

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: **Brad Witt**.....bwitt@chorus.net
Vice Pres: **Harley Nelson**.. lhnelson@verizon.net
Secretary: **Don Weigt**.... d_weigt@sbcglobal.net
Treasurer: **Ed McDonald**..... 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

Club Web Site: 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

The minuets of the...

MARCS General Meeting

July 5, 2007

Submitted by: **Don Weigt**, Secretary

The meeting was called to order at 7:01 pm by President **Brad Witt**.

There were 26 people in attendance. One guest was introduced: Calvin Kohler, who is most interested in electric planes. There were no new members.

Secretary's Report: The minuets of the June General Meeting were approved as published in SPARKS.

Treasurer's Report: **Ed McDonald** reported on the recent unbudgeted expenses for the runway, generator, and shelters. There have been donations to offset the runway cost. We had 100 members as of July 1. That's ten less than at the same time last year. The budget was based on 120 members; we need 20 more to reach that. Referring to his request to relinquish his position as club Treasure, there have been four people who have enquired about taking over that office. No decision has been reported at the time of this publication.

Brad Witt reported that the '**BIG-BIRD**' event was a success, with many scale aerobatic planes in attendance. The number of MARCS participants was quite low. There were no additional comments from other members about the event.

The sign-up sheets for mowing/trimming our flying field in September were at one of the front tables for people to volunteer.



Continued from page-1

Dave Rush requested that turbines NOT USE the new runway until we have checked the effect of turbine exhaust on a spare patch of runway material. There are about five or six slots cut in the runway right now, but Dave was able to taxi over them OK. If you make a more than a two inch cut in the runway, please e-mail or call Dave and he will patch it. Please include where it is: front, middle, or far strip; East, center, or West end. The biggest cuts so far have been half-moons, probably from ground loops. **Ground-Looping on the runway?** Try toe-in or more toe-in on the wheels. (front of wheels closer together than at the back) Cut power if your model begins to ground loop. Reluctantly, Dave requests that you not try to land on the runway until you can land on grass. This should minimize runway damage from planes diving onto it.

Someone may be needed to take over this year's '**Boy Scout event**' from **Jerry Buss**. He is still having trouble getting around. (Secretary's note: This is a good promotion for our hobby/sport and good community service.)

Dave Rush reported on plans for the '**Electric Fun Fly**' on Sunday, July 8. Helpers should arrive about 7:00 am. Registration will begin at 7:30. The landing fee is \$20:00, which includes the *pilot's raffle*. All pilots will receive prizes. There is a lot of good stuff, from a **servo** to a complete **Spektrum-DX6** radio. **Schultz Sport and Hobby** (Charlie) and **Hobby Horse** (Jim Biersach) helped a lot with the great prizes. There'll be a 'Candy-Drop' for the kids about 10:30. Dave suggested the event needs a new name: the forecast is for **very HOT weather** for the third straight year, with 10-MPH winds out of the SW.

Brad Witt mentioned some other area meets in the next few weeks, including the one in Tomah and Northern Illinois. He has fliers for them at the head table for those who are interested.

It was **Ed Buechner** who suggested the improvement of using a chain instead of a bar at the front gate of the flying field, **Brad** got the chain, and **Wayne Lanphear** got it done.

Mark Finley has called for another Adopt-A Highway pick up on July 14th.

Dave Rush Complimented **John Steen's** editing of the newsletter, who has done a great job of taking over after **Jerry Buss'** excellent tenure

Raffle winners:

Todd Giesfeldt...Electric Fly plane

Ed McDonald.....set of 'Floats'

Calvin Kohler...a Tee shirt

Show and Tell:

Bob Daniel brought a big gas powered P-38 built from **Nick Zirol** plans. It uses two G-62 **Zenoah** engines with custom concealed mufflers. The left engine has been converted to electronic ignition to run in reverse rotation, allowing scale counter-rotating **Zinger** three blade propellers. It uses eleven servos and **Robart** retracts. Scale is 18.25%. Bob estimates the flying weight will be about 35-pounds. He is looking for a good flat aluminum finishing method that would cost less than **Bob Violett's** products' at nearly \$200.00. Does anyone have a solution for Bob?

Wendell Hottmann showed a Multiplex Cargo four engine 62 ounce electric plane. It uses brushless motors and speed controllers from **Greg Sutter**. Turning GWS 8X6 props, the motors combined draw is 37-amperes from the 3S lipo 3200 or 37 mAh pack. This will be the 'Candy-Drop' plane at Sunday's electric meet.

Fred Schrank brought a German Goose seaplane twin electric, built from plans. After starting it for two .15 cid glow engines, Fred switched to brushless electric motors. Plastic caps from spray cans were used for the cowls. The model is finished in white and red, with Badger Rescue markings. It weighs four pounds. The Great Planes Electric (4570?) motors draw 22-amperes, from the 2500mAh battery. It needed a big water rudder to control on takeoff. It flies, but is underpowered. It will do better when the best prop size has been determined. *Nice job!*

Demonstration:

Dave Rush..... '**how to patch the runway**'

Work a 'patch' through the cut and spread it out. Apply silicone sealer and spread it with a spatula. There is a repair kit in a small box at the field. If you're not confident you can fix it, call or e-mail Dave with the location of the damaged area.

Continued from page-2

Program:

The second part of a video of the 2002 Warbirds Over Dane meet at Kettle Field. The rest of the tape will probably be shown at next month's meeting.

The Richard Bong Memorabilia in Spooner at Schmitz's Economart.

The meeting was adjourned at 8:44 pm.



1/4 scale, NIEUPORT 11, FRENCH WW-I pursuit plane built from a Balsa USA kit by: WENDELL HOTTMANN

KEN KINDSCHI SCALE RALLY RAFFLE

This year's scale rally raffle is going to have four different raffles with some format changes. I wanted to get the info out to you so you could start doing some thinking now about how much money you are going to need to save up by the end of August to spend on raffle tickets!

The two new raffles are:

#1... A 10 year old and under raffle for younger kids. \$.50 a draw or three draws for \$1.00. There will be a bucket with the prizes and kids will draw for their prize. Only one big prize per child, the big prize is a free flight battery operated plane.

#2... This new raffle is a grand prize raffle that is \$5.00 per ticket. The prize is a 40 size trainer - ready to fly with everything you need to get it in the air. It also includes a one year membership to MARCS and flight instruction if necessary. Your name and phone number will need to be on the ticket if you will not be present at the drawing which will take place after the general public raffle drawing.

The usual **general public raffle** will still take place with tickets selling for \$1.00 a piece, 6 for \$5.00 or Mrs. Rush's Wingspan for \$10.00! Your name and phone number need to be on the ticket if you will not be present at the drawing which will take place around 1:30 p.m.

In addition to a Tiger Moth Kit, the **pilot's raffle** will include some grab bags/boxes. These grab bags/boxes will be named after some of our members to give you some hints as to what's inside. For example there is a **Harley Nelson** box, A **Frank Baker** box, A **Dave Rush** Box (and no, it's not filled with batteries), The **Wendell Hottmann** Box, The **Craig Lovell** Bag, The **Chris Sperings** Box and the **Ed Buechner** Box. Pilots will receive a ticket with their pilot number on it for each flight they make. This can be placed in the bin by whichever pilot's prize they want to try to win. Okay now get that brain thinking and see if you can figure out what's inside those boxes!!!

By: Dave Rush

THE... "BUILDER'S WORK-BENCH"

FUEL TANK POSITIONING

I am sure we all know about this, but do you check yourself when you mount your tanks?

Tank position:

The lowest position of the **centerline** of the fuel tank should be no more than 1/2 inch below the engine's needle valve. Any higher and the engine will load up at idle with a full tank and go lean when the tank is near empty.

A **high** tank position will result in flooding and difficult starting. If the tank is to **low**, the engine will lean out towards the end of the flight and will not hold a constant setting. The tank should be as close to the engine as possible. The fuel lines should be as short as possible. A longer line is easier to grab but, remember that the engine has to pull fuel from a tank with nothing but the low pressure from the venturi. Don't depend on that line from the muffler to the gas tank to be your fuel-pump. Its tiny orifice can carbon over in an instant during flight.

The tank should be surrounded with foam rubber to prevent foaming of the fuel from the vibration of the running engine. This will cause a diet of an air/fuel mix that will cause lean-burn scoring of the piston and cylinder. This is not good.

Taken in part from AMA insider. John/Editor

"PROP' WASH"

Item or items list...e-mailed, sent by mail, by phone, or handed to the EDITOR by the 24th of that month. steensr@yahoo.com

Non-MARCS member ad cost:

10% of the advertised selling price. Photo to accompany ad...add \$2.00.

Ads must be pre-paid and received before the 24th of the month.

Remit fee to: John Steen Sr., N6826 So. Crystal Lake Rd. Beaver Dam, WI.

53916. Personal checks OK, made out to: MARCS, WI.

Note:

All ads are posted for 1-month. Must be resubmitted for each month. No carry-overs to next issue.

MARCS 1.5 m Summer Fling:

July 15, 2007

MARC'S 2007 1.5 m GLIDER CONTEST was held at Paul's Turf and Tree Nursery (formerly Long Island sod farm) near Marshall. We had a total of 11-flyers registered with 5- contestants from the Madison area. The weather was great! Cooler temperatures than last year with workable winds. We actually had the first flights off at 10:00 am and everything went like clockwork. We finished flying the 6th round of flying about 2:30.

Most of the contestants this year used the **discus** style of launch where the contestant holds the glider by the wing and then with a 360 degree spin move, launches the glider. This is a more difficult launch style, but can yield launches of 150 to 200 feet. Since 2006, the high starts have been of 25 feet of ¼" OD, 1/8" ID rubber and 55 feet of line. The older or non-athletic flyers feel that they get a competitive launch using these high starts.

We again flew 6-tasks in two heats with each task flown within a ten minute window, giving each flyer the potential of 60+ minutes of flying competition for the day. The 5 or 6-flyers in a heat are on the same field and all flying within the same 10-minute window. Their scores were normalized by dividing each flyers flight times by that of the winner of that heat (who gets 1000 points for the round). This is man-on-man competition at it's best. A perfect score for the day would have been 6000. In my estimation, there was some excellent flying today

This is an event in which all flyers become pressed into duty as helpers and timers when they are not personally flying. The event requires a lot from helpers as well as the competitors, and we had a great bunch of flyers today. My thanks goes to them for their cooperation, spirit, enthusiasm, as well as the monetary contributions they gave to defray expenses.

PLACE	FLIER	SCORE
1	Tracy Brown	5640
2	Ben Yahr	4947
3	Steve Meyer	4902
4	Chris Shubak	4858
5	Scott Zastoupil	4831
6	Greg Smith	4816
7	Steve Yahr	4584
8	David Suttie	3815
9	Brian Andreas	3657
10	Rob Scidmore	3353
11	Michael Davidson	1166



by: Al Scidmore

MARCS membership dues...*

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

You must have proof of AMA membership in order to receive your MARCS membership card.
Treasure: Ed McDonald

*** If you wish to receive the club "Newsletter" by regular U.S. first class mail, rather than on the internet, please add \$5.00 to your annual fee.**

Custom...ID Tag

It is always a good idea to put your identification inside your airplane in case it flies away on you. The problem with that is that if your ID is written in ink it may fade out in time in the weather waiting for **someone** to find it. To create a more permanent ID tag, cut a strip of a pop can and place it on a firm but not hard surface. Write your ID on it with a ball point pen pressing firmly. The soft aluminum tag will show your ID and will be permanent. You can spray paint over it and immediately wipe it away leaving paint only in the ID indentations if you wish. Secure the tag to something inside the fuselage with glue or by other means.

2007-MARCS Event Schedule

EVENT	DATE	LOCATION
FLOAT FLY-----	August-4-----	** Riley/Deppe Park
BOY SCOUT FUN FLY -----	August-18-----	Kettle Field
Ken Kindschi SCALE RALLY -----	August-26 -----	Kettle Field
WAR BIRDS over DANE -----	CANCELED this season	

** east bound on Hwy-19, on the left as you enter Marshall. 6:00-9:00am, electric / 9:00-Noonish, glow

NOTICE...

Any of the tools or equipment... at **Kettle Field**, that doesn't work right or you notice is broken and is in need of repair,

PLEASE... Notify: **Ed Buechner**
(608) 222-0774— or — ebuechner@charter.net
So it can be taken care of **before** it is needed and wastes somebody's 'work' time. (Thank you)

BOARD of DIRECTORS meetings

These meetings will be continued to be held on the same evening as the MARCS General Membership meeting, (first Thursday of the month) after its adjournment.

General Membership meeting: 7:00 / 9:00 pm

Board of Directors meeting: 9:00 / 10:00pm

Both meeting are held in room: 201-B. Club members are welcome to stay and observe the Board meeting. A Club member may have the floor by being recognized by the Chairperson. Input or opinions must be brief and to the point as the overall meeting time is limited.

AGENDA: AUGUST 2, 2007

Progress on replacement for Emergency Telephone at the field.

Report on opinion, by county, on new sign.

August "Club Events".

Acquire 'PA' and 'AC' wiring, weatherproof boxes, and bury all the wiring.

Member/Guest issues ?

Phantom flight of the MUSTANG

Here I am out in rural America. It's a beautiful low-wind day. My brain clicks into overdrive and I have the vision of me flying my ARF Hanger-9 P-51 Mustang, that I picked up at Charlie's Hobby Shop this spring, off the driveway and into the pure blue yonder...leaning a little as I banked it into a long arc to return and fly overhead. My minds-eye is inside the cockpit so my control actions are smooth and precise. I flicked the aileron control stick to salute a group of kids playing in a field, down range, and bring the beautiful plane around to a heading for the landing approach. This was the shake down flight so one simple lap was sufficient. The landing was so-so, but the plane wasn't damaged at all.

In a blink of an eye, I am back in the real world. I am sitting in my office chair reading an issue of the MARCS SPARKS dated April, 2000. I am supposed to be reading and editing material for the 'History Corner' article for this issue, but I am captured by another article written by Jerry Buss titled: "For the Guys Who are New to RC". It is an eight paragraph article and it hits me between the eyes. For any of you that aren't familiar with the name "Jerry Buss", He is a very talented writer and author...and was my predecessor as Editor of the MARCS SPARKS newsletter...for eight years he published it for you. Anyway, I would like to print one of the paragraphs that had a huge impact on me.

"The bottom line is that you shouldn't risk your airplane by getting into a do-it-yourself learning mode. MARCS has the instructors to make learning to fly RC a safe, pleasant experience. Even with an instructor you are not guaranteed a no-crash learning cycle, but your plane is many, many times safer with an instructor at the end of a buddy cord than without one. If you are one of the very rare naturals who can fly RC right off the top, you and the instructor will know that on your first flight and you will be able to go on to solo on your second flight. You've got about the same chance of being a "natural" as you have of winning the Powerball Lottery. With an instructor, you will have a whole, unblemished airplane to fly tomorrow. Crashes are just too expensive and too time consuming to learn any other way than with an instructor. The possible hazard to bystanders and property is an important issue too and, in this respect, you have an obligation not to do it alone".

Thanks Jerry. You undoubtedly saved the life of my P-51 Mustang, which I was going to fly myself. My only rationale was my four years of control-line flying, back in my pre-teen years...which was only 50-some years ago. For years I have considered myself an **ace** in that arena, but I also remember flying a few into the ground. I have a 40-size trainer that's nearly ready to fly, but rather than bother finishing it, and being the "**natural**" that I am, I was going to go with the low-wing "Mustang" right off the bat. "Oops". Well, I am back on track now and will be finishing up the 'Sig Cadet Trainer' so my **training** and **solo** can be done in the proper order this season.

John/Editor

The HISTORY CORNER

by: Ozzie Johnson, 1999

edited by: John Steen, 2007

Chapter-7

*This month we are featuring a newspaper article from the Capitol Times of Sunday, May 19, 1946 about the "Madison Gas Model Club", the original club in Madison....the granddaddy of MARCS, you might say. The last few newsletters have featured articles about the two early clubs. I have been amazed at the attendance reported at these club events. Reported in the following article, the club has about 25 members, but people are expected from Illinois and Indiana to provide **200 entries** in a sanctioned meet. Large crowds, hundreds of local spectators, also turned out to these events in the '40's and '50s, at a time when the Madison area has less than a quarter of the population that it has today. It seems that the general public has become disinterested in model flight and perhaps aviation in general. Perhaps we should be thinking about how to reverse that trend if our hobby/sport is to survive with enough strength to merit a flying field as nice as we now have. With the Madison area population growing at an alarming rate and urban sprawl out of control now in this 21st century we still should be secure with our flying field given its location. If the county builds a facility on adjoining land, this could be the start of changes of things yet to come. We are in a sought after green space.*

John/Editor

MODEL AIRPLANE SHOW HERE: EXPECT 200 ENTRIES

(Capitol Times, Sunday, May 19, 1946)

Madison's northeastern horizon will be thickly dotted with gasoline engine-powered model airplanes Sunday, June 14, when the **Madison Gas Model Club** holds its championship contest, which is expected to draw close to 200 model aircraft builders and fliers.

The air show will bring entries from all sections of Wisconsin, from Illinois, and Indiana, and prizes and trophies will be awarded engine-powered models, as well as rubber-powered fuselage types and models flown on control lines.

Carl E. Mohs Jr., 3525 Lake Mendota Dr. is the 'President' of the **Madison Gas Model Club**, sponsoring the model aircraft show and meet. The club has a membership of over 25, including four fliers who are veterans of World War II. The group has applied to the **Academy of Model Aeronautics**, a division of the *National Aeronautics Association* to obtain its official recognition of the Madison meet.

Members of the local club are known as the "Flying

Badgers", a term which Wisconsin airmen inscribed indelibly in heroic chapters of aviation during World War II.

The mid-July junior air show will be held at the Truax runways, if permission to use the one-time army air corps field can be obtained by the club. If not, the club has its own trial and flight areas, two large areas north of the Truax field, off Highway 51, that are suited for the contest.

A. Russell Sanders, 409 East Main Street, who owns these tracts north of Truax, has made them available to the club for intra-club contests. One of the Sanders' properties is a thirty acre field on a rise of high ground, the other a sixty acre area, forming a natural amphitheater. If either of these tracts is used for the summer model plane contest, visitors are assured ample parking space, since there is room for approximately 5,000 cars and spectators may watch the event from their automobiles.

In addition to the contest-show on July 14, the club plans to present a demonstration-meet of sea plane model aircraft on Lake Mendota on or about July 28. This will bring out the models suited for takeoffs and landings on water and it will be the first seaplane event Madison has ever witnessed.

Carl Mohs Jr., who served with the naval aviation corps before being discharged and enrolling in the University Medical School, is a veteran model plane builder and flier. He was among the winners at the National Model Airplane championship meet in Chicago in 1941, as was James Colin, 739 Farwell Dr., Maple Bluff, who is the 'Secretary' of the **Madison Gas Model Club**.

Don Weideman is the 'Vice-President', and this trio, along with other members have entries in the day long meet here on July 14. The youngest member is 14, the oldest 30, and the roll list of the model-plane group is increasing rapidly.

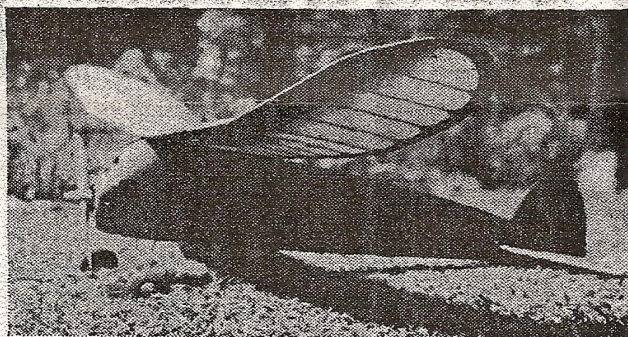
This year's national meet, scheduled in Chicago in the first week in July, is expected to draw 2,500 contestants. At the model plane meet here, there will be contests in three classifications, Class A, B, and C. Mohs explains that the Class A models are the smallest gasoline-powered models, having a wing span of less than 36 inches. The big Class C models

have wingspans of 6 to 7 feet and weigh up to 3 pounds, which is heavy for these models.

Fliers of these hand-built model aircraft have set records for keeping their machines in the air for up to an hour, although the usual flight time is recorded in minuets. The motor is set to operate for a certain length of seconds, then shut off, and permit the plane to glide earthward. If the air currents are favorable, sustained glide flight is often attained for many minuets. The secret, of course, is the construction of the ship, and as Mohs points out that is the element which gives the most zest to model building.

Members of the **Madison Gas Model Club** are affiliated with the **Academy of Model Aeronautics** and sign safety pledges before being admitted to membership in the national body. Each plane is assigned numerals, and builders can name them according to their fancy.

Entry in Aircraft Contest



Carl E. Mohs, Jr., 3525 Lake Mendota dr., president of the Madison Gas Model club, built this Class B model airplane, "Pacer," which will be among the 200 entries in the model aircraft flight contest to be held here Sunday, July 14. Mohs' ship has a 54-inch wing-spread and is powered with a gasoline motor which has a .29 cubic inch displacement. The air show of the midget-sized planes will be sponsored by the Madison Gas Model club, and prizes, trophies and awards will be given winners.

The club has two constant directors and if the July 14 meet is recognized and approved by the **AMA**, records set here will be authenticated.

The **Madison Gas Model Club** hopes to enlist the aid of the recreation division of the school board in its contest and intra-club matches.

*In the next issue of the **Marc's Sparks** newsletter, we will return to the early history of our very own club: the.....**MARCS***

Madison Area Radio Control Society

REMEMBRANCES

of **TOM LAZAR**

My memories of **Tom Lazar** revolve around all the ways he served **MARCS** and encouraged others to try building flying warbirds.

I didn't know Tom very well when he organized the shows at the Holiday Inn, but do know they were very helpful to the club's bank account, as well as fun to attend.

I encountered Tom and his activities many times since rejoining **MARCS**. During that time, he was President for several years. He brought donuts and made coffee for the meetings when the weather was colder. He was the CD for the Ken Kindschi Memorial Scale Rally several times while I was its organizer. He did a clinic on iron on coverings when I was VP. He brought lots of molded fiberglass airplanes and parts of airplanes to **MARCS** and Warbirds meetings.

He told me I could trust the newer FM radios to be reliable when some were saying they weren't. He was always encouraging me to build some larger warbirds, and offered to cut foam wing cores to speed their construction.

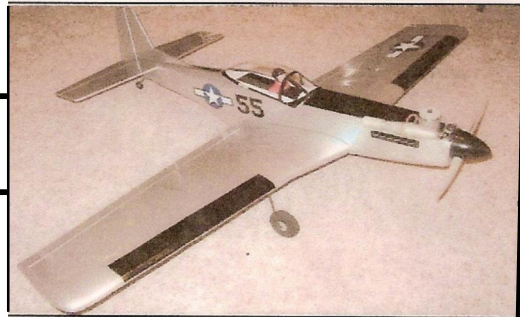
I remember him flying his detailed WWI biplane in winds when I was reluctant to fly my much faster PT-19. He did it fearlessly, and without mishaps.

I especially remember his 'encyclopedic memory' of information about a myriad of airplanes, and his interest in their colors and markings.

Tom clearly loved flying machines, especially military ones. He was constantly promoting building and flying them, and doing what he could for **MARCS** and **AMA**.

The last time I saw him at a Warbirds meeting, he asked how my Spitfire model was coming along. He was trying to keep me motivated to work on it. That demonstrates what he did for years: try to encourage others to be as active in the hobby as he was, and in so doing, to get as much pleasure from it as he did.

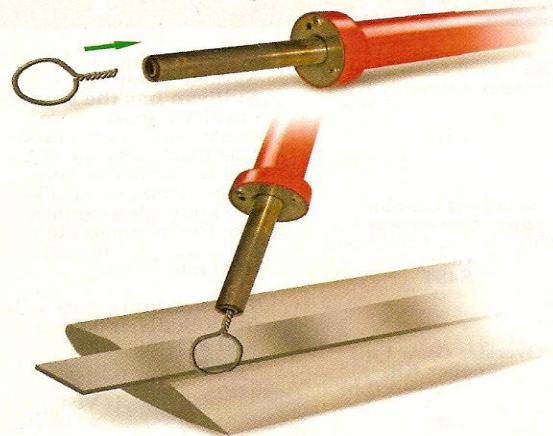
Thanks for everything, Tom! Don Weigt

PROP' WASH CLASSIFIED ADS**FOR SALE: \$130.00****"MIDWEST"****P-51D****MUSTANG****65-inch Wingspan****4-Channel RC airplane****With RJL-61 Motor****Ron Acker....(608) 849-7610....or.... ronaldacker@tds.net****Great Flying Model....Fast !**

YOUR AD HERE:
CLEANING your HANGER?
WORKSHOP ?
NEW or USED PARTS

TIP OF THE MONTH**Custom hot-wire cutter**

If you build a plane with a foam wing, it can be challenging to create a channel for the aileron servo. First, remove the tip from your soldering iron. Using a length of wire, fashion a loop, and twist the ends as shown. Insert the twisted ends into the soldering iron so that the loop is about ½ inch away from the iron. Now you can lay a nonmetallic straightedge on the wing to guide the loop and form the channel. It costs almost nothing and will not compromise the integrity of the wing. This method will also work when cutting other shapes in foam.



MARCS.... JULY 8

Electric Fun Fly

by Dave Rush



Our **Electric Fun Fly** took place on July 8th. When I arrived at the field to set-up, with the wind and temperature forecast I figured it was going to be a very lonely day. To my surprise, we ended up with 34 registered pilots. I have to tell you our President looked at me when I said, "I hope we get at least 20 pilots," and smiled and in his usual optimistic manner said, "I think we will get 34." I sure am glad he was right and not me!

Pilots were from all over the State as well as one from Indiana. The wind did not seem to keep anyone out of the sky. Amazingly to me, even planes under 10 oz battled the breeze successfully. There were a wide variety of planes from **Howard Von Ruden's** beautiful "Connie", **Wendell Hottman's** gorgeous Balsa USA ¼ scale Nieuport, Warbirds, Cubs, Scale Aerobatic planes and all the foam planes and foam dingbats you could stand!! You can check out pictures from the event at:

www.marcswi.org.

Greg Sutter's Multiplex Cargo handled the parachute drop for the day. This brought smiles to many youngsters that were at the event. Paratroopers and candy were handed out to the youngsters that missed the parachute drop.

A few planes ended any future flying experience at the event. I must say the most spectacular crash of the day was when **Greg Sutter** and I were flying our

SU-27's together and somehow on a low pass, the ground reached up and grabbed Greg's right out of the sky. I am a little concerned as it was at last year's event that one of the limbo poles grabbed mine out of the sky. Is this a bad event for SU 27's or just a bad event for hot dogging SU-27 pilots!!!

Unfortunately with the wind, many beautiful small non-foam scale planes never got a chance to try the runway. The "Connie" however, looked very realistic taking off and landing on the runway as well as a number of warbirds and other planes that choose to use it. We did get many compliments on the new runway and our field in general.

As always, the **food from RJ's** was a huge hit with everyone. Lot's of slushies and ice cream seemed to be everywhere you looked!! Thanks Richard!!!

Shortly after noon, we took a group picture and then proceeded with the pilot's raffle. There were lots of smiling faces after the raffle. Special thanks to our many sponsors!!! Our local hobby store sponsors: **Hobby Horse** and **Schultz Sport n' Hobby**. Special thanks to **Greg Sutter/Flutterwing**, who I somehow managed to leave off the raffle sponsor sign. Sorry! And to our **RC Company** Sponsors: **Castle Creations, Cox Models, Dumas, Great Planes/Electrifly, Hitec/Multiplex, Hobby Lobby, Horizon Hobbies, and Sig!**

Special thanks to club members who came out to help set-up or sit in the transmitter impound.

Thanks to those who just came out to support the event by spectating!!

The event wrapped up around 1:30 and the field was put back to normal by about 3:30.

All in all, it was a very successful event in spite of the wind and heat!! Next year's event name should probably be changed to the MARCS **Electric "SIZZLER" Fun Fly!!**
Thanks!!!



To....



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

FROM:

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