

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** [tdlazar@yahoo.com](mailto:tdlazar@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, September 7, 2006

Submitted by Patricia McDonald, Secretary

The meeting was called to order at 7:07 by President Tom Lazar, there were 27 people in attendance.

August Minutes: Minutes of the August meeting were approved as printed in the September issue of: MARCS SPARKS.

The Treasurer's report was reviewed.

No visitors or new members were present.

New Business:

**Jeff Alexander** has arranged for a new host for MARCS website. It was a smooth transition, all the information stays the same, and there is now the ability to post pictures.

**Brad Witt** reported the scale rally was a complete success and asked members to read his article in the newsletter.

**Ozzie Johnson** presented an oral history-tape of the early days of the flying club. Photos of some of the early pilots were passed around. Ozzie will present 15 to 20 minute segments of the tapes at upcoming meetings. Discussion followed about the early days of free flight. **Robert Hinrichs** told of his and his

PROP' WASH

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(Continued from page one)

own son's early experiences and the free technology that is available, on the internet, today to those who search it out.

The left-over 'soda', from the shed at *Kittle field*, was offered to any members that wanted it @ NC.

**Dave Rush** gave a summary, of the sale, of part of the many items donated by: the **Rod Lippert** family. Dave still has many items to inventory. Those remaining items will be raffled off or sold at our *SWAP-MEET*.

**Dave Rush** inquired about several other issues. He asked: if the *BOD meeting* minutes could be printed our *MARCS SPARKS Newsletter?*, if the *Board Meeting* agenda could be posted on the club's web-site?, and suggested that if the *Board Meeting* and *General Membership Meeting* were held on the same night....it might be easier to recruit people to serve, as a member, on that *Board*. He also inquired about the progress of the issue of improving the *Kittle Field* access and suggested that perhaps the *Board* could try using the '**ADA requirements**' as a bargaining tool with the appropriate local officials.

Raffle winners: **Tony Kreem** won a SIG Rascal airplane kit and **Dan Sutter** took home a roll of Ultra-Cote.

Show and Tell:

**Dave Rush** presented a Wings Manufacturing A-26. **Bill Kenny** brought in a 'Jerry's Big Boy' he recently acquired. **Bob Hinrichs** showed a scratch-built class B-Free Flight of his own.

The first coin minted in the US had the motto "Mind Your Own Business" reportedly imprinted on it.

## 'BOARD OF DIRECTORS' MEETINGS

Third Thursday of the month. 7:00pm  
Madison Labor Temple 602-South Park Street, Madison Room-101  
**AGENDA: October 19, 2006**

- \***Kittle Field** access
- \***Election** process
- \***Membership** strategy

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 second segment will be taken from the 1950s and 1960s.

# PROP' WASH CLASSIFIED ADS

- 1-Ace Charger for four receivers and two transmitters
  - 1-Futaba FM receiver only (channel-10)
  - 1-Heathkit charger and servo simulator
  - 3-JR mini receivers (GMS)
  - 2-JR radios (FM)
  - 1-Hiteck charger
  - 1-Intellipeak pulse charger with battery
  - 1-Set of floats for Sig Cub (1/4 scale)
  - 5-small engines (OS and Fox)
  - 1-you-name-it plane (size 91 to 120)
  - 1-P-40 ( 60 size engine)
  - 1-60 size plane (needs covering and paint)
  - 1-Trainer MJ (with OS-40 engine)
  - 1-SigRascal electric with motor (with motor Controller and battery)
  - Misc. A lot of spinners (all sizes)
- Burt Wells...715-659-3924**

## Rules:

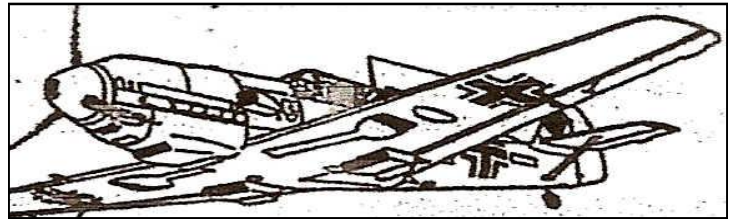
Item or items list e-mailed, sent by mail, or handed to the editor by the 25th.

No 'list' will be carried over to the next month. You may resubmit a revised list if you wish.

# KARAYA EIN

In early 1953..... Elisabeth Hartmann wrote an impassioned letter to Joseph Stalin... begging for her son's release. She got no answer. She next wrote a letter to *der Alte*, Konrad Adenauer, then the Chancellor of the Federal Republic of Germany, begging for his intercession. He replied saying he would give the matter of freedom for Erich his urgent attention. In 1955 Adenauer went to Moscow to negotiate the establishment of diplomatic relations and a trade agreement that both sides wanted badly now that Stalin had assumed room temperature and had joined Marx and Lenin as one of the "cold cuts" lying under glass in the Kremlin. As a part of the agreement the Soviets conceded on the release of certain POWs. In late fall Erich Hartmann was safely back in Germany to a proposed hero's welcome, which he refused. He said he knew how the Communist mind worked and if there were a big celebration of his release it would go hard on others still in captivity

Erich was weak and debilitated physically and broken emotionally. Several times he



By: JERRY BUSS

OCTOBER...the final Chapter

had come close to breaking under the demands of the NKVD and agreeing to sign confessions or to work for them, but in the end he had prevailed. He weighed just over 100 pounds. Usch had been working at the Stuttgart Post Office and for a year following his return she held the job while he kept house, did the shopping and slowly recovered. Looking back on the Viet Nam era when so many POWs returned to marriages that had been strong before their long and traumatic separation and within a short time turned into divorce, it is a deep contrast to look at what happened to the Hartmanns. Their marriage simply resumed, undamaged, save for missing years, a tribute to two wise people who truly loved, understood and willingly sacrificed for each other.

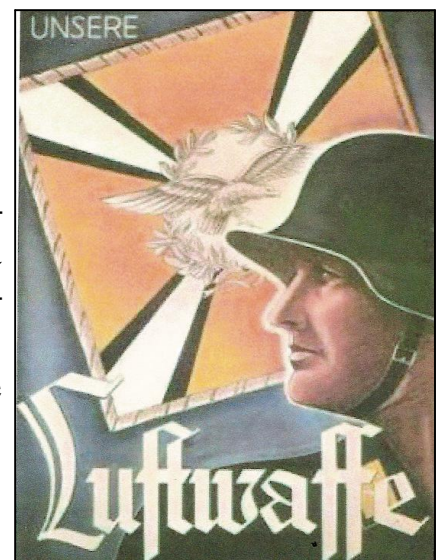
His recovery was unusual too. He had undergone more than enough mental anguish to account for aberrant behavior, for nightmares or other kinds of post traumatic symptoms, but he recovered well and bad dreams demised and ceased over the months. The support of an unusual woman surely didn't hurt.

Toward the end of his first year of freedom it was time to look to the future. His brother, Alfred, had become a physician and that was what Erich wanted badly, but at age 33 it seemed impractical to start down that road. He had no skills that would be useful to business or industry. Several job applications were denied. He knew how to fly an airplane in combat and that was all. Formation of a new Luftwaffe had begun in 1949 and now Germany was entering NATO. Many of his old friends like Krupinski, Barkhorn, Rall, Hrabak and Steinhoff began urging him to join them in it. Usch made no comment and simply left it to Erich to decide for himself. When, at last, he decided to do so, it was to his brother, Alfred's, sorrow for Erich Hartmann was not the kind of man who could live comfortably in the style of the military. Still, it was all he knew. He traveled to Munich to see his old crew chief, Bimmel Mertens with the idea of inducing Bimmel to enlist with him. He found his old friend married with a growing mob of children, a house and a secure job with the city's water utility. After a heart warming visit, he returned home without mentioning the idea of enlistment to Bimmel.

The new Luftwaffe was nothing like the old one. Going back to the eighteenth century, military officers had been forbidden to hold membership in any political party, including the National Socialist (Nazi) Party. That was all changed and the highest echelons of the Luftwaffe were peopled by men who achieved their high rank by political ap-

pointment while the real combat tested soldiers occupied subordinate operational positions. One officer in charge of recruitment had been a recon' pilot whom Bubi had escorted on a mission over the Crimea and who turned and ran when confronted by flack. The escort completed the mission to determine if the Black Sea Fleet was still in port and then Bubi filed a complaint of cowardice against the recon' man who now black-balled him and ordered him inducted at the reduced rank of hauptmann. Fortunately, Erich had more than enough friends to overcome the coward and he was inducted at his highest war time rank of major, but it was typical of how things were being run Perhaps the other holders of the Diamonds understood what was happening, for Bubi Hartmann was the only one among them to join the new Luftwaffe.

In 1957 a daughter, Ursula, was born to the Hartmann's and shortly thereafter, following a crash course learning English, Erich was sent to Luke AFB in Arizona to learn to fly the F-86. It was an assignment that he



viewed with some trepidation, having previously been the enemy, but it worked out well. He was received with respect and formed a number of close friendships. He and Walker "Bud" Mahurin became good friends on the basis of their both having been maltreated as

Communist POWs and they agreed that no one who has not been in that situation is qualified to judge the behavior of those who may have broken under their brain washing. He became friends with Major Frank Buzze and his wife, Wylene. At their invitation, he scraped up enough money, for the air fare, to bring Usch over and they stayed as the Buzze's guests for the balance of his tour in the US, while Usch's parents cared for Ursula. Years later Usch said it had been the best time of their lives.

The tour in the US was actually a two way street. Bubi learned to fly not only the Sabre, but was given an opportunity to fly other types as well. He reciprocated by lecturing American pilots on combat tactics. Reviewing WW II gun camera footage, he emphasized the virtue of getting in close and they could plainly see the truth of what he said. Both he and they profited.

When he returned to Germany, he was given command of JG-71 Richtofen, which did not yet exist, but which would fly the F-86 as the Luftwaffe's standard fighter. In putting together the organizational pieces of the unit and arranging training for pilots and ground crews, he was impatient and intolerant of bureaucratic obstacles that seemed to be placed in his way intentionally. He was judged by the top brass to be a poor officer, but when airplanes and personnel were finally ready to go in 1959 he brought the unit to combat readiness, according to NATO standards, in six months, half the allotted time. All the Sabres and all of the geschwader's support air-

craft were painted with the black tulip nose that had given him the name Black Devil among his Russian opponents. He was short on parades and inspections and long on training for actual combat. Moral under his command was among the best in the service, but his reputation as a poor officer among those in high office continued.

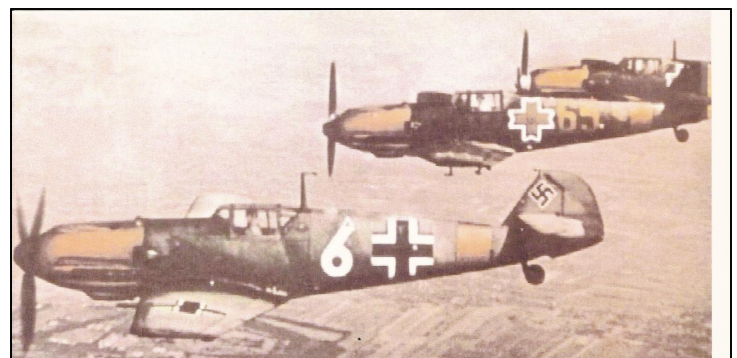
In 1961 the general staff decided to acquire the F-104 Starfighter. While at Luke AFB, Erich traveled, at his own expense, to Nellis AFB to make a personal appraisal of it. Although he was not allowed to fly it, it was the last word in aerial weapons systems and it was capable of Mach 2. Publicly, its pilots were supportive of it, but at the 'O' Club over martini's other opinions were expressed. It was difficult to fly and it was difficult to maintain. It experienced many operational problems and its high wing loading could make it treacherous at any but near transonic or higher speeds. It was an excessively demanding step up from the F-86 where pilot skills were concerned. It had a very poor accident record and ground crews recited a litany of maintenance problems, including defective spare parts. Maintenance at forward airfields under combat conditions would be exceedingly difficult and in any fight with the Soviet Union all of Germany would be a forward area. Erich expressed strong criticism of the purchase of the Starfighter at this point where the skills of German pilots and ground crews were concerned. Rather, he said, the F-100 or possibly the F-102, both of which he had flown in the States, were a more logical first step up. Mackie Steinhof

counseled him that he would be wise to keep his mouth shut, but that just wasn't Bubi Hartmann's style.

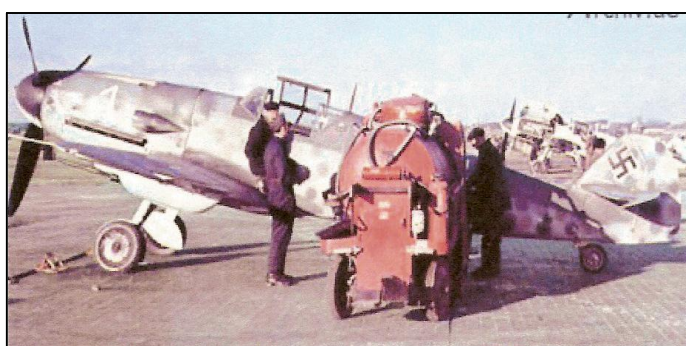
Of course, he lost the argument and the F-104 became the new standard fighter of the Luftwaffe. As soon as the plane went into service an unrelenting series of fatal crashes blamed on both pilot error and maintenance deficiencies began that knocked the socks off the country and gave the plane a bad name in NATO. Perhaps Lockheed had greased some wheels or perhaps the high ranking officers responsible for what proved to be a political decision just didn't want to be second guessed by a junior officer, but all Erich got out of it was a reputation as a troublemaker and the Luftwaffe got an airplane that served them badly. The plane was not one of the great achievements of the Skunk Works.

His lack of what was perceived to be proper respect for authority proved to handicap Erich Hartmann. It was a trait that had first surfaced at the Rottweil National Political Reformatory as a youth and which surfaced often later on, such as in his refusal to give up his side arm in Hitler's presence and in his rock solid resistance in Soviet prison camps. It was probably responsible for his being held back from promotion, but he ultimately achieved the rank of oberst in September 1969, before he retired in 1970. His good friend, Gerd Barkhorn, retired as a general luetnant, as did Gunther Rall. He was a tough minded, stubborn individual who had his own beliefs and ideals and who stuck to them and

stated them frankly without regard to political correctness. He may have been an enemy of our country, but he was an honorable man who deserved the medals he received without regard to the nature of the government that awarded them. Despite his great achievements, in combat, he would never received the popular world wide recognition that Manfred von Richtofen did, but he was far and away a much more effective combat pilot than the 'Red Baron' ever approached being. Where Richtofen was of noble birth, a bit of an egocentric publicity seeker and quite condescending to ordinary folk, Bubi Hartmann simply went about his job and was of the ordinary folk. Perhaps the fact that he flew for the Nazi regime had something to do with the lack of world wide recognition he received. Perhaps the fact that *jagdfliegern* were extremely unpopular for the first several years in post war Germany may have had something to do with it, as well. The civilian population held them responsible, due to wartime face saving blame placing by Gö ring, for failing to prevent the horrendous damage suffered under American and British air attacks. They soon learned not to list "jagdfliieger" as a past occupation on their job applications. It was grossly unfair, but that's how it was. Then too, war in the air seemed romantic and glorious in 1914 to 1918, whereas in 1939 to 1945 it may have been



Viewed a bit more realistically as the bloody business it truly was. In any case, I have seen very few Fokker DR-I models dressed in any colors other than *von Richtofen's red*. I have never seen a model of a BF-109 dressed in *Hartmann's Karaya* and the **black tulip** markings.



**Top Scoring Experten of the Luftwaffe**

Erich "Bubi" Hartmann	352 <sup>1 2</sup>	Herman Graf	212 <sup>1 2</sup>
Gerhard "Gerd" Barkhorn	301 <sup>2</sup>	Heinrich Ehrler	209 <sup>3</sup>
Günther Rall	275 <sup>2</sup>	Theodor Weissenberger	208
Otto Kittel	267 <sup>3</sup>	Hans Phillip	206 <sup>3</sup>
Walter Nowatny	258 <sup>1 3</sup>	Walter Schuck	206
Wilhelm "Willi" Batz	237	Anton Hafner	204 <sup>3</sup>
Erich Rudorffer	222	Helmut Lipfert	203
Heinrich "Heinz" Baer	220		

<sup>1</sup> Winner of the Diamonds      <sup>2</sup> Member of JG-52      <sup>3</sup> Killed in Action

Erich Hartmann died in 1993, according to one of my information sources, or in 1995, according to another. In 1995, the Russian courts vacated his war crimes conviction on the basis that his trial was illegal.

**the end**

*Thanks to a great editor and just as great of a story teller ...our own ...Mr. Jerry Buss...who put this all together for us readers. I am, for one, sad to realize the story has played out to its end. I am sure I speak for many of us with these same feelings. THANKS again Jerry. JBS...editor*

# ELECTIONS

**NOVEMBER- 2nd**

[ This is our next 'General Membership Meeting' ]

*All members please attend this important meeting*

Candidates thus far:

**President    V. President    Secretary    Treasure    Board of Directors**

Tom Lazar Brad Witt Ed Buechner	Brad Witt		Ed McDonald	Jerry Buss Tony Kremm Roger Zimmerman Ed Buechner Bill Disch Wendell Hottmann Danny Sutter	Bob Geimer Bob Stowell Greg Baer Otto Oie Ozzie Johnson Harley Nelson Wayne Lanohear
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**District VII**

Bill Oberdieck, District VII Vice President; sgaeroinc@comcast.net

Iowa, Michigan, Minnesota, Wisconsin

September 2006



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**Ed Bucki**, Rockwood MI; (734) 379-4054; thebuckster@sbcglobal.net

**Bud Gorman**, Knife River MN; bgorman@frontiernet.net

**Don Held**, Elmira MI; (231) 584-2662; held@avci.net

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**Jon McVay**, Mount Vernon IA; (319) 895-6527; togflier@aol.com

**Tom Pierce**, St. Clair MI; (810) 367-6450; tom\_pierce\_48079@yahoo.com

**Mark E. Robotti**, North Lindstrom MN; 76214.1624@compuserve.com

**Tom Ryan**, Milwaukee WI; (414) 881-0070; tomcat@execpc.com

**Frequency Coordinators**

**West: Al Schwartz**, Roseville MN; (651) 633-2286

**East: Pete Waters**, Northville MI; (248) 486-4800

**Flying Site Coordinator**

**Joe Beshar**, joebeshar@juno.com

District VII Volunteers

They were stick models with balsa propellers and a rubber-band motor that we had to wind up. I look back over my years of aeromodeling and actually feel sad for those who are getting into our hobby now because they aren't getting the same exposure I did.

There is always the one reason we all will face. The bottom line is if we don't get out to publicize what we now have as a hobby/sport, there won't be anyone to take our place.

**David Munzell** of the Chesaning Area Model Flying Club sent in this report of the club's May Glider Challenge.

There were two circles set up—a 30-foot one and a 60-foot circle—to try and land in as well as a timing event. The winner of the challenge was club president Tom Hanzek.



**I finally had** a chance to visit the Tulip City Air Force Giant Scale fly-in. The weather cooperated and everyone had a great time. One highlight of the show was the arrival of the Grey Haired Hooligans, a full-scale fly-by with two T-34s and a poor man's Mustang (Navion).



**The Grey Haired Hooligans: flying lead was John Workman in the silver T-34 followed by Tom Hibisce with the T-34 and Bill Klungle in the Navion.**



**I had** a great story lined up. I thought I had some good digital shots of this event but there were no pictures on the disk, so to the TCAF I apologize.

**Til next time**, have fun, fly safely, and promote our hobby/sport. C.A.V.U.

**BUILDER'S CORNER**  
**Match Wing Halves**

To make sure wing halves match perfectly before joining and gluing, take one wing half and apply sticky backed sandpaper to it. Then get the correct dihedral by blocking up one wing half. Take the two wing halves and slide them back and forth (sanding) the center section. Remove the sandpaper and apply to the Opposite wing half and repeat the sanding process. The result is a perfect fit with no gaps.

**Rules for 'PROP' WASH' items:**

Item or items list e-mailed, sent by mail, or handed to the Editor by the 25th.

No 'list' will be carried over to the next month. You may resubmit a revised list if you wish.

**DURING MY TRAVELS** this year, I have been in contact with many members who are asking one particular question. This question is foremost in the minds of the Executive Council as well. What seems to be the reason for a decline in membership?

In my opinion, there is no one answer but in fact a number of reasons that might be considered. Today's lifestyle offers many different opportunities for leisure time that weren't available when I was growing up.

The youngsters now have soccer, tennis, basketball, and hockey that can be played year-round at indoor facilities. Baseball and football are still active but not the way they used to be. Of course, there is the computer to sit in front of for hours playing games. When I was growing up, it was baseball in the summer, football in the fall, and hockey when the ponds froze.

Then there was aeromodeling and we couldn't wait until spring to try out our new airplanes that we had built during the winter.

To....

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



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