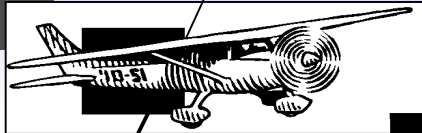


AUGUST

2008



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

# MARCS SPARKS

VOLUME 47

ISSUE 8

## COME FLY WITH US...

MARCS meetings are held on the first Thursday of each month at:  
**MADISON LABOR TEMPLE**  
602-South Park St., Madison  
**7:00pm 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...2008:

President: **Brad Witt**.....bwitt@chorus.net  
Vice Pres: **BILL Kinney**.....hukilau@centurytel.net  
Secretary: **Don Weigt**.....d\_weigt@sbcglobal.net  
Treasurer: **Dick Sutton**.....jdsutt@mhtc.net

### Membership Information:

**Dick Sutton**      Phone: (608) 437-6795

### Flight Instruction Coordinator:

**Ozzie Johnson**      Phone: (608) 274-0474

### Web Master:

**Jeff Alexander**      webmaster@marcswi.org

### Club Photographer:

**Otto Oie**      ooie3@charter.net

### Club Safety Officer:

**Bill Disch**      rcdisch\_marcclub@hotmail.com

Club Website:      www.marcswi.org

(Contains links to:) About us, Flying sites, Newsletters, Calendar of events, Pictures and Videos, War Birds, Electric Flyers, other Special Interest groups, and Membership information for: **MARCS** club and **AMA**.

### Newsletter Editor :

**John Steen**      steensr@yahoo.com

Minutes of the:

## MARCS General Membership meeting

July 3rd, 2008

Submitted by **Don Weigt**, Secretary

The meeting was called to order at 7:05 P.M. by President **Brad Witt**. There were 24 people in attendance.

### Secretary's Report:

The minutes of the June meeting were approved as published in **SPARKS**.

### Treasurer's Report:

Treasurer **Dick Sutton** reported 2008 membership is now at 95. The Treasurer's report was available for viewing.

We welcomed new member **David O'Brien**, and visitors Alan Becker and Kevin Lewis. **David O'Brien** introduced himself. Alan Becker had been invited by **Ozzie Johnson**. Alan is most interested in helicopters and electric powered models.

**LeRoy Stuczynski's** mother died recently. The memorial service was today. There was a card to sign. **LeRoy's** friends in **MARCS** send their sympathy.

**Former member passes:** **Brad** announced that Ray Hawkinson had died in Florida.

### Old Business:

**Awards:** A certificates of appreciation was presented to **Mark Finley** for heading the Adopt-A-Highway activity. Some other awards and certificates still need to be presented.

**Trim mowing:** The July signup sheet was available. Please sign up and take a one week turn mowing

along the fences, runway edges, benches, and so on. All help will be appreciated. Only one person signed up at the meeting...

### **Screaming Eagles:**

The Big Bird event was cancelled because of the standing water from all the wet weather which made it impossible for the field to be mowed.

### **Thermal Glider Fun~Fly: [Southern Wisconsin Sailplane]**

This was also cancelled because of the flying area being to saturated due to the all the wet weather.

**Generator:** It has been moved. Thanks to everyone who helped load and unload it.

**Gas Can:** The can for fueling the mowers developed a leak. **Brad** got a new one.

**RAYOVAC/school aeronautic proposal:** **Don Weigt** reported there was a meeting the day before at RAYOVAC headquarters. It involved four people from RAYOVAC, Ben Senson from Memorial High School, and **Don**. There will be a follow-up meeting in October. The plan is to have a second school semester activity, culminating in a contest of 2 to 4 hours duration at the end of the school year. RAYOVAC would like to have teams from the four Madison high schools participate, and may provide airplanes and radios to them. Possible events include payload lifting, speed, racing, some sort of precision event, and possibly more. Duration isn't practical because these batteries would fly a model for about 10 hours! That's longer than the transmitter batteries or pilots would hold up. Other performance will be marginal: **Don** will do some testing with a Slow Stick to see how difficult it will be to use these batteries in model planes. **MARCS** might be asked to supply mentors or flight instructors for the schools.

**Field Wiring:** **Danny** has the wiring. **Brad** got treated 2x4s for mounting the boxes, cut them in half and made a sharpened end on each. They are in the shed.

**Runway:** **Dave Rush** reported tape for smoothing the seams costs \$8.53 per roll. Each roll is 35 yards, five will be required. The price is reasonable.

**MARCS Electric Fly:** Saturday, July 12: This will be held at **Kettle Field**. **Dave** says he has lots of prizes. Come watch. If you have electricians and need help, **Dave** can help you get them ready for the meet! Two gallons of extra gas should be plenty for the generator for the meet. It has a full tank now, and used less than a tank-full in January for the New Years Day event. It should run with two big loads just fine: it ran four in January. One Nesco to keep food hot and one coffee pot will be no problem for it. **Jodi Rush** will be fixing the food this year: **Richard** can't. Thanks, **Jodi**! There will be a candy drop for the kids about 10:30, too.

**Field and Mowing:** **Wayne Lanphear** reported the Parks department/golf course crew did a great job of mowing after the field dried enough so it was possible. They mowed it twice (double mowed) early in the week, then single mowed it again later in the week. They used blowers to push the clippings to the north (creek) edge of the field. Thank the crews if you talk to them! They were very busy getting the golf courses ready to play on, too, so it was especially good of them to do such a fine job for us then.

### **NEW BUSINESS:**

**Mark Finley** says the next pickup will be the week of July 13-19.

**Banquet:** **Dave Rush** asked whether people were satisfied with the banquets at the **Maple Tree** in McFarland, and about this year's event being so late this year (May 14). Everyone agreed the food was good and the prices reasonable. Nobody offered complaints or alternatives, nor said the date was undesirable.

**F-15 book:** **Wayne Lanphear** showed a book about the thorough history of the F-15 from concept to in-service. **Wayne** served with **Bill Dana**, pilot (Astronaut) who's featured on the cover.

### **X-15: Extending the Frontiers of Flight By Dennis R. Jenkins, NASA**

The 672 page book has not been issued by the Government Printing Office yet, but it may be downloaded at:

<http://hdl.handle.net/2060/20080008340>

When the book becomes available from the GPO, it will include a DVD with over 200 photos.

**RAFFLE WINNERS**

**Brad Witt** - .25 engine,  
**John Steen** - daily calendar,  
**Mark Finley** - gallon of fuel,  
**Ed McDonald** and **Bob Geimer** each won:  
 pack of 30 RAYOVAC AA alkaline batteries.  
 [All batteries donated by RAYOVAC]

**SHOW AND TELL:**

**Map:** **Brad Witt** showed a 1942 map of Honolulu. His father in law brought it home after WWII. He drove a bulldozer on Tinian and other places in the Pacific, making runways for the air war against Japan. There was a picture of him on a bulldozer, too.

**PROGRAM:** **Don Weigt** brought two videos, one of the flight of a replica of the first Curtiss floatplane for the Navy on Keuka Lake, near Hammondsport, NY (Glenn Curtiss home town), and one about flying and a preflight inspection on a B-25.

The meeting was adjourned about 8:55 P.M.

*The next meeting is Thursday, August 7,  
 at the Labor Temple, upstairs, at 7 P.M.*



## **BOARD of DIRECTORS**

### meetings

These meetings are 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: August 7, 2008**

**Underground wiring**

**TREES (removal) / NEW SIGN**

**Runway taping / Park Flyers ?**

**MEMBER OR GUEST ISSUES ?**

# **THE BATTLE OF BRITAIN**

*Story by Len Deighton Summarized by Jerry Buss*

## **Chapter-6**

The Battle of Britain may be divided into four phases:

**Phase 1:** Starting in early July, 1940 there was about a month of feeling out of British defenses by the Luftwaffe and attacks on coastal convoys, consisting mostly of coal carriers. There were a number of fights over the Channel, but the Germans made only a few tentative ventures over England, itself, and these were only photo recon flights. The tempo of the Channel fighting increased day by day during this period.

**Phase 2:** Starting August 12, *Adlertag*, Eagle Day, was the start of the main attack. Propaganda writers referred to it as *Adlerangriff*, Eagle Attack. It lasted just over a week and a half.

**Phase 3:** August 24 to September 6 was referred to by the RAF as "the critical period," during which the fighter airfields of southeastern England were priority targets for the Luftwaffe and Fighter Command was stressed nearly to the breaking point.

**Phase 4:** September 7 saw the Luftwaffe switch its focus from Fighter Command to London, first by day and, as losses grew, by night. This period is often referred to as the Blitz of London.

On July 20, Dowding had 609 total fighters, Spitfires and Hurricanes, of which 531 were classified as "serviceable" and a further 289 in reserve in all four Air Groups, but concentrated heavily in 11 Group, in the southeast. Those not serviceable might need only to have a radio's vacuum tube or an instrument replaced or a complete engine change.

In *Luftflotte 5*, in Norway and Denmark on July 20, the Luftwaffe had 84 Bf 109s and 34 Bf 110s in total. Since Scotland was out of range for the Emils, these served only as a defense force and had nothing to do with The Battle. *Luftfloten 2* and *3*, on the other hand, had a total of 809 Bf 109s, of which 656 were serviceable. They also had 248 Bf 110s in total, with 168 serviceable.

Perhaps more telling was that production of Bf 109s was about 140 per month while, thanks to Lord Beaverbrook, production of Spitfires and Hurricanes

*Continued on page-5* →

## THE MARCS 2008

# 1.5 M. HAND LAUNCH CONTEST

report by Al Scidmore



The contest was held at Paul's Turf and Tree Nursery near Marshall (same place as usual). We had a good turn-out ...considering the potential for thunderstorms, the gas prices, and recent rains in the area. Eight flyers from Madison, Neenah, Oakfield, Waupaca, Verona, and Racine competed on a beautiful day for this kind of competition. Temperature was a bit warm, early practice flights saw a bit of fog becoming haze. Competition was superb with two flyers making use of high-starts, and the rest discuss launching their planes. The competition was stiff since there was lots of lift available. We had a crew of four experienced hands running the contest with Brian Andreas, Chris Shubak, John Lusk, and myself. Many thanks to each of this staff and the flyers themselves for their help and sportsmanship..

With 8 flyers, we opted for two 4 man heats per round. This was man-on-man competition with each of the 4 flyers in the heat accomplishing the stated tasks during a 10 minute window (announced by a boat horn). The tasks were all some variation of total time in flight with a couple of hand catches thrown in for 10 extra points. Each flyer in a round was assigned a timer and could operate anywhere on the field (about ¼ mil by ¼ mile). With the light winds on this Sunday, many pilots ended up walking downwind with a thermal. Some past years contests found pilots (and timers) running downwind while flying to keep up with a thermal as it progressed across the field. Those choosing to use the high-starts for launching were handicapped in that they had to fly from a fixed high-start location. The timers of those using high-starts had a more difficult time since they had to retrieve the high-start for the pilot's next flight.

Most of the contestants flew gliders that can be only described as composite: foam, Kevlar, and Carbon Fiber. I estimate the cost of a competitive HLG in this classification to be about \$200 to \$400. The planes are, of course, 1.5 meter span or less and weigh between 9 and 13 ounces. Many of these composite planes have fuselages molded with epoxy resin and fiberglass, E-glass, and carbon fiber cloth. Wings are made of the same materials vacuum bagged over blue foam with carbon fiber spars. However, there were quite a few of built-up construction flown as well and by very good pilots. The stresses on all parts of these gliders launched by the "discuss launch" method are quite severe. At the moment of release, many planes give off a **SWISHH** sound and some of them become quite severely distorted by the launch. There was the sound of a flaperon fluttering during launch from one of Rob Scidmore's planes. He later moved the servo and flaperon linkage further out on the horns and was able to get the flutter under control. We didn't measure the heights obtained at launch on Sunday, but I would guess that 150 feet was a respectable launch.

We flew 6 rounds and for most rounds the flyers were in the air for all 10 minutes of the window. That means that each pilot flew in competition for about one hour. These are little planes with light weight electronics and small batteries are the rule. I don't know what everyone used for batteries, but I know a couple of them used 300 mAh NiMH cells, and replaced them after 45 to 60 minutes of operation.

Competition was finished about 1:30 to 2 PM and we packed up the contest gear and gave out the awards made by Brian Andreas shortly thereafter. Scores were close round after round and the 1<sup>st</sup> place was determined by a lead change in the last round.

Final scores were:



PLACE	FLIER	SCORE
1	Steve Meyer	5932
2	Rob Scidmore	5858
3	Scott Zastoupil	5709
4	Ben Yahr	5232
5	Ryan Thompson	4708
6	Brian Andreas	4147
7	Dewey Boelk	3943
8	Steve Yahr	3669

**[The Battle of Britain]**

combined was about 500 per month.

Where bombers were concerned, on July 20 *Luffflotes* 2 and 3 had 316 Stukas in total, with 168 serviceable and 1,131 twin engine bombers in total and 769 serviceable. In addition, 131 bombers were based in Norway and Denmark and, while these made several costly raids against Scotland and northern England, they were not, by any means, an important factor.

It started slowly in early July 1940. Single German aircraft sallied from Normandy across the English Channel, or from northern France across the North Sea, toward the English shore and the RAF's reaction was carefully monitored. Response time and time to altitude were the major Luftwaffe concerns, but numbers and types of aircraft involved in the response were also noted, as well as the areas from which the responders seemed to rise. After the first couple of days, the British response to a German probe was limited to a single aircraft and squadron commanders usually reserved responsibility for these interception attempts for themselves. These "raids" were good practice and easily handled by Ground Controllers, who found the single attackers as easy to deal with as peacetime exercises, but soon it would get much more difficult. Initially, a few one on one engagements resulted, but more often the German would turn back after noting the British reaction. He was there to gather information, not to fight.

Traditionally, the British had been shipping coal from mines to the north by old, rusty colliers that

hugged the coast because they were cheaper than rail shipment. *Freya* was extremely effective at spotting these convoys and the Germans began attacking them with Stukas and inflicted some serious losses. When the RAF began opposing these attacks, the Germans began escorting the dive bombers with fighters and soon over channel dog fights began to take place. One defensive measure used by the coal convoys was to tow barrage balloons to discourage dive bombing and, although it made such attacks more difficult, the balloon cables were simply not enough to protect the ships. Ship losses prompted their owners to prevail on Whitehall to provide more protection for this shipping, a mission which Dowding had never contemplated taking on at all. He was reluctant to waste his precious fighters and their pilots on these rusty hulks. To use his fighters in this manner would result in a battle of attrition that would sap his strength before the main battle ever began. Eventually, the coal was shipped overland, by rail, but British stubbornness in refusing to bend in the face of the enemy overstressed Fighter Command and created far more loss of life than necessary.

Weather forecasting would be vital to any invasion across the English Channel and so several Focke Wulf Fw-200, four engine Condors, were employed to fly daily missions out of Normandy, westward, well beyond the longitude of Ireland, thence northward, passing between Iceland and Ireland and then east, passing to the north of Scotland, to land in Norway. The next day, the Condor would fly the same track in reverse. Other Condors followed the same outbound track from Normandy and then turned southward, to the Azores, northeastward to the Portuguese coast and then back to Normandy. Weather fronts were observed and then tracked for their time of arrival in the Channel area.

On July 9, Al Deere, a New Zealander, had a close call. He was as experienced as any RAF pilot. He had risen to Flight Commander in 54 Squadron, out of Hornchurch, and had just received his DFC, personally presented to him by the King. He was leading his flight on their fourth sortie of the day when they encountered a German twin engine air-sea rescue machine. It was painted white with big red crosses on it, but apparently the British weren't paying deference to such markings. This was a serious war and the pilots it rescued were pilots the British wanted dead. It was escorted at wave top level by about a dozen Emils.

**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: *Dick Sutton*

**\* 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.**

While one of his sections went after the sea plane, Deere lead the rest of his flight after the fighters and the action quickly devolved into one on one duels. He splashed an Emil, noting the yellow flashes made by his DeWilde bullets and went looking for another opponent.

"I soon found another target. About 3,000 yards directly ahead of me and at the same level, a Hun was just completing a turn preparatory to reentering the fray. He saw me almost immediately and rolled out of his turn towards me so that a head on attack became inevitable. Using both hands on the control column to steady the aircraft and thus keep my aim steady, I peered through the reflector sight at the rapidly closing enemy aircraft. We opened fire together, and immediately a hail of lead thudded into my Spitfire. One moment the Messerschmitt was a clearly defined shape, its wingspan nicely enclosed within the circle of my reflector sight, and the next it was on top of me, a terrifying blur which blotted out the sky ahead. Then we hit."

Deere was slammed forward into the restraining seat harness and the control column was snatched out of his hands, vibrating and slamming back and forth. The engine began to smoke and belch flames. Before he could turn off power, it stopped and then he was able to observe that his

propeller blades were bent double. The Messerschmidt had scraped its belly along the top of his Spitfire's nose as it pulled up over him. He was able to turn toward the coastline and, by some miracle, was able to nurse his plane into a glide that took him to a farmer's field very near Manston airfield. Once on the ground, his canopy wouldn't open and he had to smash his way out as the plane began to burn. As the plane burned and its ammunition cooked off, a woman approached him asking, "Won't you come in and have a cup of tea?" Deere replied, "Thank you, I will, but I would prefer something stronger, if you've got it."

He didn't get back to his squadron until the next morning, expecting to get at least a couple of days off after his close call. He found that two pilots had been lost and only five Spitfires were serviceable. When his squadron leader told him that he needn't expect to fly that morning, he replied, "I'm in no hurry."

On July 10 the Germans began sending single, unescorted recon aircraft over England itself to get pictures of intended targets. Expecting to make unopposed landfalls, many of them proved to be sitting ducks for defending fighters.

On July 11 the Germans sent a stream of single aircraft out to feel out the RAF defenses and the RAF sent lone aircraft out to meet each of them. Squadron Leader Peter Townsend - who would later marry Princess Margaret - took his Hurricane out alone to meet an incoming single plane. Ground Control vectored him to an easy intercept of what turned out to be a DO-17M out of II/KG 2, known as the *Holzhammer Geschwader* commanded by Oberst Johannes Fink, *Kanalkampffueher*, Channel Battle Leader, at 8,000 feet. It had swept in from over the North Sea and, being forbidden to bomb land targets, dropped ten little 50kg bombs in the harbor near Lowestoft. Townsend estimated that he used up about 220 rounds on the intruder, killing two gunners, according to post war records, and shooting out all of the glass windcreens and canopies, but the German airplane returned home to Arras with nothing but superficial damage. On the other hand a hit from a gun on the bomber in his cooling system forced Townsend to bail out over water where a trawler had to sail into a minefield to rescue him.

Townsend was fortunate, indeed, to have survived his dunking. While the Germans employed a fairly large number of seaplanes for search and rescue, the RAF had none. They had no organized

## AUGUST GENERAL MEETING

### Raffle Prizes

Magnum .91 four-stroke engine  
Gallon of SIG 15% nitro fuel  
30-pac AA **RAYOVAC** batteries

### LOST COCKPIT.... \$50.00 reward

While flying at Kettle Field recently, my Edge 540T (.60-90. size) lost its cockpit/canopy assembly. The area that it went down in was that mysterious NE section, just north of the irrigation ditch.

This picture is similar to it.



**DICK BUESCHER**  
(608) 455-1946

## 2008-MARCS EVENT SCHEDULE

EVENT NAME	DATE	LOCATION
BOY SCOUT FUN~FLY-----	July-26 -----	Kettle Field
FLOAT FLY-----	August-2 -----	Marshall Pond
Electric FUN~FLY-----	August-9 -----	Kettle Field
Ken Kindschi SCALE RALLY-----	August-24 -----	Kettle Field
THERMAL GLIDER FUN~FLY-----[Rain-Date yet to be set]		Paul's Tree & Turf Nursery
DATES, ADDITIONS, and DELETIONS will be updated as they become available.		

aerial search capability at all and their only rescue ability depended on 21 small boats. Because of the lack of a search element, the rescue boats were of small comfort to a downed fighter pilot. The waters of the Channel and the North Sea were cold and no man could survive in them for more than a couple of hours. Moreover, the Germans supplied their pilots with inflatable life rafts and marking dye, while the RAF did not. The Germans also anchored brightly colored life rafts in the Channel for the salvation of downed fliers. German life vests were self inflating, while a probably very fatigued and sometimes wounded British pilot had to inflate his Mae West with lung power.

An experiment was tried in which thirty Spitfires had their eight light caliber Brownings removed and replaced by one cannon in each wing. On their first sortie by four aircraft, they returned with six of the eight guns jammed after firing only a couple of rounds from each weapon. The cannons simply weren't suitable for this use and the experiment was soon abandoned, although it was also tried in a few Hurricanes.

On July 18 a German ploy showed they were beginning to understand the RAF defensive strategy. Shortly after 8:00 o'clock, British radar operators observed a group of aircraft in staffel strength circling for altitude and forming up in typical bomber formation. A coastal convoy was headed through the Strait of Dover and, doubtlessly, that would be their intended target. No. 610 Squadron from Biggin Hill was sent out to meet the threat, keeping just under some low cloud cover, looking for the convoy. Just as they found it, they were bounced by Messerschmitts. The Germans had deceived them by mimicking bombers. One Spitfire was shot down and the Germans returned home unscathed.

(Continued in next issue)

### 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*)

### EVENT CANCELATION

The July 12th "ELECTRIC Fun-Fly" club event was sadly the third event that had to be cancelled because of ground saturation due to rain showers on land that hasn't had the chance to stabilize it's ground-water level, since our very wet month of June. **Dave Rush**, the event coordinator, has eagerly rescheduled it for Saturday, August 9th in hopes the weather will smile down on us with its sunshine.

The public interest in this relatively new power for RC models has been steadily growing over the past year so our spectator area will no doubt be full.



## Tail-Draggers and Tailwheels

### Flying and setting up planes with tailwheels

Though many full size airplanes are equipped with tricycle landing gear, planes with tail wheels... tail-draggers... remain very popular. It is fair to say that most of the RC airplanes flown today fall into the tail-dragger category. In the air, tail-draggers behave just like tricycle-gear aircraft, but on the ground, it's another story altogether. Once you've built your first tail-wheel plane, coping with its ground handling can be challenging. Here are some tips for taming that tail-dragger.

A tail-dragger has its balance point behind the main landing gear. At rest, this keeps the tail firmly on the ground, but once the tail comes up during takeoff, the model becomes inherently less stable. You must keep it lined up with the runway's center-line, or its center of mass will try to shift around one way or the other, and this will result in an abrupt, tail-swinging turn known as a "ground loop." If you



Aircraft with tailwheels are very popular. Learning how to control them is easier than you think.

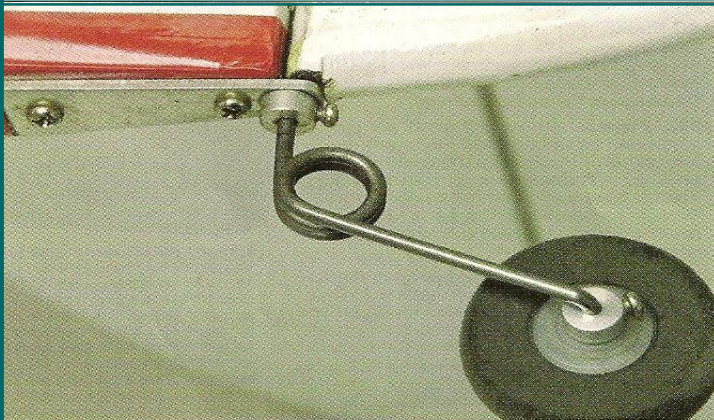
tail-dragger, but it's nothing that can't be overcome with a little time and practice.

#### **Aftermarket Tailwheels:**

Though there are many tail-dragger models on the market, some kits include tailwheel hardware that isn't as rugged as it should be. This is where the many aftermarket tailwheel assemblies come in.

One of my favorites for sport and non-scale airplanes is the spring-loaded Sullivan tailwheel. It's robust and easy to attach with two screws. It has a spring wire to isolate the side steering loads from the servo and is available in four sizes. Another very good tailwheel is the sport design from Great Planes (GPMA2868). It is one of the best I have seen in ARF kits. A nylon bushing is mounted in a hole in the tail. The tailwheel-wire strut is mounted in the bushing with a wheel collar installed and retained by an aluminum clip. A thin wire that acts as a spring is soldered to and wrapped around the tailwheel strut and captured in a nylon bushing mounted under the rudder. The tailwheel assembly is plated, and it includes a wheel.

Carl Goldberg Products offers a new tailwheel assembly in three sizes for 6 to 35 pound models. It is a more conventional design and very true to scale. It comes with all the hardware, including the wheel. The strut is made of hardened, plated and polished steel, and the wheel caster comes mounted. A tiller arm is connected to the rudder with two springs,

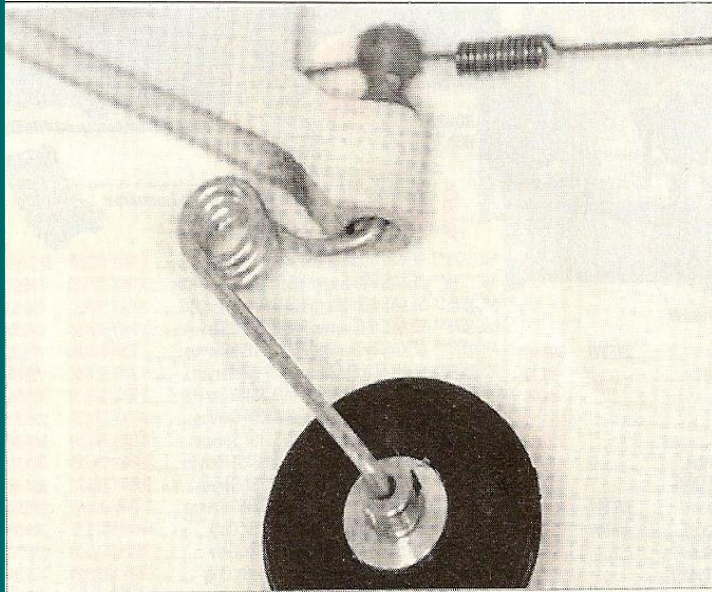


This tailwheel is typical of what you find in most ARF kits. It looks strong but does not prevent steering shock from reaching the rudder servo.

let this happen, you may damage your model. The secret to taking off and landing a tail-dragger smoothly is to quickly use the rudder to correct any tail swing. The sooner you correct it, the smoother your maneuver will be. Setting up the main landing gear with a little toe-in will also help to reduce tail-swing. It does take more skill to take off and land a

and this arrangement isolates the servo from steering shock.

Another excellent choice that has been around for years is the Ohio Superstar tailwheel. It also has a



This Sullivan Products tailwheel assembly is one of the best I've used for sport airplanes. It is available in four sizes; choose one to suit your model's weight.

tiller arm and spring to isolate the servo from steering shock. It comes painted black, and is available in sizes to fit small and large planes.

Be aware of the flimsy tailwheel setup that has the wheel attached directly to the rudder. This setup is acceptable for small models, but it is not good for larger planes. Because of the constant shock of ground steering and landing, sooner or latter, a tailwheel that's attached to the rudder will fail and damage the rudder and possibly its servo too. A good tailwheel setup provides positive

steering and ground handling, isolates the rudder from steering shock and should last a long time.

So, with your next model, take a closer look at the tailwheel assembly that comes in the kit. If it's wimpy, there are plenty of aftermarket tailwheel choices that will improve your model's ground handling and enhance its scale looks.

by...Jerry Smith, *Model Airplane News*

## JULY 16TH TRASH PICK-UP

Five of our club members participated in the summer Adopt-a-Highway trash pick-up. It was a fruitful adventure, to say the least. Listed below are the names of (as Mark would call them) the

### 'lucky picker-uppers'

Thanks guys for braving the heat and humidity to get the job done.

**Brad Witt ~ Burr Fontaine ~ Bob Geimer  
Roger Zimmerman ~ Mark Finley**

## MESSAGE FROM THE PRESIDENT:

It's almost August and we still do not have a nominating committee for next year. Shortly it will be necessary to present a slate of candidates to the membership for next year. We will need at least a new Vice-President and three Board Members. I will be asking the Treasure and the Secretary to see if they wish to stay for another year. I am willing to remain as President for another year, but I would like someone to take over the monthly club raffle. I would like some members to step forward and join a nominating committee, or better yet volunteer to be nominated for Vice-President or as a Board Member. *Please contact me.*

Thanks, Brad

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