

JANUARY

2009



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

MARCS SPARKS

VOLUME 48

ISSUE 1

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

December 4th, 2008

Submitted by **Don Weigt**, Secretary

The meeting was called to order at 7:00 P.M. by President **Brad Witt**. There were 29 people present. There were no new members or guests.

Treasurer's Report:

A printed copy of Treasurer **Dick Sutton's** report was available for viewing. Membership for the year remains at 99.

Secretary's Report:

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

OLD BUSINESS:

Brad thanked those who helped put up the runway fence and winterize the shelter.

2009 dues are due. Pay before the first of the year and get \$5.00 off.

Fred Bast is out of rehab and back home again. He would appreciate visits. Please call first.

Indoor Flying: There is free indoor flying at the high school gym in Brodhead from 8:00 to 10:00 P.M. most Wednesday nights from now until mid-April. Not Christmas Eve nor New Year's Eve! It's a single basketball court, so limited to smaller planes: about 6 ounces and under. Some of those are 3D and very capable flyers! Turnout is good, and it's a great place to fly the Parkzone Etoomic planes and other micro flyers.

There also was unofficial indoor flying at the under-construction Janesville Craig field house Friday night,

November 28, from 6:00 to 10:00 P.M. This place is huge: about five times the size of the Brodhead HS gym. Thanks to Dave Rush for making the arrangements!

There is a new sports facility on the west side, Hitters, that is another possible indoor site for special events. It is about the size of the Janesville Craig field house, with a 65 foot ceiling. But, it rents for about \$125 an hour, so it isn't practical for frequent flying.

New Years' Day event: Time will be from about 10:00 A.M. to 2:00 P.M. The Visquine will be put up a few days before. **John Steen** will make the chili. There also will be hot cider, coffee, instant cocoa mix and hot water. Typically, there's a bit of flying and a lot of eating and chatting. Come on out for this fun event!

Dues: Treasurer **Dick Sutton** was accepting dues for 2009.

Brad reminded that we should be setting the dates for next year's events now.

NEW BUSINESS:

Safety Officer: **Bill Disch** won't be able to continue as Safety Officer due to his health. He may not be able to make it to the field anymore. We all wish him well, and thank **Bill** for his years of service to the club.

Secretary's note: The new Safety Officer is **Bill Brown**. Thanks, **Bill!**

January Meeting Date: Probably Wednesday, January 7. New Year's Day 2009 is the first Thursday of the month. Not a good night for a meeting. The room is not available on the following Thursday, January 8. Most people present didn't want a Friday meeting. The meeting will be Wednesday, January 7, if the room is available. **Brad** will check. The date will be published in the **MARCS Sparks**.

Other Events: EAA Chili Feed - The Cottage Grove chapter is having a chili feed Saturday, December 6. It's at the Blackhawk Airport, one mile east of Cottage Grove, then north on Kennedy Road.

Swap meet : The Freeport, IL club is having a swap meet Sunday, December 7. A flyer for the event was available for viewing.

Youth Activity Day: **Bill Rewey** reported that this event is Saturday, February 14, at Monona Terrace. He needs old model magazines (on slick paper, such as Model Aviation or Flying Models, not newsprint,) to hand out. Please bring them to the February meeting for **Bill** to collect.

Glass Ornaments: **Harley Nelson** brought some great hand made glass holiday pins. It was decided not to make them part of the raffle. Club members were asked to make donations to the club of whatever amounts they thought fair in return for the pins. Thanks, **Harley!**

RAFFLE WINNERS:

THIS MONTH'S WINNERS WERE:

Dick Brandt - .40 glow engine
John Granberg - soldering iron
Dick Sutton - glue.

SHOW AND TELL:

Dave Rush showed a 30 inch span, 5 ounce Ghost indoor 3D biplane using a Hacker A10-15S brushless motor, 2.4 GHz 4 channel radio with 4 servos, Castle 9A ESC, and 2S 350 LiPo battery; a 9 inch wing span P-51 and an 18 inch span, 1 ounce pink foam B-24



using two Air Hog motors in the in-board nacelles, with throttle for altitude control and differential motor throttle for turning. Turn control is marginal, but it's fun to watch it fly slowly by.



Wendell Hottmann showed another 9 inch span, 13.2 gram foam profile P-51, just like Dave's. These models were designed by Bill Lowe, who is from Illinois, and who also designed **Dave's** Ghost. The P-51s use the radio and motor from a Parkzone Cessna Centurian micro plane. They have rudder, elevator, and throttle control. They are stable and fly well, but are rather fast and



responsive, and get hard to see in a hurry, so the pilot needs to pay attention all the time: no looking away!

Don Weigt showed a 15 inch span, 0.7 ounce Parkzone Vapor with rudder, elevator, and throttle control. After describing it, he flew it for two laps of the room, taking off from a table. On the second lap, it grazed the ceiling, dipped, and continued flying. He landed it on the floor in front of the display tables.



PROGRAM: There was no program tonight.

Next meeting: Probably will be on Wednesday, January 7. See above. Check the January issue of the **MARCS Sparks** for the definite date.

The meeting adjourned about 7:50 P.M.

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

WING SEATING

A quick and easy method for achieving that perfect fit between the wing and the fuselage. First, cut the fuselage to a rough contour by using a cardboard template. (Make from contour of wing's main rib) Then, set the fuselage on the finished wing with a strip of sandpaper (sanding surface up) sandwiched between them. Apply light pressure and draw the sandpaper out towards the nose. Repeat this procedure a few times or until the contour of the wing is transferred for a perfect fit. This method also works quite well on stabilizers.



NOTICE:

Our "JANUARY" general meeting and the Board of Directors meeting of the **MARCS club** will be held on:

WEDNESDAY, January 7th

Usual time / Usual place

This is due to the fact that the first Thursday of that month falls on the holiday called... **NEW YEARS** day.

NEW YEARS DAY club event:

— 'Tom Lazar' Memorial —

Hot Chili and fun fly

Come on out to Kettle Field and join in the fun and frolic. We'll have some hot chili & several beverages to choose from. Hang-out or fly something fun. 10:00am~2:00pm

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

November ~ March: 8:00pm~10:00pm
(except, not: 11-26, 12-24, and 12-31)

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

THE BATTLE OF BRITAIN

Story by Len Deighton Summarized by Jerry Buss

Chapter-11

August 16 was much like the day before with 1700 more total German sorties. Despite Göring's order that the radar stations be ignored, a heavy attack was made on the one at Ventnor, which had been knocked out on the 12th and had just resumed operation. It was again knocked out and remained inoperative for a week. A mobile unit was brought up, but its operation was unsatisfactory and its only accomplishment was to give the Germans the impression that the station was working.

By timing their approach to occur just after a raid, two Ju 88s slipped through RAF defenses to raid Brize Norton airfield, near Oxford. Their timing was perfect, for the British fighters throughout that part of the country were either on the ground being refueled and rearmed or in their landing patterns. The two Junkers fell in just behind a squadron of Hurries unnoticed. They lowered their wheels, hoping to be mistaken for Blenheims. Their bombs hit hangars full of fueled up aircraft and the damage was monumental. The fires and explosions destroyed 46 aircraft and damaged 7 others. While these were mostly trainers, bombs also fell on the far side of the field where one of Lord Beaverbrook's Civilian Repair Organization units was repairing damaged aircraft and 11 Hurricanes were destroyed there. The raiders escaped without being intercepted.

Pilot debriefing showed that the German fighters had ceased the practice of flying several

thousand feet above their bombers and were now maintaining positions to the side and ahead of them. This caused the British to change their tactics. Rather than sending the Spits in to take on the fighters while the Hurries attacked the bombers, now everyone went for the bombers. It was a welcome change for the Spitfire pilots. The RAF had gone to battle with the assumption that the fighting would be at low altitude and they were not initially equipped with oxygen, while the Emils were. Moreover, the Spits were at their best at 12,000 to 20,000 feet where they were now fighting, but had been at a distinct performance disadvantage at higher altitudes.

The Germans, too, were making changes. Maintenance shops were busy adding machine guns to the bombers. Do 17s now carried eight of them. Dornier pilots had learned to approach their targets in a shallow dive, reaching speeds of about 370 mph. This made it hard for even a Spitfire to catch them.

It was on August 16, too, that Billy Fiske was shot down. Fiske was the first American known to have been killed in World War II and the only one known to have been died in the Battle of Britain. He was a wealthy kid who came to England to fight for what he thought was right in the face of a U.S. law prohibiting citizens from joining the military of a combatant nation. Because of this law many Americans traveled to Canada and got Canadian passports to enter England. Thus, if killed, they were usually counted as Canadians, making it impossible to know how many Americans really were lost. Anyway, Fiske became a Hurricane pilot and while attacking a Stuka, the gunner damaged his plane, forcing him

NOTICE: 2009 DUES

We are about to embark the 2009 year which means membership dues need to be met. If your dues are paid before January 1st, you're allowed a \$5.00 discount. If you haven't received your 2009 AMA membership card yet, you may still pay your MARCS dues before 1/01/09 and get the discount price. Your MARCS card will just be held, by the treasure, until you display your 2009 AMA card.

You may mail in your dues if you would prefer, to:
**Dick Sutton, 612 South First Street,
 Mount Horeb, WI. 53572**

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.

down. He was injured in the resulting crash landing and died the next day. His grave was turned into a hero worship shrine and he was thoroughly lionized by the British press for propaganda purposes in America.

By August 18 problems with morale in Fighter Command were beginning to show. Many of the complaints were not well based, but simply borne of the fatigue created by continuous flying. On the other hand, the loss of friends was real enough, as well as the bumps and bruises received in bail outs. The greatest enemy of the average fighter pilot was having to fly in combat if he was at less than peak physical condition and few were. Some Station Commanders took great pains to provide such comforts for their pilots as was possible under adverse conditions and circumstances, but not all. Alerts for first light flight meant being awakened at 3:00 a.m. At Biggin Hill, 32 Squadron simply bedded down under their planes. At Rochford, 151 Squadron slept in their cockpits. If a man got a full night's sleep during one night out of three, he was extremely fortunate; most didn't.

At Warmwell, Dorset, where 609 Squadron was based, conditions were so bad in the sleeping accommodations that the pilots chose to sleep on dirty blankets, outside on the ground. There was a total lack of toilets and no facilities for washing, much less bathing. The Station Commander was oblivious to the situation and complained bitterly about pilots not arriving for meals in a timely manner. Anyone who has ever served in the military service of any country can relate to this kind of officer. He was probably one of the same ilk as those American officers who got themselves fragged by their own men in Viet Nam. Given what he felt to be sufficient provocation, he had the mess hall locked at all but his own appointed meal times. Squadron Leader George Darley observed that, "All of our efforts to get the Germans to respect meal time having failed, deadlock occurred." The pilots went hungry.

The civilian cooks were pleased with the commander's decision on hours and announced that they were not getting up anymore at ungodly early hours to cook breakfast. Never mind that the pilots had to be in the air or ready to go there at sunrise. Darly took the problem in hand, broke into the mess hall and prepared breakfast for the men himself. This aroused a storm of protest from the cooks over the mess and dirty dishes that were left. The Station Commander sent for Darly and ordered

him never to use the kitchen again.

On that same day 609 Squadron intercepted a formation of Ju 87s headed for Warmwell and shot down most of them so that only a couple of bombs fell harmlessly on the airfield. Darly then called up the Station Commander and told him that he supposed he shouldn't really expect any thanks for saving the airfield and hangers, not to mention the officer's mess and kitchen. The Station Commander might at least have shown some gratitude, but he didn't. From that day on 609 Squadron cooked all of their own meals outside using camping equipment. RAF men in the station's enlisted men's cook house, unlike the civilians in the Officer's Mess, took the pilot's side and sent them mountains of eggs, bacon, canned milk, tea, sugar and packets of Kellogg's Corn Flakes.

Borne of fatigue, many pilots were withdrawing into a world of their own. Some were abnormally polite, fearing to allow their last words to a friend to be unkind. Some became angry over imagined slights. Some returned from a sortie to be debriefed and couldn't remember anything that happened during their flight. A pilot sitting in front of a plate of bacon and eggs was seen to allow his head to droop farther and farther until his face rested upon his food. Al Deere awakened him saying, "You're meant to eat the eggs, not put your face in them." Deere remembered, "George looked up with a start and looked around with hostility before departing in silence to his room. This action was most unlike George."

At Manston, the Blenheims which were the first equipped with airborne radar were finally withdrawn, but the ground crews remained in their bunkers, refusing to come out until after dark. The Squadron Leader had difficulty in restraining one of his pilots from going into the bunker and shooting the first man who refused to go out and go to work.

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 en-

emy 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 misquoted 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 reincar-

ANNOUNCEMENT:



MARCS member; **William "Bill" Brown** has been appointed by the 'Board of Directors' as the club's new **Safety Officer**. Bill's concerns will be motivated by the overall view of our safety. There may be times that our actions or procedures might not align with the **AMA** and/or the **MARCS** 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*

nated 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)

WEAK LANDING GEAR?

No, a trip to the gym isn't necessary

Did you ever have that problem where your wire landing gear seems to be getting weaker and weaker? A possible solution is to remove the gear from the airframe and remove all the hardware from the gear wire (i.e.- the wheels, collars, pants, etc.) Straighten and reshape the wire to your liking. Preheat your kitchen oven to 450 F degrees. Place the wire on a cookie sheet in the oven for one hour. Turn off the oven and walk away, leaving the oven and the gear to cool down together. Don't try to speed up the process! What you have just done is to re-temper the music wire and you should have put new life into that old gear. Note that any soldered joints should not be harmed, as solder doesn't melt until about 700 F degrees.

FRIENDLY REMINDER:

Remember to bring your old issues of airplane magazines, for the magazine drive, to the February general meeting.

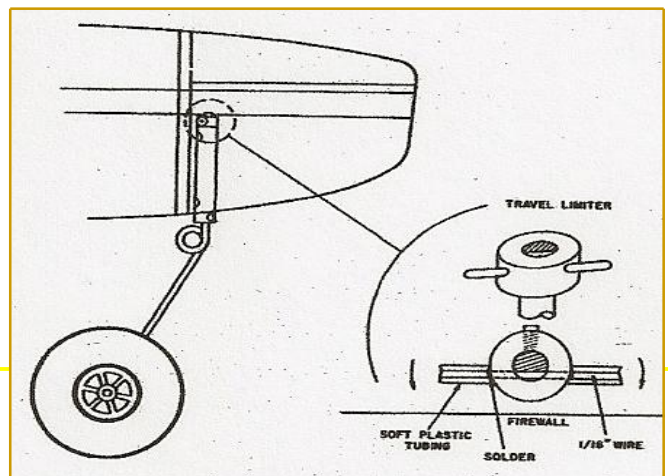
Thanks, Brad Witt

HEADING ACROSS THE WIND...

Here's a trick to eliminate the 'steering' nose wheel and make perfectly straight landings and takeoffs, even if you're heading is at an angle due to a cross-breeze.

- (1) Disconnect and remove the steering cable tiller arm.
- (2) The nose gear wire needs to be removed and bent back, below the shock-absorber coil, to give it negative caster as is shown in the picture below.
- (3) Using a DuBro or similar retainer collar that fits the gear wire, drill out, off-center, for a 1/16" roll-pin or wire and solder it to the retainer. This will create a limiter for the gear. (Use care not to allow the solder to weep into the inside hole of the retainer)
- (4) File a notched step on the back side at the top of the gear wire so it will come up in front of the pin or wire you've soldered into the retainer collar.
- (5) Soft tubing or a vacuum cap (used in the automotive line) is then put on the exposed ends of the pin/wire to keep it from digging into the firewall, yet allowing the nose wheel to turn several degrees in either direction.

There should be no problem in steering your model on the ground with the rudder and the natural prop-wash.



IS IT WINTER YET ?

WINTER AIRPLANE STORAGE

Since the snow is getting deeper and deeper, the following suggestions may help to preserve your model over the winter months and allow you to get back into operation quickly when the snow disappears next season.

AIRPLANE:

Be sure to give the entire airplane a thorough cleaning to remove all traces of exhaust residue. Check the covering to be sure that fuel is not creeping under the seams around the firewall and areas around the exhaust outlet, soaking the balsa. If so, make the repairs during the off season while you have some extra time. Check the fuselage and flying surfaces closely for cracks or other damage. Check the servo arms, control horns, clevises, pushrods, and/or control cables for excessive wear or damage.

The airplane can be stored indoors or outdoors in the garage; the constant cold temperature can be tough on batteries, but otherwise it doesn't seem to cause any problems. The only problem that could occur would be if you stored it in, for example, a workshop that is heated occasionally and then allowed to cool down after use. This could cause result in damage to the engine because of condensation and probably to the balsa or covering material from the temperature changes.

If you store the airplane on the wall, it should not be supported on the nose because this could damage the engine bearings. Support it by the tail structure or similar means. If the wing is removed, do not stand it on end. Support is similar to the way it is normally mounted on the fuselage. Do not leave the weight of the airplane resting on the tires if you don't store it vertically.

ENGINE:

The major concern regarding engine storage is to remove all the glow-fuel from the inside of the crankcase and cylinder to prevent rust formation on the bearings, crankshaft, etc. The best advice is to remove the engine from the airplane, remove the glow plug and backplate, and flush the inside out with a solvent such as kerosene.

While the backplate is off, check it over for signs of rust, bearing failure, etc. After cleaning, generously oil the bearings and the cylinder with one the after-run oils. (not Marvel Mystery Oil) After it is well oiled, reinstall the backplate and plug and place it in a sealed plastic along with the mounting hardware until next season.

If you decide not to remove the engine, at least remove the glow plug, pore some oil into the carburetor, and spin the engine over clockwise to distribute the oil through the bearings. Add some oil through the glow plug hole, turn the engine over slowly a few more times and reinstall the glow plug. Remove the propeller if it is made out of wood. Put a plastic bag over the engine to keep dust and dirt out.

BATTERIES:

Ideally you should cycle the transmitter and receiver batteries and record their capacity for reference next season. It is best to leave them on a trickle charger to maintain a charge during the off season. If this is not practical, try to charge them at least every one or two months. When ready to fly again next spring, cycle the batteries first to be sure they have adequate capacity.

TRANSMITTER/RECEIVER/SERVOS:

Don't forget to check over the servo wiring and connectors. If there is any sign of corrosion on the connectors, then get them replaced. Also check the output shaft for looseness.

Check the receiver antenna for damage. If there

are any doubts, get it fixed or replaced. Extend the transmitter antenna and clean it with alcohol. Collapse the antenna and repeat the cleaning several times. There are contact fingers inside each antenna section that may become coated with oil, preventing the proper contact between sections, greatly reducing the transmitting range.

FUEL:

If you have fuel left, be sure it is capped tightly and store it in a cool place out of the sunlight. Some recommend against storing fuel in very cold temperatures, but I have not had any problems doing this in the past.

STARTER BATTERY:

If you have an electric starter hookup, remove the 12-volt battery lead acid battery, clean the terminals and check the electrolyte level. Add water if necessary. This battery must be charged if stored outdoors during the winter. A monthly charging will keep the battery from freezing and also extend its life.

MISCELLANEOUS:

If you have a handful of used rubber bands as I do, throw them out and plan to buy a new box next season. This would be a good time to check your supply of spare glow plugs, propellers, etc., and make up a parts list to replace those used during the summer. If, during your inspection, you run into problems or there is something you are not sure about, call another club member for some advice or suggestions. Make the repairs during the winter and save the warm weather for flying!

AMA Insider Newsletter

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: JANUARY 7, 2008

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.

INDOOR FLYING...

'THE DOME'

Honanega High School

ROCKTON IL. AMA card required

\$10.00 fee

Up to 12 Oz. planes

JANUARY 10, 2009

FEBRUARY 21, 2009

MARCH 21, 2009

4:00pm~8:00pm

MARCS

DAWN-PATROL BREAKFAST

Held each month @ 8:30am
(e-mail notification will be sent out)

Prime Table Restaurant

4102-Monona Drive
Monona Wisconsin