

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
Treasure: **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 Photographer:

Otto Oie ooie3@charter.net

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

Club Web Site: www.marcswi.org

The Marcs Web Site contains links to:

War Birds, Electric Flyers, & other Special Interests groups

Editor : John Steen steensr@yahoo.com

Minutes of the:

MARCS General Membership meeting SEPTEMBER 6, 2007

Submitted by **Dave Rush** (stand-in)

The **MARCS** general meeting was called to order by President **Brad Witt** at 7:00 p.m.

31 members were present.

One guest, but I missed his name – sorry!

Secretary and **Treasurer's** reports approved.

Old business:

Kettle Field conditions discussed – hopefully they will mow the hay field soon!!

Float fly - nothing to add from article in last month's SPARKS.

Boy Scout fly– Happy to just get it in with rainy weather on and off again. All the Scouts got to fly a 'trainer plane' at least once.

New business:

Need members to step up to run for the offices of the club.

Ken Kindschi scale rally-

After an open discussion, a vote was taken as to whether or not to reschedule the rally. It was voted: **No Ken Kindschi scale rally this year.**

Minutes continued on page-2

PROP WASH

PAGE-8

Canceled in this issue only

Project Progress:

Brad Witt is working on the sign.

Wayne Lanphear is working on the 911 phone.

An assigned committee is working on the cost estimate for the underground wiring and tubing for the PA system and the 110V power, along with the necessary weatherproof boxes for it.

An idea was brought up about scheduling a few **“Try it Out”** days next summer to encourage outside individuals to get interested in our hobby and perhaps becoming new members. The Board of Directors will discuss the issue.

Raffle winners were:

Richard Brandt - A .46 glow motor.

Richard Cohen - Jacket

Richard Cohen—T-Shirt

Show and Tell:

Brad Witt – **“Evaporust”** product for cleaning motors that may have been sitting around getting rusty inside. Is available at local Auto Parts Stores.

Dave Rush – **Graupner** Hydro 3d flying boat that actually flies! It's tricky to land though.

Wendell Hottman – Scratch built **Splash-E** from **‘Fly RC’** magazine, still in its construction stages.

Wendell Hottman - A self designed and built steer-able ‘Launch-Dolly’ for his foam **Multiplex Twister**, that detaches as it becomes airborne.

Fred Schrank – **Electrifly Seawind** a foam ARF flying seaplane that flies very good.

Fred Schrank - The ‘in construction’ LARGE fuselage for his scratch built **Short Sealand flying boat** from Ivan Pettigrew plans. He's planning to try a new idea for the removal of both

wings just outboard from the motors on the twin motored craft. The center section, with the motors, would be part of the fuselage assembly.

Fred... also brought in some of his hand-made magnetic building board supports, of various sizes, and explained the advantages of this system and use on this particular plane with its long and tall sides of the fuselage.

The program, was a video on problem carrier landings over the last sixty years including the Forrestal fire.

The meeting was adjourned at 8:45 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: OCTOBER 4, 2007

Emergency 911 field phone

Opinion, by County, on the new sign

Estimate for underground wiring project

Overview of the 2008 flying event schedule

“Try it Out” flying days for 2008

Member or Guest issues ?

John Steen, your editor, has volunteered to take over the responsibility of preparing and serving the Chili and trimmings for the **‘Tom Lazar New Years Day Memorial Hot Chili and Fun Fly.’**



Reedsburg, Wisconsin

Joshua Sanford (1919-1962)

By: Monica Liegel

Joshua Stanford was the only Native American to fly as a pilot and flight Commander with the famous **Flying Tigers** of World War II. This aviation group was so named because of the winged

tiger painted on the fuselage above the wing. The tiger shark jaws painted on the nose of these planes didn't come until later on.

Josh, otherwise known as "Chief", was a descendent of Chief Decorah of the Winnebago Nation. He was born near Friendship, Wisconsin. After graduating from Viroqua High School and attending the University of Wisconsin in Madison, Sanford enlisted in the Army Air Corps in January of 1942.



The United States was involved in the Indo-China war and that is where Captain Sanford was sent to serve his country and China. He, as well as any other airmen that were sent there were all volunteers. The Japanese, with a superb air fleet, had been easily attacking the Burma Road, life of China, and Rangoon, seaport of Burma.

Colonial Claire L. Chennault, a staunch friend of free China and the best tactician of military aviation in the Pacific, was assigned the task of leading the Flying Tigers to defend Indo-China.

With just a volunteer, skeletal air force, the dependable P-40 Warhawk pursuit plane, along with skill, courage, and devotion of these Flying Tigers, victory would not be denied.

As a member of the 75th Fighter Squadron of the 14th Air Force, Captain Sanford flew 102 combat missions, had 7 enemy kills and numerous possible hits. He was shot down or ditched 12 times. For meritorious service, he received 10 medals, including the Purple Heart twice, and other honorable citations. Thirty years after the war had ended, the Chi-

nese government awarded all veterans of the Flying Tigers the "China War Memorial Medal".

It was awarded posthumously to Josh Sanford. Death came at the early age of 43 on October 21, 1962. War injuries were a contributing factor.

Rose, his wife who has lived in Reedsburg since 1956 said, "Josh didn't like to talk about his war experiences and chose never to shoot a gun again. He had see too much killing".

Josh Sanford was manager of the Reedsburg Airport from 1956 until August of 1958. Then he was appointed Civil Defense Director for an eleven southwestern county area, including Sauk County.

Before residing in Reedsburg, the Sanford family had lived in Hillsboro for approximately 8 years. In his honor, the community named its airport **The Captain Joshua Sanford Airport**.

*Excerpted from the book,
Reedsburg Remembers 150 Years*

Footnotes:

The "Flying Tiger" insignia (shown in column one) was created by the Walt Disney Company.

The "Flying Tigers" were divided into three squadrons:
1st Squadron "Adam and Eves"
2nd Squadron "Panda Bears"
3rd Squadron "Hells Angels".

The **Curtiss Tomahawk** fighter plane of the American Volunteer Group (shown below) was essentially the same as the USAAF's **P-40B Warhawk**. The 12 point sun roundel of the Chinese Air Force was painted on all of the planes.

The large shark face painted on the front of the planes was done after pilots saw a photograph of RAF-112 Squadron, in North Africa, sporting a fierce shark mouth, which they in turn had adopted the shark motif from German pilots flying Messerschmitt Bf-110 fighters in Crete.



The HISTORY CORNER

by: Ozzie Johnson, 1999

edited by: John Steen, 2007

Chapter-9

In last month's Issue we learned about the history of the MARCS club's flying adventure at the Lodi Airport. Displaced again without a flying site the President at that time, Nels Wareham, got wind (no pun intended) of some land available at the Yahara land fill site. It was secured and the club moved in to groom the area into their new flying field.

That original field was on a small hill, but only slightly higher than the surrounding area. The entry was off Highway AB, just across from the tavern that is still there today. The road was rough, with many large rocks and bumps which made driving over it difficult to say the least. It was a rather tricky entrance and it was somewhat dangerous. After there was a sever accident, the entrance was moved to Highway 12/18. The entrance was near where it is today, but you had to make a quick right turn, just as you entered the site, and continue on through a grove of trees, a remnant of which still remains today. The road was nothing but two ruts that wound its way to the top of the hill.

There was a gradual down-grade on most sides of the field, sometimes making orientation difficult. A line of trees to the north gathered in many planes as they approached from that direction. Between that tree-line and the field was a corn field. It too, captured its share of wayward planes. The corn field was about where our present flying field is located. It was a good thing that corn was not planted as close together in those days as it is now. You could walk in a few rows and get down on your hands and knees and see some distance in all directions. This was confirmed by our now flight instructor coordinator who had to make a few trips of his own to retrieve some of his planes.

If there was any disadvantage to the field, it was that it was too close to the **Yahara Golf Course**. The highway was just two lanes, at that time, and our field was on a hill on one side of it while the golf course was immediately across it, on the other. They were close enough that the golfers could hear their planes, which sometimes actually over-flew the course. Naturally the club was told to never to fly over the course, but it sometimes happened any-

way. The pilots didn't realize just how far their planes were away from them so consequently the golf course's airspace was violated with some regularity.

A factor that contributed to that problem was that there was no established flight-line. There was no designated pit area and there were no fences to indicate where the acceptable flight area was. The flyers just lined up so that the flight-line was headed into the wind. If the wind shifted, someone would yell to move. Then everyone would pick up their gear and establish a new flight-line that was consistent with the wind's direction.

As you would suspect, this was not a very safe practice and there were accidents resulting from this method. The problem was not limited to **MARCS** as there were accidents all around the country because people were sometimes standing where there was flight activity. This is why **AMA** now dictates that there must be an established flight-line, designated by fences. The old method wasn't safe, but it certainly made landing easier when you could always land into the wind.

If the wind was from the North or South, you were always taking off or landing in the direction of the golf course. Pilots often flew over it, not realizing how far out they were. As we all know, golfers **do not** like to have their concentration interrupted. The noise alone was becoming to be a problem to them. Just as we might 'put one down' way out in the weeds at our present field, once in a while a plane of theirs found its way to a smoking hole on the golf course grounds, while flying from their field.

When **MARCS** moved to the **Yahara** site, the **glider** contingent flew there also, but there were no special times allocated to **gliders**. They just flew side by side with everyone else. The only time they had the field to themselves was on Sunday mornings. The church over on Highway AB was close enough that powered flight was not allowed at that time. If the **glider** pilots scheduled a meet, it meant the field was closed to motorized flying. In the eyes of some, the mix of powered and **glider** flight was a poor arrangement so the **glider** people went out and found their own field. One that they used quite regularly was the **Watts Sod Farm** on Prairie Road. That sod farm no longer exists, as it turned into the **Tumble**

Down Golf Course which was on Mineral Point Road. Then they switched to the **Polo Field** and to other sod farms in the area, where they still fly these days.

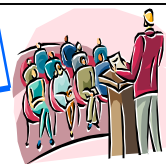
In looking back in retrospect, it seems to me that the **MARCS** club moves have been a result of their own evolution. They lost the **Lodi** site because the membership had grown so big that model planes and full size planes could no longer coexist side by side. Then they were asked to move from that original field because their presence became too bothersome to the golfers, just across the road. To help keep the peace, they were given the option to move to a plot of land that is the present location of our flying field. It needed a lot of work and grooming to bring it to a suitable flying field, but if there is one thing that model airplane builders and fliers are not lacking in, it would have to be "**foresight**". With the ambition and willingness to roll up their sleeves and get the job done, they produced the field we reside at now. Have you noticed...the work continues and is never done... as we continue to improve the area **MARCS** has named... "**KETTLE FIELD**".

This is **not** the end of our story though. Someone else on another day will pick up this story and continue it on into their time. There have been lots of twists and turns in our journey spanning the past 60 years, some good...some bad. I think the most important thing that this history story has shown is that the flame of the "**model airplane spirit**" has never been extinguished. Even without a **club** these talented hobbyists being young and or old, can and have continued their building and flying even if it's on a nomadic path that meant jumping from one open space to another. Then, on another day they would arise again to form a new wave of legacy from their past, under a new name. The story then continues.

With this issue, this series of articles called the "**History Corner**" nears its end. The history of the **model aviation clubs** in the Madison area has been traced from the 1940s to the present day '**MARCS**' club.

In our next and final Chapter #10, It would only be fitting to provide some facts and information about some of the members from our history voyage who have since passed on, but have left their names imprinted on our club.
John/Editor

COMING ATTRACTION



OCTOBER SPEAKER

Our guest speaker for **October** is a man who built his own **Cassutt Racer** and participated in many air races. He spent many years flying in air shows throughout the United States. At one point in his life, he had a friend who was running a crop dusting service and was short handed. He asked him if he would like to give it a try, because he knew that he had done low-level aerobatics. He accepted the challenge and has been doing it every since !!

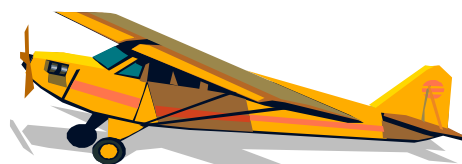
I first saw this man when he flew into a RC fly-in sponsored by the Madison Club at the Lodi Airport. He is also a fellow RC flier. He impressed me very much then and I am sure that he will impress you too.

He has logged over 16,000 hours of air time during his life. His career has been featured in many books and newspaper articles.

There will be a question and answer period at the end of his presentation. Therefore there won't be a "**show-and-tell**" segment at the October meeting. Tell your friends about it.

Come early...Stay late.

Harley Nelson



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

Learning the Art of...

MODEL BUILDING

Building model airplanes, like any other artistic medium such as sculpture, landscape, painting, or flower arranging, is an art form in its own right. And like any other art form, it's a learned skill that takes time and dedication to master.

We all must understand that mastering the art of modeling will span a lifetime, and we can't expect to start out where those who have been doing it for many years have aspired to. The good news is that modeling skills are not difficult to learn, it just takes practice. The main thing is that someone new to modeling must begin with a project simple enough to complete successfully—after all, there's no better motivator than success!

So where does one begin? Most of us in clubs are RC fliers that fly Almost-Ready-to-Fly (ARFs) models; so naturally, the first thought would be to build an RC model. There are those among us who could accomplish this task just fine. However, that depends on many factors, such as wood-working skills, plans reading ability and so forth. For most, all of those skills will have to be learned right from the start, which might seem like a monumental undertaking! So here's how I'd suggest going about it.

First: Keep the main objective in mind—*Learning to build models!*

Second: *Start simple!!* The fact that your primary interest is flying RC models doesn't mean your limited to building only RC models. Remember, the goal is learning to build. If you're flying ARF's now, you can still hone your flying skills while you're learning to build. Then when you do build your first RC model, your flying skills will be in good shape too.

Third: *Don't get in a hurry, and don't get discouraged.* There are no time limits on any project that are not self induced! And remember, this is a hobby and hobbies are about filling our time with enjoyable activities.

Here's a suggestion for, shall we say, testing the water! Start out with a simple stick-and-tissue type Free Flight kit. The investment is minimal—\$15.00 will go a long way in that realm, and the skills required to complete the model are really pretty minimal, but will go a long way toward building your skills. Then when you get it done, take it out and fly it. Learning to trim these models will also go a very long way in understanding RC models and what makes them tick. Then with each step, move up to something a bit more complex, and through just a few small steps, you will have learned the basic building and plans reading skills required to build an RC model.

Now, don't expect the first try to produce a world-class model. Keep in mind that this is a series of small steps toward the larger goal of mastering the art of modeling, and with each step, work toward improving something, not everything, on your next model. Give special attention to the areas that were the most difficult on the first one, and before you know it, your basic skills will be forming nicely.

And finally, if you find yourself in a little over your head, ask questions of those of us who do build. Modelers by nature are a pretty good bunch of folks, and I haven't met many who are not willing to help someone who is truly interested in learning the art of modeling.

AMA insider newsletter

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)

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



NOMINATING COMMITTEE

Memo from... Chairman: Bob Stowell

As I stated at our September 6th general meeting, we are in need of people to step forward to be on the ballot for any of the 4 offices: President, **Vice President**, Secretary, and Treasure. If you are drawn to any of these offices and feel you can make the MARCS club a better organization by being in one of these positions, don't just sit there on your hands...pick up the phone and have a chat with **Bob** at either of the numbers listed below.

Perhaps you would like to be part of the internal group called the "**Board of Directors**" that guides the club through the decision process that gets things done or undone for the betterment of our organization. There are four seats open and available at this election. Three are 3-year term & one is 2-year. The "**Board**" meets in the same room, right after our monthly general meeting.

(Presently, these people are getting involved)

President: *Brad Witt*

Vice President: your name here ?

Secretary: *Don Weigt*

Treasure: *Richard Sutton, Mark Finley*

Board of Directors: *Calvin Slota,
Tom Tiedt, Roger Zimmerman, Ed McDonald*

NOTE: All names and nominees will need to be recorded at our October 4th general meeting.

BOB STOWELL chairman

@ (608)-837-5834 or (608)-335-4938

TIP OF THE MONTH:

Stir-Sticks

Next time you are in the craft shop, pick up some Popsicle sticks. They come in boxes of 100, 500, or 1,000 and they are cheap. You will be able to use these for all kinds of things like servo rails, reinforcing splices, skids, fuel tank stops, mixing epoxy—any place where you are going to put in screws. You will find all kinds of uses for them.

NOTICE...

Would whoever found my **Black & Decker** cordless screwdriver that I left at the field, please put it in the box or in the shed.

Thank you Harley

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.

Rumors of indoor flying over the dreaded winter months have surfaced, but have not been confirmed as of yet. The details will be published as soon as they are available to this department.

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. 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 next issue.

→ The changing of the “Guard” ←

Over the past couple of years of being the new kid on the block, I do a lot of listening and learning about the **MARCS** club in general. Then I took a huge risk and picked up the ball and ran with this editor position... not really knowing diddly-squat about anything in the beginning. That's when I started listening to the *heart-beat* of the **MARCS** club. Being the editor puts me in kind of a neutral zone. Although I just reached retirement age, I don't really consider myself an old fart yet, but on the other hand I don't consider myself a young man anymore either especially at the end of laborious day at the ranch. So I am in this neutral middle zone, still ever listening. Would you like to know what I hear? Would you like to know what's written between the lines that I read? A quote from a club member's e-mail I received the other day probably says it best.

“The old gang runs everything and nothing changes”.

Well, how about those apples, gang? Are you surprised? I think It's been on the tip of everyone's tongue for a while, whether you were aware of it or not. It's the kind of thing that sets up frustration and discontent. The funny thing about frustration is that it is actually anger turned inward. Is there a doctor in the house? Oh dear, anger turned inward... promotes depression. OK, OK that's far enough. Let's stop right here and back up a few steps.

Instead of getting into a clinical study here, let's try to do something about that **“frustration”!** Wake yourself up and **get involved** with the leadership and direction the MARCS club is headed, with over half the members burdened down with some sort of frustration! This is not good gang.

This is election time right now. Get it done right now. You decide which will be the best course. You must decide to start the change now. It doesn't have to be done all at once, but pick up the ball and run with it. I am sure **you** have a friend or two in the club... talk to them. Come up with a candidate amongst yourselves for one of the key offices, then stand up at the meeting on Thursday night, and nominate that person to be put on the ballot..... I'll be ever listening. *John/Editor*

→ DON'T WAIT, GET INVOLVED IN '08 ←

“SAD NEWS”

Due to a development of health and mobility issues, one of our senior members who has given so much of his time and energies to the **MARCS** club in so many ways and for so many years, **Jerry Buss** will be resigning from his seat on the **Board of Directors** and also from the **Boy Scout fun fly** event which he coordinated each summer.

The **MARCS** club wishes to thank **Jerry** for his remarkable tenure of service which includes his eight year term as the **Newsletter Editor**. I am told he will not be fading out of the picture completely though. With his latest manuscript fin-

ished and in the marketing process, there may be an upcoming series of articles about the 'Battle of Brittan' appearing in the pages of our **Newsletter** sometime in 2008

With the new-wave physical therapy available these days, who knows... **Jerry** might be back square-dancing and stunt flying before we know it. All kidding aside...**Jerry** is not only an excellent R/C flight trainer, but a mentor and genuine role model for our hobby and what it stands for. To me, he and the other senior club members like him are the ones that have created the backbone of the **MARCS** club we know and sometimes take for granted. Thank you **Jerry** for all that you have given to this club.

John/Editor

2008-MARCS EVENT SCHEDULE

EVENT NAME	DATE	LOCATION
<i>Tom Lazar New Years Day Memorial</i>		
Hot Chili and Fun Fly (10:00-2:00)	January-1	Kettle Field
SWAP-MEET	March-6	General Meeting
MARCS BANQUET		?
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		
FIELD WORK DAY		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