

MONTHLY NEWSLETTER of the MADISON AREA RADIO CONTROL SOCIETY  
MADISON, WISCONSIN AMA charter #665

# MARCS SPARKS

[www.marcswi.org](http://www.marcswi.org)

## COME FLY WITH US...

MARCS meetings are held on the first Thursday of each month at:  
**MADISON LABOR TEMPLE**  
**602-South Park St., Madison**  
**At: 7:00 pm in room #201B**

**Visitors are always welcome.**  
**We think we have a great**  
**'HOBBY' and we invite you**  
**to come and see.... and**  
**CONSIDER JOINING US.**

### Officers:

President **Tom Lazar** [tldazar@yahoo.com](mailto:tldazar@yahoo.com)  
Vice President **Brad Witt** [bwitt@chorus.net](mailto:bwitt@chorus.net)  
Secretary **Pat McDonald** [mrsacd21@charter.net](mailto:mrsacd21@charter.net)  
Treasure **Ed McDonald** [rcace@charter.net](mailto:rcace@charter.net)

### Membership Information:

**Ed McDonald** Phone: 249-0734

### Flight Instruction Coordinator:

**Ozzie Johnson** Phone: 274-0474

### Web Master: **Jeff Alexander**

[webmaster@marcswi.org](mailto:webmaster@marcswi.org)

Club Web Site: [www.marcswi.org](http://www.marcswi.org)

The Marcs Web Site contains links to:

**WAR BIRDS and ELECTRIC FLYERS**

**SPECIAL INTEREST GROUPS**

Editor: **John Steen Sr.** [steensr@yahoo.com](mailto:steensr@yahoo.com)

### Minutes of MARCS General Membership

Meeting, October 05, 2006

Submitted by Patricia McDonald, Secretary

The meeting was called to order at 7:07 by President **Tom Lazar**, there were 33 people in attendance.

Minutes of the September meeting were approved with spelling corrections as printed in the October issue of MARCS SPARKS.

The Treasurer's report was reviewed. **Ed McDonald** encouraged everyone to renew membership early.

No visitors or new members were present.

Old Business: Tom thanked **Rod Lippert** for his generous donation of planes and other materials that were used as prizes at the scale rally. The remaining items will be sold to club members or used as raffle prizes in the future.. **Dave Rush** will send inventory of items remaining to be published in MARCS SPARKS.

### New Business:

**Tom Lazar** reported there was a break-in at the field. One of the shed locks was gone, there was some damage, but **Tom** had it repaired, and put a temporary lock on one of the sheds. There did not appear to be anything missing. **Wayne** will re-

**PROP' WASH**

**PAGE-3**

place lock when he returns.

Elections will be postponed one month. The list of candidates in the October issue was incorrect. Elections will be held December 7, 2006.

**Dave Rush** conducted a survey of the members regarding the Award Banquet. Members agreed to moving back to the Maple Tree with a \$15.00 buffet menu.

**Ozzie Johnson** continued playing the oral history tapes recollecting of the first days of the club.

Raffle winners:

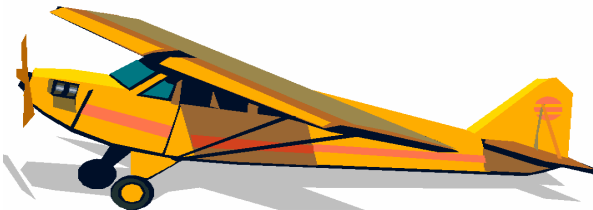
**Lindsey Wolff** won a jacket, **Tony Kremm** a metric nut driver set, **Ed McDonald** a gallon of fuel, **John Steen** a plane wing hanger and **Dave Rush** a nut driver set.

Show and Tell:

**Dave Rush** brought a Cox "Wings Warbirds" a 20' electric warbird.

**Lindley Wolff** showed a Cox F4U kit that is electric powered, but he may turn it into a sloper.

**Lindley Wolff** also had a Multiples Easy Glider which is a glider-sloper. **Wendell Hottman** showed a Sopwith Camel, 1/5.5 scale, it is a Hanger 9 ARF.



**NOTICE:** The **NOVEMBER 2nd** club meeting will be held in **ROOM-201C** instead of our normal **ROOM-201B**.

## 'BOARD OF DIRECTORS' MEETINGS

Third Thursday of the month. 7:00pm  
Madison Labor Temple 602-South Park  
Street, Madison Room-101  
**AGENDA: November 16, 2006**

**Kettle Field:** New contract w/city for the field. Ongoing items for the County to review: i.e. gate operation and hours.

**Election:** Process, procedure, and execution on Dec.7, '06  
Extra people for seats that are open on the Board.

Notice:

Club members are welcome to attend and observe these meetings. If you feel you have an **issue** that may need to be addressed, by the Board, and feel that it could not be properly discussed at the regular monthly:

### *General Membership Meeting,*

please 'check-in' with the chairperson before the '**call to order**' and you'll be given a *block of time*, during the meeting, to express your concern.

Thank You.

## MODEL AVATION HISTORY In MADISON... MANY YEARS AGO

By: OZZIE JOHNSON

Several years ago I was asked to research the 'History' of our model aviation club. To achieve this, to any degree, I would need to interview some of the founders of the Club, now known as the **M.A.R.C.S.** of the *Madison Area*. At long last, I was able to assemble a small group, of several of the alumni, and then one morning we sat down together to talk about their modeling experiences from many years ago.

I taped that two-hour conversation / interview and, to listen to selected small segments is quite interesting. I will continue to bring the edited tape and the means to play it, to the next few meetings so we all can enjoy some segments of reminiscing by these '*old masters*' and '*forerunners*' of our *Nitro* heritage. The third segment will continue with the 50's and 60's.

# PROP' WASH CLASSIFIED ADS

**WANTED:** *'Used Field Box'* I have: 12-volt battery, electric starter, Power-Panel, Gallon size fuel, and hand crank pump. A need for a place to cradle fuselage ? Wing assy.? You're dealing with a very green rookie here. You would know better than I what I need. Help.....[steensr@yahoo.com](mailto:steensr@yahoo.com)

**NEEDED:** Members to run free ads for items for sale or items you may need for an upcoming project. The building and fix-up season is nearly here.

**FOR SALE:** That elegant stuff under your workbench that your wife calls junk. Or those items that hang on that dusty peg-board, in your workshop. It's what recycling is all about.

**ORPHAN SEEKING new home:** Partially built World War-I , bi-plane, Have all needed parts...40 size engine: new. Needs your Servos and Radio set-up. Lost interest in project years ago...got in over my head. This is a real good start for a work-shop guru with some fresh glue. Won't you give this beauty a new chance for life? The asking price is so low, I'm ashamed to mention it here.  
**fred-fuddpucker@crashzone. gone**

# BUILDERS CORNER

## Creating Insignia and Markings

By Frank W. Beatty

Colorful appropriate markings, insignia, and lettering can bring our models to life. Suitable markings may be furnished in the kits we buy or can be purchased at hobby shops. Scratch builders can generate suitable markings on home computers or at copy centers such as Kinko's, but sometimes none of these options will do the job.

This describes an additional system of creating markings that has worked on half dozen or so of my models.

Obtain a piece of plate glass 12 X 12 or 12 X 18 inches with the edges ground round to prevent cuts. Coat one side with a sudsy, soapy film of water. (I use a bar of Oil of Olay hand soap.) When dry, spray with coats of dope. It can be clear or colored coats depending upon how you will go about creating the images.

The clear, doped glass can be placed directly over a full size pattern of the image your are duplicating. Designs such as an Indian Head Squadron insignia or unusual lettering can be painted or inscribed directly above the pattern below using model dopes or FW Acrylic Artist ink. These inks can tolerate some handling and will not be affected by the protective clear dope overspray that will follow.

If there are large, unusual-style letters or numbers, then spray the glass with that color. Trace the outline on the plate and then cut around the outline with an X-Acto knife. The soapy film will act as a release gent and these images will easily lift off the glass.

Trace around where the image will be located on the model and paint that area with a very watery, thinned-out mix of Elmer's Glue and then apply the image to that area. Squeegee out any excess glue and level out any bubbles. This application of glue sets the image to the model surface and will prevent crazing or distortion from occurring when a protective, clear dope overspray is applied to the area.

The colored dopes can be sliced into very thin strips and used for pin striping around lettering, etc. These thin strips and images you have created are surprisingly strong and will tolerate considerable handling without breaking up.

AMA Insider September 2006

## MARCS membership dues...

AMA notices for renewing membership have been mailed (I received mine October 14<sup>th</sup>). I encourage you to renew that membership as soon as possible. Remember, you must be a member of AMA to belong to MARCS.

You may renew your club membership in MARCS anytime. The rates are as follow:

Regular membership.....	\$50.00
Junior membership.....	\$20.00
Family membership.....	\$15.00
Associate membership.....	\$15.00

\*If regular membership is renewed before January 1<sup>st</sup>, you may deduct \$5.00.

\*If you want to receive the newsletter by regular U.S. first class mail, add \$5.00. You may pay for regular membership before January 1<sup>st</sup> in order to receive the discount, but you must have proof of AMA membership in order to receive your MARCS membership card.

You may pay your dues to Ed McDonald at any time. If you can't make a meeting, mail your check and proof of AMA membership to his home (1918 Gulseth St, Madison, WI 53704), or call (608 249 0734) for other arrangements. Those of you who want to fly on 'New Year's Day' must have a 2007 MARCS membership card.

**"PROP' WASH ".....ITEMS.....**  
Item or items list...e-mailed, sent by mail, by phone, or handed to the EDITOR by the 25<sup>th</sup> of that month. Items will not automatically be carried into the next newsletter. They will need to be resubmitted each month.



# ELECTIONS

**DECEMBER-7th**

[ This is our General Membership Meeting' ]

Candidates for:

*All members please attend this important meeting*

President	V. President	Secretary	Treasure	Board of Directors
Tom Lazar Brad Witt	Brad Witt		Ed McDonald	Jerry Buss Ed Buechner Tony Kremm

This is the list available at press time. Any eligible write-ins will be posted, at the meeting, on December 7, 2006.

## WINDY WEATHER FLYING

*by Clay Ramskill*

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence.

**Size:** In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much.

**Dihedral:** The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

**Wing Loading:** The higher the wing loading, the less an airplane will be affected when hit with a gust.

**Aspect Ratio:** Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

**Power:** Having the power to overcome the force of the wind is necessary. The same thing goes when you get into a sticky situation.

**Lateral Control:** Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as the ability to rudder the airplane parallel to the runway heading while keeping wings level with aileron while landing.

**Landing Gear:** Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

**Maneuverability:** This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

**Wing Mounting:** Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every item above is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60 size) kits embody all the right characteristics for windy flying.

"To learn to fly in wind, one must fly in wind!"

Article from: AMA

'insider' September 2006

To....

M.A.R.C.S.  
1918-Gulseth St.  
Madison, WI. 53704



*ADVERTISEMENT*

# Schultz

**Sport & Hobby**

**315 S. Thompson Rd .Sun Prairie, WI**

**(608) 837.3498 Mon.-Fri., 8:00 to :00**

**Your headquarters for:**

**R/C Planes, Trains, & Cars**

