

MARCH

2009



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

MARCS SPARKS

VOLUME 48

ISSUE 3

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-7)

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

February 5th, 2009

Submitted by **Don Weigt**, Secretary

The meeting was called to order at 7:04 P.M. by President **Brad Witt**. There were 28 people present, including one guest.

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

Treasurer's Report: A printed copy of Treasurer **Dick Sutton's** report was available for viewing. Former Treasurer **Ed McDonald** reported it looked good. Membership for the year was 59, with no new ones.

OLD BUSINESS:

Bill Disch and Fred Bast: **Charlie** reported he had just visited **Fred** that afternoon. **Fred** had lost some weight. He was OK but still weak. **Charlie** took along his dog, which **Fred** really liked. **Fred** had saved a bone for the dog. **Charlie** also talked to **Bill Disch** on the telephone. **Bill** was resting, but his voice sounded strong.

Trees: **Wayne** told **Brad** the City and County don't care what we do with the trees. The County said if we chipped the trees and didn't want to leave the chips there, they would dispose of the chippings for free. **Ed Buechner** reported the landowner to the northeast of the field, across the creek, also doesn't mind if we clear along the creek or cut some paths. Some of the stuff is pretty big: it was let go too long. We probably shouldn't leave a tangled mess across the creek, it would make it hard to retrieve models that went down. We will need to drag stuff across the creek to chip it. **Tony Kremm** reported the rental outfit he had hoped would demonstrate a chipper at the field has a new owner who isn't interested. **Ed Buechner** stated we should probably do some every year, and not let stuff get so big before dealing with it. Chipping will probably be done in March when it's a little warmer. Think about where to rent a chipper so we can discuss ideas at next month's meeting. It's OK to start cutting stuff now, but please

be careful! We don't want anyone getting hurt. And, please don't cut stuff if you are out at the field alone, just in case you do get injured and need help! **Tony Kremm** said things cut when there is circulation can be killed by pouring Roundup on the stumps immediately after cutting. A few hours later is no good: it's too late.

2009 Banquet: No date set yet for the banquet. It may be April 15, which is the Wednesday after Easter, or in May.

2008 MARCS Awards: **Brad** reminded that nominees still are needed for service awards and all four trophy awards: Smoking Hole (most spectacular crash in front of many witnesses), Submarine Commander (going into the creek), Tree Chopper (getting caught in a tree or crashing into or through some), and Scooter (being friendly and helpful). All members should be thinking about who deserves the awards this year. Send information about deserving members to Brad.

Donated Edge 540 Electric: The Board has voted to raffle it off. Tickets will be offered for sale at the May, June, and July meets, then at the Electric Fun Fly on July 11 and 12th. Tickets will be \$10 each, or three for \$25. This is for the plane and all the equipment that came with it: servos, motor, speed control, and battery. It's worth nearly \$500. All you need to fly it is a receiver, transmitter, and good LiPo charger.

Celebrate Youth: (February 14, 11 A.M. to 5 P.M., Monona Terrace): **Wendell Hottmann**, **Dave Rush**, and **Don Weigt** have volunteered to fly their micro RCs. **Brad** is bringing a plane to show. **Jordon Hoffman** has arranged the loan of a simulator from RC Performance. Thank you, RC Performance! We will share the 15 by 30 foot space and three 30 inch by 8 foot tables with **Bill Rewey**, who was at the meeting to collect magazines. He will be giving away magazines and talking about full scale aviation. Bill needs one table, we can use the other two.

Brad shared his cell phone number with the members present. It's OK to record it and to share it with other members. The phone is on whenever **Brad** is up. Please do not publish it in **SPARKS** or on the club website.

March meeting: As usual, the March meeting will be a swap meet. Bring your stuff to sell or trade, bring your money!

NEW BUSINESS:

Other area events: Expo, (February 21 & 22, Unidome, Cedar Falls, IA) is a large electric meet in an enclosed football field. It has very few events, lots of open flying. There is space for

multiple simultaneous flight areas, such as micro flyers, oval "racetrack" cruising, and 3D. Flying over the seating area is allowed, too.

Kit for sale: An ex-MARCS member is selling a kit for an 81 inch Cessna 310 with all the accouterments. The \$1,200 price includes retracts, gear, radio, and a pair of OS Max 55AX 2-stroke engines. The completed plane will weigh about 19 pounds, and is 1/5 scale. Contact **Brad** for more information.

RAFFLE WINNERS:

This month's winners were:

Dave Rush - Ray Ban glasses (*donated by Doc Zimmerman*)

Bill Kinney - wing rack (*donated by Charlie*)

Tom Tipton - Sig FAZER kit

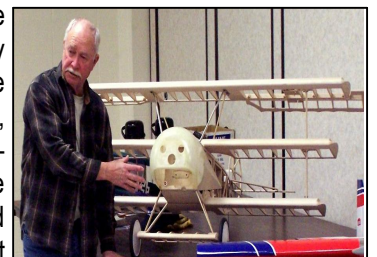
Danny Sutter - Calendar.

SHOW AND TELL:

Wendell Hottmann showed a just completed 1:8 scale Fokker D.VI from an Aerodrome RC laser cut short kit. It uses an E-Flight 450 motor and 2.4GHz radio. Span is 35.5 inches, weight is 28 ounces. It's painted for service on the Russian front in 1918. The model is all glued together. It doesn't come apart. The assembly sequence is complicated, as the components are painted before they are joined. Wendell couldn't find much info about the camouflage pattern. He could only find how one side was done, and had to make up something appropriate for the other half. Wendell put the servos up forward and used pull pull cables to the tail surfaces. Covering is iron on fabric from Balsa USA. Wendell didn't have instructions for it. He found he needed to use a lot of heat to get it to shrink at all.



Ray Walsh showed an immaculate uncovered 70 inch span Fokker Dr.1 he is building from a Balsa USA kit. Ray called it "a builder's builder's kit". The firewall area is extensively modified for a Saito G36 4 cycle gas engine, which is very long. Ray cut out most of the center of the original firewall, leaving just the edges to support the fuselage skin. He added a new firewall behind the original one, and cut out most of the center of the original, leaving just the edges to support the outside of the fuselage. Pull pull cables are used for the tail surface controls. The engine is mounted straight (zero right and zero down thrust). The lower wing is parallel



the thrust line, the upper wing about one degree positive. The horizontal tail is mounted 1/2 to 1 degree negative. This setup should trim without a lot of down elevator. Ray spent about a week getting the wings aligned just right on the model. He demonstrated how the wings come off while still joined together. One nice feature of this plane is it had no bracing wires, not even the full size plane. Fokker used thick wings that were strong enough without wire bracing. Ray offered a building tip. For stronger butt and angle wood joints in the fuselage, he applied thin CA first to soak the end grain, then added a "dab" of thick CA and put it in place. The model uses a Spektrum 2.4 GHz radio and all JR digital servos.

Bill Kinney showed a 60 inch span Twist 150 aerobat from Charlie. It weighs 7 pounds, with a 2 stroke Super Tigre 2300 (23cc) 3.7 hp glow engine. It's a new one, built in China, with a better carburetor than older ones had.



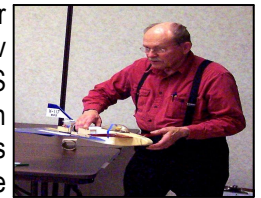
The model has heavy duty metal gear servos and a JR radio. Bill put big tires on it for more prop clearance. The model went together well. It's set up for dual servo rates.

Chuck Backmann showed a Boeing P-12E (the Navy version was the F4B) in 1/4 scale, with a 90 inch wing span. The 1932 original could exceed 200 MPH in level flight. It was the last open cockpit biplane fighter sold to the US Army Air Corps. The model weighs 31 pounds and is powered by a Zenoah G-62. Colors are as for the squadron commander of the 24th Pursuit Group in the Panama Canal Zone. Markings are mostly done with stencils and paint, except a few small details. The model features the scale number of ribs, more than 100 of them, correctly placed, and a thin trailing edge Chuck made from 1/32 plywood. A smoke system is installed in the removable long range slipper tank and operates from the radio's retract switch. Chuck drew his own plans for the model. He enlarged 1:12 scale plans for the outlines, then designed the structure. The top wing is too long to fit in his truck, so Chuck mounted the center section permanently to the fuselage and made the outer panels plug in. The bottom wing is one piece. The original had a metal skinned fuselage and corrugated metal skin tail surfaces. Chuck used vinyl strips to suggest the corrugations, which weren't as pronounced as on some planes, but enough to show in pictures. He painted over the vinyl, and is pleased with the results. The model flies well. Cover-



ing is Sig Coverall, with about 13 or 14 coats of dope: about six of clear nitrate dope to seal the fabric, then two coats of butyrate clear, then two coats of aluminum to make it opaque, then multiple coats of color were sprayed on, followed by a clear coat. Chuck made the dummy engine with Frank Tiano cylinder castings and added pushrods. He molded the crankcase from fiberglass. He bought the cowl. The seven inch wheels are from Du Bro's Golden Age series, with hub caps Chuck molded and added. Chuck uses Randolph dope, and lacquer thinner from an auto body shop.

Dave King showed a 1977 canard delta model which had been glow powered. Span is about 36 inches, with a thin sheet balsa wing. Dave is modifying it for EDF power with a GWS 55 fan, 4000kv (4,000RPM/V) brushless motor and 3S 2100 LiPo battery. This combination produces one pound of thrust. He was asking for help with where to balance the model, and whether and how much to taper the tail cone duct from the fan unit to the exit at the trailing edge. Dave wants to install the fan unit over the center of the wing. How to shape the fuselage just ahead of the fan unit to get good air-



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

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

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

flow into the fan unit is another interesting question. He's not planning to have the typical big scoop intakes. Dave plans to build a twin motored SST in the future with the same type of EDF units.

PROGRAM: There was no program tonight.

Next meeting: Will be on Thursday, March 5, at 7 P.M. There will be a short business meeting before the annual swap meet!

The meeting adjourned a 8:27 P.M.

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

KIT BUILDING an AIRPLANE

Years ago, model airplane kits were very basic and consisted of nothing more than a bunch of uncut balsa sticks and sheets that you had cut, shape, and sand to match the model's plans. Today's model airplane kits are much more sophisticated and user-friendly. Most include pre-shaped parts that you can easily assemble and glue together. Many kits are now designed using CAD and include laser-cut parts that fit together with tabs and slots that greatly increase assembly speed and accuracy.

Kits also include full-size assembly plans, instructions, and complete hardware packages that contain all the screws, nuts, bolts, washers, and formed plastic and metal parts required to complete your model. After you have assembled the model, you then will have to cover and finish it with some sort of heat-shrink covering that's not included with the kit.

An advantage of building a model kit is that you can install any radio system and servos you like. You can customize the model to use the engine or electric power system you prefer and since you are the one covering the finished plane, you get the satisfaction of doing it all yourself; there won't be any other plane at the field that will be the same.

With kit building, you trade in your time and effort for setup flexibility. In the end, you have a plane that's stronger and last longer because you did all the work and quality control yourself. It will require more time, but the effort is well worth it. Though you'll need some basic building tools and supplies, many people love kit building models as much as they do flying them. Being both a builder and flier adds so much to the pride and satisfaction you can get out of your hobby.

THE BATTLE OF BRITAIN

Story by Len Deighton Summarized by Jerry Buss

Chapter-13

On August 18 Pilot Officer D. J. Looker was sent on an intercept in a Hurricane Mk I. It had fabric covered wings, no self sealing fuel tanks and a DeHaviland two pitch prop, rather than the Rotol constant speed. Arrayed with his 615 Squadron mates in the "bunch of bananas," four vics, formation they were directed to intercept an incoming flight of 150 bandits coming in at 25,000 feet. It was a job for Spitfires, but none were available at the moment. Every possible disadvantage was against them and especially against Looker in his decrepit machine. They were bounced by the Emils that they were looking for when the Germans came out of the sun. Cannon shells hit Looker's tail and sent him into a spin. He was an experienced pilot, but he was reluctant to bail out, having done so once in France when he was injured and out of action for a month. He managed to get his plane under control, but found himself in the midst of a bunch of cables from barrage balloons. It took a bit of skill and a lot of luck to get out of this mess, but he was able to do so and make an emergency landing at Croydon, the pre-war London airport. On his approach, he ran a gauntlet through a barrage of anti-aircraft fire when the gunners failed to identify him as one of their own. Incredibly, the Croydon Station Chief lodged a complaint with 615 Squadron about their pilots using his facility as an emergency field. Both Looker and his Hurricane survived, the latter still being on display at the London Science Museum.

Individual pilots saw only the brief actions in which they were involved and could not appreciate all

CONTINUED ON PAGE-5

NOMINATIONs for this YEARS AWARDS

SMOKING HOLE AWARD (Best crash on the field with lots of witnesses) _____

SUBMARINE COMMANDER AWARD (Best crash in the drainage creek) _____

TREE CHOPPER AWARD (Best crash in a tree)..... _____

SCOOTER AWARD (Nice Guy or Gal)..... _____

Please fill in your choices ASAP, cut out or copy this form, and then present it to: Brad Witt or e-mail your choices to: bwitt@chorus.net

BATTLE OF BRITAIN

that was happening. Typically, other fighters had been on an intercept of the same bandits before they arrived and were now returning to their fields to be refueled and rearmed. They would make their attacks, usually under full throttle, quickly expend their fuel and ammunition and then return to their fields themselves to be refueled and rearmed while other fighters arrived to carry on the intercept. The typical fighter pilot would simply see a brief encounter, although the fight might go on for a much longer time and be much more complex than the small corner that concerned any individual.

The same was true for the German fighter pilots. Having fought their way in, they had to withdraw due to fuel shortage and, like the RAF pilots, saw only a part of the action. The relief force that came on to replace them, too, saw only part of the fight.

The Luftwaffe continued to bring on attacks against airfields through August 23 and Fighter Command continued to meet them. The toll of losses on both sides was heavy. Fatigue, previously just a British problem, was also becoming a German one. *Oberfeldwebel*, Master Sergeant, Manfred Langer, a bomber crewman, complained of not hitting targets due to interception, flying day after day and returning with dead and wounded aboard. "We became more tired and exhausted. Each new day brought new missions and then came night operations. Man can only take so much. He is not a machine, although I think that our commanders thought differently. When the weather was too bad for flying it was like a dream come true." Fatigue or not, morale on both sides was generally surprisingly high.

On August 24 The Battle shifted into its third phase, the critical period. Göring ordered that the offensive shift into 24 hour a day operations with a maximum effort against Fighter Command. Daylight operations continued with relatively small bomber formations escorted by massive numbers of fighters which came in waves, the second wave to relieve the first which had to withdraw for want of fuel. But now nighttime raids, which had gone on intermittently before, became standard, nightly fare. Sometimes the night raids were car-

ried out by formations of bombers and sometimes they were simply multiple single plane harassments. Night-time raids by large numbers of bombers taxed the ability of controllers to deal with them and were nearly impossible to intercept effectively in the dark. For example, a Blenheim was vectored to where it picked a raider up on its airborne radar as it headed for Liverpool, but was unable to intercept because it couldn't catch the German.

The night of August 24-25 saw a seemingly minor event which turned out to be of momentous consequence. When Kesselring sent his night raids out, he often sent them in two groups, one group on a direct route to target while a second group took a circuitous approach, out over the blind spot for the radar defenses caused by the Thames Estuary. This resulted in arrival in two separate waves and a less crowded night sky. On this night two such groups set out for the oil storage tanks at Thameshaven. By chance, one of the raiders in the group that was making the circuitous approach lost contact with his formation. He straggled on much too far west and his bombs fell on the City of London, despite Hitler's emphatic orders to not attack population centers. The city suburbs had been bombed before and this bombing came as no particular surprise to Londoners, who had been wondering for some time when it was going to happen. It was of monumental concern to the War Cabinet, however. The following night, on Winston Churchill's personal order, a reprisal raid by 81 RAF bombers set out for Berlin. Moreover, the RAF continued to appear over Berlin night after night. It was a response that was out of all proportion to the German error and probably intended to provoke a shift in German targeting away from Fighter Command. If so, it was an outstanding success. Unlike the Londoners, the whole thing came as a brutal shock to Berliners, whom Göring had assured that "They will never bomb this place. If they ever do, you can call me Herr Meyer." Now he could only promise to avenge this atrocity. It was the start of a new kind of warfare, directed mainly at civilian populations, that would eventually end the entire war at Hiroshima and Nagasaki.

Kesselring maintained his ceaseless daylight ac-

BATTLE OF BRITAIN

tion and drew his fighters in to the pas de Calais area in a great concentration of his strength. Again changing his tactics, he once again positioned fighters above and now sometimes below his bombers. This forced the British fighters to deal with the escorts and resulted in fewer bomber losses and more fighter losses. The German high command regarded this as a victory, since more bombers got through to bomb the airfields, but at the same time the fighter losses reduced the number of bombers that could be properly escorted. Also, RAF fighter losses went up and more pressure was exerted on Park's pilots.

On August 26 the feud between Park and Leigh-Mallory flared into the open. Park asked Leigh-Mallory to send protection south to defend his airfields north of the Thames River while his planes from those fields were sent forward to intercept German raids. Douglas Bader argued successfully to Leigh-Mallory that 12 Air Group should only put its planes into action in the so-called "Big Wing" efforts. While the Big Wing was being formed, German raiders ravaged the fields that 12 Air Group was supposed to be defending and were gone before Leigh-Mallory's planes arrived. This caused Park to have to order that no intercepts were to go forth until Leigh-Mallory's protection was on site.

The Big Wing strategy may have worked rather well on raids against 12 Air Group fields because they were farther removed from the source of incoming raids and thus had more warning time to form up. Of course, given time to form up, their greater strength could more effectively deal with the raiders, but the fuel spent while stooing about during form up shortened their endurance once in the fight. Unfortunately for 11 Air Group's fields, by the time they formed up and arrived the Germans were gone and the fields were on fire. On the other hand, 11 Air Group had no such warning time and had no choice but to attack any raiders piecemeal. It was at this time that Douglas Bader set his Adjutant, who was also a Member of Parliament, to work undercutting Dowding and Park with the Air Ministry.

The German night raiders seemed to have magical nighttime navigation skills. It was during the previous June that the crew of an Avro Anson recon aircraft discovered a mysterious radio beam that had all of the characteristics of the Lorenz blind landing system. It was about 450 yards wide. It was the guidance system that the night raiders used to guide themselves to their targets, which they code named *Knicklebein*, or "bent leg." When it was discovered, British intelligence thought it might be part of a guidance system, but were unsure. Later, a shot down bomber was found to be

equipped with a receiver for just this sort of use and it was time for desperate measures. Listening Service men were sent to the tops of the tall radar towers to try to jam the signals, but, being stationary and at too low an altitude, this was not thought to be effective. Then a special RAF unit, 80 Wing, was created to try to jam the signals which they code named "Headache." The counter measure was known as "Aspirins" and consisted of transmitting dashes to confound the Germans in trying to distinguish their own signals consisting of dots which meant too far left and dashes which meant too far right or a continuous note which meant on course.

While *Knicklebein's* beam, when not jammed, could keep a bomber on its intended course which had been predetermined to cross over the target, the problem was determining when they arrived on target in darkness. Dead reckoning could bring them close, but not close enough. This was solved by generating a crossing beam that told the bomb aimer when to release his bombs.

A second system was code named *X-Gerat*. This consisted of a beam much like that used by *Knicklebein*, but it was much more sophisticated and required specially trained operators. Three beams were transmitted across the main track from one side. The bomber was equipped with a clock that was connected to the bomb release control. The first *X-Gerat* side beam that the bomber crossed simply warned the operator that he was approaching the target and alerted him to the need for prompt action. On receipt of the second beam, the operator hit a switch which started the clock. Upon crossing the third beam, the operator hit the switch a second time and the minute hand of the clock stopped while the second hand continued to run for a predetermined time after which the bombs were released automatically.

Knicklebein and *X-Gerat* were used on pathfinder aircraft, which carried only incendiary bombs. Other bombers then followed on with high explosives which were aimed at the fires started by the pathfinders.

With the Aspirins jamming of *Knicklebein*, however, Hugo Sperle's pilots, who conducted much of the night action, were returning thoroughly confused, but the RAF had no way to evaluate the effect of Aspirins. They really had no choice save to continue the effort. As time passed the Germans learned to distinguish between the jamming signals and real thing, with the result that the jamming became increasingly ineffective.

CONTINUED NEXT ISSUE

NOTICE: Roger Zimmerman's phone number is incorrect in the new Roster. Please enter this new number: **608-249-7831** (on page-5 and page-18)
Also: (pg-5) the correct e-mail address is below phone no.

CELEBRATE YOUTH EVENT FEBRUARY 14TH

By Brad Witt

Our day started around 8:30 when **Gil Hoffmann** and I arrived at the Monona Terrace and started bringing everything in that we needed to set up our display area. They had provided us with four banquet tables, but I also had brought along a card table in case we needed more table space, which we did and ended up putting the simulator on it.

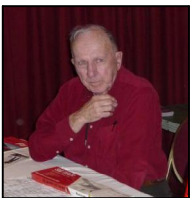


Gil's son, Jordan who was not feeling good that day, had secured a flight simulator on loan to us from **R/C Performance & Hobbies**, but as it turned out their monitor and keyboard were bad. Luckily, I was able to borrow both items from my neighbor (former club president, Darryl Lonowski), but the saga wasn't over yet, as we found out we also needed a "mouse". **Jordon** was able to bring us one, and we finally got the simulator up and running.

I brought in a couple of my planes, one being my (electric) Piper Cub, **Bob Hinrichs** brought in two free-flight planes, and **Wendell Hottmann** brought in his Spitfire and Ducted-Fan F-15, which gave us a good variety of aircraft for display. **Don Weigt** and **Wendell** also brought in some small planes and a helicopter to fly and about wore their thumbs out as they mesmerized the crowd with their aerobatics during most of the event.



I sat at one of the middle tables with **Bob**, demonstrating my "Cub" as we handing out **AMA** sheets, our club's tri-fold brochures, and some special business cards with our events and a map to the field. Of course there were hundreds of questions to answer too. **Bill Rewey**, who represented the **EAA** and club member **Romy Bukolt** were at one of the other tables handing out magazines, with an airplane rib on display. The smaller card table on the other side was



manned by **Gil Hoffman** and **Danny Sutter** who helped keep the kids busy on the flight simulator.

Everything did its part to attract attention to our hobby and it was the closest thing we've done to the mall-shows in years past. After being complimented on our performance by the organizer who had invited us, we hopefully have our foot in the door and will be able to do this event again. It was a very long and tiring day for those club members who participated and I was told at the end of day that there were 3200 people that attended the event. I know I handed out about a hundred of our cards, so perhaps we'll see some new faces and fresh interest at our events this upcoming flying season.



Special thanks go to **Ed McDonald** for coming up with the idea of the special business card with the events and maps on them and then turning it into a reality. Our thanks also to **Dick Sutton** for getting all the info-sheets from the **AMA** and to **all** of those members *mentioned* that helped make this event a shining success for us!

INDOOR FLYING...

'THE DOME'

Honanega High School

ROCKTON IL. AMA card required

\$10.00 fee Up to 12 Oz. planes

MARCH 21, 2009

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.

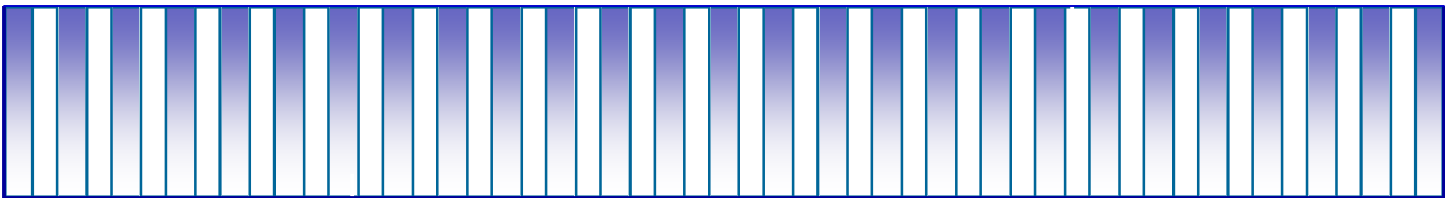
Treasure: *Dick Sutton*

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.

2009-MARCS EVENT SCHEDULE

EVENT NAME	DATE	LOCATION
SWAP-MEET	March-5	General meeting hall
FIELD-WORK DAY	March-	Kettle Field
MARCS Banquet	April-15	McFarland
Boy Scout Fun-Fly	June-13	Kettle Field
ELECTRIC Fun-Fly	July-11/12	Kettle Field
FLOAT Fly	August-8	Lake Waubesa
Ken Kindschi SCALE Rally	August-30	Kettle Field

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



MARCS ANNUAL BANQUET

DATE: Wednesday April 15th TIME: Cocktails 5:30pm Dinner 6:00pm

BUFFET MEAL

Ribs ~ Chicken ~ Popcorn Shrimp

Salad Bar ~ Casseroles ~ Potatoes ~ Deserts

Coffee ~ Milk ~ Soda

Cost: \$13.00 per person (tax and tip included)

Place: **MAPLE TREE RESTAURANT** McFarland

*Cut out and mail this handy
"RESERVATION FORM"*

MARCS BANQUET RESERVATION FORM

NAME: _____ Number of people: _____ X \$13.00= \$ _____

Please complete and mail before April 8th, 2009 Make check payable to: MARCS

Send to: **DAVE RUSH, 5113 Ridge Road, McFarland, WI. 53558**

NOTICE:

Due to the Swap meet on our March 5th Meeting night, there will be no Raffle Drawing.

PARK FLYER MEMBERSHIP

TO BE VOTED ON IN APRIL

REPORTED BY BRAD WITT, MARCS PRESIDENT

The Board of Directors has passed a motion creating a Park Flyer membership of \$20.00 per year. The requirements for Park Flyer membership are the same as **AMA** which refers to R/C aircraft and helicopters that weigh less than 2 pounds and fly slower than 60 mph, and flying under 200 feet of altitude. Park Flyers must be either electric or rubber powered. Proof of **AMA** Park Pilot membership is a requirement for our Park Flyer membership.

This notice will be published in the March newsletter and discussed at the abbreviated business meeting we will hold in March before the swap. This notice will then be published in the April newsletter, discussed, and then voted on according to Article VI and Article IX of the by-laws.

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: MARCH 5, 2009

NO 'Board of Directors Meeting' on this date due to the SWAP MEET

SCHULTZ SPORT & HOBBY

(608) 837-3498

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

Electric Gas Nitro-Fuel

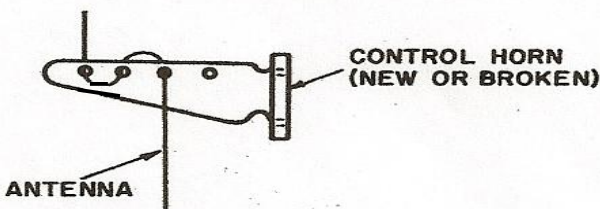
Hours: 8:00~5:00 Monday ~ Friday

315-South Thompson Road, Sun Prairie, WI.

TIP OF THE MONTH

TIDY UP YOUR ANTENNA

Here's an idea for your receiver antenna so you won't have to tie a knot in it or just let it hang out loosely in the breeze. There always seems to be an odd-ball horn laying around in your misc. stuff and here's a good use for it. You can attach the horn anyplace it looks good on your aircraft and by threading the antenna through the holes as shown; you'll have a nice clean looking strain relief device.



SWAP MEET March 5th

MADISON LABOR TEMPLE

602-South park Street, room-201B

TABLE SPACE IS ALWAYS FREE...

A great time to recycle some of your odds and ends that others may need... or perhaps sell one your airframes to make room for a new project on your workbench. Memorabilia is good too.

MARCS

DAWN-PATROL BREAKFAST

Thursday, March 19th @ 8:30am
(e-mail notification will be sent out)

Prime Table Restaurant

**4102-Monona Drive
Monona Wisconsin**