

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: **Brad Witt**.....[bwitt@chorus.net](mailto:bwitt@chorus.net)  
Vice Pres: **Harley Nelson**.. [lhnelson@verizon.net](mailto:lhnelson@verizon.net)  
Secretary: **Don Weigt**.... [d\\_weigt@sbcglobal.net](mailto:d_weigt@sbcglobal.net)  
Treasurer: **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: MARCS General Membership meeting

**APRIL 5, 2007**

Submitted by **Don Weigt, Secretary**

The meeting was called to order at 7:00 PM by President **Brad Witt**. There were 37 people in attendance.

#### Secretary's Report:

The minutes of the March General Membership meeting were approved as published in **MARCS SPARKS**.

#### Treasurer's Report:

Was presented for all who wanted to review it.

There were no visitors..... One new member was introduced:

**Eric Steinfeldt. Welcome, Eric!**

#### Old Business:

The contract for the field is submitted for final City approval. It is just like the previous one, except for only three years and the cost is higher. **Brad** asked for comments. No opposition from the members present. **MARCS** will accept the contract and make this year's payment when approved by the City.

**Tom Lazar's** family has given some items to **MARCS**, including the coffee maker that was used for refreshments, primarily at our winter meetings.

**We need;** a volunteer to take over bringing the coffee maker and donuts, and making coffee. A jar is put out for donations. The person bringing the refreshments keeps any profits and absorbs any losses.

**The last indoor flying session;** at the Dome was *March 18*. Lots of interesting planes were there, including small ones from the inexpensive Air Hogs(tm) toys. There was even a B-24 of about 24 inch span, steered by differential motor speed control.

This was the last chance to sign up for the "Banquet". Interested members should have seen **Dave Rush**.

**Nominations;** are still needed for this year's recipients of our four awards: Submarine Commander (in the creek), Smoking Hole

(worst crash in front of many witnesses), Tree Chopper (plane in or through trees), and Scooter (good guy, pleasant and helpful). Send them to **Brad Witt**.

**Brad Witt** has *Spektrum DX7* informational DVDs or CDs to lend out to any member seeking that information.

**Mark Finley** will head 'Adopt-A-Highway' again this year. A crew of 5 or 6 is needed to pick up trash along the road. The job usually takes less than an hour. This is done 3 or 4 times during the year. The first time will be during the:

→ **'Field Work Day, April 21.'** ←

There is lots of work to do on the Work Day, April 21, starting at 8 A.M. A good crew is needed, please come out and help! Bring work gloves, cutters, pliers, hammers, and spades. We will raise all the fences about 6 inches, so they don't get hit by the weed trimmer. We have UV resistant ties to reattach the fencing. **Tony Kremm** will bring some, too. Both sheds need painting, **Brad** will bring brushes. One corner of a shed needs repairing where a mower hit it. Two people will bring chain saws to cut down the brush along the creek. Scrub trees north of the running track may be cut down, too. Some new posts will be installed. A snowmobile ran over two long heavy posts. Also, there are low spots to fill. **Jerry Buss** will be bringing the lunch again. Thanks, **Jerry!**

**ED McDONALD: HAS THE NEW CLUB ROSTERS, SEE HIM TO GET YOUR COPY!**

**Dave Rush** and **Wendell Hottman** told about the proposed new runway, for all types and sizes of planes. There were material samples and a drawing. It would be similar to the runway the Cedar Falls club has used for seven years. The runway would be made from four rolls of paving underlayment fabric, each 12 x 360 feet, making a runway about 46 feet wide by 360 feet long. The materials are available in Cottage Grove. Total cost would be less than \$2,000. Repairs are easy. The damaged material is cut out. A patch is slipped through the hole, then spread out. Silicone caulk is spread along the edges, bonding the patch to the surrounding material, and it's done. It would be about 80 feet out from the existing flight line. The flight track on the west end of the field would remain north of the running path. It would improve safety for fliers and spectators. For installation, the ground would be rolled flat, low spots filled, the grass mowed very short, and the fabric secured with six inch staples. Planes would be started in the pits or present pilot's area, then moved to the runway for flight. Cages about 30 feet from the side of the runway would protect pilots and spotters. There would be sockets in the field for the cage posts. Cages would be removable for mowing. They would be moved to the down wind end of the runway to make takeoffs

and landings easier. Pits would remain where they are. All fences would stay, at least for now. We might remove the low flight line fence later. One question is whether the material withstands the heat from turbines. Some wondered how hard it would be to land on the runway. Being near the edge helps. If the pilots are too far off to the side, it is hard to land on a runway instead of alongside it. The grass behind the runway would still be available for those who have trouble flying accurate approaches. In time, a runway would improve our piloting skills.

**Raffle winners:...** all won **MARCS 'Pilot'** tee shirts.

**Bill Brown, Wayne Lanphear, Bob Lulling, Ed McDonald, John Steen, Eric Steinfeldt, and Brad Witt.**

**Show and Tell:** (\*Car = Coupled Ailerons and Rudder)

**Dave Rush:** 1. Tiny Mosquito electric, about 20 inch span, \$15, fast and fun.

2. Tiny Corsair, about 18 inch span, wouldn't turn right. **Dave** added fishing line connected pull-pull ailerons to the rudder servo (\*CAR); helps a lot.

3. Kyosho Illusion EDF, span 24, length 25, fiberglass fuse, 12 ounces, ~70 MPH!

4. Trainer, .40 size for scale rally grand prize. Plane and engine donated by **Rod Lippert**: thank you, **Rod!** **Dave** donated the radio gear. **Harley Nelson** donated his time and some parts to assemble it. Thanks, **Dave** and **Harley!**

**Wendell Hottman:**

5. DH2 pusher biplane WWI scale fighter, from foam sheet. Had trim trouble, warps; bracing "wires" too tight. Cut some wires, added trim tabs. Flies OK, but no aerobat.

6. P-38, 40 inch span, twin brushless motors. Added working rudders. Not flown yet. About 23 ounces. Metallic nail polish used to "paint" the turbochargers.

7. Electric RC Stinson Reliant from a Dumas rubber power kit. Speed control and motor easily removable per rubber power nose block. Added plywood bulkhead at the landing gear location, torque wires for ailerons, pull-pull rudder from same servo (\*CAR). Lite film blue transparent covering. About 24 inches, six ounces, 2S LiPo, 2/3 ounce motor.

**Roger Zimmerman:**

8. Great Planes Rapture 40. Red and white OS .40, from a \$69 kit. Added two formers in the turtledeck. Easy build, looks good!

9. King Cat from Model Aviation plans about 1990. One page mention in the October 2006 issue. Resembles an F-14, has an OS .46, from full size plans, with a cut down Sig canopy. Wheels are 1/2 inch bigger than specified to handle tall grass better. Looks racy, but supposed to be a good second plane.

10. **Bill Kinney:** Clipped wing Cub, 1/4 scale, 81 inch span, inverted ST .90, World Models ARF. Color: blue and white.

11. **Don Weigt:** Top Flite Contender wing, Dave Platt design, from 20+ year old kit.

12. **Harley Nelson:** Cut back Cub duster, 1/4 scale, Quadra 40.

About 17 pounds. With dust bags and loader figure by Harold Blossom, made to resemble **Charlie Schultz**, who loaded J-2 dusters. Built from Cub plans. Bin holds 3 pounds of dust. Sliding scale dust gate. Small prop turns 13:1 worm gear drive from a guitar string tuning part that turns the auger, in the bin, to prevent dust bridging. Salvaged wing has duster-like patches.

**Safety Film:** An IMAA film covered how to do a careful pre-flight inspection, safe flight practices, and shop safety.

Good Stuff!

**Meeting adjourned at 9:05 pm.**



## **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 meetings 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: MAY 3, 2007**

**City contract approval**

**City's stance on runway proposal**

**City / County approval of sign**

**'Field Work Day' overview**

**Protocol: member information posting**

**Sunday summer flying sessions**

**Guest comments**



## **SOME LATE BREAKING NEWS .....**

The: April 5th 'Board Meeting' approved the \$2,000.00 for the construction of a new runway system, with the City approval and final details pending.

## **YE OLE...**

# **'FIELD WORKDAY'**

@ **KETTLE FIELD**

by...Wayne Lanphear.

**The 21 April field workday was a great success!**

A record number of club members turned out on a gorgeous spring day and pitched in. The road cleanup group had a record 7 bags of trash after cleaning up the ditches along county road AB. The fresh coat of paint on the sheds was sorely needed and should protect the sheds for a long time into the future. The fences were some what battered by the mowers, snowmobiles, models and our own trimming operations. All fences were moved 5.5 inches above grade and damaged fencing and posts, were replaced. This will allow one person to use the string mower to trim under the fences without damage. Speaking of the string mower, it was donated to the club by **Bill Bishop**. **Thanks Bill**. While replacing the fencing the flight line access openings in the flight line and pits fences were staggered to preclude runaway models from having direct access from the field to the pits. The center field ditch bridge needed many of the walkway planks replaced and this was accomplished along with clearing out brush that was impeding access to the next bridge. Some reseeding and sodding was done in the pit area. The majority of the dead grass was due to gasoline spillage. We should all, gas and glow adhere to the strict usage of over flow catch tanks while refueling. In addition be careful when the ground is wet and don't walk on the soft ground. Some brush was removed at the west end of the field. **John Thompson** brought 5 precut kits for model tables. These were assembled and put in the pits for the membership. **Thank you John** for making and providing the tables. To end a great morning **Jerry Buss** provided sloppy Joes, beans and apples for all. A special **Thanks** to **Jody Rush** For the fresh dessert trimmings! **Thanks to everyone** and if your name isn't listed below it's because you didn't sign in.

**Ed McDonald, Mike Kimmerly, Lester Thorp, Todd Giesfeldt, Tom Tiedt, Harley Nelson, Bob Stowell, Roger Zimmerman, Bill Disch, Mark Johnson, John Steen, Brad Witt, Alan Vick, Eric Steinfeldt, Mark Findley, Tony Kremm, Dave Rush, Wendell Hottman, Wayne Lanphear, Frank Baker, Dan Sutter, Bill Kinney, Burr Fontaine, Calvin Slota, John Granberg, Hubi Schneider, Romy Bukholt, Ozzie Johnson Charlie Schultz, Jerry Buss, Greg Sutter, & Ed Buechner.**

**MARCS membership dues....**

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

\*If you want to receive the newsletter by regular U.S. first class mail, add \$5.00. You must have proof of **AMA** membership in order to receive your MARCS membership card. Ed McDonald is the man to see.

~~WANTED: DEAD or ALIVE~~  
**DO YOU KNOW THIS MAN ?**





**You most likely will...**  
**This is: Mr. BILL DISCH**  
**He is the MARCS club's new**  
**“SAFETY OFFICER”**  
**Us ‘safely doing all things’**  
**will be his main business.**

**Letter from The Editor**

In December I rolled past my 65 year mark and on April-1<sup>st</sup> began my, long awaited, retirement years. In Mid-April Kathy and I moved out of the Madison basin and into rural America...buying a home south east of Beaver Dam. Gone are the Beltline woes, the inner city traffic, and the numerous sirens wailing their mournful cry day and night. Of course with any change one would be foolish not to expect any trade-offs. The Madison area with its beautiful lakes and lush greenery also lends, to its own, every convenience imaginable which I've enjoyed for over 30 years. Now the deafening sound of silence is all around us, other than the sounds that nature provides...and the occasional sound of a John Deere, in the distance, tending to its chores with mother earth. This is a whole new life for both of us.

On our acreage we have a really neat building called a granary. I have started the remodeling of it with the main floor to be my woodworking shop and the ¾ mezzanine above it to be my model airplane workshop, with a view across the countryside. So I don't see myself finding a lot of time to be lying around in a hammock, just yet anyway. Besides that, Kathy always seems to be adding yet another job to that ole 'honey-do' jar.



Another major trade-off, that most of us take for granted, was the lack of the availability of any DSL hi-speed Internet at our location. Dial-up service, which stretches the meaning of the word 'service' greatly, is all that's out there. My only choice was to go with an Internet satellite dish system. Not being cheap...but good! It turns out that this 24-7 direct link to the Internet is much faster than any DSL hook-up. There's no waiting for anything, you are always on-line...no phone line whatsoever needed. I am very happy with it. So not to worry...I am not leaving the MARCS club. I plan to be around for many years yet. Nothing has changed in that respect. We are only a short 40-minute drive from friends and family. The changes will be what I have listed below. Please cut out and paste in your new 'Roster'.

Address..... John B Steen Sr.  
 N6826-So.Crystal Lake Rd,  
 Beaver Dam  
 Wi. 53916-9407  
 (608) 220-5994  
 Phone.....  
 E-mail..... [steensr@yahoo.com](mailto:steensr@yahoo.com)



**"PROP' WASH "** (This issue: Page-8)

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>](mailto: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.

## 2007-MARCS Event Schedule

EVENT	DATE	LOCATION
THERMAL GLIDER EVENT	June-17	* Paul's Tree & Turf Nursery
SCREAMIN' EAGLES FLY	June-23	Kettle Field
ELECTRIC FUN FLY	July-8	Kettle Field
1.5 METER SUMMER FLING	July-15	*Paul's Tree & Turf Nursery
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	<b>CANCELED this season</b>	
* formerly 'Long Island Sod Farm		
** east bound on Hwy-19, on the left as you enter Marshall. 6:00-9:00am, electric / 9:00-Noonish, glow		

## ELECTRIC flying in the BRODHEAD High School GYM

**2007:** All Wednesday nights until June Except: 2/14, 5/9 and 5/30. The Schedule can change if any school event would come up that required use of the Gym. Any Snow day or other unexpected early release for any reason would cancel out our flying. If there is a question, feel free to call me. CELL 608-214-0575. Home: 608-897-8244 There is a good possibility of expanded flying hours on some nights. I will send updates or changes from the above schedule. To receive regular e-mail update of times, and sources for airplanes. Send me your e-mail address to <[thamel@dr.com](mailto:thamel@dr.com)> and I will place you on our list.

### the **RULES:**

**[1].** Strict 8-oz limit for fixed winged. For your safety and to protect the Gym from damage. If you are a new pilot, lighter is better/safer. We hold the right to restrict the use of any plane under 8 oz that we consider excessively powerful, fast or difficult to control. If you are not sure if your plane is safe to fly' indoors, ask one of the regulars first. Generally the largest planes flying are the GWS Pico stick and 7-8 oz shock flyer type planes. Please don't bring a 10 oz 3D plane and hope we will bend the rule for an expert flyer like you...

**[2]** 10-oz limit for Helicopters flown by experienced pilots. You must fly at the far end away from

the crowd and under good control at all times.

**[3]** stay behind and keep children behind the basket ball out of bounds line at all times except when carefully retrieving a plane.

**[4]** Use the Bathrooms in the Gym when possible.

**[5]** Children must be with parents at all times. No running out in the halls. Anyone who has a child in the wrong area will be asked to leave.

**[6]** No AMA insurance is required. Everyone young, old, pro and novice are welcome. You do not need a plane, we will show you how to get started. Coming to watch the fun is great too.

**[7]** There is **NO CHARGE**. However, if you are a regular flyer, figure on giving at least \$10 for the year for janitor and office gifts.

Finally, the smaller the plane you fly, the more fun you will find you have. The best way to make the gym seem **bigger** is to fly a **tiny** slow plane! With the new tiny servos and receivers available, a 2-3 oz. plane is easy to build and affordable.

**From Tim Hamel, MD**

**Notice: There will be no flying allowed on; May-9, & May-30.**

## The HISTORY CORNER

by: Ozzie Johnson, 1999

edited by: John Steen, 2007

### Chapter-4

## Flying Exhibitions of earlier times...

**Contests and flying exhibitions** have always been a part of model aviation in the Madison area. This was most likely due to the fact that model airplanes were new, at the time, so these events drew more attendance from the public in the early years than they do today. They were also novel and new enough that they drew more coverage from our local newspapers. The May 19, 1946 issue of the Capital Times promoted a contest that was sponsored by the Plymouth Motor Car Company, who sponsored model flying contests all over the country, throughout the 40's. This event was held in Madison on the runways at Truax Field, which tells us something about the amount of full-sized aircraft traffic at that time.

Some of the larger contests of the 50's were control-line events that were held at Breeze Stevens Field, on East Washington avenue, and included: Combat, Stunt, and Speed events.

Entry fees were: \$1.50 for the first event entered and an another 50 cents for each additional one.

All registered models had to be weighed and pull tested.

Scale judging occurred first. Those with the greatest scale score flew first.

There were three to four flying circles. When a contestant's name was called over the PA system, he had to take his place in his assigned circle. If he stepped out of it, for any reason, he was disqualified.

If a flyer let go of his U-control handle for any reason while his plane was in motion, he was disqualified.

All prizes were provided by Manufactures, some of

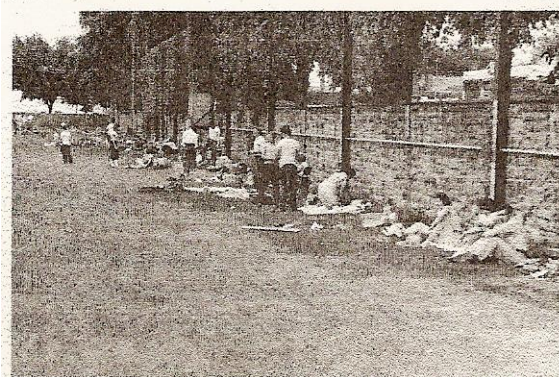
whom are still in business to this day.

Contests were insured by the **AMA** at the cost of sixteen cents per contestant. Fifty flyers generated an insurance fee of \$8.00 and grandstand insurance cost another \$7.50. Because Food was to be served, a further insurance cost of \$22.50 was incurred.

You had to be an **AMA** member to fly in any of these contests, but the contest itself had to be insured separately. **AMA** dues at that time were around \$3.00 per year.

In the 1950's, flying off our frozen lakes was very popular, especially for the free-flight flyers, since there were no trees or power lines to contend with. In fact...

*next month, we will delve into one such winter fun fly on Lake Mendota that took place in February of 1957 and feature an article by Herb Jacobs, a reporter with the Capitol Times, who portrays the 'Madison Model Airplane Club'. John/Editor*



### **Your INPUT is needed...**

There has been some indecision as to what to compliment the FLOAT FLY with, that will be held on August 4<sup>th</sup> in sunny Marshall, later this season.

Do we want to have just the flying event?

Do we want to have coffee and sinfully good sweet-rolls mid-morning? ← (leading choice so far)

Do we want to have a picnic lunch at the sound of the noon siren?

Please give it some thought and share your feelings with event coordinator: **Wendell Hottmann**...in person, by phone: 839-4776, or by e-mail: [whottmann@isthmuseng.com](mailto:whottmann@isthmuseng.com). Thank You.

## The MARCS BANQUET, 2007... and just a bit more to chew on...

Well, **April 18<sup>th</sup>** has come and gone, as did the annual **Banquet**.. I, for one, was not too impressed. It was my first one so I don't have anything to compare it with. That's not to say I did not enjoy it, because I did, but only because I wanted to. The food was very good and plenty of it. There was also plenty of good conversation as long as you stayed within your own click of friends.

This was one of the first things I noticed when I joined this club less than two years ago. It seems to be a club of several little clubs under one umbrella of officers. Why is that? What about the common ground and camaraderie of the love of balsa wood, the smell of the glues, the endless hours of patience we've taught ourselves, and the determination to go against the odds... to fly and control a frail-fragile airframe with a snarling nitro-burning engine that doesn't *want* to be tamed on any given day? To say nothing of the overpriced uncharted ground the electric-fly hobbyists are on... as they burn down their shops and or their vehicles trying to charge their batteries faster than fast so they might have all of that instant power the new motors will put out. They have their own long list of challenges that have merit too... in overcoming many problems the glow-plug flyers will never know of. But does it matter, electric or glow? Does it matter what kind of vehicle brought us to the club meeting on Thursday? Do the General Motors owners sit to the right and the Ford owners to the left? Where do we want those foreign car owners to sit...in the back rows? Some members buy ARF planes and fly them, while yet others like to build kits, and ... oh my word...there are even some members that build their flyers from scratch! Wholly wing-nut, in just a few of sentences I've already set the stage for six groups. Could there be yet more?

Sure, I know, maybe it all sounds silly, but take a look around. Are you mixing with everyone? How about the new members that have trickled into the club in the past year? Have you tread on any of that common ground and listened to why they are here and what their goals are? Are we all not basic commoners in this hobby? Isn't that what a 'Hobby Club' is all about? Perhaps this club has turned into one that is competing with each other? I think that is when it becomes NOT a club anymore.

Being a relatively new member, I can easily remember kind of waiting for maybe a member of the welcoming committee to approach me... to kind of explain to me how the club works and kind of take away that feeling of being an alien in a strange new land. It never happened. Has the current MARCS club ever considered having such a branch within itself? Have you ever wondered why the membership might be dwindling? Perhaps it's because we don't have running water in the Kettle Field rest rooms or because we don't have a smooth-paved runway... so all the tentative jet flyers in the state can come and smile down on us. They are just standing out there, ya know, waiting for us to cut down a row of the trees so they can come screaming in at a 100mph plus. Yeah, right. That sounds like a nowhere street.

So there...I've said my piece and I am sure at least half of you will be ticked off about it, but ya know what...I think it needed to be said! ... for what it's worth...John/Editor

**PROP WASH CLASSIFIED ADS****Kaos-40,ARF...55" wingspan**

Low-wing Aerobatic / wing 566sq.in.  
 40-nitro 2-stroke / 4-channel radio  
 4-std..servos / All wood model  
 Factory assembled & covered  
 Tri-Wheel landing gear

Complete weight: less than 6-lbs.

**RED & WHITE** trim scheme

**BRAND NEW.....\$150.00**

John Steen.....(608)220-5994  
[steensr@yahoo.com](mailto:steensr@yahoo.com)

## BUILDER'S WORK-BENCH



### Digital Servos

So you're going to move up to the next level in servo technology and go 'Digital'. Here's what you need to know to ensure a long life of these new and costly babies. The number one concern is tight linkages which must have absolutely **no** binding, stiffness, or friction. Because digital servos are always working to hold in position at full strength, if the servo has a point it has to fight in the linkage it will literally burn itself out 'hunting' to try to hold its position. Likewise, slop at the neutral position is a very common problem where a standard servo wouldn't notice it but a digital servo will work very hard to hold the rod in position and will drain your batteries more quickly and eventually burn up the motor inside the servo... which will most likely happen while the plane is in flight. This is not a good time to have a servo fail to operate. So take a little extra time to be sure each of your control rods or cables work perfectly smooth as silk before hooking it up to that 'Digital Servo'.

## Tip of the Month

### "NYLON WING BOLTS"

Usually, nylon wing attaching bolts come with a round, slotted heads. They work fine, but your screwdriver can slip out of that slot, during installation or removal, and cause damage to the wing or fuselage surface. Here's a neat trick that I even used on my own Piper cub model. (after I read this helpful hint from Tower Hobbies.)

Take a quarter inch nut, the one that fits in a 7/16 wrench, and run it all the way up the threads to the underside of that big round slotted head. Now sand that round head vertically to match the hex pattern of that quarter inch nut. When that nut is removed the nylon wing bolt will be transformed into a hex bolt that can be easily tightened or loosened with your 4-way glow plug wrench!

### Things to come...

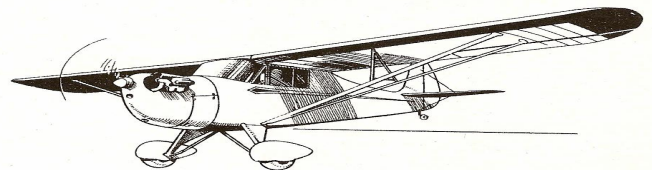
In our next issue, just in time for the heat of our 2007 flying season, an excellent article I found and will print by:

*Peter Goldsmith, Team JR....*

### Getting the most from your 2-stroke engine

This is an easy to understand and a user friendly guide to get any 2-stroke purring like a kitten and performing well, flight after flight. It will take the mystery out of that **glow plug** we all pretend to know everything about. It also deals with that all important **fuel system** that most of us could use more than a little help with.

**Watch for it... in the June issue**



To...



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

**FROM:**

ADVERTISEMENT

# SCHULTZ

SPORT & HOBBY

315-S. Thompson Road, Sun Prairie, Wi.  
(608) 837-3498 Mon.-Fri. 8:00 to 5:00

YOUR HEADQUARTERS for:  
**R/C: Planes, Trains, & Cars**

