

MAY

2009



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

# MARCS SPARKS

VOLUME 48

ISSUE 5

## 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

April 2nd, 2009

Submitted by **Don Weigt**, Secretary

The meeting was called to order at 7:02 P.M. by President **Brad Witt**. There were 26 people present.

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

**Treasurer's Report:** A printed copy of Treasurer **Dick Sutton's** report was available for viewing. Membership for the year was 71, with two new since the March meeting. MARCS had 75 members as of last year's April meeting.

New members; **Loren Hoepker** and **Gary Gausmann** were introduced. Welcome!

### OLD BUSINESS:

**Bill Disch** and **Fred Bast:** **Charlie** had talked to **Bill** about a week previously. **Charlie** reported **Bill** was doing well. **Dave Rush** had talked to **Fred** about two weeks previously. He seemed to be in good spirits, and was able to get up and down the stairs to his workshop and train room. He was looking forward to checking how much the spiders had taken over the train room. His back is still hurting, but he sounded in much better spirits.

**Hal Humphrey:** **Brad** reported **Dick Buescher** told him that **Hal** had passed away. There was a sympathy card for **Hal's** wife available for people to sign. **Dick Buescher** will be handling the disposal of **Hal's** hobby equipment for **Hal's** wife.

**Field/Trees:** Thanks to **Gil Hoffman** for arrang-

PROP-WASH

Page-9

R/C flyer's

Classified ads

ing for the free use of a roller to smooth the field, and to **Calvin Slota** for arranging with his friend Rick for the free use of a chipper and small dump truck. Rick will even run the chipper for us. In return, the chipper owner wants the chips for his orchard. **Calvin** still needs to arrange which Saturday we borrow the chipper. It was suggested we give Rick and the orchard owner **MARCS** memberships as thank you.

**2009 Club Charter and flying field insurance certificates:** We have received the club's charter renewal for the year and insurance certificates for the City (for **Kettle Field**) and for Paul's Nursery (the glider contest site.) The certificates will be delivered to the site owners. **Brad** will check whether **Al Scidmore** will take the certificate to Paul's, or if it should be mailed.

**Edge 540 Raffle:** **Brad** passed on the one year Class A Raffle license to **Dave Rush**. It cost \$25, and is good for one year. This allows us to sell raffle tickets for the plane before the day of the drawing. **Dave** needed the license number to put it on the raffle tickets. Tickets will be sold to **MARCS** members at the May, June, and July club meetings. They will also be sold to registered pilots at the **MARCS Electric Fly** two day event in July. Prices are \$10 per ticket, or 3 tickets for \$25. The drawing will be on the Sunday of the event. The winner need not be there to get the prize, donated by Great Planes, which is worth about \$500 as equipped.

**2009 Banquet:** The banquet is Wednesday, April 15, at the Maple Tree in McFarland. Twenty eight were already registered. We hope the final number will around 36. **Dave** needs registration forms and payment (\$13 per person) no later than April 8. Forms were available for those who wished to return them and payment to **Dave** at the meeting.

**2008 MARCS Awards:** **Brad** asked for more nominations for service awards and all four trophy awards: Smoking Hole (most spectacular crash in front of many witnesses), Submarine Commander (going into the creek or water), Tree Chopper (getting

caught in a tree or crashing into or through some), and Scooter (being friendly and helpful). This was the last chance to nominate someone, as the selections will be made at tonight's Board meeting after this meeting ends.

**MARCS Park Pilot membership class:** There was some discussion of the conditions and purpose of the proposed new membership class. Park Pilot members would need an **AMA-Park Pilot** or better membership. They will have voting rights and be allowed to fly any **AMA Park Pilot** / Park Flyer legal aircraft at **Kettle Field**. **AMA** limits Park Pilots to flying electric (non engine) models of less than two pounds, with top speeds of less than 60 MPH. A few **AMA** Park Pilots have enquired whether **MARCS** has a membership class for them. Membership cards must show "Park Pilot" prominently. **MARCS** may gain a few members and a bit of dues money, and make some additional friends. Park Pilot members may decide they wish to upgrade to Regular membership someday, if they get interested in flying larger, faster, or other powered models.

**The vote:** A quorum being 25% of the 71 members, and 26 present, a quorum was easily present. Voting was by show of hands, with most raised in support and none in opposition. The proposal passed. The **MARCS** Constitution and Bylaws will need to be amended to add the new membership class, following the process described in the current bylaws. The club website and membership application form will also be revised to show the new class. The Member Handbook may also need revision. There was some discussion of compatible performance, flight patterns, and flying styles. We all need to be considerate of all the other flyers and planes who are flying when we are.

#### **NEW BUSINESS:**

**Dawn Patrol breakfast:** **Dave Rush** asked if it could be moved from April 16 to April 9, when he could attend? No. Better not to change it.

**Alternate gate proposal:** **Dave Rush** suggested we propose to the County Landfill that if

we and the haulers storing dumpsters at the east end of the property could enter by an existing double gate there on AB, and the gate just east of the **Kettle Field** driveways was moved to just west of them, that the landfill proper could be separated from **Kettle Field** access, and the traffic past the office and through the scales area would be much reduced. We might be able to unlock that gate when we arrive at the field, and keep half of it open until the last flyer leaves. This would be very helpful for the new third Sunday of the month "**Come Fly With Us**" event for people interested in flying RC models. In addition to better access for visitors, that gate swings, not slides, and should be easier to open and close. The landfill would need to add some gravel, at least, on the existing grade "pseudo road" from the existing gate and culvert to the nearby existing paved road running around the base of the landfill mound. Members present were in favor of the proposal. The Board will discuss it and propose it to the landfill management.

#### **RAFFLE WINNERS:**

This month's winners were: **Wendell Hottmann** - plane, **Lindley Wolff** - glow fuel.

#### **SHOW AND TELL:**

We had a really fine group of planes this month: spring must be near!

**Harley Nelson** showed one of his original models, from a 3 view projected on the wall of his shop. This one was an 81 inch wingspan P.A.C 750xl, a New Zealand Utility Airplane.

The original Fletcher turboprop STOL has a 750 hp turboprop engine and can haul two tons. They are used as air ambulances, 10 passenger transports, carrying parachutists up for jumps, and as dusters (of course!) Harley's model is powered by a .91 4-stroke. **Harley** showed a homemade auger he built to empty the dust bin.



**Wayne Lanphear** showed a big 1/4 scale De-cathalon powered by an Evolution 35 cc

gas engine. The 98 inch span model weighs about 15 pounds. Wayne plans to add a pilot bust. He used a JR 12 channel 2.4 GHz radio, and reports the manual is much improved and easier to understand.



**Charlie Schultz** showed a PT-23 built from a Dyna Flite PT-19 kit, powered by a Saito 3 cylinder 4-stroke. It was built by a friend, now deceased. It weighs about 12 pounds, and has a 5000 mAh battery to heat the plugs for more reliable idle. **Charlie** says one challenge with a 3 cylinder engine is making certain all three are firing. If one isn't, the engine has a lot less power, and a model could be lost.



**Bill Kinney** showed a Hangar 9 Spacewalker 120 with an 82 inch span. The ten pound model has a 1.20 Magnum 4-stroke and uses a JR770 4 channel radio. Bill really likes this model, which has a nifty removable upper deck giving access to the radio. He reports the full scale plane is still in production.



**CONTINUED ON PAGE-4**

## **BRODHEAD INDOOR FLYING**

### **Schedule and Rules**

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

**Rules are the same as last year**

**School-use may pre-empt gym**

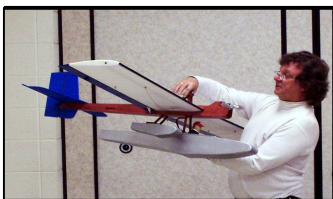
Maximum weight of 6 Oz for 3D and racers and 6.5 Oz for very slow flyers and those with protected props such as the "Bug", "Mini IFO", and pushers. We will continue with all micro planes (those 3 Oz and less) flying at any time. Planes greater than 3 Oz may fly only the first ½ hour of each hour. This gives a chance for those with the tiniest planes to fly more safely.

## **SCHEDULE**

**Wednesdays pm**

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

**Wendell Hottmann** showed a scratch-built "Big Splash", a 150% E-Splash. Span is 66 inches, and weight is pounds 2 ounces.



Although not scale, it resembles some early float planes. Motor is a Turnigy SK3530-1100, powered by a 3700 mAh 3S battery. Wendell used a 2.4 GHz 6 channel radio for control.

**Dave Rush** showed a Nitro Models 55 inch span 9 pound DR1 powered by an Axi 4120-16 brushless motor with gear drive speed reduction turning a 20x12 prop. It uses a 2P4S 3200 LiPo Battery and DX7 radio.



**Dave** also showed a Maxford Products 40 inch Hughes H-1 powered by a Hacker A30 direct drive outrunner motor, with a DX7 radio.

**Frank Baker** showed a new B-17E he scratch built from his own plans, his fourth B-17! It is bigger and lighter than The previous one he flew for years. The 82 1/2 inch wingspan model is powered by four Magnum .15s turning 8x4 props. Covering is Silkspan (tissue) over the wood sheeted body, silk on the tail, CoverRite on the outer open framed wing panels, and dope finish. The landing gear is fixed. **Frank** made the navigation and turret domes from 0.050 acrylic sheet, heated and pulled over wood forms. The radio uses 4 channels. One servo operates all four throttles, another operates both ailerons. Frank was very pleased that this B-17, unlike his earlier 78 inch one, balances without a nose-weight.



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

**Next meeting:** Will be on Thursday, May 7, at 7 P.M.

**The meeting adjourned at 8:50 P.M.**

## THE BATTLE OF BRITAIN

Story by Len Deighton Summarized by Jerry Buss

### Chapter-15

Wing Commander Tom Gleave was much too old to be flying a fighter in combat. He was 32 and even squadron commanders should be no more than 26. Besides, with his rank he shouldn't be flying anyway, but on this day he made a mockery of such notions and showed the rest of Fighter Command a better tactic than was used heretofore. At the beginning of the war firing was done at very long range, often 500 yards or more. Experience had taught to bring that down a couple of hundred yards, but it was still long range shooting. Pilots simply couldn't bring themselves to close on a target for fear of ramming. On August 30 Gleave got his first taste of combat and brought down four Emils on a single sortie, all inside of four minutes. But for running out of ammo, he would likely have gotten more. All of the kills were from inside 70 yards, one, in fact, inside 40 yards. Even with his light weapons, his fire, accurate and concentrated as it was at that range, proved the worth of what other pilots would learn later - get in close. His kill claims were rejected, however. It just wasn't possible to shoot down four fighters in four minutes, but he was offered a compromise and credited with four probables. Dissatisfied, he set out that afternoon on a personal search and located all four crashes just to the south of Maidstone, all from JG 27.

On the day, the Germans had lost 36 total aircraft to 25 RAF fighters from which 15 pilots were safe. On the other hand, the Germans had discovered how to hurt Fighter Command with relentless, well timed attacks that were pressed home against air fields with determination. Great damage was done to hangars, repair shops, communications, quarters and other infrastructure. No planes were destroyed on the ground this day, but that was sheer luck which couldn't go on indefinitely. All the Luftwaffe had to do was to keep doing what they were doing.

The Luftwaffe did everything right on August 31, when 1300 fighter sorties were flown to protect 150 bombers. The skill of the more experienced Luftwaffe pilots was shown when a staffel of Emils bounced the newly operational 1 Squadron of the RCAF and destroyed three Hurries before breakfast. Then a wave of bombers arrived to attack various airfields. The Emils knocked down four more Hurries without loss to themselves or their bombers.

The raids continued with the same intensity as the day before. Peter Townsend took off from Croydon and, having cleared the perimeter fence reached to retract his landing gear when his engine sputtered and nearly died. It recovered, however, and Townsend

looked back to see the rest of his squadron emerging from a cloud of dust kicked up by bomb blasts which had stifled his engine briefly. The Do 17s that had dropped the bombs had already disappeared over the horizon. They had approached very low in a shallow dive at high speed and were gone before ground defenses could get a shot off at them.

Tom Gleave, who had killed four Emils in four minutes, had been "sharing" command of 253 Squadron, but today he got full command of it when its new commander was killed while bailing out of his damaged fighter. Some said he had been strafed in his parachute, but that is unlikely. First of all, it was regarded on both sides as cowardly and, besides, there was no time for such dalliances during a dogfight if one cared much about his own survival. While he was attacking a Heinkel, an Emil came up under Gleave's blind spot and set his Hurricane afire. He carried a pistol for this express purpose, but he refrained from using it. He was burned horribly, but managed to get out and pull his ripcord. He landed in a farmyard and protested being put on a bed in the farmhouse because his burns would soil the clean linens.

ErprGp 210, the *Jabo* unit, went to work in the early afternoon on the radar stations at Beachy Head, Whitstable, Foreness, Rye, Dunkirk and Pevensy, putting them all out of action, but as soon as they left technicians got repairs started. At teatime, they again crossed the Channel and attacked Hornchurch and Biggin Hill while escorting Ju 88s. Two Spitfires were destroyed on the ground and a lot of ancillary damage was done to facilities.

Thirty nine RAF fighters were destroyed and thirteen pilots were killed this day. The Germans also lost thirty nine aircraft, but the Luftwaffe was gaining the upper hand. The British pilot pool, which was already so short of experience was being diluted day by day with the loss of pilots with at least some skills who had to be replaced by pilots with none at all and the island's defenses were being noticeably degraded. On the other hand, the Luftwaffe had been operating a very effective pilot training program for years and had no problem bringing up replacements. That would change drastically in a couple of years, but for now they had a definite advantage.

Flying was nearly continuous and fatigue was wearing badly on Dowding's men. One Spitfire was watched as it landed. When it rolled to a halt, no pilot could be seen in the cockpit. Ground crew rushed to the plane expecting to find a dead or wounded pilot, but when they got the canopy open it was discovered that he was merely asleep. Pilots were being brought in from Coastal Command, Bomber Command and the Fleet Air Arm, but they simply couldn't keep up with losses. In 616 Squadron, which had gone to Kenly in Mid-August, in fifteen days four pilots had been killed, five wounded and one had become a POW. The commission of one

officer was terminated for disciplinary reasons and another was posted away from the squadron. There had been no option, save to withdraw it from action.

The Germans were no less tired. They had no rotation system for rests and the need for fighter escorts of two relays for a single raid with two fighters for every bomber in each relay and multiple raids per day left little time for sleep.

The fighting was extremely hard, but there was surprisingly little bitterness between the sides. Erich Rüdorfer, of JG 54, the *Grunhertz* (Green Hearts) *Geschwader*, remembered The Battle as a time when no one fired on a man descending in a parachute. "Once, I think it was 31 August 1940, I was in a fight with four Hurricanes over Dover. I was back over the Channel when I saw another Hurricane coming from Calais, trailing white smoke, obviously in a bad way. I flew up alongside him and escorted him all the way to England and then waved goodbye. A few weeks later the same thing happened to me. That would never have happened in Russia -- never!"

Oberleutnant Hans von Hahn an Emil pilot from I/JG 3, the *Udet Geschwader*, described the obstacle of the English Channel. "There were only a few of us who had not yet had to ditch in the Channel with a shot up aircraft or a stationary propeller." Running out of fuel was a constant hazard and the tiniest error in navigation or timing often resulted in a bath. He once watched seven of his *Gruppe* ditch while another five made belly landings on the beach (at full strength a *Gruppe* would consist of 36 airplanes). Whether such losses are included in the statistics of battle losses isn't clear.

Bailouts and forced landings were common fare for the men of Fighter Command too. Of 85 Squadron's eighteen pilots, over the last two week period fourteen had been shot down, two of them twice. That they were all alive was phenomenal good fortune. On August 31 their squadron leader, Peter Townsend, added another lost Hurricane to the list. No 56 Squadron was so diminished that it had to be withdrawn. Attacking the incoming bombers from a lower altitude than their escorts put the British fighters at a considerable disadvantage. To further worsen the situation, the radar stations were now being jammed fairly effectively and the Controllers were hesitating to scramble their fighters in strength. In clear weather conditions, they didn't scramble them at all until visual sightings were reported and this created a terrible altitude disadvantage for them for it took a Spitfire 20 minutes to get to 25,000 feet where the Emils lurked in the sun.

**CONTINUED NEXT ISSUE**

### APPLYING MONOKOTE

When preparing to cover your aircraft, use a cheap hairspray (which is clear lacquer) to spray on the wood before covering. This will help the covering adhere to the wood surface much better.

## NOTICE...

Any of the tools or equipment... at **Kettle Field**, that doesn't work right or you notice is broken and is in need of repair,

**PLEASE...** Notify: **Ed Buechner**  
(608) 222-0774 or [ebuechner@charter.net](mailto:ebuechner@charter.net)  
So it can be taken care of **before** it is needed and wastes somebody's 'work' time. (*Thank you*)

## A HELPING HAND

### RUBBER-BAND REMOVAL TOOL...

At the end of a flying session, it's hard to get your fingers under those twisted rubber-bands that hold the wing on. This latch-hook tool found in fabric stores makes this job a lot less difficult. You can easily slide this tool under the rubber-band, turn, and pull it back off the dowel with ease. The tool comes with a little locking lever near the hook that you will need to remove and discard.



## The... BUILDER'S WORK-BENCH

### Balsa Dents:

When you accidentally dent a piece of balsa wood during the construction of a model, try this old cabinet-makers trick. Put a few drops of white vinegar on it instead of using filler. The vinegar will pull 99% of the dent out. Works best overnight. Try it; it really works!

### Reconstructive Surgery:

When taking an airplane apart for repair, put **all** the parts into a clear freezer bag with the name of the plane printed on the outside. This will save you time in looking for those parts needed, as the airplane's repairs are being completed. Even putting a piece of the airplane's MonoKote in the bag will speed up the ID visually, when the time is right.

*AMA Insider Newsletter*

## TIP OF THE MONTH

### A BETTER CAP

As time goes by, the cap gets dried glue up inside it and won't provide a proper seal causing the contents to dry up and/or get thicker. A common electrical wire-nut makes a much better seal as it screws on and off. They will keep your glue fresher longer and they come in various sizes to fit any size bottle snout. If you don't have any laying around in your tool-box or in your workshop, Wire-nuts are available at most hardware stores.



## RETRACTION-CORRECTION

*There were some errors in the minutes of the February, 2009 meeting, concerning the Fokker Dr.1 shown by **Ray Walsh**. **Ray** had made a new fire-wall one and a half inches behind the original to hold the longer 4-stroke gas engine. Part of the original was retained because it supports the landing gear, not to support the outside of the fuselage as was stated previously. Also, the setup information was incorrect. The engine is mounted with two degrees of right thrust and three degrees of down thrust, not at zero. The center wing is parallel the thrust line, not the bottom wing. The bottom wing is mounted one degree negative to the thrust line. The upper wing is about one degree positive to the thrust line, as previously stated. Finally, the stabilizer is mounted parallel to the center wing, not slightly negative. **Ray** also made it adjustable. Its leading and trailing edges can be moved up and down by turning four 2-56 screws.*

I regret the errors and any difficulty they may have caused.

**Don Weigt, MARCS SECRETARY**

**NOTICE:** New e-mail address  
for... **Bob Stowell**  
[roberts134@verizon.net](mailto:roberts134@verizon.net)

## FIELD SUPPORT...

Your workshop is not the *only* place where you'll need tools and supplies. At the flying field you'll also need special tools and equipment to service your model airplane(s). The best way to store and organize your field equipment is to use a field-box. These can be simple or as customized as you like, but whatever you choose should be easy to carry. If you want more than just an old cardboard box to carry your stuff, there are several field boxes to choose from. Pre-build form field boxes come in many shapes and sizes and are also available in kits. Depending on the type of model you are flying, you'll need specific equipment. The equipment you will need will help determine the type of box to use. Here are some of the **basic field accessories** you'll need at the flying field:

*Spare propellers*

*Prop wrench*

*Spare wing attachment screws or rubber bands*

*Long-reach screwdrivers, both Phillips and common*

*6-inch adjustable wrench*

*Common and needle-nose pliers*

*Expanded-scale Volt Meter or simple*

*battery checker*

*Model support stand (can be a feature of the field-box)*

*Spare nuts, bolts, washers, etc.*

*Digital tachometer*

For **glow-powered** models, you might want to consider a field-box that incorporates a 12-Volt battery and a power panel. With this setup, you can easily power field equipment such as an electric fuel pump fueler/defueler, a glow-plug power source, and an electric engine starter. Other glow powered airplane accessories should include:

*Spare glow plugs*

*Glow plug wrench*

*Rechargeable glow plug power driver*

*Container of glow fuel*

*Spare fuel line*

*Spare fuel filter*

If you are flying **electric-powered** airplanes, you'll need things like:

*12-Volt field charger, appropriate for the type of batteries being used*

*Spare battery packs*

*Watt meter*

## HOW DO YOU GET OFF A NON-STOP FLIGHT ?

### GATE LOCKING

We are having a reoccurring problem with our gate padlock so it's time to use some common sense. As you walk away from it, please take note of its position. Never leave the base in an upward position. This allows the moisture from rain, snow, and even dew to trickle down into the works to either freeze or corrode that internal mechanism that **allows us** to open it.



Thank you

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

Madison Area Radio Control Society

### ANNUAL MEMBERSHIP DUES

**Regular membership**.....\$50.00

**Junior membership**.....\$20.00

**Park Pilot membership**.....\$20.00

**Family membership**.....\$15.00

**Associate membership**.....\$15.00

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

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

*Treasurer: Dick Sutton*

## 2009-MARCS EVENT SCHEDULE

EVENT NAME	DATE	LOCATION
Field Work Day	April-25	Kettle Field
Boy Scout Fun-Fly	June-13	Kettle Field
ELECTRIC Fun-Fly	July-11/12	Kettle Field
FLOAT Fly	August-15	Lake Waubesa
<i>Ken Kindschi</i> SCALE Rally	August-30	Kettle Field



### MARCS BANQUET... APRIL 15TH, 2009



The **MARCS Banquet** was held at the *Maple Tree Restaurant* in McFarland. There were 36 people in attendance. There would have been 38 but one member was ill.

**Roger Zimmerman** donated six beautiful hand-crafted wooden models of a P-51 Mustang along with a cool large wooden bolt with its nut that he made. A drawing was held and seven lucky members went home with these beautiful pieces. After the meal, **President Brad Witt** awarded the trophies to those present and we were told stories about the others that earned awards, but were not present.

The "**SMOKING HOLE AWARD**" was presented to **Roger Zimmerman**. When asked to tell about the crash, his comment was –which one!!!

The "**TREE CHOPPER AWARD**" went to **Bob Lehmann** for parking his Four Star 60 in the trees right across from the field. He also ended up eligible for the Submarine as well as when the plane shook loose from the tree, it came down, landed on the bridge, and then fell into the creek!

The "**SUBMARINE CAPTAIN AWARD**" went to **Ed Buechner** for having one of his planes exploded while in flight at the Float Fly. The plane ended up upside down in the water and was set-aside to dry out. Apparently, the water affected the wing spar more than anyone thought. Ed was flying in his usual aggressive aerobatic style and the wing just exploded!! A very impressive crash!!! But no worries, Ed tells me the plane is already back flying!!

The "**SCOOTER (NICE GUY) AWARD**" went to **Calvin Slota**. Calvin seems to always be there to lend a hand and willing to help out with whatever needs doing. He's one of our very 'active' club members!

**CERTIFICATE AWARDS** were also presented for "**OUTSTANDING SERVICE**" to the **MARCS Club** to the following:

**Al Scidmore**, for his many years of the responsibly of coordinating the Glider Events.

**Ed Buechner**, for his continued efforts to maintain our field equipment, after we break it.

**John Steen**, for his editing efforts on our Newsletter, the safety cages he built, & the New Years chili.

**Otto Oie**, for the pictorial record he makes of club events as our Club Photographer.

**Wayne Lanphear**, for his continuing efforts as liaison to the City of Madison and to Dane County.

**Dick Sutton**, for going the extra mile to be our Treasurer and for all the hours of work on our field.

**Jodie Rush**, for providing the food and deserts at the "Electric Fly" plus her help at other Club Events.

**Linda Nelson**, for a decade of hand made wind-socks for Kettle Field and other behind the scenes help.

**Don Weigt**, for his efforts as club Secretary & nominating committee chairman in 2008 & 2009.

**Chalie Schultz**, for his many contributions to the club, including trenching our Field for the wiring job.

**Danny Sutter**, for his efforts in the field wiring & his electronic wizardry in recording & duplicating.

The awards ceremony wrapped up at about 7:30 and everyone headed out by 8:00 p.m. It appeared a good time was had by all and nobody went home hungry!!!

*submitted by Dave Rush*

**PROP' WASH CLASSIFIED ADS****FOR SALE...****(ARF) "Spacewalker"****80-inch Wingspan****4-cycle 70 OS engine***Ready to fly with your  
Receiver and flight batteries***Asking price... \$300.00****CONTACT: Mike Pirkl**[maddogaviation@yahoo.com](mailto:maddogaviation@yahoo.com)

## **ELECTRIFLY E-PERFORMANCE XLC SERIES EDGE 540T Raffle**

The Edge 540T has been test flown, a report has been given to Great Planes as per the donation, and will now be raffled off. The plane is ready to fly after you add your receiver, set-up the plane on your transmitter, and charge the included 4s Lipo battery.

Tickets are only available to club members and registered pilots at the Electric Fun Fly on July 11<sup>th</sup> and 12<sup>th</sup>. The plane will be raffled off on the 12<sup>th</sup> at approximately 1:00 p.m. You DO NOT need to be present to win. The plane and included/installed equipment are valued at over

**BOARD of DIRECTORS****meetings**

These meetings are held on the same evening as the **MARCS** General Membership meeting, (first Thursday of the month) after its adjournment.

*General Membership meeting: 7:00 / 9:00 pm*

*Board of Directors meeting: 9:00 / 10:00pm*

Both meetings are held in room: 201-B. Club members are welcome to stay and observe the Board meeting. A Club member may have the floor by being recognized by the Chairperson. Input or opinions must be brief and to the point as the overall meeting time is limited.

**AGENDA: May 7, 2009**

**OVER-ALL FIELD CONDITION ~ UPCOMING EVENTS  
'COME FLY WITH US' PROGRAM ?**

**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.**

**\$400.00 !!!!!** (and you don't have to build it!)  
Tickets are \$10.00 each or 3 for \$25.00 and will be sold at the May, June and July meetings and at both days of the Electric Fun Fly. Dave Rush will also have tickets available when he is flying at the field.  
*by Dave Rush*

*Click on the link below for specific information  
on this aircraft and view a flight video*

<http://www.electrifly.com/parkflyers/gpma1572.html>

