

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)  
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 Photographer:

**Otto Oie** [ooie3@charter.net](mailto:ooie3@charter.net)

CLUB SAFETY OFFICER... **Bill Disch**

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

The Marcs Web Site contains links to:

*War Birds, Electric Flyers, & other Special Interests groups*

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

Minutes of the:

## MARCS General Membership meeting OCTOBER 4, 2007

Submitted by **Don Weigt**, Secretary

The meeting was called to order at 7:02 PM by President **Brad Witt**. There were approximately 35 people in attendance. (I am sorry, I forgot to count them.)

**Brad** thanked **Dave Rush** for taking the minutes of the September meeting.

### Secretary's Report:

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

### Treasurer's Report:

**Ed McDonald** reported we had 108 members as of the end of September. That is the final figure for the fiscal year, compared to 114 in 2006. Members joining after October 1 will be for fiscal year 2008. Income for the fiscal year approximately matched expenses.

### Old Business:

Nominating Committee: **Bob Stowell** reported there still are no candidates for Vice President. There are candidates for the three usual Board vacancies. An additional one is needed to fill the remaining two years of **Jerry Buss'** term. That will be the Board candidate who receives the fourth highest number of votes. There were no nominations from the floor. The elections will be next meeting (November.)

### Adopt-A-Highway:

**Mark Finley** has planned the final trash pickup of the

**PROP WASH**

**PAGE-8**

*The flyers classified ad section*

year to be October 10 at about 8 A.M., weather permitting. October 11 and 13 are the rain dates.

**Indoor flying this winter:** No word yet.

#### **New Business:**

**Brad** showed pictures of **Bill Disch's** plane with a lot of covering coming off the wing. He landed it safely anyway. Way to go, **Bill!**

The Board will meet after the General Membership meeting. Continuing topics include a new emergency phone, a tubing design, new sign, cable burial for the PA, and event schedule. The members were asked for input: ideas for new events, or willingness to support some of the current ones. A suggested design for safety fences for the pilots' boxes will also be discussed, it uses PVC pipe framing. They stack together for storage.

#### **Runway:**

**Dave Rush** asked when it will be fenced for the winter. Also, should he submit a questionnaire for the newsletter, asking for member reactions to the runway?

#### **Banquet:**

**Dave Rush** asked if we wanted to have the banquet at the Maple Tree next spring, where it was last year, or if someone else wanted to organize it somewhere else. By acclamation, the members present expressed their wish that **Dave** continue organizing them, and approval of the Maple Tree.

**Brad** said it will take about 400 feet of fence to enclose the runway, even using the existing flight line fence for the south side. It will probably go in early in November. The posts need to be in before the ground freezes.

**Charlie** said he needed to know soon whether we were going to bury the cable this fall. Should he keep the digger out, or put it away for the winter? The Board will discuss this at their meeting tonight. We don't have bids yet for the material, so it probably will be done in spring.

#### **Boy Scout event:**

**Bob Hinrichs** thanked the others who helped the Scouts build planes at the rain shortened event, and

thanked **Charlie** for the glue. He thanked everyone who turned out to help.

**Wendell Hottmann** brought some sleeves of small plastic cups good for mixing Elmer's ProBond polyurethane glue or epoxy, free to anyone who wanted them.

#### **Raffle winners were:**

**Fred Bast** - transmitter

**Calvin Slota** - jacket.

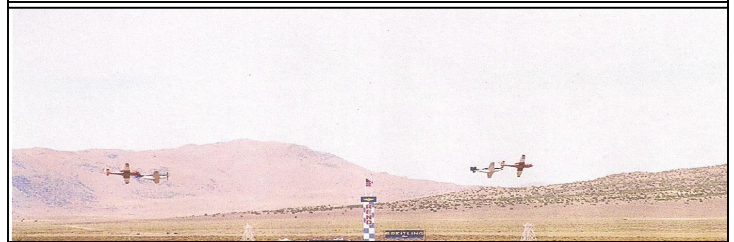
#### **Program: 'Guest speaker'**

Eldon McDaniel told about his flying experiences. **Charlie** and some other **MARCS** members know him. They asked Eldon to share some of their favorite stories. He built and raced a Cassutt racer, flew simulated races at air shows (some with Steve Wittman), flew air show aerobatics, spent about 30 years dusting crops in the area, and recently started flying RC models. Eldon had numerous bird strikes while crop dusting, but never crashed. He owns several planes, including a Cessna 172, a Kit Fox where he winters out west, another he is finishing to fly here in summer, and others! We enjoyed his presentation very much!

**Thank you..**

**for a very entertaining program, Eldon!**

The meeting was adjourned at 8:30 P.M.



### **Storing Nitro Fuel**

Nitro fuels have a tendency to lose their "kick" when not properly stored. Here are a few tips that can help protect your fuel:

- (1) Keep the container sealed at all times;
- (2) Store it away from direct sunlight, even when at the flying field;
- (3) Keep it stored in a relatively stable temperature area with a minimum of humidity changes;
- (4) Store it off the ground.

## The... **Davis Wing** And the **B-24 bomber**

David R. Davis was a self-employed aeronautical engineer who was approached by Consolidated Aircraft's Reuben Fleet about an efficient wing for the proposed **Model 31 flying boat**. Davis's claim for his high-aspect-ratio airfoil appeared outlandish in 1937, as it seemed to defy conventional wisdom. It had a thick cross-section appearing more as a "lift wing" than a "speed wing."

Wind-tunnel test verified David's figures, however, and Consolidated rushed the **Model 31** into production. The result was a high-aspect-ratio airfoil (long span-to-chord width) with relatively low drag that developed ample lift with laminar flow qualities.



Flight testing confirmed the wind-tunnel data, and Consolidated recognized a winner. The company reckoned that it could build a superior bomber to the **B-17** and put David Davis's wing on the **XB-24**, which flew at the end of 1939.

The liberator's speed wing posed an uncomfortable high landing speed, but Consolidated installed Fowler flaps that reduced the "over the fence" landing speed to 95mph... a little more than the **B-17**.

While the Davis wing provided performance, it imposed structural problems. Unlike the **B-17's** low mounted wing, the **B24's** "shoulder" position rendered the airframe more vulnerable to severe damage or destruction, especially in a water landing. For much of the War, AAF doctrine held that a Liberator should not be ditched, on a body of water, if the process could be avoided.

Nevertheless, the wing more than proved itself and was retained on the Consolidated follow-up bomber, the **B-32 Dominator**. Davis died in 1972 with his wing far better known than he was.

— *Barrett Tillman*

## NOTICE:

The **Gift Certificates** that were **not** used at the canceled "**Scale Rally**" this year, that are listed below, will be raffled off at the...

## November 1<sup>st</sup> general meeting.

(Two) **\$25.00 gift certificates**  
from: **Shultz Sport and Hobby**

(One) **\$25.00 gift certificate**  
from: **Hobby Horse**

(One) **\$25.00 gift certificate**  
from: **Dockter's Hobby World**

(Three) **15% coupons**  
from: **Dockter's Hobby World**

(U-must B-there 2-win)

## 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: NOVEMBER 1, 2007

**Date for installing runway fence**

**Board up shelter house**

**Safety cages**

**911-phone**

**New Sign**

**Event schedule**

**Member or Guest issues ?**

## The HISTORY CORNER

by: Ozzie Johnson, 1999

edited by: John Steen, 2007

### Chapter-10

*I thought we would end this series by providing some information about members who have passed on, but who left their names imprinted on our club. The first will be Bill Kettle, for whom our field is named, second Ken Kindschi, who's name is attached to our scale event, third Owen Kampen, who designed many planes for Ace Manufacturing, and fourth Tom Lazar, our previous president who passed on earlier this year. Last but not least, we will talk about Scooter, a dog known to many of our older members, who's name is attached to our 'Scooter Award and why.*

#### **BILL KETTLE**

Bill's full name was Roger William Kettle. Bill served four years in the Marine Corps during World War II. You may recall that he was mentioned in one of the earlier chapters. He was a member of the Madison Gas Model Club, the Madison Model Airplane Club, and he was also a founding member of **MARCS**.

Bill started with control-line flying and then moved on to radio control when that became more popular. Bill is primarily remembered for his dedication to helping new members learn to fly RC planes. Lyle Stone recalls Bill making the transition from control-line to RC flying. When Bill had it mastered, he told him that he was going to dedicate himself to helping others to fly RC planes.

He did just that. He came to the flying field almost every night after work, very often with no airplane of his own. His purpose in being there was to help others. Trainer cords and buddy boxes had not come along yet, so he would get your plane in the air then hand you the transmitter. At first, he would stand by your side, ready to take the transmitter out of your hands if you got in serious trouble. As you gained a little skill, he would still be there for you, but he would also be putting a plane in the air for another novice. He would often be standing on the flight line with two or three planes in the air flown by pilots of varying skills. He would tell you what to do and if a disaster was imminent, he would hurry to your side. Needless to say, you lost more planes as you

learned to fly than you do today.

Bill gave unselfishly of his time to help others. He was always cheerful and encouraging to his students. He is remembered by many who still enjoy the hobby.

Bill was employed by Modern Distributors, a roofing supply firm. He was a big man. He died unexpectedly on April 26, 1982 while on vacation. Bill was 54. The picture shows Bill at one of our 'Float Flys' that was held at Warner Park. He is holding a radio controlled duck that he brought along for a few laughs.



#### **KEN KINDSCHI**

Each year we hold a 'Scale Rally' which is named after Ken. He is remembered by older members as an individual who had a beautiful fleet of model airplanes. It wouldn't be possible to associate Ken with a "junky" plane. He simply prided himself on owning and flying beautiful scale models.

He owned and built scale models from several manufactures, but in his last years 'Byron' kits were his favorites. Byron just sells fuel now, but in those days they produced a whole line of scale models. They were constructed of fiberglass and they were the state of the art at that time. At the time of his death, Ken had a quarter scale "Cap 21", a half scale "Beech Stagger Wing" and a third scale "Christian Eagle". They were big and beautiful and admired by everyone. Ken smoked a pipe. He loved to fly and then sit back and strike up a conversation with a fellow modeler.

Ken worked for the City of Madison's Tax Department as an assessor. He retired in 1981. He died suddenly in September of 1987 while on the way home from the flying field. His death was a shock to all, but particularly to Fred Bast. Fred had been flying with him and he remembers waving to him as Ken headed home. He never made it; he was stricken as he turned off the belt-line onto Whitney

Way. He was 65 years old.

It is most appropriate that our 'Scale Rally' bears his name.

### **OWEN KAMPEN**

Owen was a member who gained national prominence as a model airplane designer. He primarily designed ½ A models for 'Midwest Models' and for 'Ace Manufacturing'. A few of his designs were the; the "Whiz Kid" and "Bonzo" for Midwest and the "Pacer", "Whizard", and "Air Scout" for Ace Manufacturing. He was one of the first to use styrofoam wings in his designs. Both the "Pacer" and "whizard" had styro' wings. The RCM catalog still carries plans for several of his designs.

Owen was an innovator. Most ½ A models at that time had short, stubby wings. Owen used longer, narrower wings and they looked and flew great. He had at least seventeen articles published by model magazines.

According to Frank Baker, before proportional radios were developed they used a device called an "Adams Actuator". Owen designed several planes for that system. Frank recalls that he and Owen would load their cars with five or six planes and head for the flying field. When all of them had crashed, it was time to go home and start repairs.

Owen Kampen was a commercial artist and he worked as an instructor at MATC. Being an artist, he always included good looks as a requirement for all of his models. He also was a portrait artist. Several of his paintings of UW faculty members are still on display at the University.

Owen was a B-24 pilot in World War II, flying in the Italian Campaign. He died at 65 years of age in 1985. His wife was presented with a Hall of Fame Award on his behalf by our club at the annual banquet in February 1986.

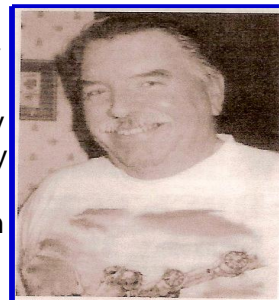
### **TOM LAZAR**

Tom was our president just before this past year election. He had been a long time member of the **MARCS**. He had also belonged to the "**Screamin' Eagles**" club of giant scale models (Watertown), the "**War Birds**" club of scale modeling mostly from the World War II era, and a long term associ-

ate vice president of 'District-VII' of the **AMA** which encompasses: Iowa, Michigan, Minnesota, and Wisconsin.

Tom was a loner of sorts and often his gruffness was misunderstood by fellow club members. Everything had to be done by the book, in his world. This is the demeanor and self-torture of a perfectionist. He had an eye for perfection that also ruled his livelihood. It showed in his pictures, as he was an avid photographer. It showed in his targets, as he was truly an archery enthusiast. It showed in his judgment as he was an active full scale pilot. He also was a ranking member in our "Civil Air Patrol".

He was completely absorbed in the aircraft modeling hobby as a young lad and even then was such that he became very well read and versed on many new products that appeared, often before they were even on the market to buy. Sometimes his forgotten school homework got him in trouble as a result, but he would rebound quickly. Even at that young age, there were times that there just weren't enough hours in a day for him to get it all done.



Tom had the knowledge of the whys and the therefore of an incidence meter before most of us had even heard of one, let alone how to pronounce it. He could have very easily been the editor of that 80-page instruction manual that came with your first trainer kit...if he had wanted to take the time to do it. His greatest happiness was his taking off, maneuvering, and landing his scale models at a scale speed to gather in all the realism and purpose of what it is all about, aero-modeling.

Tom's Spirit earned its "Golden Wings" on February 25, 2007 after complications of a stroke put this wise and talented man on his final approach to meet his destiny. Our New Years Day flying event now carries his name in remembrance.

### **SCOOTER**

Scooter was a large dog who endeared himself to our members. He was black in color and weighed over 100 pounds. Scooter was a mixed breed, but primarily a Labrador. He looked like a large Lab, but

with somewhat longer hair. He was owned by Roy Porter, a long time member of **MARCS**, who now lives in Florida.

Scooter went everywhere with Roy. Because Roy flew often, Scooter spent a lot of time at the field and acted as the official greeter, meeting flyers as soon as they opened their car doors. After you acknowledged him and petted him a little he would return to the spectator area and lie down. His manners were impeccable and he never had to be leashed. He never entered the pit area and always wondered off into the weed to poop.

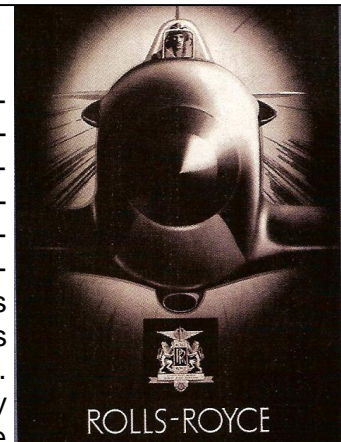
If you had some food, he would gladly accept a handout. Many hamburgers were bought over at McDonald's just for him. Scooter was a great dog and he was loved by all. He was twelve years old when he died in 1993. His ashes are buried under the field monument plaque.

The "**Scooter Award**", which is given annually on a rotating basis to the **MARCS** nice guy of the year, is made in this dog's honor.

This 10-month journey has been especially enjoyable for me as I have learned so much. Not just about the clubs, but about the people that were the clubs. When Ozzie approached me about doing this series and handed me a fist-full of old Newsletters to use as an information core, I had no idea what was in store for me. Each month as I would start to piece the next issue together, my first article to do was the "History Corner" because I was anxious to see where in our history we would travel in that chapter. I will miss that. ——— *John/Editor*

## the **MERLIN**

The Merlin is a classic aircraft engine of the reciprocating type. For a powerplant that earned its incredible reputation in military airframes, the Rolls-Royce classic began life as a private venture. In fact, its original design was PV-12. Developed in the early 1930s, what became the Merlin first flew with an evaporative cooling system. When ethylene glycol became available from the U.S. however, the superior coolant was immediately applied to the new V-12 engine, and none too soon.



First flown in 1935, the Merlin was barely available when the British air ministry requested a 300mph fighter the next year. Hawker and Supermarine already had in-house designs on the drawing board: the immortal **Hurricane** and **Spitfire**. Once mated with the Rolls-Royce engine...soon named Merlin... they became modern 1,000hp fighter aircraft.

The new types became operational in 1938, and attained 330 to 360mph top speeds. The timing was fortunate, considering that WW II began the following September, and by summer of 1940, the Hurricane and Spitfire were mature designs, capable of tackling the Luftwaffe in the **Battle of Britain**.

*Barrett Tillman*

## **M.A.R.C.S.**

### *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 first class mail, rather than on the internet, please add \$5.00 to your annual fee.*

REMEMBER...

**NOVEMBER 1st**

*Is our election night*

## **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](mailto:ebuechner@charter.net) So it can be taken care of **before** it is needed and wastes somebody's 'work' time. (Thank you)

**DON'T WAIT...  
GET INVOLVED IN '08**

## NOMINATING COMMITTEE

(Presently, these people are getting involved)

### President:

*Brad Witt*

### Vice President:

### Secretary:

*Don Weigt*

### Treasurer:

*Richard Sutton*

### Board of Directors:

*Calvin Slota,*

*Tom Tiedt,*

*Roger Zimmerman,*

*Ed McDonald*

*Wendell Hottmann*

**BOB STOWELL / N. C. chairman**  
@ (608)-837-5834 or (608)-335-4938

## CLUB NEWS BLURBS:

week of Oct. 7th.

It was reported that the sheds were broken into again.

**Wednesday** morning... **Brad Witt** and **Mark Finley** installed new hasps and locks on the sheds.

**Wednesday** afternoon,... **Brad Witt** and **Bob Geimer** obtained the 400-feet of snow fence, the 40-posts, as well as a clutch on nylon ties... storing them in the shed. This will be used to fence in the runway at a later date.

**Wednesday** afternoon.... **Brad Witt**, wearing a disguise in case there were any outstanding warrants out on him, stopped at the Madison Police station just off Cottage Grove Road and made out the report on the break-in.

**Thursday** morning...8:00am **Mark Finley** and **Brad Witt** did the 'Adopt-a-Highway' road pick up, alone.

It has been reported that there may be ruts under the new runway material from a truck or an ATV. **Charlie Schultz** has offered to bring out his roller so the area can be rolled before the land solidifies. An unscheduled work day may be called.

## TIP OF THE MONTH:

### Proper Balancing:

When balancing a propeller, make sure to only remove material from the front of the propeller. You don't want to disturb the air behind the propeller!

## TUNING TWIN ENGINES



Whether you're running glow or gas, forget everything you know about turning needles and start fresh. The object here is to obtain reliability and synchronization... not every ounce of power. Run the engines separately, and tune the low and high needles so that you have a good transition (idle through full without hesitation) and a solid high end but not too lean.

Then start both engines and, with the aid of a tachometer, decide which one is stronger. (this is where most guys get into trouble) Leave the weaker engine alone and then slowly richen the stronger one until it slows and syncs with the weak one. Never lean the weak engine up to match the strong one; this is what causes most single-engine emergency landings, which is what we absolutely do not want... especially on a test hop. Once you become confident with the engine settings, you'll realize that tuning twins isn't all that difficult.

*Greg Hahn*

## "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](mailto:steensr@yahoo.com)  
*Non-MARCS member ad cost: 10% of the advertised selling price. One photo to accompany your ad...NC. Ads must be pre-paid and received before the 24th of the month.*

Send item information and fee to: John Steen Sr., N6826 So. Crystal Lake Rd. Beaver Dam, Wi. 53916. Personal checks are OK, made out to: MARCSWI.

### Note:

*All Ads are posted for 1-month, but can be run as long as you wish. Must be resubmitted each month. No automatic carry-overs to the next issue.*

**PROP' WASH CLASSIFIED ADS****WANTED:**

That old **computer** that doesn't work or is obsolete and the **related parts** for it. You know, that computer stuff you don't know what to do with... that's taking up space on that shelf in the garage or basement.

Any...user/service **manuals**.

Any...**CD-Rom discs** for any computer system.

Any...patch **cords** of any style or variation.

Any...make or model **printer or copy machine**, working or not.

Anything that I don't use will be properly recycled, at the proper place. Can do home pick-up at your convenience, if required.

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

**MEMBERSHIP DUES:**

**AMA** is about to mail, or has already mailed, a notice for renewing **AMA dues**. You are encouraged to renew your **AMA membership** as soon as possible. Remember, you must be a member of **AMA** to belong to **MARCS**.

**MARCS** is now accepting payment for dues for 2008. Regular members may deduct \$5.00 if they renew their membership by January 1. You can pay your dues to **Ed McDonald** at any time. If you can't make a meeting, mail your check and proof of **AMA membership** to his home:

1918 Gulseth St, Madison, WI 53704  
or call for other arrangements (608 249 0734).

**Regular membership.....\$50.00**

**Junior membership.....\$20.00**

**Family membership.....\$15.00**

**Associate membership.....\$15.00**

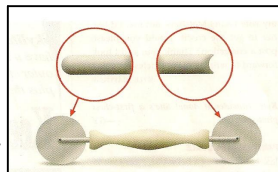
Regular members who are renewing may deduct \$5.00 if paying before January 1. Do you want the discount but don't have **AMA** proof? That is okay, send your check anyway and get the discount. When you receive **AMA** proof of membership, show **Ed** or send him a copy and he will send your **MARCS** membership card to you.

Regular members add \$5.00 if you want the **Newsletter** mailed to you.

The best time to renew is **RIGHT NOW !!!**

**THE...BUILDER'S "WORK-BENCH"****"Grooving"... with a screen tool**

Many people use a Dremel tool to cut a groove for the carbon stiffening rod in a foam wing, but it's easier to use a window-screen-repair tool. It has a disc on both ends... one with a semicircular groove around it, and the other with a rounded (convex) outer edge. To use this tool, cut a skin-deep slit using a straightedge and a modeling knife, and then groove it with the rounded disc. Lay the carbon rod in the groove and press it in flush with the grooved disc. Remove the rod from the wing, add CA, and press the rod back into the groove.

**An easy build...****EPOXY CUP HOLDER**

(for those cups we got from **Wendell**)

When mixing paints or epoxies and applying them to your model, it always takes one hand to hold the container and the other to hold the stirring stick or paint brush. This is tricky when you also need to hold the pieces you're painting or gluing and must let go of the cup. Use some scrap plywood to make this simple cup holder, and leave your hands free to properly apply the product and prevent spillage.



## 2008-MARCS EVENT SCHEDULE

EVENT NAME	DATE	LOCATION
<i>Tom Lazar New Years Day Memorial</i>		
<b>Hot Chili and Fun Fly</b> (10:00-2:00)	January-1	Kettle Field
<b>SWAP-MEET</b>	March-6	General Meeting
<b>MARCS BANQUET</b>		?
SCREAMIN' EAGLES FLY		Kettle Field
BOY SCOUT FUN FLY		Kettle Field
<i>Ken Kindschi</i> SCALE RALLY		Kettle Field
WAR BIRDS over DANE		Kettle Field
ELECTRIC FUN FLY		Kettle Field
FLOAT FLY		
<b>FIELD WORK DAY</b>		Kettle Field
THERMAL GLIDER EVENT		Paul's Tree & Turf Nursery
1.5 METER SUMMER FLING		Paul's Tree & Turf Nursery

**DATES, ADDITIONS, and DELETIONS will be updated as they become available.**

Well boys and girls, it's that time of the year again to get signed up to coordinate your favorite flying event. Events shown in 'OUTLINE PRINT' are open yet. As you see there are many opportunities that need leaders. Those individuals that have coordinated events in the past as well as new people are encouraged to come forward and get signed up. If you have questions about what's involved in being a coordinator for an event, please chat with one of the club's officers. We strive to have our **Event Schedule** filled in before the first of the new year. Ideas for a new events are also encouraged at any time. Please note: the 'Boy Scout Fun Fly' is now open also.

### Would you like to feel... " SPECIAL ?"

OK, *here's the deal....*

We're looking for someone special (that could be you) to take over the coffee and donut table at our general meetings for the winter months. The club has the coffee pots and all that stuff. It would be your responsibility to run it as your own 'business'. You would buy the coffee and donuts, get to the meeting early enough to have it all available when the troops come trudging in, and have your 'collection-can' ready for members to throw some money into.

The "your own business" means; the collection money that gets thrown in the can is yours to run the 'business'. When there's a profit, it's your profit. When there's not...well it would be time to make up a little sign with a suggested donation amount on it. I have never heard of this operation running in the red though. Oh yes, then there's the little part of tidying up after it's over. (Apron not required) If this sounds like something you could make happen, walk up to Brad and say, "***I can do that***". He won't give you a hug, but a smile and a pat on the back...  
**yes!**

*John/Editor*