these boring formalities were over, he was going home for ten days to see his Karaya and that impressed him a great deal. He had been away for half a year, since receiving the Knight's Cross..

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