

MARCS Sparks

FEBRUARY 2011

VOLUME 50 ISSUE 2

Monthly newsletter of the
MADISON AREA RADIO CONTROL SOCIETY
Madison, Wisconsin AMA Charter #665



COME FLY WITH US...

The MARCS' meetings are held on the first Thursday of each month at:
MADISON LABOR TEMPLE
1602 South Park St. Madison, WI.
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.

Club Officers:

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 (more details on page-9)
Dick Sutton phone: (608) 437-6795

Flight instruction coordinator:
Conrad Tufte conradtufte@gmail.com

Web master:
Jeff Alexander webmaster@marcswi.org

Club photographer:
Otto Oie ooie3@charter.net

Club safety officer:
Bill Kinney hukilau@centurytel.net

Club website: ----- www.marcswi.org
Info."About us", our "Flying sites", "Newsletters" (present and archives), a calendar of events, "Pictures & Videos."
Contains links to: "War Birds" "Electric Flyers" & other special interest groups. Membership application forms for the **MARCS** club and the **AMA**.

Newsletter Editor
John Steen steensr@yahoo.com

Minutes of the:

MARCS General Membership Meeting

January 6, 2011

Submitted by: Don Weigt, Secretary

The meeting was called to order at 7:03 P.M. by President **Brad Witt**. There were 27 people present. No guests or new members were present.

Secretary's Report: The minutes of the December, 2010 meeting were approved as published in **SPARKS**.

Treasurer's Report: A printout of Treasurer **Dick Sutton's** report was available for viewing. Paid up 2011 membership is 45.

OLD BUSINESS:

Elections: **Brad** welcomed new Board members **Frank Baker** and **Conrad Tufte**. He also thanked **Ed McDonald** and **Calvin Slota** for having served on the Board, and **Roger Zimmerman** for continuing for another term.

New field entrance: **Dave Rush** was absent. He was working: his school had a concert tonight. He had no news for **Brad** about the gate.

Janesville Fun Fly, December 29: **Brad** had nothing to add from **Dave**. **Wendell** was not at the fun fly. **Todd Giesfeldt** was there, and reported a nice turnout, with few crashes, and people seemed to have a good time. There weren't many Vapors or other real slow stuff, so the end court wasn't separated from the rest of the space.

No future fun flies were announced. This one was by invitation only. Future ones will also be by invitation only, as there were people who smoked on the school grounds and some who smelled strongly of alcohol. Either could cause problems and pre-

vent all flying there in the future. If you would like to be included in the notification for future events, contact Dave. Unless you are one of the problem people, you'll probably be added to the list. The final decision is his.

Award Nominations needed for the banquet:

The awards are: **SMOKING HOLE, SUBMARINE COMMANDER, TREE CHOPPER, AND SCOOTER.** Also, the club gives certificates for outstanding achievement. Even though **Frank Baker** qualifies for all of the awards this year, please give **Brad** or any Board member any other nominations you have, and tell why they deserve the awards.

New Year's Day event: Tom Lazar Memorial Chili Feed and Fun Fly was rescheduled for February 5th. This event was cancelled New Year's Day due to the weather, and the drive and lot not being plowed. **Brad** suggested not holding the event this year to save funds. The consensus was that the event should continue, and that it's not too expensive. It will be held, on the first Saturday in February. **Ed Buechner** indicated he could plow if given a few days notice, and help with gas for the generator. The flying will be from about 9 A.M. to 1:30 or 2:00 P.M. Editor **John Steen** is bringing the chili, **Tony Kremm** is bringing the desserts and a couple of propane heaters. **Brad** will bring three coffee makers and extension cords. There usually is hot water and cocoa mix, coffee, and cider. The plastic on the shelter will be installed the week before, probably on Wednesday afternoon. The proposal passed by a clear majority of raised hands.

Club forms: **Brad** has new 2011 MARCS and AMA membership application forms for the hobby shops, and also has new triple folds from **Ed McDonald**.

Main raffle prizes for the next few months: **Brad** announced airplanes will be the main prizes for January and February. No raffle in March, it's the club swap meet. In April it will be an ASP 1.20 engine or E-Flite 370 electric motor.

NEW BUSINESS:

Gate-Lock: The **MARCS** lock (and combination) on the landfill gate was changed on Tuesday (January 4.) You will need to use the new combination on the back of your 2011 **MARCS** card to open the gate.

Bob Geimer: There was a get well card to sign for **Bob**, who had triple bypass surgery on December 21. He was already back home on Thursday, December 30.

RC Performance: They've moved, now are at 5728 Monona Drive, Monona, WI 53716. They've changed their name, too. It's now called Performance Hobby. Their website is still at <http://www.rcperformance.com/>, and their phone number is unchanged: (608) 222-8846.

Programs: **Brad** brought a collection of DVDs, and if the meeting isn't too long, one will be shown. Also, a presenter is needed for a demonstration on soldering for a future meeting. We have a request for this from a member. Let **Brad** know if you'd like to demonstrate how to solder.

Future raffle prizes: February - DuraPlane, two calendars, MonoKote, and more.

Test strip recall: Diabetics will want to know that there is a recall on some Abbott test strips. **Brad** had a list of affected lot numbers.

NEARBY EVENTS:

Dawn Patrol Breakfast:

January 20, Thursday, 8:30 am, **ELIES'** Restaurant (formerly **Prime Table**) 4102 Monona Dr. Share breakfast and visit with your fellow club members and flying buddies.

WarBirds meeting:

January 20, Thursday, 7 pm, Labor Temple, Room 109.

Swap Meet:

January 30, Sunday, Iowa City Airport, Iowa City, IA.

Model Aircraft display:

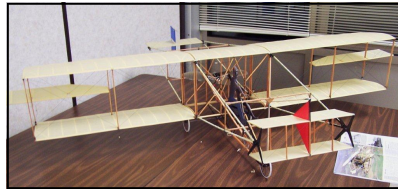
EAA Museum, Oshkosh, WI: "Little Wings...Big Dreams, Sport Aviation in Miniature" has a great exhibit of the history, diversity, and in some cases state of the art construction of FAI contest aircraft. It's in the Gilbert H. Hansen Photography Gallery, just to the right of the Wright Flyer, under the balcony, at the bottom of the stairs leading down from the main entrance. It's been there since March, so may not remain much longer. "Well worth a visit if you are in the area", says **Don Weigt**.

RAFFLE WINNERS:

Gary Gausmann...*Midwest - 74"* Cardinal Squire kit
Wendell Hottmann...*Coverite-* Covering iron
Brad Witt...*Hanger-9-* Wing rack
Dan Sutter...*Plano-* Parts box with parts
Dick Sutton...*Robart-* Incidence meter
Otto Oie...*small hand built field flight-box*

SHOW AND TELL:

Wendell Hottmann: Curtiss Model A pusher. This 72 inch span model is made to Wendell's CAD drawings based plans, to be very light for indoor flying. Weight is 20 ounces, with a 2208 outrunner brushless motor geared down 3:1 turning a 12x6 prop, with a 2S 800mAh battery and 2.4GHz radio. He reports it flies quite well, as he was able to fly it the Craig field house making full laps, not just "museum hops"



Dan Sutter: ERC Micro Stick. **Dan** really likes the performance of this one ounce plan with 16 inch span. It loops and rolls, is much faster than a Vapor and faster than an Ember. Cost for the entire set, complete with 1S LiPo airplane battery, pencil batteries for the transmitter, and 2.4GHz radio, even a streamer for combat, was only \$74 from Hobby Lobby.



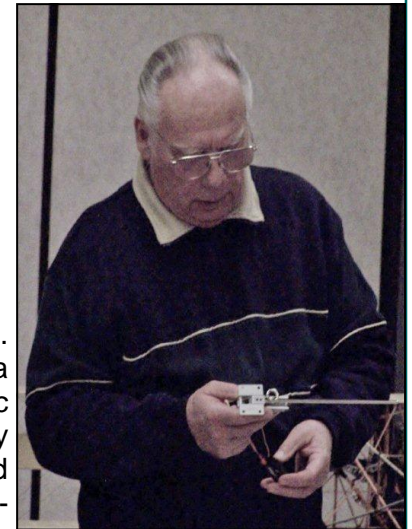
Roger Zimmerman: BT-13. This 75 inch span model from Brian Taylor plans will weigh about 9.5 pounds when complete. Ash is used instead of balsa or spruce for spars and other high stress parts. This is **Roger's** second BT-13. The first one had a thinner scale wing and didn't fly well. This model uses the airfoil from the Sig Four-Star 60, and should fly much better. The ribs for the tapered wing were made by photocopying the rib shape to calculated varying reduction percentages, and the wing went together very well. Continuous aileron hinges glued to the top of the wings and ailerons are from tear resistant Tyvek mailing envelopes. **Roger** also showed a home made incidence meter fixture he made.



Gary Gausmann: Taube. This nicely built 83.5 inch model of an early WWI German "fighter/bomber/recon/psych warfare" plane weighs 9.5 pounds and uses a Magnum .94 for power. The original flew at about 60 MPH with a range of about 90 miles, and was used for dropping 2.5 pound bombs and leaflets, among other things.



Joey Jobe: P-51. This 1/5 scale 89 inch span model was a Pica kit that he bought at the last meeting. The basic wing structure and fuselage are framed. **Joey** plans to use a 55cc gas engine for power.

**Dick Buescher:**

E-Flite electric retracts. These retracts have a built in small electric motor and planetary gearing so no pushrod to a servo or compressed air are needed. Operation is about scale speed, smooth and quiet. They are available in sizes for .10 to 1.20 engine size planes.

PROGRAM:

We watched a **Dan Sutter** DVD of sport flying at the field. It was nice to be reminded that flying season is coming, and to see green grass!

Next meeting:

Will be on Thursday, January 6, at 7pm

THE MEETING ADJOURNED AT 8:15PM

PHOTOS BY **Otto Oie**, CLUB PHOTOGRAPHER

RAFFLE PRIZES

FEBRUARY 3RD
GENERAL MEETING

Duraplane-II Kit

BY HOBBICO

3 Airplane Calendars

Roll of MONOKOTE

(YOUR CHOICE OF COLOR)

2-OZ CA GLUE/THIN

BY Balsa USA

HANGER-9 WING RACK

(DONATED BY STUART SCHULTZ)

Noticed problem:

I have notice that there is a fuel trail stain on the outside skin of the plane starting from where my tank vent pipe is.

Remedy: The fuel is most likely exiting out the vent tube when the plane is in a down-line run. You can also simulate that condition. With the wing off the plane and fuel in the tank, pitch the fuselage in a climb angle, do a couple of banked turns in each direction, and then do a dive angle with it. You'll likely see a small amount of fuel purge itself from the vent line. To prevent this, install a longer vent hose routing it back behind the rear of the tank and then forward to its present location. That way fuel doesn't get trapped in the line and separated from the main reservoir source of fuel in the tank when the fuselage goes through its many diverging angles while in flight.

Noticed problem:

When looking straight on at the front of my model aircraft while at rest on the worktable, one wing tip is lower than the other.

Remedy: Most likely one of the landing gear struts is at a slightly different angle than its partner on the opposite side. If you're dealing with a one-piece wire or aluminum strap gear, take a piece of cardboard and cut it to fit that angle that is formed from the bottom of the fuselage to one of the axels. When you've got a perfect fit, flip it over and check the other side's angle to the axel. This will show you the problem if both angles are not exactly the same.

If you are dealing with separate gear-wires out on the wings, back off a bit and do a sight inspection from a side view, comparing visually one with the other. If they don't portray the same shape you've found the problem. If they are the same, do cardboard angle check (as explained above) on both the *side* and *fore/aft* angle to the wing.

An important thing to know is that you should not try to straighten your landing gear while it's still on the aircraft. The airframe is not strong enough to take the twisting or leverage it might take to get it back in shape... it's just not worth the risk. The twisting or off angle torque could turn a fuselage from a flyer to a hanging-queen in the rec-room. It's a simple chore to remove and repair, so don't risk the damage that can happen because of laziness or some other feeble excuse.

After correcting any of the angles by bending to get

Post Season Blues

PART-2

In part **ONE**; we spoke of dealing with the glow-engine and prepping it for the off-season. For the electric motor, it's most important to clean any debris out of the motor itself. This should be done with compressed air. Your blowing into it really isn't strong enough to be effective and you'll unknowingly be sending moisture into it that shouldn't be there.

In part **TWO**; let's look at some of the most common things that accumulate over the flying season that should now be dealt with. This **Marcs** Club of ours has a high rate of mutual respect among its members and to ask someone how to do something that you aren't quite sure of, will be treated with that same respect. What I have listed in this edition will surely not cover everything you could come across in your inspection, so please; ask a fellow member about something that might concern you.

Noticed problem:

I have noticed that I have signs of fuel having leaked out inside the front of the fuselage at one time or another.

Remedy: If you're using the muffler nipple to pressurize your tank, replace both fuel lines and be sure the center screw on the tank plug is tight.

Post Season Blues

both wing tips at the same height and the front view to where it should be; consider what caused this condition. Perhaps changing your wheels to a larger size or to foam or air-filled tires to absorb more of the shock would be wise. Obviously the ground contact is causing the problem. When the entire weight of the plane hits the ground on one wheel or the other, something is bound to give. ARF's are noted to be under-sized tire-wise anyway, so an up-grade most likely would be the answer to this problem. Be sure to make the CG check after you've made any change in tire size or type.

John/Editor

FINAL PART CONTINUED NEXT ISSUE

ERIC RAMSEY

by **CHRIS SPIERING**
Former, **MARCS** President & Treasurer

On Wednesday, January 12, 2011, Eric Ramsey passed away. **MARCS** hasn't seen much of Eric the last few years due to his declining health.



Eric about to launch his Mosquito

I met Eric shortly after I first became interested in RC. Late one Saturday I was heading home from work and once again noted the presence of some RC airplanes as I passed under the interstate on 12/18 heading for Cottage Grove. The open gate and gaggle of models in the air was too much to resist so I let them guide me to the field. The first **MARCS** member I made acquaintance with was huge black animal which on first look seemed to be a bear but turned out to be a pooch named Scooter.

I didn't realize it at the time but I had stumbled upon a cast of colorful characters who were the stalwarts of **MARCS** in those days. There were some beauti-

ful models in air and on the flight line. Scooter's chauffeur, Roy had brought out a Rearwin Speedster that looked great and appeared to fly as good as it looked. Further down the flight line was a thin balding gentlemen with a great looking crème colored mid wing plane on the table and he was fiddling around with the engine on the coolest model I had seen to that point. It looked like a Merlin engine Spitfire but with more pointy wings than I had ever recalled seeing.

Those unique wings on that model served as the starting point for a friendship that lasted nearly twenty years. When the gent finished tweaking his motor I wandered over and expressed my admiration for the model and we struck up a conversation. Eventually we got around to introducing ourselves and I learned his name was Eric Ramsey. It turned out that the model with the longer wings wasn't only a modification to make a better flying model by adding wing area but a model of Spitfires that had specifically had their span increased to permit them to intercept some high altitude recon flights over the anchorages in Scotland during World War II. I learned the crème colored model was an Art Chester Jeep, a homebuilt racer of which I believe Eric went on to build two more.

As our friendship grew I learned Eric had come to the US from England to take on a management role for Ransom's, a company which produced mowing equipment for golf courses. Based on stories I had heard from Eric he packed up his spouse, Syl, and his three children and moved them to the US in the early 80s, settling in Lake Mills.

Typically, Eric built his models from plans he made up himself or by modifying the plans of others, I think that pointy winged Mick Reeves Spitfire and a Bucker Jungmeister were the only kits I know that



Eric's Saito 1.50 powered Leopard Moth

Eric ever built here in the US. In the time I knew Eric he built several Art Chester Jeeps, at least three DH 60 Gypsy Moths, a Zlin, at least two DH 82 Tiger Moths, a Brian Taylor Spitfire, he built two high wing DH Leopard Moths, two of Frank Baker's large Vickers Wellingtons, a self designed Handley Page Harrow, a Curtiss Robin and a neat looking black low wing plane of DeHavilland design that I came to learn was built by engineering apprentices of DeHavilland back in the 20s. From my experience every single plane of Eric's that I had an opportunity at the sticks with were great flyers and the quality of workmanship was obvious.



Keith Higgin's planes built by Eric; Zlin, Bucker and Art Chest Jeep

As you can see Eric was an accomplished modeler. What most may not know is how large a role Eric took during his long tenure as the club's field liaison. He was instrumental in turning **Kettle Field** into one of the best flying sites around. There are others who can talk more about the years prior to my introduction to Eric but here is my recollection of the active role he played with **Kettle Field** for so long.

In his official club capacity Eric leveraged his professional experience to forge a relationship with the director of the city's golf courses and fostered a strong relationship with the head of the land fill as well. One crisis that Eric helped the club overcome was when the needs of the landfill meant the flying field had to be moved to its present location. Eric was often at the field during the surveying and layout, the result was that instead of ending up with a smaller flying area as planned the club ended up with about an additional 250' of length and gave up almost no width. Over the years his relationship with the golf course permitted us to borrow equipment at no cost to the club and we often found ourselves the beneficiaries of free top soil, seed, grad-

ing and other services from both the golf course and landfill.

For about five years **Kettle Field** was the smoothest and highest quality turf flying surface in the state. Like many others Eric paid for the quality in the sweat he invested, I can recall numerous times where I arrived at the field to find Eric hip deep in a trench he was hand digging for another drain. Most of the credit for the condition of that field was the fruit of Eric's labor, his knowledge of golf course maintenance and his leadership of our field work days. In fact if you go look at the pictures on the club's website of the Scale Rally and first Warbird Event you can see just how nice that surface was.

Unfortunately many of those stalwarts of the club have passed. Eric has joined the likes of; **Milt Alswager, Bob Miracle, Bill Disch** and **Charlie Schultz**, so many other colorful characters who shared the interest in our hobby.

I and many of those who knew Eric will sorely miss the accent, the sense of humor and most of all his company.



Medium sized Saito .91 powered 'Art Chest Jeep' that Eric built

MARCH REMINDER SWAP MEET

There won't be a raffle at our brief March meeting due to our annual **SWAP MEET** event which is also open to the public. No table-fee for vendors. It's time to swap those odds & ends or find a great deal on an aircraft of your liking. Always a good time so please come and enjoy the fun and frolic.

7:00pm ~ 9:00pm

WarBirds

MEETINGS

@LABOR TEMPLE

FEBRUARY-17 — THURSDAY — ROOM 109
 MARCH-15 — TUESDAY — ROOM 201B
 APRIL-19 — TUESDAY — ROOM 201C
 MAY-17 — TUESDAY — ROOM 201B

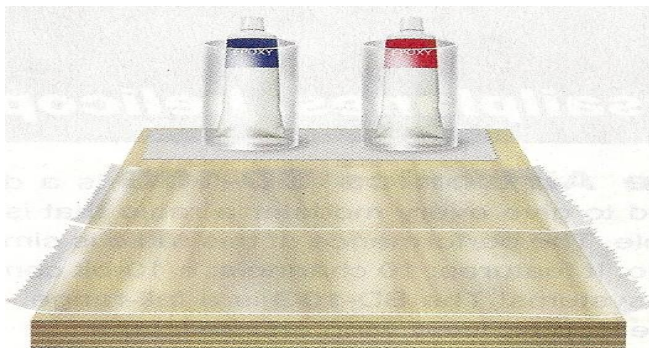
Notice weekday and room number difference

BUILDER'S Work Bench

PACKING TAPE CLEAN-UP

No matter how careful I am with epoxy tubes, there is some point when they leak or I get klutzy and create a sticky mess on my workbench.

Finally, I solved this problem by using two prescription bottles to store the tubes in. Thick double-face tape holds the bottles to store the tubes in to a six by twelve inch 3/4 inch thick piece of plywood that has been sanded table-top smooth on one side.



I then apply clear 2-inch UPS packing tape across the board working surface to completely cover it. This is the area I now use to do all my mixing of the epoxy on. When an inadvertent mess appears, from some miniature munchkin stepping on one of the tubes, I just peel up the tape, trash it, and apply a new covering of that same tape on the board... which, I might add is capable of traveling from one work area to another with me.

2011 MARCS Roster

The new "2011 MARCS Roster" is now available from our Treasurer, **Dick Sutton**. Our thanks goes out for the outstanding effort of our former Treasurer; **Ed McDonald**, for once again publishing this new annual edition.

Our heart-felt thanks also go out to club members **Calvin Slota, Ed McDonald, & Roger Zimmerman** for their past three-year dedication to their seats on the Board of Directors. Their presence and input has been a valued asset and is one of the reasons that our behind the scene club's business runs as smoothly as it has over the years.

With that being said, our warm Welcome now goes out to members; **Frank Baker, Conrad Tufte, & Roger Zimmerman** who have been elected to fill these three vacated Board of Directors seats.

This participation in our club's internal affairs is an excellent way for you as a member to grasp and help solve our challenges, to set new goals, and form the policies that gives the **MARCS club** its healthy public appeal and reputation that hopefully will perpetually recruit our new members. So as these seats become available, please don't hesitate to get involved and run for one yourself at the end of the year. It provides the reward of hands-on experience of what our club actually needs to remain vital and healthy.

DAWN~PATROL BREAKFAST

Thursday, Feb. 17th
8:30 am

ELIES' FAMILY RESTAURANT

4102 Monona Drive
(At: Buckeye Road)

Monona, WI.

(FORMERLY PRIME TABLE)

2011-Club Events

Event	Date	Location
TOM LAZAR MEMORIAL HOT CHILI & COLD FUN CANCELED	January-1 (10:00am ~ 2:00pm)	Kettle Field
MARCS ANNUAL SWAP-MEET	March-3	Labor Temple
MARCS ANNUAL <i>Banquet</i>	April (TBA)	Maple Leaf
WAR-BIRDS OVER DANE	June-11	Kettle Field
ELECTRIC 2011 FUN-FLY Special 2-day Event	July 9 & 10	Kettle Field
MARCS 2011 FLOAT-FLY	(TBA)	(TBA)
KEN KINDSCHI MEMORIAL Scale Rally	August-13	Kettle Field

RESCHEDULED EVENT:

**TOM LAZAR MEMORIAL
HOT CHILI & COLD FUN FLY**
 Saturday, FEBRUARY 5, 2011
 10:00am~2:00pm
 Serving begins approximately at...10:00am
 Hot Chili ~ Crackers ~ Grated Cheese
 Coffee ~ Apple Cider ~ Hot Chocolate
 Sinfully Good Deserts
 @ KETTLE FIELD

TIP of the MONTH

KEEPING THEM COOLED DOWN

Keeping the ESC and battery pack separated and cooled is a problem for electric models, especially those aircraft that have been converted from fuel. Rather than building an elaborate horizontal bulk-head inside the forward compartment, use short sections of bamboo barbecue skewers to make an open-air floor. By drilling aligning holes, on one-inch centers, through the sides of the fuselage and pushing cut-down skewers through the body of the plane it will provide that separating feature and allow the air to circulate freely around the needed items that need cooling. A drop or two of medium CA on the ends of each will lock them into place.



NOTICE:
 FOR THOSE OF YOU WHO LIKE TO KEEP YOUR ROSTER BOOKLET UPDATED, TWO OF OUR MEMBERS HAVE A NEW EMAIL ADDRESS AND ARE LISTED BELOW. PLEASE MAKE THAT CHANGE IN YOUR NEW 2011 ROSTER BOOKLET.
Bob Stowell.....roberts134@frontier.com
Harley Nelson.....lhnelson@frontier.com

BOARD of DIRECTORS Meetings

These meetings are held on the same evening as the monthly General Membership meeting, shortly after its adjournment.

General Membership meeting: 7:00~9:00pm

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 meeting. A Club member may have the floor by being recognized by the Chairperson. Input and/or opinions must be brief and to the point, as the overall meeting time is limited.

Agenda: February 3, 2011

NEW GATE PROPOSAL STATUS

CHILI EVENT DISCUSSION

FLOAT-FLY STATUS

RASCAL-110 REPAIR STATUS

MARCH SWAP MEET SET-UP

ISSUES FROM THE GENERAL MEMBERSHIP

M.A.R.C.S.

Madison Area Radio Control Society

Annual Membership Dues

Regular membership	\$60.00
Junior membership	\$25.00
Park Pilot membership	\$25.00
Family membership	\$20.00
Associate membership	\$20.00

All applicants for a **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 \$10.00 to your annual fee.

Treasurer: Dick Sutton
612-South First Street
Mount Horeb
WI. 53572

LOST PLANE

"**SKY RAIDER**" 40-size

Gray basket-weave covering.

OS 46AX engine and JR radio-receiver.

Plane went down on the East side of our field.

Wing only has been found. Please notify:

Dennis Peterson 608-838-3577 THANK YOU

HHS Dome Flies:

Hononegah High School, Rockton, Il. 61072

↑ **HVRC Flyers** will be hosting the popular HSS Dome Flies again this year. Season passes can be purchased at Hobby Town, at their monthly meetings, or new this year as a Pay-Pal option.

\$20.00 walk-in pilot for each event.

Spectators are always FREE.

event dates: Jan.-29, Feb.-19

event Times: 6:00pm~9:00pm

<www.RVRCFlyers.com> <rvrcflyers@charter.net>

Brodhead INDOOR FLYING

HIGH SCHOOL GYM

WEDNESDAY EVENINGS 7:00~10:30

(OCTOBER 20th, 2010 through APRIL 27th, 2011)

Pilot's cost: Free (PLEASE CONTRIBUTE \$10-~\$20 OR MORE FOR JANITOR'S GIFT)

No flying if school is cancelled or released early due to bad weather.

Rules:

6-oz. weight limit; Electric, CO2, or rubber powered

6.5-oz. weight limit; with protected prop.

Other rules; Flight-Line, Rest-room location, Children rules available on site. Spectators are free.

No AMA membership required

<http://www.facebook.com/pages/Brodhead-Indoor/160588840650921>