

FEBRUARY

2009



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

MARCS SPARKS

VOLUME 48

ISSUE 2

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
Treasure: **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 Brown wbrown2282@charter.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

January 7th, 2009

Submitted by **Don Weigt**, Secretary

The meeting was called to order at 7:00 P.M. by President **Brad Witt**. There were 23 people present.

Brad extended **MARCS'** thanks to the outgoing Board members for their service, and welcomed the new ones.

Treasurer's Report: A printed copy of Treasurer **Dick Sutton's** report was available for viewing. Membership for the year at the beginning of the meeting was at 46, with five or six more joining at the meeting.

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

OLD BUSINESS:

New Year's Day Fun Fly: **Brad** thanked those who helped prepare for the event. Thanks also to **John Steen** for the chili, **Tony Kremm** for the dessert, and **Ray Walsh** for the twisted breadsticks. We ate well! It was a cold and windy day, but four or more flyers braved the weather. Three prizes of Futaba FASST merchandise were awarded, in order of most flights. **Dave King** chose the cap, **Dave Rush** declined to take a prize, **Don Weigt** chose the shirt, and **Wendell Hottmann** received the travel mug. Our thanks to Hobbico for donating these nice prizes.

2009 Banquet: **Dave Rush** reported the banquet will be at the Maple Tree again, sometime in April. He will check with them to see what dates are open, and let us know when it will be. He offered to let someone else arrange it, and pick a new location if they wished. There were no takers.

2008 MARCS Awards: **Brad** reminded that nomi-

nees are needed for service awards and all four trophy awards: Smoking Hole, Submarine Commander, Tree Chopper, and Scooter. All members should be thinking about who deserves the awards this year. Send information about deserving members to **Brad**.

Indoor flying: **Dave Rush** reported on flying Friday, January 2 at the under-construction Janesville Craig field house from 6:00 to 9:00 P.M. The walls have been painted, white with a few dark stripes, the work lights were gone, and the permanent emergency fluorescent lighting was installed and in use. This improved model visibility, except when a model was in line with a stripe of the same color. Fourteen people flew a wide variety of models, most fliers bringing several planes. **Dave's** SU-27 was one of the faster ones. The fastest belonged to Bill Lowe. His tiny flying wing had been clocked at 66 MPH outside, and made the SU-27 look like it was "going backward" as Bill's model zipped past it! **Dave** said it was good we flew then: the baskets have arrived and are being installed this week, and there are many more obstacles in the flight path now. It might be a good opportunity for some pylon racing, but the number of planes going home with damage would be much higher! It's unknown whether we will be able to fly there again.

NEW BUSINESS:

Celebrating Youth: **Brad** and **Dave Rush** received information from former member Pete Aarsvold about this event, to be held at the Monona Terrace, Saturday, Feb. 14, from 11 A.M. to 5 P.M. This is the event **Bill Rewey** needs magazines for. **MARCS** has also been asked to display some planes and provide handouts. We could show DVDs of modeling activity, if we can borrow a portable DVD player. It will be in a limited space, about half the size of our meeting room, but with a 30 foot ceiling. Perhaps we could fly Parkzone Vapors and small helicopters. We may be able to borrow a flight simulator from one of the hobby shops for use at the event. **Brad** asked for people who could be at the event. No one volunteered at the meeting, no doubt many had to check their schedules with their families. A notice about the event will be published in the newsletter, too. That will give all our members a chance to participate.

Dawn Patrol: The next club breakfast will be on Thursday, February 19th at 8:30 A.M. in the Prime Table restaurant, Lake Edge shopping center, corner of Monona Drive and Buckeye Road. All **MARCS** members are welcome to attend.

Other Events: Flyers for three events were at the front table for viewing;

- (1) **Swap Meet** - Iowa City, IA, Sunday, January 25th, at the airport, in the main hangar.
- (2) **Swap Meet** - Fox Valley, IL, Saturday, February 21st.
- (3) **Swap Meet** - Shawano, WI, Sunday, February 22nd.

RAFFLE WINNERS:

This month's winners were:

Dave King - E-Flite Park 370 motor

Bob Stowell - epoxy glue set

Ed McDonald - Calendar, day by day
(donated by Dave Rush)

SHOW AND TELL:

Dave Rush showed a B-24 "Lil Libby" with a 19 1/2 inch span. It has four motors of the type used in the Air Hogs, the Parkzone Vapor, and in helicopters. It uses a 2S 250 mAh battery, two Blue Arrow 2.5g servos, and throttle, aileron, and elevator control. It's from the same Blue State Aero (in Wausau) B-24 kit as his two motor B-24 **Dave** showed at the December meeting. This one weighs 2.2 ounces, that one was just over 1 ounce. This model has a nice scale finish from a silver metallic Sharpie pen, red bands on the fronts of the cowls, and printed decals he made on clear label stock with his computer and color inkjet printer. It flies well, but a bit fast at "scale supersonic" speed. **Dave** plans to try a smaller lighter battery in hopes of getting the model to fly more slowly.

Dave also showed the Electri-Fly Edge 540T donated to MARCS by Great Planes. This is a great looking 49 inch 3.2 pound model in blue and white that came with Rimfire 42-50-800 brushless motor, prop, 4 Futaba servos, speed control, and 4S 2100 mAh battery. **Dave** put it together in about 10 hours. It went together well, except he didn't like some of the hardware. He had trouble with the wheel collars, and the rudder and tailwheel have a bit of a bind he hasn't been able to eliminate. He

CELEBRATING YOUTH

— Monona Terrace ~ Saturday February 14th —

Please bring your old issues of airplane magazines to the Feb. 5th club meeting to donate for this event *Thanks, Brad Witt*

powered it up. The motor seemed to have plenty of power and made lots of wind. This was a valuable donation: the bare kit lists for \$170. The prices for the motor, battery, and ESC combined is more than the plane. It was a very generous gift. Thank you, Great Planes! People have reported on line that they really like the way it flies.

Don Weigt showed a 30 inch span, 4.8 ounce Ghost indoor 3D biplane using a Hacker A10-9L brushless motor, AR6300 2.4 GHz 4 channel radio with 4 servos, Castle 9A ESC, and 2S 350 LiPo battery. This is a Bill Lowe design. **Dave Rush** had one at the December meeting. This one came out a little tail heavy, so **Don** was modifying the battery holder to move it forward. The model is very strong for its weight, and the parts were accurately preassembled and covered, and fit together very well. Bill Lowe's has shown itself to be very durable, surviving many demonstration flights, and has very little coupling between axis.

Roger Zimmerman showed solid wood P-51 and B-25 models of about 18 inch spans that he made from walnut and maple, using 3-views for plans. **Roger** started with a bandsaw and belt sander, then cut away "everything that didn't look like the plane"... These are very nicely made, with accurate shapes and fine finishes. The two wood colors contrast nicely through their clear MinWax finishes. About 4 coats of varnish were used, followed by rubbing with steel wool to remove the excessive shine. **Roger** also has made car models, fire engines, and trains the same way. He says his Model A was the most difficult one to build, including 96 spokes for the wheels: four mounted plus two spares!

Roger also showed a J-3 Cub model in 1/10 scale he made from scaled down plans for a Sig 1/6 scale version. His 45 inch span model uses an OS .15 LA for power, and weighs two and a half pounds. It is covered with unpainted yellow SolarTex fabric.

The fuselage core is made of 1/8 inch lite ply instead of built up of sticks. Wing spars are full depth, with top and bottom members of walnut and balsa spacers between them. The wing struts are for appearance only, the wing being one piece construction and strong enough without them. It is covered with unpainted yellow SolarTex fabric. **Roger** printed the Cub decals on the vertical stabilizer with his computer and inkjet printer, printed on label stock, applied, then covered with Rustoleum (tm) clear spray for fuelproofing. **Roger** also made the dummy engine from wood, turning the cylinders and carving the heads. The model seems a little heavy to **Roger**, but he hopes it will still "float" well enough.

PROGRAM: There was no program tonight.

Next meeting:

Will be on Thursday, February 5, at 7 P.M.

The meeting adjourned a 8:25 P.M.

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 ½ hour of each hour. This gives a chance for those with the tiniest planes to fly more safely.

SCHEDULE

Wednesdays pm

January ~ March 8:00pm~10:00pm

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

THE BATTLE OF BRITAIN

Story by Len Deighton Summarized by Jerry Buss

Chapter-12

It was on August 19 that Keith Park called a staff conference of his senior officers and controllers to emphasize priorities. He told them that their primary task was to defend the sector's airfields. They were to avoid fighter to fighter combat whenever possible, but to prize the fighters away from the bombers at all cost. They must go out and meet the incoming raids as early as possible. This would not allow time for big wing actions. Squadrons must be assigned to patrol sector airfields. Both of these principles provoked disputes, but they proved to be precisely what Fighter Command must do to defend itself from annihilation. One argument was that enemy bomber sorties were already reduced because of the unavailability of fighters to protect them. Therefore, it made sense to further reduce the number of fighters available by going after them. This reasoning Park took as deceptively over simple. By attacking the bombers, the bomber crews would clamor for more fighter protection and that the fighters come down to fly with them at their altitude. This would make them more vulnerable to the Spitfires.

When possible, the Spits should seek superior altitude and dive on the enemy, trying to down the Tail End Charlie. If they failed, they must flee, rather than face an alerted enemy fighter force. While this was the classic fighter tactic, on August 13, 56 Squadron had been badly shot up by the rear gunners while attacking a group of Stukas in this manner.

Like Park, Göring called a staff conference on the 19th as well. Where Park outlined and ordered sound tactics, Göring showed anything but brilliance. In defining specific objectives, he ordered that the Air Fleets were to set their own priorities for targets and suggested that Bomber Command bases be hit to prevent any counter offensive. Losses among

Stuka *geschwadern* were so heavy that he ordered them out of the battle. He noted that his *Zerstorer* units (Bf 110s) were not having much success either and ordered that they must have Bf 109 escorts, fighters to protect fighters. He first praised his two most outstanding fighter pilots, Adolph Galland and Werner Molders, and awarded them special jeweled pilot badges. Then he chose to humiliate them with a lecture about the lack of aggression their pilots had shown. Moreover, he wanted the fighter escorts to be close to the bombers, just as the Spitfire pilots preferred.

He wanted the fighters to be seen. He didn't want the bomber crews to have to merely hope that there was an escort somewhere thousands of feet above them. This irked the two fighter pilots. They treasured altitude far above speed. Altitude could be translated into speed. They didn't want to be tied closely to the bombers where the RAF could set their own schedule and terms of attack and then break off at will. They had done quite well choosing their own tactics and wanted to continue to do so, but Göring knew better than the men who were doing the fighting.

When he was finished, Göring asked the two pilots if they had any requests. Molders said he wanted a better engine for the Bf 109 than the DB 601B. Galland, in one of the most mis-

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.

TIP OF THE MONTH

DECALS...

If you're having trouble getting your decals to stick well on Super MonoKote, the trick is to put a slight amount of acetone on a cloth and rub well into the area that you are going to place the decal. Make sure there are no droplets of acetone left on the MonoKote; then float and place the decal on in the usual way, rubbing out all the air bubbles. The acetone vapors under the decal dissolves the decal just enough to make it really bond to the surface. Most any clear spray like Rust-o-leum will seal the decal and protect it from the hot nitro-fuel.

BATTLE OF BRITAIN...

quoted remarks of the war, said, "An outfit of Spitfires for my Group."

Galland's position was well taken. Although the Bf 109 could easily out dive the Spitfire, its weak wings made it vulnerable to a pursuing Spitfire because it had to throttle back and pull out so gradually as to allow the Spitfire to catch it. This prompted the German pilots to adopt negative G diving turns with bottom rudder. The same cautious approach to turning led to the belief that the Spitfire could outturn the Bf 109. In fact, the Emil could outturn the Spit by a comfortable margin, but Emil pilots generally recognized that it might be worth their lives to put their advantage to the test.

Göring cited an intelligence report dated August 16 which estimated British losses at 574 since July and went on to speculate that they had about 450 total fighters on hand, with about 300 serviceable. In view of the mauling their forces were taking on a daily basis, Molders and Galland were skeptical and they had every right to be. In fact, Fighter Command had about 700 serviceable fighters. Lord Beaverbrook was doing a superb job of supplying Spits and Hurries and at the end of August he would be able to report 1,081 serviceable and a further 500 undergoing repair by his Civilian Repair Organization. Moreover, ever since the first German aircraft began falling on English

soil, their crash sites had been quickly cleaned up and the wreckage sent to be melted down. By now reincarnated Messerschmitts and Heinkels were reappearing in The Battle as Spitfires.

It wasn't the availability of aircraft that was keeping Dowding awake at night. He had lost eighty percent of his squadron leaders as dead, wounded or otherwise withdrawn from battle, usually by reason of extreme fatigue. Most squadrons were being led into battle by men who had no combat experience whatever. One Hurricane pilot had never flown a single engine fighter before. He made three take offs and landings and then led his squadron on an intercept. Commonly, newly arrived pilots had no more than ten hours in a single engine fighter and it was still an adventure for them to land one, much less take it into battle. On August 10, Dowding was forced to order that training time be halved. This resulted in pilots having about two weeks between soloing and fighting. Until mid-July, the same training period had been six months.

Dowding likely should have combined the battle weary veterans who had to be withdrawn with the training units to allow them to pass on their skills to the students, but he only did this belatedly. A rotation system of resting and returning to battle was established, but it should have been adopted earlier. The box which Dowding found himself in was at least partly of his own design.

CONTINUED NEXT ISSUE

INDOOR FLIVING...

'THE DOME'

Honanega High School

ROCKTON IL. AMA card required

\$10.00 fee

Up to 12 Oz. planes

MARCH 21, 2009

4:00pm~8:00pm

SWAP MEET

March 5th

It's almost time for our very own **Swap Meet** so start getting your hanger-junk together...

DUCTED FANS

Electric ducted fans are becoming very popular in the modeling world, and it is normal to check the fan's rpm, and sometimes it's necessary to do so to determine the system's performance. This must be done very carefully as fans usually spin at a very high rpm. Always wear eye and body protection when checking fan rpm. Never stand in front of the spinning fan and keep away from any object that might be sucked into it.



Most tachometers will only read rpm on two or three bladed props. Ducted fans usually have multiple blades and in addition to this, most of the time the fan is installed in a way that prevents appropriate light to reflect from the blades to the tachometer. Because of this, it is usually easier to read rpm on the spinner cone of the fan instead of the blades themselves. To do this, paint a narrow white stripe (about an eighth of an inch wide) on one side of the fan spinner (white-out works well for this), then set the tachometer to read rpm for a two-bladed prop. Measure the rpm and multiply the number you read times two to obtain the fan's rpm.



THE... BUILDER'S WORK-BENCH

Installing those...

CONTROL HORNS

Your latest airplane is now completed and beautifully covered. One of the best covering jobs you have ever done and you feel like a true master. Now you have to put holes into that perfect job to attach the control horns. That's not really a bad thing because the control-horn base and its backer plate will cover them. But, next we have to take a small, fine head Phillips screwdriver and struggle getting those little self-tapping screws to bite into the backer plate and there are two of them little devils in each 'horn. It's bound to happen... the screwdriver slips off and presto, a third unplanned hole is in your covering **DANG! double-dog dang!**

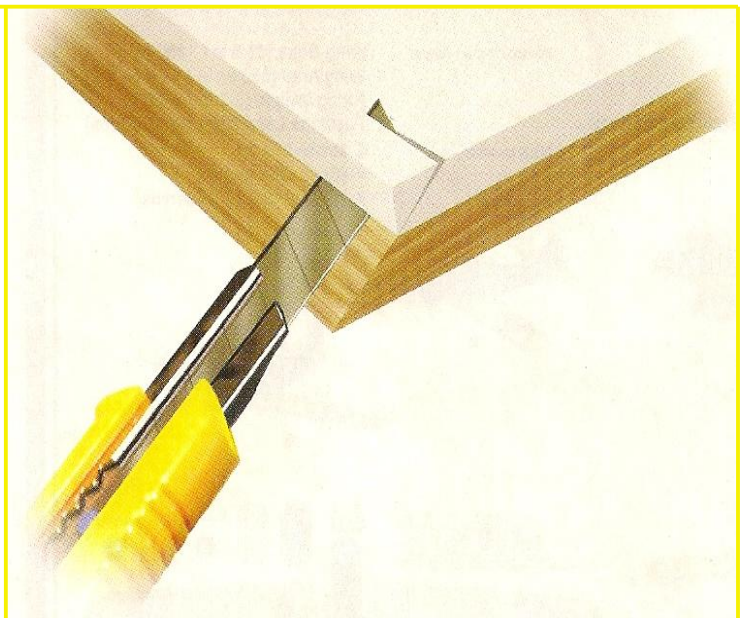
Here is a tip and the kind of input we can all use. Simply take a 2-inch square piece of heavy card-stock (or light-ply' if you wish to make it a keeper-tool), and trace the outline of your horn base in the center of it, cut and trim it out, then place it over the horn while you work (which now surrounds it), and you've just eliminated the possibility of that ugly third hole and your blood-pressure won't have to spike.

Wasn't that fun? ——— And easy too! ———

Cutting the perfect:

45-degree angle for foamies

Cutting a 45-degree hinge line in foam is not always easy. This method will give you a consistent and perfect clean cut every time. First, find a perfectly flat piece of 1-inch pine board. It should be wide enough to attach to the surfaces that will be cut. Use a table saw to cut a 45-degree angle the full length of the board. Align the control surface to be cut along the 45-degree edge of the wood and pin or clamp the control surface down. Use a box cutter or a razor-type tool as shown, (these are used for wall-papering) and hold it firmly against the wood as you cut the foam. You now have a perfectly cut 45-degree hinge line.



The 2009... New Years Day

Tom Lazar Memorial Hot Chili and Fun Fly

By John Steen/ Editor
Photos by Otto Oie/ club photographer

New Years Day 2009, was a cold blustery one for the "hot-chili and fun-fly event". Brad Witt, Bob Stowell, and myself converged at the flying field right around 9:00am. The shed door that we needed to get into, had its lock frozen up again, but some lock-ice-buster was found and soon after we were up and running.



By 9:45, members were starting to show up, trying to ignore and shake off the cold. A bowl or two of hot chili was in good order given the frigid temperature and the windy conditions. **Dave Rush, Wendell Hottmann, Dave King, Don Weigt, and Ray Walsh** were the only brave souls that unloaded their electric powered planes with intent to fly. While watching some of the others fly, or what might be considered "dueling with the wind" Ray decided to save his beautiful Taylor-Craft for better conditions, which I thought was a wise decision.

I was amazed at the skill that was displayed by those who did fly in the face of the wind. At one time I looked out to see a plane pointed into the wind, just hanging there in one place as if it was in some sort of 3-D maneuver. Where the pilots met their real challenge, was when it came time to get their bird safely back on the ground. Even though all the landings weren't quite "text-book" style, most were able to carry their planes off the field in one piece. Snow is an element that does offer a certain measure of forgiveness.

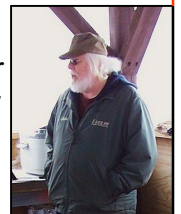


Having the synthetic-blend of motor oil in it, provided the luxury of starting on the second or third pull and ran until 1:00pm when it ran out of gas. The crowd had pretty much thinned out to a few die-hards, so after some discussion, **Brad** made the call that rather than refuel it; it would actually be better for it going into winter storage with the gas run out of it. So that's the way it was loaded in the waiting vehicle and secured down.



The heater that we used for the day, never quite got the air warmed up inside and I think everyone felt the same about packing-up and heading for a warmer atmosphere, like the couch at home. The fact that you could see your breath and the patches of snow here and there inside the shelter that remained unchanged throughout the event says something about the room temperature.

The club wishes to thank **John Steen** for The great 'chili & fixings' again, also **Ray Walsh** for the twisted bread sticks, and **Tony Kremm's** wife for all the wonderful deserts she baked up for the occasion.



The club also wants to thank **Don Weigt, Dave Rush, Dave King, and Brad Witt** for answering the call on Wednesday to drop the plastic and seal up the shelter house as well as checking out the generator in preparation for the event.

And last but not least, the club owes a debt of gratitude and thanks to one of our senior club members, **Bob Geimer**; for the transporting and storage of the club's latest major investment, again this year.



The generator once again delivered a flawless performance and met the needs without a problem.

I asked a couple of the brave souls that

2009-MARCS EVENT SCHEDULE

EVENT NAME	DATE	LOCATION
SWAP-MEET	March-5	General meeting hall
FIELD-WORK DAY	March-	Kettle Field
MARCS Banquet	April-	McFarland
Boy Scout Fun-Fly		Kettle Field
ELECTRIC Fun-Fly	July-11/12(?)	Kettle Field
FLOAT Fly	August-8	Lake Kegonsa
Ken Kindschi SCALE Rally	August-30	Kettle Field

Dates, additions, and further information will be updated as it becomes available

(NEW YEARS DAY FUN FLY)

had the courage to fly in the conditions:

Dave Rush...

"The weather was not ideal for flying with a strong South wind and cold temperatures. My SU-27 jet managed a couple of circuits before the lipo had all the cold it could take as it is not enclosed. It just has Velcro to attach it to the bottom of the plane. Wendell then flew his Multiplex Shy Cat. It flew okay in the wind, but a ski broke when he landed. I flew my Pizzaz. It is an old discontinued Hanger-9 plane. It has a really thick wing so it doesn't mind the wind too much. I did two flights on the first pack and five on the second. (that's counting a take off and landing as a flight) These two planes have the batteries inside so we didn't notice them struggling with the cold as much."

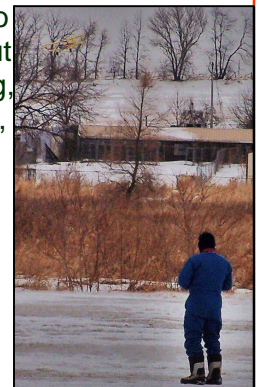
Dave King...

"Don flew his GWS A-10 with standard fans. I thought it flew quite well considering the wind we had to deal with. Every Time I glanced up, it faced West'ish! Don landed without mishap the first time, but the second time I think his antifreeze froze up; when upon 'landing' one of those joyous gentle winter zephyrs proceeded to prance on one wing tip. Yup, it bit off a chunk for itself before Don could catch up to it. Don will fix it so no one but Sherlock Holmes will be able to detect it.



14-16 landings, once I kept away from that beckoning marsh to the East. There was one of these attempts; with the West wind to my back, the plane was coming upwind about three feet to my right and two feet up when it began to rise and move sideways at me. I thought, 'duck!', but only had time to l-e-a-n way back and goose the throttle as something touched me as the aircraft flew over me. I didn't think I could lean that far back, but it's likely the wind was holding me up.

Other than being able to make two consecutive touch-n-goes without mishap, it was a very challenging, wonderful, numbing, exhilarating, good time!"



So ends another **NEW YEARS FUN~FLY** event which officially begins our 2009 flying season. It's also the time we make resolutions, so lets all make at least one resolution to make our field and our events bigger and better this season, by getting involved with our club activities, by inviting newcomers to our flying events, and by helping to promote our **GREAT HOBBY** and our **CLUB** in a positive way to others in our everyday life.

As far as my own experiences, I fooled around for

The unnecessary

PANIC ATTACK

Fuel soaked Balsa...

The end of the season inspection has turned up a leaking fuel tank or perforated fuel line up in the front of your fuselage and the balsa is all soaked. Your hand goes to your forehead and you mutter a few of those words that never get printed in this newsletter. Just relax... and take a deep breath for there is an easy way to clean up this situation.

First off, you'll need to remove the fuel tank and the lines that run to it. A note pad comes in handy for you to diagram out which line goes where. You don't have to be an artist to do this as you're just making yourself a map so you can give your memory a rest on this project.

Next, try to soak up and remove as much as you can with some paper-towel and the eraser-end of a pencil to steer whatever you're using to do the mopping up.

With that part done, raid the pantry for some corn starch and spoon in a liberal amount on the soaked area and walk away. You'll want to leave it for 24-48 hours. After that, dump out the excess if possible or use a vacuum cleaner. If there is corn starch stuck on the areas where the fuel had soaked in, fabricate something to reach in and rub it off the surface. If there are still any wet spots, redo the corn starch step again for another 24 hours. With this minimal effort on your part, your balsa will be as dry as a bone.

Being a veteran builder myself, I have used this procedure many times, dating back into the 1950s when all we had were metal tanks that always seemed to leak. It also taught me a good habit. I never build a model without painting the whole interior area of the fuselage, ahead of the wing, with a couple of coats of Hot Fuel Proof clear dope before I install that last top piece of sheet balsa or silkspan just ahead of the windshield, while I yet have access to that area.

John/Editor



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: FEBRUARY 5, 2009

TREES (removal)

NEW SIGN / Park Flyers ?

2009 CLUB EVENTS

Member or Guest issues ?

SCHULTZ SPORT & HOBBY

(608) 837-3498

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

ELECTRIC, GAS, & NITRO FUEL

Hours: 8:00~5:00

Monday ~ Friday

315-South Thompson Road, Sun Prairie, WI.

MARCS

DAWN-PATROL BREAKFAST

February 19th @ 8:30am

(e-mail notification will be sent out)

Prime Table Restaurant

4102-Monona Drive

Monona Wisconsin

Thanks Bob Stowell and Brad Witt
for all your help at the
New years day event

John/editor