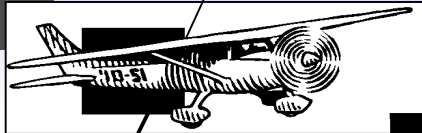


NOVEMBER

2008



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

# MARCS SPARKS

VOLUME 47

ISSUE 11

## 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](http://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

*October 2nd, 2008*

Submitted by **Don Weigt**, Secretary

The meeting was called to order at 7:06 P.M. by President **Brad Witt**. There were 25 people in attendance. There was one new member. There were no guests.

**Secretary's Report:** The minutes of the September meeting were approved as published in the **MARCS SPARKS**.

**Treasurer's Report:** A printed copy of Treasurer **Dick Sutton's** report was available for viewing. Membership for the year is now 98.

New member **Jim Loudon** was introduced. He is from Cambridge. Jim was grand prize winner at the Scale Rally, and has since joined **AMA**.

### OLD BUSINESS:

**Nominating Committee:** **Don Weigt** reported there were five nominees for the three Board positions: **Todd Giesfeldt, John Granberg, Jordon Hoffman, David King, and Dave Rush**. The incumbent officers were willing to serve again, except the Vice President: President **Brad Witt**, Secretary **Don Weigt**, and Treasurer **Dick Sutton**.

There were no other candidates for the officers, and none at all for Vice President. The bylaws state a slate of candidates must be presented at the October meeting, and be published in the October issue of the **MARCS SPARKS**, with the election to be held at the November meeting. **Brad** said the nominations would be revisited later in the meeting.

We will try to have a bigger raffle prize in November to

encourage attendance for the elections. It was suggested a new \$99 Spektrum radio would be a great choice. They are in stock at Hobby Horse. *[Secretary's note: the Board approved its purchase at their meeting afterward.]*

**Field Wiring:** The wiring was finally roughed in on September 17th. Thanks were expressed to all those who participated. A big "Thank you!" to **Charlie Schultz** for the use of the trencher. **Brad** completed most of the wiring the following Friday, and the final box on the next Monday. Its first use will probably be the New Year's Day event. Before then, the wiring needs to be tested, and the oil in the generator needs to be changed.

**Park Pilot memberships:** The Board will continue to work on this. **Wayne Lanphear** was not present to report on discussions with the City. **Brad** did have a conversation with **AMA**. There is no attorney on staff, but they will be more than happy to talk to a City representative, answer their questions, and put them in contact with **AMA's** insurance broker.

**Fred Bast:** **Fred** is still recuperating from his auto accident at Oak Park Place; 718 Jupiter Drive; Madison, WI 53718. He's in room 117. Visit him if you can, he would appreciate it. *(after 2:00 pm is best)*

### NEW BUSINESS:

**Brad** showed an article in the September 21 Wisconsin State Journal about the planes at Badger Prairie alienating nearby Verona homeowners. For example, by flying glow or gas powered planes at 5:30 A.M. It was discussed that we need to be good neighbors at our field.

The sooner we set event dates for 2009, the sooner things will get be done. So, it would be nice if we could decide on event dates as soon as possible.

**Adopt-A-Highway:** **Brad** will check with **Mark Finley**. The final Adopt-A-Highway trash pickup for the year needs to be done sometime this month. The "usual suspects" will be called and asked to participate. They have usually been done during the week, not on weekends. Four people can do it

in about 45 minutes.

Events in the area this month were announced. On October 26, the Wausau club will be having its annual swap meet. The DePere club also was having an event. Fliers for both were available for viewing.

### RAFFLE WINNERS:

#### THIS MONTH'S WINNERS WERE:

**Ed McDonald**-30 Amp ESC (*Electr. Speed Control*)  
**Wendell Hottmann** - roll of covering  
**Danny Sutter** - glue.

### SHOW AND TELL:

**Dave King** showed an "XB-70ish" canard delta designed by Competition Models back in the '70s. The original was rudder only, powered by a TeeDee 0.049 in the tail. **Dave** had flown his with an early small proportional radio and elevons. It



flew very well with the canard moved to the top of the vertical fin, making it a T-tail.

**Dave** used a pair of TeeDee 0.049s with Tarno carburetors for speed control, sharing a single two ounce tank on the CG. Tarno pump and flow restrictors managed fuel delivery. It worked fine on the ground, but didn't give consistent runs in the air. It flew great when both engines ran well, but was a handful when one lost power or quit. The last time it was flown, it crashed hard enough to demolish everything back to the wing.

**Dave** has rebuilt it, and plans to convert it to twin electric power. He is seeking advice about what motors and batteries to use. Span is about 36 inches, with 350 square inches of wing area and 25 square inches in the fixed canard. The airfoils are

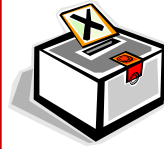
very thin, mostly of single balsa sheets. **Dave** expects it to weigh about two pounds ready to fly. He thinks he needs thrust to be about 1/4 of the plane's weight to fly well. Members suggested it will need about 100 Watts per pound, or 200 Watts total.

**PROGRAM:** There was no program tonight.

Next meeting is Thursday, November 6, at the Labor Temple, upstairs room 201B, at 7:00 P.M.

The meeting was adjourned about 7:50 P.M.

# MARCS ~ 2009



## ELECTION CANDIDATES

- President..... Brad Witt
- Vice President..... Danny Sutter
- Secretary..... Don Weigt
- Treasure..... Dick Sutton
- Board of Directors... (choose~3)
- Dave King      Dave Rush
- Jordon Hoffman
- Todd Giesfeldt      John Granberg

## TIP OF THE MONTH

### APPLYING AFTER-RUN OIL IN AN ENCLOSED COWL



Here is an easy way to funnel in some after-run oil into your engine via the carburetor opening without having to remove the cowl. Put the end of a straw into the carburetor opening and pour a few drops of the oil into the straw. The oil will flow down the straw and into the carburetor. If your carburetor is hard to reach, just provide an access hole for the straw in the cowl. If needed, use a bendable straw to create the right angle.

## BRODHEAD INDOOR FLYING

### Schedule and Rules

All are Welcome. No **AMA** membership required

Every Wednesday / Start October 22

Rules are the same as last year

*School-use may pre-empt gym*

*No PM flying on school "snow days"*

Maximum weight of 6 Oz for 3D and racers and 6.5 Oz for very slow flyers and those with protected props such as the "Bug", "Mini IFO", and pushers. We will continue with all micro planes (those 3 Oz and less) flying at any time. Planes greater than 3 Oz may fly only the first 1/2 hour of each hour. This gives a chance for those with the tiniest planes to fly more safely.

## SCHEDULE

### Wednesdays pm

**OCTOBER** ..... 7:00pm~10:00pm

(10-22 and 10-29)

**November ~ March**... 8:00pm~10:00pm

(except, not: 11-26, 12-24, and 12-31)

**April, and May 13** ..... 7:00pm~10:00pm



# FLYING A CLEAN MACHINE

by Chris Chianelli

Let's say you've just returned from a great day of flying; you know, a half dozen successful flights, only one broken prop, no overly lean, overheating finicky engines to deal with and lots good conversation with your RC buddies.

When you get home after a day at the field, you need to make an important decision. If you want to have more of those good days, choose to do some preventative maintenance right then and there. Actually, the maintenance should really start at the field after you've taken your model apart, and you clean it off with some kitchen spray cleaner and some heavy-duty paper towels. Most guys usually learn this only after their first visit to the field. No one likes engine lubricant leaking on the rug of their car...especially your buddy, if it's your engine that's leaking in his car!

If you wait until you get home, the danger of the "lazo-factor" kicking in really increases. "Oh, I'll do it in an hour," and then you forget, only to remember two days later, when you next enter your workshop and see a filthy model still half-filled with fuel sitting on the floor. If you choose to treat your model like an old baseball glove, throwing it into a corner of your workshop floor only to languish there for who knows how long, it will catch up to you in one way or another and probably sooner than later. Trust me on this one.

I focus basically on three areas of maintenance: **battery conditioning**, **mechanical checks**, and **engine maintenance**...especially if you run a glow-fuel engine. But electric motors do need to be cleaned up a bit every once in a while too.

**Charging batteries:** Batteries really hate being only run down a little over and over again. They love to be fully charged and fully run down. Battery cyclers are very affordable, and performance difference between batteries that are regularly cycled and those that are not can be huge. This is particularly important with onboard flight packs...especially if you're using digital servos that draw more current. If you can't afford a cycler, do what I did when I started. Run the radio for 30 to 40 minutes while you exercise the servos. You can watch an episode of "Star Trek" (or Radio Control Hobbies), if it gets too boring. Do this until you can buy a battery cycler. It's that important. If you're using NiMH batteries to power your electric model, you'll experience a noticeable performance gain by cycling.

The next thing is a **mechanical inspection** of all moving parts. While maintaining good onboard batteries is a safety factor, checking the moving parts is even more so. I love 4-stroke engines and the instant thrust of a 17-inch prop being spun by a big 1.50-size single cylinder engine. This set-up, however really puts on some serious power-pulse vibration that is transmitted throughout the entire airframe. Things will eventually come loose if they aren't checked. Balance that prop!

If your power choice is glow, **engine maintenance** really needs to be done as soon as you get home...especially if you fly in a hot and humid climate. Methanol, the main component of glow-fuel, is hygroscopic (attracts moisture), and causes corrosion. I know some to claim that you don't need to do this anymore because of anti-corrosion additives in today's fuel, but I've seen the internal dif-

ference between engines that were properly looked after and those that were not...anti-corrosive additives notwithstanding. It's your engine. It wasn't cheap, look after it.

Of course, the first thing at the field is to drain the fuel tank after your last flight and run as much fuel as you can out of the engine. Unlike a 2-stroke, a 4-stroke doesn't breath through the crankcase, so all the fuel can't be run out of the engine. Some raw fuel will remain in the crankcase, and the lower end needs to be protected. This is where you do the work at home. I put after-run oil almost everywhere I can in an engine. With a 2-stroke, I put it down the carb and down the glow-plug hole.

With a 4-stroke, I go a step further, especially if I think I might not fly for a few weeks. If that is the case, I put a few drops down the plug hole, in the carb, and into the tubing that's attached to the crankcase breather fitting. I even go so far as to remove the rocker-arm covers and put a few drops down the pushrod tubes. Just a little corrosion can cause a lifter to hang up, and that can shoot a hole into a flying day. Since all the oil can't hurt anything except possibly the glow plug, I use an old burned-out plug when I store a 4-stroke for any length of time.

*Keep a clean flying machine...and the fun factor at the field will definitely increase.*

## NOVEMBER MEETING RAFFLE PRIZE

### Spektrum CX6i Radio

A full range system consisting of a 6-channel Transmitter and a 6-channel AR6200 Receiver and Charger

## 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)*

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

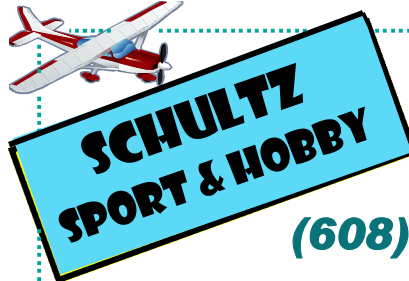
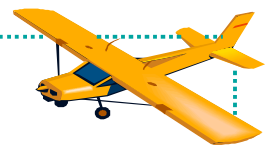
### membership dues...\*

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.*



**(608) 837-3498**

**R/C...Airplane kits, ARF, and RTF  
Helicopters & accessories**

**Cars, Trucks, & Boats**

**ELECTRIC, GAS, & NITRO FUEL  
Model Railroad sets and accessories**

Hours: 8:00~5:00

Monday ~ Friday

315-South Thompson Road, Sun Prairie, WI.

## BUILDING THE ULTIMATE TOY

*In Brooklyn, a life-size model airplane takes shape to honor Wiley Post*

Out on the subway-free edge of Brooklyn, where Flatbush Avenue meets the ocean breezes, sits New York City's first municipal airport, Floyd Bennett Field. Though the decommissioned airstrip is cracked and weedy, rusting Hanger-B is alive with the sounds of... aircraft assembly. There, for the past three years, Dante Dimille and a few friends have been building the model plane of his dreams: a life-size duplicate of the *Winnie Mae*, the snub-nosed Lockheed Vega that in 1933 lifted off from Floyd Bennett and carried Wiley Post on his record-setting solo flight around the world.



*Dimille, kneeling, and crew at work in hanger-B*

"I'm the one who got us into this mess," says Dimille, 76, standing in sawdust. His parents arrived in Brooklyn from Italy when he was a boy, and he has lived near the airfield ever since. "I just fell in love with that plane," he says, "I built replicas of it when I was a kid."

But none like this. The project was put in motion in 2004, when Dimille, a retired graphic designer, and Tony Yellen, 78, a retired engineer, received a \$4,000 National Park Foundation grant. The idea: Their *Winnie Mae* will teach visitors about Post's (and the airfield's) contributions to aviation.

In his day Wiley Post was as celebrated as Charles Lindbergh. He set speed records, discovered the jet stream, and after circling the globe with a navigator, topped that feat by going it alone.

"He's a hero," Dimille says. "But he's largely forgotten here." So far the 27-foot skeleton, landing gear, and the tail section are complete and both 41-foot wings are nearly finished, representing about

10,000 hours of work by Yellen, Dimille, and their crew of retired shop teachers and mechanics.

"Some guys' wives won't let them out of the house," Dimille says.

"Mine throws me out," Yellen offers.

"And only the hearty and the fools come in the winter to work in an un-insulated hanger," Dimille adds.

By the spring of 2009, the team hopes to have completed the project, with an aviation-grade paint job in blue and white. Of that crowning touch for a flightless craft, Dimille cracks, "It's like putting lipstick on a pig."

**Joshua M. Bernstein**

## WHO WAS WILEY POST?

Born in 1899 and raised in Oklahoma, Wiley Post began his career aloft in 1924, when... untrained but airplane crazed, he joined a flying circus as a parachutist. To save for a plane of his own, Post worked in the oil fields, where an accident took his left eye and gave him settlement money to buy his wings.

His exploits brought national acclaim starting in 1930, when he won a Los Angeles-to-Chicago air race. The next year he and navigator Harold Gatty smashed the around-the-world speed record, completing the trip in 8-days, 15-hours, and 51-minutes.



*Post before his solo round-the-world flight*

Then came his solo flight in the *Winnie Mae*, followed by high-altitude adventures in a pressurized suit he developed with B.F. Goodrich.

Post's spectacular career ended on August 15, 1935, when his plane crashed in Alaska, killing himself and his equally famous passenger... Humorist... Will Rogers.

# THE... BUILDER'S WORK-BENCH

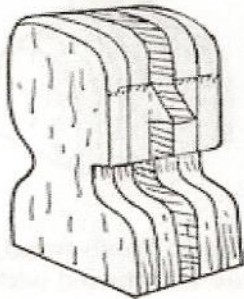
## Carve yourself a balsa (or foam) PILOT...

You don't have to be an *Artist* or a *Sculptor* to use this six - step formula to achieve realistic-looking pilots. You could enlarge the profile drawing in step-1 for different scale size pilots. You could substitute blue-foam for the balsa wood.

### STEP 1:

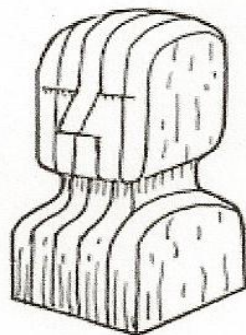
Cut this center template out of 1/4 inch or 1/8 inch balsa or scrap.

**Note:** Only this center section has the nose.



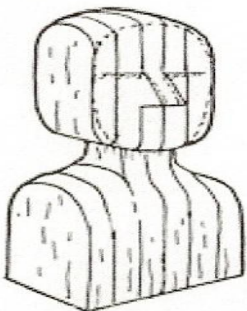
### STEP 2:

All other laminates must conform to the center shape. Start sanding to match.



### STEP 3:

Cut underside of pilot head to begin to approximate neck width.

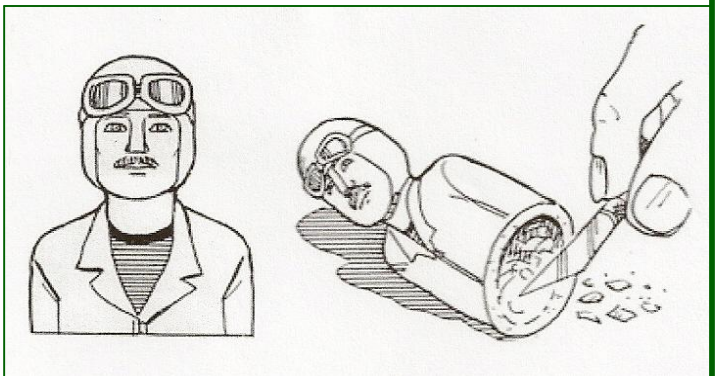
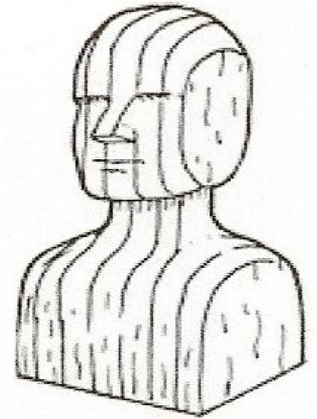


### STEP 4:

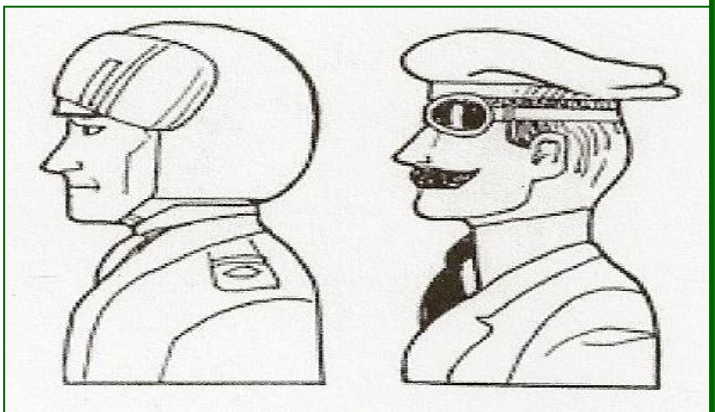
Using finished pilot in step 6 as a guide, draw outline of face and head on flat face in step 4.

### STEP 5:

Continue sanding to finish head, neck, and shoulders. Add laminates to achieve full shoulder width. Match drawing in step 6. Thin nose slightly if using 1/4 inch sheet.



**STEP 6:** Paint finished pilot. Paint on goggles or cut out of bond paper and glue on. Flesh tone comes ready mixed in watercolor tubes at your local art store. Detail lines in dark brown or black with fine point felt tip pen. Hollow out base for lightness.



Use same formula for 'Jet Pilot' or an 'antique flier'.

*Air Wars, by A.C. Anson*

# THE BATTLE OF BRITAIN

Story by Len Deighton Summarized by Jerry Buss

## Chapter-9

The much anticipated *Adlerangriff* turned out to be a day of blunders. First, the clear weather front the Condors had found moving toward the Channel didn't arrive as predicted. Rather, it was nasty, with winds, mist and cloud, prompting Göring to personally call off the action. Unfortunately, the news failed to reach Oberst Fink's KG 2 headquarters. It was Fink's units that had done most of the intelligence work and planning for the Channel fighting and his title was *Kanalkampfführer*. His tired old Do 17s had taken heavy losses in carrying out single plane recon missions and he was now receiving faster Bf 110s for this purpose.

Not having received word of the postponement, Fink's entire *Hotlzhammer Geschwader*, a slender remnant of only 74 Do 17s, took to the air, headed for England. They were heartened as they crossed the French coast to see the Bf 110s of the *Horst Wessel Geschwader*, ZG 26, joining them as fighter escorts. Their commander, Leutnant Oberst Huth, a one legged veteran of the first war, hadn't received notice to stand down either.

Suddenly Huth began to jink and seemingly foolishly perform in front of the bombers, making all manner of ill advised passes at and in front of them. Having formerly been the Luftwaffe's chief safety officer, this was most unusual behavior. In fact, he had just received the recall order and was trying to tell the bombers to turn back. Unfortunately, the wrong radio crystals had been supplied to the bombers and they were out of communication with the world. The weather closed in on them and Huth had to break off his attempts to deflect the bombers with his antics. Thus the bombers soldiered on alone, unaware that the rest of the air fleets were grounded.

They were found over the Thames Estuary by 74 Squadron led by Sailor Malan, which set upon them in a running fight as they bombed the Eastchurch airfield from 1,500 feet. Then 111 Squadron discovered them and additional fighting took place. A few of them had the bad luck to happen upon one of the very few experimental cannon armed Hurricanes flown by Pilot Officer I. S. Smith

of 151 Squadron.

In all, five Do 17s were lost and another five returned to France in an unsalvageable condition. Fink crawled out of his bomber in a fury and put in an angry call to Kesselring's headquarters. Despite many other demands on his time, Kesselring journeyed to Fink's headquarters and made a personal apology for the confusion.

One thing was abundantly clear. Whatever control mechanism the British were using, it had not been harmed by the prior day's pin point attacks against the radar stations. Given the weather conditions, their interception success had been remarkable.

There were other muddles too. In a free sweep I/JG 2, the *Richtofen Geschwader*, provided protection for KG 54, a Ju 88 unit. When the bombers found the weather too bad to continue, they turned back, but one of their number was attacked over the Isle of Wight. A crewman bailed out of his damaged aircraft and was taken prisoner, although his plane returned home safely. He was found walking down a country road, but since there was no crashed airplane in the vicinity his presence was a mystery. It was his first combat sortie.

Units of KG 54 had been tasked to a feint to attract fighters, but got the word of the stand down in a timely manner. Their escort, Bf 110s from ZG 2 didn't get the word and set forth alone. Met by Hurricanes from 238 squadron over Portland they took a bad beating in fighting their way out.

In mid afternoon the weather cleared a bit and the Luftwaffe set out to attack Fighter Command fields. The problem was that they hadn't the foggiest notion which were Fighter Command fields. By luck, Fink's Dorniers had accurately bombed the airfield at Eastchurch, where earlier recon photos had shown Spitfires. However, it was a Coastal Command airfield and the fighters had only been there temporarily and none were there now. Several other airfields that were attacked that afternoon were similarly irrelevant. Strikes were made against the research centers at Farnborough and Oldham with no harm to Fighter Command.

But not all attacks went totally awry. LG 1, a Stuka Geschwader commanded by Hauptmann Berndt von Brauchitsch, son of the army's Commander in Chief, hit the Detling airfield with devastating results. It was late afternoon and the mess hall was just beginning to fill up when the bombs

**The Battle of Britain...**

fell. Sixty seven men were killed and the Stukas returned to France without loss. The field was under the protection of 65 Squadron, but prior to the arrival of the Stukas, JG 26, under the command of Major Gotthardt Handrick, the 1936 Olympic pentathlon champion, had lured them into a high altitude fight that allowed the Stukas free reign. As it happened, Detling wasn't a Fighter Command field either and the destruction done had no effect on the outcome of The Battle.

The *Pic As*, Ace of Spades, *Geschwader*, JG 53, tried to lure British fighters away to the west from the Isle of Wight, but their controllers had wised up to German tactics and kept them home. Soon they spotted nine incoming Ju 87s. Only three got back home.

That evening the propagandists on both sides went to work with a vengeance with greatly exaggerated claims of victory. In fact, it appeared early on that German losses were 46 aircraft to 13 RAF fighters lost in battle and one more on the ground at the Eastchurch airfield. It looked like a clear RAF victory, but then news came that 47 other fighters were also destroyed on the ground. If that were not enough, 11 Wellington bombers were also lost that day over Germany. On the other side of Bomber Command's ledger, 36 Wellingtons flew all the way Milan and Turin, in Italy, to bomb the Fiat and Caproni aircraft factories. They returned without loss.

In night raids against cities in Northern Ireland, Scotland, England and Wales the Germans achieved two very successful hits. One was against the Short aircraft factory in Belfast and, much more importantly, one was against a factory in Castle Brunswick which had just started to produce the new Spitfire II.

In all, it was a mixed bag day for both sides. The following day would be one of reduced action as the morning weather was again poor and both sides drew back a bit to lick their wounds, but it was a critical time of year as days were starting to grow shorter and more foul weather could soon be expected. The Luftwaffe needed to force a quick conclusion to The Battle, but they were handicapped in this in that while they had very good intelligence on Fighter Command's strength in July, they had missed the mark completely in estimating the rate of manufacture of replacement fighters. Thus cur-

rent estimates of Fighter Command's strength were well short of the mark. Assuming that 10, 12 and 13 Groups were probably stripped of fighters to reinforce 11 Group, the decision was made to test the northern defenses with attacks by *Luftflotte 5* out of Norway and Denmark against 12 and 13 Groups. *(continued next issue)*

**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 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 6, 2008**

**TREES (removal) / NEW SIGN**

**New Years Raffle? / Park Flyers ?**

**MEMBER OR GUEST ISSUES ?**

**'THE DOME'**  
**Honanega High School**  
**ROCKTON IL. AMA card required**  
**\$10.00 fee Up to 12 Oz. planes**  
**NOVEMBER 15, 2008**  
**DECEMBER 20, 2008**  
**JANUARY 10, 2009**  
**FEBRUARY 21, 2009**  
**MARCH 21, 2009**  
**4:00pm~8:00pm**