

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

MARCS SPARKS

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
Vice President **Brad Witt** bwitt@chorus.net
Secretary **Pat McDonald** mrsacd21@charter.net
Treasure **Ed McDonald** race@charter.net

Membership Information: **Ed McDonald**
Phone: 249-0734

Flight Instruction Coordinator:
Ozzie Johnson 274-0474

Web Master: **Jeff Alexander**
webmaster@marcswi.org
marcswi.org

Note: The MARCS web site contains links to...

WAR BIRDS and ELECTRIC FLYERS

SPECIAL INTEREST GROUP

WEB SITES

Minutes of the August 2006

General Membership Meeting

By: Vice President **Brad Witt**, due to the absence of the Secretary **Pat McDonald**.

The meeting was called to order at 7:05PM by President **Tom Lazar**, there were 25 people present.

There were no visitors, guests, or new members.

Highlights of the treasurer's report were mentioned by **Tom Lazar** who was sent it by the Treasurer **Ed McDonald**, who was absent. Profit from the Electric-Fun-Fly was \$520.00. We were able to get the color copy bill, for the newsletter this month, cut in half. We currently have 104 members.

The minutes of the July meeting were approved as printed in the August SPARKS. Moved by **Fred Bast** and seconded by **Danny Sutter**.

Dave Rush commented on the Electric-Fun-Fly mentioning the 31 pilots that participated only smelled the dump a little, and six locals did not show due to other commitments. He also noted the presence of a number of gas plane flyers at the meeting who went "slumming" by visiting the event. The pilot's fee was \$20.00 and everyone got something. He again, thanked his sponsors: **Schultz Sport & Hobby, RC Performance, Hobby Horse, the Flitter-Wing Factory, Hobby Lobby, Castle Creations, & Horizon Hobbies**, and all those who helped at the event. The food from **RJ's** was good and our share of the food money was \$100.00. He said they had 12 kids for the candy drop and they plan to stick with this date next year. (Continued on page-2)



Mr. **Brad Witt** requested help for the **Ken Kindschi Memorial** Scale Rally to be held at the field on Sunday August 20th. **Lindley Wolff** requested the tables, in the shelter, be wiped down good prior to the event and then again later on. **Ozzie Johnson** promised to do that on Sunday morning.

Tom Lazar said that server problems had prevented pictures from being posted on the website, but that they would appear soon.

Tom Lazar mentioned the **Coulee Region Modelers** 10th Annual Mini-Airfest being held Saturday August 12, and the **Interstate flyers** Sanctioned Scale Competition for three events #511, #520 and #522 being held Saturday August 26th.

Tom Lazar mentioned that the shelter roof above the frequency board would be extended 12 feet, and when **Jerry Buss** asked about opening the gate on Sunday afternoons, Tom said "It was work in progress and that **Wayne** was working with the landfill people". **Wayne Landphear**, who was not at the meeting, is our liaison with the City and County on these matters.

The evening raffle was held and **Harley Nelson** won a .46 **Magnum** 2cycle engine.

Show and Tell was **John Bandt** and his **Leading Edge Glider P51-D**, kitted by **Jack Cooper**. The glider is a Slope-Soarer made out of 'Epp' foam and weighs a mere 55-oz's! It's constructed with 3-spars and in a 35-mph wind, it could reach speeds of 150-mph plus! Servos are HS-42's, used for the elevator and ailerons. It is covered in **solartech** and painted with **Krylon** and **Rustoleum** paint. Care should be taken in the paint selection because some of the **Rustoleum** colors, other than aluminum, may take as long as 3-months to completely cure out, when applied on some materials.

The meeting was adjourned at 8:07PM.

IF EVERYTHING SEEMS TO BE
GOING WELL, YOU'VE OBVIOUSLY
OVERLOOKED SOMETHING.

The 19th annual **Ken Kindschi Memorial Scale Rally**

By every measure, the 'Scale Rally' was a complete success! Everyone had a good time! There were eighteen participants, four more than last year, who made about sixty flights. The **food** was good and the **weather** was great! We handed out nineteen packets of information to the spectators and **Signed-Up** 2-new members, on the spot, **Gilbert** and **Jordon Hoffman**. I wish to thank **Don Wieg**t who ran this event last year for providing me with a good template. Also **Dave Rush** without whose participation in running the raffles and setup and takedown, along with his wife Jody, this event might not have taken place. Also I want to thank **Tom Lazar** as CD, and **Ozzie Johnson**, **Lindley Wolff**, **Bill Disch**, **Harley Nelson**, **Bob Stowell**, **Weddell Hottmann**, **John Granberg**, and anyone else I can't remember who participated in setup, running, and takedown of the event. I would also like to thank **Joe Imilkowski** for the donation of a nice PA system. **Dolly Wischer** came to the event and donated one of her bears to the raffle. In conclusion, I wish to thank **all** our sponsors, **Schultz Sport and Hobby**, **Hobby Horse**, **RC Performance and Hobbies**, **Balsa USA**, and **Skyshark RC Company**- for their support and participation in this event.

{this article compiled and written by: Brad Witt}

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 but I've never known quite what to do with it. For to sit down and listen to that two-hour-plus, un-edited version, it would surely lull many of us into a boredom nap. On the other hand, to listen to selected small segments is quite interesting.

I will be bringing 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 first segment will be from the 1930s and 1940s.

'BOARD OF DIRECTORS' MEETINGS

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

AGENDA: *September 21, 2006*

***Kettle-Field..... Gate**

***Kettle-Field..... Sign**

***to increase membership**

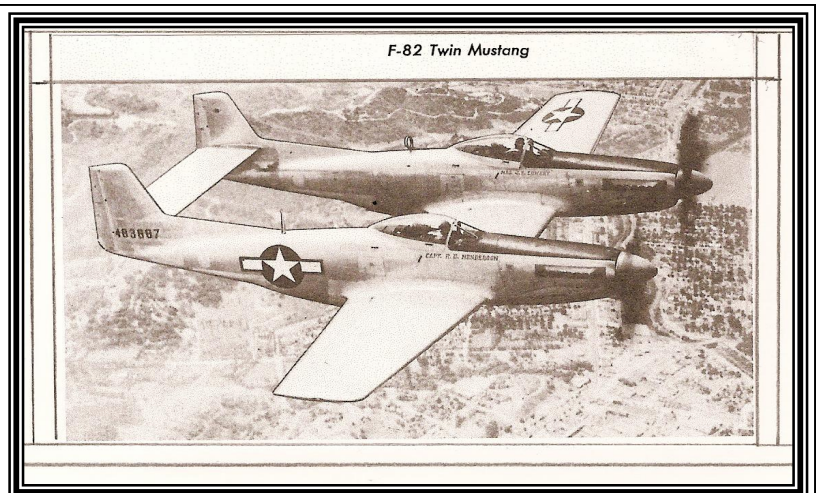
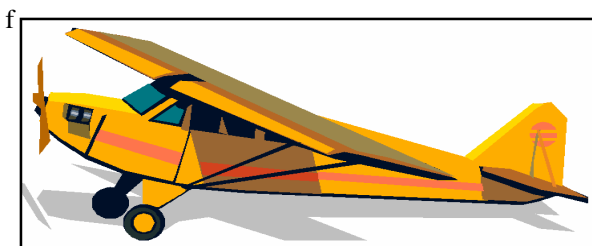
Notice:

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 **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.

A Letter from your Editor...

Well this newsletter has been easier in one sense, but tougher in another. I got a late start on putting it all together because of an illness in my computer. It had 2-viruses and 3- Trojan 'something or others that were giving me fits of frustration...until they were exposed and dealt with. The story is to long and winding to get into here and now. All I know is that I have been 're-Booted and other that a few quirks now and then, it is clean and healthy once again...and my blood pressure is back to normal. The whole thing was a real learning experience for me, as I've only been in this computer thing for a couple of years. The way it looks to me, you never do stop learning about the darn thing!

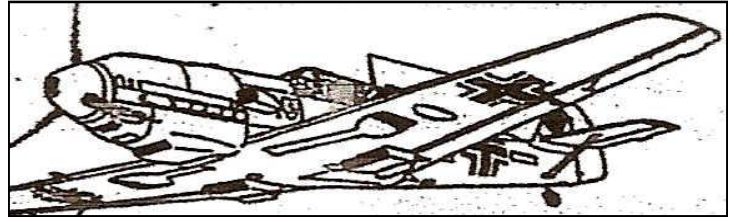
One thing is for sure though, I am so happy to be back into the airplane modeling hobby again. I have been away from it for over 50 years. The past several years I have been secretly buying and stashing away, a bunch of airplane kits to build after I retire, which is less than a year now! So I will be involved for many a years, God willing. I have a grandson who just turned 13 and has really been interested in this R/C trainer that I have been building. I bought him his first kit, just recently, so hopefully it will be the start of the hobby for him. As time goes on I will share my history of passion for the airplane and my first solo flight in a real vintage Piper Cub...alone...when I was just 16. JBS



KARAYA EIN

Some prisoners did break under NKVD pressure. Friedrich von Paulus, commander of the 6th Army at Stalingrad, signed war crimes statements, expounded Communism and was released. So unpopular was he as a result that he lived out a cloistered existence in East Germany, fearing to go to the West. Bubi's *Komandaur* of JG-52, Hermann Graf, who heroically decided to refuse to fly to safety and surrender to the British gave in and was released in 1950. He lived out his life as a pariah in East Germany, reviled by many former friends despite being a winner of the Diamonds, though compassionately understood by some.

Put on trial as a war criminal, Erich demanded to know what he had done. He was told he had killed 780 civilians by strafing. He had never fired on anything except Russian or American airplanes. How did they justify the charge? Simple. On the day in question, not all of his bullets hit his targets. Some had fallen to the ground and killed civilians. But his fighter didn't carry 780 rounds. Again, simple; all of the bullets he fired struck several people each. He had also strafed a bread bakery, reducing its output from ten tons to a ton a day, but it was nowhere near the southern area where he had served. He had attacked the Soviet Union and destroyed many expensive Russian airplanes and other property. He was a soldier and the charges were all totally ludicrous, but it was useless to deny



By: JERRY BUSS

September Chapter

them, for no one on the kangaroo court cared about his answers.

The NKVD announced to the world in 1953 that Erich Hartmann had been convicted of war crimes and sentenced to 25 years at hard labor. At home, in Stuttgart, Frau Paetsch tried to comfort Usch, who simply said she would wait for him. When her mother said that by the time he got out Erich would be over 60 years old, Usch replied that if he was over seventy she would still be waiting.

As a convicted war criminal, Erich was taken to a labor camp at a place called Shakhty. On his first morning there, he fell out with the rest of the camp preparatory to marching off to a coal mine where they would put in a very long day, just as they did every day. When the order to march was given, everyone strode forward — except Erich Hartmann, who stood fast. Berated by the guards, he asked to see the camp commandant. When asked why he refused an order he replied that he was a Luftwaffe staff officer and according to the rules of war he didn't have to work and he wasn't going to work and if the commandant didn't like it he should have him shot right now. Erich was thrown into the bunker where he undertook yet another hunger strike.

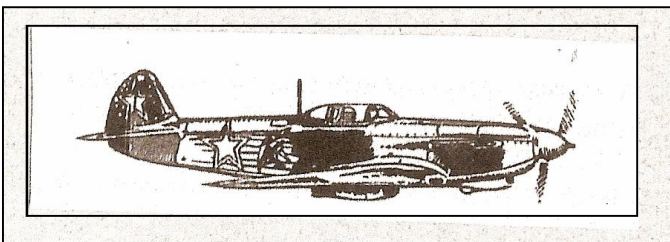
Several days later, when the workers returned from the mine, the door to the bunker was ajar and the pris-

(continued from page-4)

oners could see that Erich was being brutally force fed. The following morning, inspired by his stubborn resolve, all the prisoners refused the order to march and overpowered the guards, took the camp commandant prisoner and released Erich from the bunker. The commandant was forced to phone his superiors and report the uprising and request regular army reinforcements.

At every camp that Erich had been confined to, sympathetic civilians quickly became friendly with the prisoners and a good deal of trading went on through the fence. Neither side had a lot to trade, but what they did have became a stream of commerce. The civilians looked down their noses at the guards. The guards were frequently indoctrinated and for a short time would be mean to the prisoners, but after a few days they, too, became sympathetic to them. When the prisoners took over the camp, the civilians called to them to come out. They would help them escape. Erich put a stop to this, saying that if they left, they would be hunted down and shot. They must remain here and negotiate for better conditions. At length, they did. When the reinforcements arrived Erich and the two senior officers who had arranged the revolt were successful in getting concessions that resulted in improvements in living conditions that probably saved many lives, but the other two, along with Erich, were dispersed to other camps. When he arrived at Novocherkask, word of Erich Hartmann had preceded him. He was famous, not as a famous fighter pilot, but as a man who had bravely twisted the Bear's tail and made him say "Uncle!" As he got off the truck, prisoners lined the fences murmuring "It's him!"

(to be continued)



2006 Outdoor Free Flight Nationals

By: john steen

"Although I wasn't in the league of serious contenders.. I do love the sport of flying a hand-built model."

Robert (Bob) Hinrichs
(one of our members)
was telling me....

"My son, Greg, seems to be a natural at this hobby."

It wasn't hard to pick up the sense of pride in his voice. I listened to his story. I cradled the hand scribbled notes, containing all the facts and figures, in my hands, as he placed them there. I was not only taken back by his preciseness of all the numbers, but of the mission he was on. I have a son also.

He had been Greg's pit-person, at the Nationals, so there were no details left out. I found it quite fascinating, to be honest, as I knew very little of these high flyers. I can't say that anymore. Yeah Yeah, I know, this is a R/C club, so what are you doing here John? I was on the fence for a while...deciding. I think the fact that here we have a Father & a Son sharing the same hobby in model airplane building is in itself the common ground that we all share. No they do not use a transmitter to tell the 'plane what to do, but they do use electronics, on board the craft, to control up to four functions while in flight. One being shutting the engine off before the prescribed time, that the rules dictate. Nevertheless they are a different breed, as are control-line flyers, and the gliders, and I would venture a guess that some day in the future the electric flyers will have their own division with their own frequency band...but we will still all be AMA.

Greg started to compete, on the national level in 1988, in fact he won the National Mulvihill Rubber trophy in a fly-off in that year. What a way to start out! Greg has many wins and has reached many achievement goals over these past years and is still climbing. A Father and Son Team from a little ole place called Monona, Wi. I am posting his 2006 'stats below because this Father is very proud of his son.

Congratulations Bob and Greg !

Starduster X.....1st B-Gas.....3rd
1/2-A-Gas.....1st C-Gas.....2nd
A-Gas2nd 51-flights....6785 sec. total

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(publication deadline.....25th of the month)

To....

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