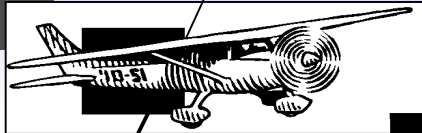


AUGUST

2009



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

MARCS SPARKS

VOLUME 48

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...2009:

President: **Brad Witt**.....bwitt@chorus.net
Vice Pres: **Danny Sutter**.....stodan@merr.com
Secretary: **Don Weigt**.....d_weigt@sbcglobal.net
Treasurer: **Dick Sutton**.....jdsutt@mhtc.net

Membership Information: (page-5)

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 Kinney hukilau@centurytel.net

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 2nd, 2009

Submitted by **Don Weigt**, Secretary

The meeting was called to order at 7:01 P.M. by President **Brad Witt**. There were 18 people present. There were no new members or visitors to introduce.

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

Treasurer's Report: The Treasurer was absent, on vacation. There was a printed report available for viewing. **Brad** reported that this year's membership is up to 86.

Old Business:

Fred Bast: **Dave Rush** reported visiting **Fred**. He is renewing his driver's license. His weight is still low. **Fred** wonders if he will be able to fly again. Phone call visits from the members would be good.

Field/Trees: **Brad** will email the Board when the chipper is available. **John Steen** will email the entire member list. Please come out and help if you can!

Electric Meet, July 11th and 12th: **Dustin Buescher** will attend on Sunday, and will demonstrate a BVM electric (EDF) jet, and maybe a turbine. RC combat is likely late Saturday afternoon. A challenge has been issued by an out of town flyer, that he will "own the sky". If you have a plane you aren't concerned about, you may want to participate. Streamers will be used. There is a link on the event web page to plans for a simple foam plane used by the challenger. There will be a parachute candy drop for the kids both days at about 10:45. Be sure to thank **Chad** from Hobby

Horse and **Charlie Schultz** of Schultz Sport and Hobby. Their generosity enabled us to have great prizes for both Saturday and Sunday. Registration is \$15 for Saturday, \$20 for Sunday, or \$30 for both days. Saturday, there will be just one bigger prize. Sunday, everyone who flies will win a prize, and there are lots of great prizes. **Jodi Rush** will be providing the food: hot dogs, bratwurst, barbeques, and soda, and probably coffee cake for Sunday morning. Flying is scheduled until 6 P.M. on Saturday if weather permits. Dinner suggestion for Saturday evening is the Maple Tree in McFarland. It would be nice if some **MARCS members** went there, too, along with the out of town flyers. There may be night flying at the middle school nearby. **Dave** plans to have the field open by 7:30 on Sunday morning, as many flyers from out of town at these events like to start flying at dawn. The Edge 540T will be raffled on Sunday, it will be the first raffle item, right before the pilot's raffle. Your odds may be good: only 18 tickets have been sold so far! No transmitter impound except for 72 MHz, those people will take the pin for their frequency before flying. **Dave** will be out at the field Thursday and Friday before the event, trimming the grass and getting ready. Setup help would be welcome Saturday morning, beginning about 7 A.M., and for tear down Sunday afternoon. **Wendell Hottmann's** big 1/3 scale Jenny may be there, if it's been finished and test flown. There is a schedule of events on the club website, thanks to **Jeff Alexander**. Edge raffle tickets were available at the meeting for sale to **MARCS members**.

Hal Humphrey's estate auction: The silent bidding has closed. Winners will be notified by email, and arrangements made when most of them can pick up their items at the same time. There will be a cash and carry sale of the remaining items, probably Saturday, July 18, from 10 A.M. to 6 P.M. No word on what will be there to purchase.

Bill Disch's estate: **Charlie** reports he still has a bunch of stuff. Bidding is now by the box, reasonable offers are being accepted.

Gate Proposal, New Sign: **Wayne Lanphear** was absent. There was no new information about either of these items.

NEW BUSINESS:

Nearby Aviation Events:

MARCS Club Event, July 10-11:

Dustin Buescher will have the BVM EDF jet at an RC Jet meet in Manitowoc.

RAFFLE WINNERS:

This month's winners were:

Ed McDonald - Magnum .25 engine
Brad Witt - Thin CA glue.

SHOW AND TELL:

Dave Rush showed a 5 foot span bald eagle electric model made of painted blue foam. It weighs about a pound, and flies with an 8x4.3 prop, 910 mAh LiPo battery, and Castle Creations Thunderbird 18 Amp ESC. Control is rudder and elevator. The bird has a V tail that serves as both. **Dave** reports it flies well in good air, and looks real, but doesn't fly well in turbulence.



Wendell Hottmann showed a picture of his framed up 1/3 scale Jenny for electric power. He made his plans using CAD, based on doubled 1/6 scale highly detailed Ralph Beck plans from Brad Witt. The plane uses a 33 inch propeller, and used 1,700 Watts at 36 Amps the first time it was tested. The battery uses 24 cells of 4,900 mAh capacity. 36 Amps from the 12S2P LiPo battery pack, and 1,750 Watts: that's more than two horsepower. **Wendell** will change the gear reduction to get about three horsepower from the motor for flight. Finished weight will be about 45 pounds. The top wing has a 14-1/2 foot span, the fuselage



is 8 feet long, and both wings have 20 inch chords. Nobody makes turnbuckles the right size, so Wendell had to make his own.



PROGRAM: There was no program tonight.

Next meeting:

Will be on Thursday, August 6, at 7 P.M.

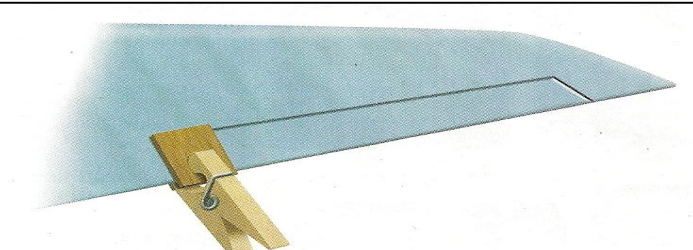
The meeting adjourned at 7:55 P.M.



TIP OF THE MONTH

DO THE... **AILERON JIG** 🎵

When you're setting up your aileron linkage, sometimes it's helpful to have a third and fourth hand to hold the ailerons in their neutral centered position. Simply use a snapper-clothespin and a couple of pieces of flat balsa sheet to create this simple jig. Put the two balsa sheet scraps (one on the top, the other on the bottom side) on the aileron where the trailing edge of the wing and aileron lay side by side. This will insure that both are in line with each other. Do the same on the other aileron. Now you can create or adjust your linkage to its exact length necessary. Don't forget to remove the clothespins **BEFORE** you operate the servo to test your throws.



The **NEW HORIZON** Series

A comprehensive look at Electric powered models
By *John Steen*

Okay, AFTER MUCH ADO AND ADVICE I SHOULD HAVE FILTERED BEFORE ACTING, I NOW HAVE MY MOTORS, MY ESC'S, AND THE NEEDED BATTERY PACKS FOR MY SCALE B-24J PROJECT. THESE ARE THE THREE MAIN COMPONENTS ONE NEEDS TO POWER ANY MODEL AIRCRAFT. THEIR SIZE AND CAPACITIES ARE ALL FACTORS THAT WE WILL LOOK BACK AT A BIT LATER. FIRST, IN ORDER TO BREATHE LIFE INTO THE LISTED COMPONENTS, A BATTERY CHARGER IS NEEDED. NOT JUST ANY CHARGER, I AM FINDING, BUT ONE THAT IS TAILORED FOR MY COMPONENTS. SO LETS CHECK THIS OUT FIRST...

BATTERY-CHARGER SHOPPING-KNOWLEDGE (OR...THINGS YOU'LL NEED TO KNOW AND DECIDE ON)

AC vs DC AC UNITS PLUG INTO 110V HOME OUTLETS.

DC UNITS REQUIRE A 12V BATTERY OR A 12V POWER SUPPLY. AC/DC UNITS CAN USE BOTH, SO YOU CAN CHARGE ANYWHERE.

CAPACITY...HOW MUCH ENERGY A CELL CAN STORE, IN MILLIAMP-HOURS (MAH)

CAPACITY, CHARGER...HOW MANY CELLS CAN BE CHARGED. MAY BE EXPRESSED AS A RANGE OF CELL CAPACITIES 100~1,300 (MAH), VOLTAGES (1.2~9.6V) OR CELLS (1~8).

CELL...THE "BUILDING BLOCKS" OF A BATTERY PACK. CELLS VARY IN SIZE, CAPACITY (MAH), AND VOLTAGE (V). 1-NI-Cd OR 1-NI-MH CELL = 1.2V. 1-Li-Ion/Li-PO CELL = 3.6~3.7V.

DISCHARGING...DRAINING ENERGY FROM A CELL OR BATTERY PACK. REGULAR DISCHARGING CONDITIONS CELLS TO PERFORM BETTER AND LAST LONGER.

FIXED vs ADJ. CURRENT...FIXED CHARGERS HAVE ONLY ONE CHARGE RATE. CHARGERS WITH ADJUSTABLE RATES ALLOW YOU TO TAILOR THE RATE TO THE BATTERY CAPACITY.

LEAD-ACID / Li-PO / NI-Cd / NI-MH...BATTERY TYPES. A CHARGER MAY BE SUITABLE FOR ONLY ONE TYPE OF BATTERY OR ALL FOUR. BE SURE YOUR BATTERY AND THE CHARGER ARE COMPATIBLE.

TIMED vs PEAK...TIMED UNITS CHARGE UNTIL TIME RUNS OUT. PEAK UNITS CHARGE UNTIL THE BATTERY IS FULLY CHARGED AND AUTOMATICALLY TURNS OFF TO PREVENT OVERCHARGING.

THE BATTLE OF BRITAIN

Story by Len Deighton Summarized by Jerry Buss

Chapter-18

September 15 was known as "Battle of Britain Day." Fighter Command was alerted that a big day was coming when numerous radio intercepts of enormous preparation of individual airplanes and bomber and fighter units showed clearly what was at hand. It was clear that it would be an attack in two waves and Park could only pray that his ground crews could turn the fighters around quickly enough from the first wave to meet the second. Beaverbrook's repair organization had worked, well, like beavers as it were, to restore fighters to serviceable status, but Park well knew that his squadrons were on the ropes. What he didn't know was that the Luftwaffe was too. Their bomber *geschwadern* were badly mauled and under strength. Their air crews were finally becoming badly demoralized and they were becoming more so daily. Both air forces were on the brink of collapse.

Only a week earlier, Göring had told his commanders that all of Fighter Command was down to 100 airplanes. While that had been nearly true in terms of battle ready machines in 11 Air Group, prodigious efforts had restored a considerable number of their unserviceable ones to available status. As ineffective as Leigh-Mallory's big wing tactic had been, although it accomplished little in the way of inflicting losses on the Luftwaffe, it had a tremendous demoralizing effect on this day when it appeared in massed strength and German air crews returned to France completely disillusioned.

The German assault of this day was, in fact, a bluff. Then *Oberleutnant* Johannes "Macky" Steinhoff, who would go on to command the post-war Luftwaffe, said "For demonstration purposes, everything we had in the way of bombers and fighters was thrown into the air." It simply didn't work.

Kesselring sent 400 fighters to protect no more than 100 bombers. Park put his available fighters forward to meet the raiders at the coastline. They fought the Germans all the way to London and back again. The first wave faced 200 Spitfires

and Hurricanes from 11 and 12 Air Groups over London. Twice during the day 300 RAF fighters were in the air at the same time. Park's ground crews did not disappoint him. They turned the fighters around in record time to meet the second wave, which they fought just like they had fought the first.

On the day, the RAF claimed 185 victories. Post-war figures are more modest, at 60 and German records admit 50, but whatever the true number was, it was less important than a congratulatory message Churchill issued to Fighter Command over the air for German consumption: "Aided by Czech and Polish squadrons and using only a small proportion of their total strength, the Royal Air Force cut to rags and tatters separate waves of murderous assault upon the civil population of their native land." Gross exaggeration or not in alluding the RAF's total strength, it was utterly heartbreaking to the average German airman.

Nightly German raids on London continued through October 31, which is regarded as the end of the Battle of Britain. Further raids continued to arrive intermittently in the year that followed. At least three major raids occurred after October. On the night of November 14-15, KG100, using *X-Gerat*, put 1,000 incendiaries precisely in the heart of Coventry. A follow on raid consisting of wave after wave of bombers with high explosives then occurred. The first incendiaries fell at 7:10 on the evening of the 14th. The high explosive bombardment lasted until 6:16 the following morning. Damage was extreme, but the city had to look forward to another major raid on the night of April 7/8, 1941. London also suffered a major raid on the night of December 19/20 that took 3,000 civilian lives.

The RAF claimed 2,698 enemy shot down

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 buechner@charter.net

So it can be taken care of **before** it is needed and wastes somebody's 'work' time. **(Thank you)**

through October. Post-war revised figures allow 1,733. The Luftwaffe claimed 3,058 victories, while post-war figures show 915. Both the Luftwaffe and the Royal Air Force were battered and badly bruised, but the RAF had won, not because they had defeated their enemy, they were every bit as defeated as their enemy, but because they had merely survived. No invasion could succeed as long as that was true. On September 17, a radio intercept told them that Operation Sea Lion was called off indefinitely. On that day aerial recon revealed 1720 barges in various French ports. On the 24th Sea Lion was called off completely.

Between July 1 and December 31, 1940 the official count of British civilian deaths was 23,002. A further 32,138 were injured. They were not the first civilians to be intentionally targeted for aerial bombardment. The first such raid occurred in Spain when the city of Guernica was carpet bombed by the Luftwaffe, causing worldwide indignation. Civilian populations of Warsaw and Rotterdam were also intentional bombing targets. Over Warsaw, air crews shoveled incendiaries out the doors of Ju 52s with potato shovels. Japanese raids on Nanking civilians were perhaps the most brutal and bloody of all. The British and American governments both expressed revulsion at such inhumane behavior and vowed they would never countenance such a thing by their air forces. Of course, they wouldn't. As severe as the British civilian casualties were, they were miniscule as compared to those to be inflicted later on German and Japanese civilians by British and American bombardment. Winston Churchill referred to the RAF's attacks on civilian populations as "de-housing the German workforce."

After September 15, the Luftwaffe was out of spare parts and distressingly short of bombers and air crews. It needed to turn its attention to recovering from its losses. Meanwhile, Adolph Hitler turned his attention to maps of Russia.

CONTINUED NEXT ISSUE

THE **MARCS Club** HAS ONLY ONE ITEM LEFT FROM THE **Bill Disch** ESTATE. MAKE A BID TO CHARLIE. SIG *SpaceWalker* 1/3-SCALE BUILT AND COVERED MODEL ON DISPLAY @ **SCHULTZ SPORT & HOBBY**

M.A.R.C.S.

Madison Area Radio Control Society

ANNUAL MEMBERSHIP DUES

Regular membership	\$50.00
Junior membership	\$20.00
Park Pilot membership	\$20.00
Family membership	\$15.00
Associate membership	\$15.00

*All applicants for **MARCS** membership must show proof of their **AMA** Membership at that time.*

To receive the club's monthly "Newsletter" by regular first class mail, rather than off the Internet, please add \$5.00 to your annual fee.

Treasurer: *Dick Sutton*



ANNOUNCEMENT

A message from the Board Of Directors

BILL KINNEY, AN EIGHT YEAR ACTIVE **MARCS**-MEMBER, HAS BEEN APPOINTED BY THE BOARD OF DIRECTORS AS OUR NEW CLUB "**SAFETY OFFICER.**" THIS COMES ON THE HEELS OF OUT-GOING **Bill BROWN**, WHO FOR HEALTH REASONS, FOUND IT NECESSARY TO STEP DOWN.

Bill's CONCERNS will be focused ON THE OVER-ALL SAFETY AT OUR flying field, BE IT A LAZY-DAISY-WEEK-DAY OR A BUSTLING Club Flying EVENT ON THE WEEK-END.



THERE MAY BE TIMES WHEN OUR ACTIONS OR PROCEDURES MIGHT NOT ALIGN WITH THE **AMA** AND/OR **MARCS** Club rules. It is Bill's AUTHORIZED RESPONSIBILITY TO BRING THESE TIMES TO OUR ATTENTION, NOT JUST FOR YOUR OWN SAFETY, BUT FOR THE SAFETY OF OTHERS AS WELL.

IF A CONFRONTATION AS SUCH RUFFLES YOUR FEATHERS, PLEASE BEAR IN MIND THAT HE IS IN THAT POSITION FOR A REASON AND THAT REASON IS FOR **THE SAFETY OF ALL**. YOUR RESPECT AND COOPERATION WOULD BE DEEPLY APPRECIATED.

THE B.O.D. thanks you.

MARCS CLUB EVENT... July 11 & 12, 2009 by Dave Rush

ELECTRIC FUN~FLY



Our first "two-day" *ELECTRIC FUN FLY* was a big success. We ended up with 21 two day pilots, 9 Saturday only pilots and 12 Sunday only pilots for a grand total of 42 pilots. The most we ever had at the one day event was 38 pilots.

Flying on Saturday started at about 8:30 a.m. and continued for some diehards until 6:30 p.m. The afternoon winds picked up to between 15 and 20 mph! After flying, seven of us met at the Maple Tree for a relaxing dinner.

Sunday saw much improved flying conditions throughout the day. I ended up doing three parachute drops for the kids, two on Saturday and one on Sunday. That always brings lots of smiles.

As far as concession go, Saturday, I was sent off for 3 more packs of Brats, more buns, more soda and more water. **Jodie** baked a coffee cake for Sunday morning as well as whipping out another batch of BBQ. At the end of the event, we ended up with three hotdogs remaining, everything else sold out!

Greg Sutter managed to keep control of our Kettle Field Sky with his Flitter as he was the only one during a 10 minute combat session to claim a streamer. Ron Jensen was sent back to Sparta unable to claim being the ruler of the Madison Sky's!!

There were many wonderful planes at the event. There was a gentleman from Racine with some A123 powered very fast and powerful planes.



Our friends from Monroe

came with a huge selections of warbirds from Hanger 9, H&M models, and a **Frank Baker** design scratch built B-24. These along with a very overpowered Senior Cadet that would break ground, go straight up and then level off at flying altitude. What a hoot!!



Howard Von Ruden from Sparta had some beautiful scratch built and kit built planes. The new planes for this year were an Orion P-3 sub chaser and a de Havilland Mosquito. These along with his 78" wing span Super Connie, a Twin Otter, an OV-10 Bronco, a P-47 and an SE-5. All looked great in the air as well as on the ground.



Wendell's 14'8" wing span Jenny amazed the crowd both days.



If you have not seen this plane, it is wonderfully detailed for an 11 week "quick Build" project. You can see a build thread at:

<http://www.rcgroups.com/forums/showthread.php?t=1052704>.

There are many pictures as well as a video of the maiden flight. I had the pleasure of giving this plane its first two flights and all I can say is "INCREDIBLE!"



Spinning that 33x10 prop it sounds like a real plane when it flies overhead.

On Sunday people were additionally treated to four BVM Electra Jet Demos by Dustin Buescher. **Mark Finley** commented to me that he got a tear in his eye watching Dustin fly. Knowing that he learned to fly at our field and is now a world class pilot is amazing as were Dustin's flights with the jet.



Blistering 180 mph high speed pass, slow rolls 8' off the deck like it was on rails, huge loops, snaps, high speed passes yanked into super tight turns, amazingly slow full flap passes and if that wasn't enough, a knife edge pass were he waved at us with the jet as it passed us by.

As far as carnage Josh Greaves had some minor damage to a foam cub that he flies very well. Greg Baer on his first Saturday morning flight lost his Alpha Models Wildcat in the tall weeds to the East. As it was really wet, he gave up looking for it after a brief look. **Greg Sutter** had shown me the line. On Monday, **Mark Finley** and I headed out and in about 20 minutes came back with the undamaged plane (not counting the dead LiPo). The only totaled plane was my Pitts 12-E. (I had the smoke going and got too low, too slow, too close in and it snapped and ended up too close to the flight line to try to recover, so I shut it down and watched it make a nice crunch when it hit just inside the flight line. No spectators, other pilots or other planes hurt – just a damaged ego for the C.D.!!! Live and learn!! (or not)



At the Saturday Raffle, **Jordan Hoffman** won a "finish me float plane project" and then **Gil Hoffman** won a "World Models Reno Racer P-51." The Raffle for the Edge 540-T was won by Club member, **Tony Kremm**. After that, the remainder of the pilots received their special pilot's raffle prizes!

A big "Thanks" go out to our Local Hobby Shop Sponsors – **Hobby Horse**, **Schultz Sport N' Hobby** and **RC Performance** also the **Maple Tree Restaurant** and **Sutter Photographers**. Thanks also to our corporate sponsors, **Electrify**, **Castle Creations**, **MAXX products**, **Tenergy Batteries**, **Hitec/Multiplex** and **Hacker Products**.

Thanks also to **John Granberg**, **Wendell Hottmann**, **Don**

Weigt, Roger Zimmerman, Dick Riddle, Greg and Danny Sutter, Brad Witt and Gil and Jordan Hoffman for their assistance during field preparation, and tear down and set up the two days of the event.

Thank you to **Jeff Alexander** for getting all the information posted on our web site!

A special thanks to **Dick and Dustin Buescher** for making the Electra Jet demo happen!!

Thanks to my wife **Jodie** who took care of the food and to my sons **Jason** and **Matt** who helped mom out in the concession stand.

HOPE TO SEE MORE CLUB MEMBERS NEXT YEAR

If you want to see more pictures you can check out Pat Ryder's Saturday Pictures here: <http://www.mygrainproductions.com/Coppermine/thumbnails.php?album=36&page=1> and Jim O'Keane's here: <http://picasaweb.google.com/jimokeane/MARCSElectricFunFly?feat=email#>



PROP' WASH CLASSIFIED ADS

FOR SALE

New Super Chipmunk
 (World Model Manufacturing Co.)
 90-size ~ Wing span-64"
 Retractable gear with servo
 Engine: **NEW MDS .68 FS Pro 2-Cycle**
 With **PITTS style MUFFLER**
\$300.00 / O.B.O.
RON ACKER 608-849-7610
ronaldacker@tds.net

2009-MARCS EVENT SCHEDULE

EVENT NAME	DATE	LOCATION
FLOAT Fly	August-15	Lake Waubesa
Ken Kindschi SCALE Rally	August-30	Kettle Field
New Year Day, Hot Chili, Fun-Fly	January-1, 2010	Kettle Field

THERE ARE NO glider EVENTS SCHEDULED FOR THIS SEASON, AT THIS TIME
 Additions, dates, and further information will be posted as it becomes available.

June 3, 2009

LUKE ELBERT ALLEN

The rest of the story...

Luke Elbert Allen, age 91, passed away peacefully on May 28, 2009, after a short illness. The son of Eugenia Fullbright and Frank Allen, Luke was born September 27, 1917 on land his father homesteaded near Rule Creek, Colorado. He grew up in Elizabeth, Colorado, Farmington and Gallup, New Mexico and graduated from Albuquerque High School in 1935. His father was a well known guide to the Southwest. In 1939, Luke married Mollie Chepin of Gallup, New Mexico and they moved to Denver, Colorado.

Luke had a life-time love of flying. As a young boy, he had his first ride in a barnstormer's biplane. In 1937, he graduated from the Curtiss-Wright Institute of Aeronautics. He received his pilot's license in 1938. In 1939, he and Mollie traveled to western New York State to pick up a Piper Cub at the factory. Luke flew it cross-country back to Denver landing in pastures, staying in farmhouses, and sometimes hitchhiking to the nearest town for gasoline.

In August, 1940, during the Battle of Britain, he traveled to Montreal, then to England, enlisted in the Royal Air Force as a pilot officer, and was one of the first members of Squadron-71; the Eagle Squadron. The Eagle Squadron was one of three squadrons of American fighter pilots serving in the Royal Air Force. Luke flew 60 combat missions with the RAF.

In 1942, Luke joined the U.S. Army Air Corps as a Captain and served with the Fifth Ferry Command. For the next four years, he flew B-17's and B-24's

across the North Atlantic to England in every sort of weather. He flew B-29's to India by way of the South Atlantic, Africa, and Saudi Arabia. Luke flew the South Atlantic in a B-17, shutting off two engines that were burning excessive oil so that he wouldn't be delayed while the engines were replaced.

Later, he served with the U.S. Air Force in the Panama Canal Zone, Eglin Field, Florida, and in the Philippines. In 1952, he resigned his commission to become a commercial pilot for Vernon F. Neuhaus Enterprises and the McAllen State Bank, McAllen, Texas. Luke retired from flying in 1982 having accumulated over 25,000 hours in the air. He was inducted into the National Aviation Hall of Fame in 2002.

Luke and Mollie moved to St. George in 1994. Luke is survived by his wife Mollie, who resides at the Red Cliffs Care Center where they celebrated their 70th wedding anniversary on April 21, 2009, and by his son, Jeffrey Allen of St. George, his sister, Ruth Neher of Albuquerque, and his sister, Marjorie Jones of Green Valley, Arizona. He was preceded in death by his sister Frances Lacey and by his brother Charles Allen, who was lost in Europe while serving with the U.S. Eighth Air Force during World War II.

Luke was a modest man who served the interest of others before his own. He was always a devoted husband and father. He now joins his many colleagues who preceded him. He was interred in Fort Logan Nation Cemetery in Denver on June 5, 2009. Arrangements were under the direction of Metcalf Mortuary 425-673-4221.

And **now** you know the rest of the story.

Submitted by MARCS president, Brad Witt

A 'Chipping' good day

Wednesday, July 8th 2009,

Calvin Slota and his boss, "Rick," were all ready chipping and Don Weigt was just getting ready to go to work too when I showed up, a little after 3:00pm. A new member, Dr. Herfrank Jose' Loyo Zambrano ("Frank") showed up at the gate at 4:00pm, called me, and I let him in to join the party.

Being a good president, after a short introduction to the field, I handed him some hearing protection, a pair of matching gloves, and put him to work.

We worked about 3½ hours and then quit for the day. We started at the South end and worked our way north. Ray Shane was correct; there is a brush-pile on the running track and we will have to do that next. Rick wanted to bring the chipper back in on Saturday, but this was not possible because of the Electric Fun-Fly event that was scheduled. We will have to reschedule his return trip for another day.

Anyone who wants, or has a friend who might like the bigger stuff we weren't able to feed into the chipper machine, should come and get it at their earliest opportunity.

A big **Thank You** to the guys who gave of their time to help with this project. **BY BRAD WITT**

The **BUILDER'S** **WORKBENCH**

REINFORCED HATCH-MOUNTED SERVOS

Hatch-mounted servos have all kinds of advantages. They give your aircraft a much cleaner look and also make installing or replacing servos much easier. The only drawback to this installation is at times, the glue joint where the servo blocks meets the hatch cover can be weak. If you install a screw through the hatch cover and into the servo blocks, it will reinforce the glue joint. After you install the servo blocks, you can drill, tap, and install a 6-32 nylon bolt into each block. Next, drill the holes to mount the servo. If you use a nylon reinforcement bolt, you can drill through it in case it's in the way of the metal servo mounting screws. If you're in the process of building your model, you can use taper-head screws and countersink them before covering the hatch cover.

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 6, 2009

**WOOD CHIPPING ~ NEW ENTRANCE ROUTE
CLUB OVERALL FINANCIAL STATUS**

SCHULTZ SPORT & HOBBY (608) 837-3498

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

ELECTRIC GAS NITRO-FUEL

Hours: 8:00~5:00 Monday ~ Friday
315-South Thompson Road, Sun Prairie, WI.

