

MARCS Sparks

MARCH 2011

VOLUME 50 ISSUE 3

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**.

Minutes of the:

MARCS General Membership Meeting

February 3, 2011

Submitted by: Don Weigt, Secretary

The February meeting was called to order at 7:10 P.M. by President **Brad Witt**. There were 20 people present. No guests or new members were present.

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

Treasurer's Report: A printout of Treasurer **Dick Sutton's** report was available for viewing. Paid up 2011 membership is 54.

OLD BUSINESS:

2011 Banquet: **Dave** will schedule the banquet for Wednesday, April 20 at the Maple Tree restaurant, 6010 Highway 51, in McFarland. If they have another group meeting that night, the banquet will be a week earlier, Wednesday, April 13. Members present didn't object to having the banquet on one of those dates.

Awards: It's time to select the recipients of the **MARCS** awards for another year. Please give your nominations to **Brad Witt** or any Board member, with an account of why your nominees are deserving, not just their names. Awards are: **Smoking Hole, Submarine Commander, Tree Chopper, and Scooter**. Also, the club gives certificates for outstanding achievement.

If you were one of the lucky recipients of an award last year, please return them at next month's meeting, or take them to **Brad** or any Board member so they can be prepared for presentation at the April Banquet.

Newsletter Editor

John Steen steensr@yahoo.com

2011 Float Fly: We will try to move the Float Fly back to Riley Deppe Park in Marshall this year.

"New Year's Day" Tom Lazar Memorial Chili Feed and Fun Fly: The rescheduled event will be this Saturday, February 5th. The forecast is for good weather. A path may need to be cleared from the parking lot and shelter to the flight line fence, as there is deep snow on the field. **John Steen** will be bringing the chili, **Tony Kremm** will be bringing desserts, there will be hot coffee, cider, and water for cocoa.

Many thanks to **Ed Buechner** for plowing the entrances and parking lot. **John Granberg** and **Brad** will fasten the plastic on the shelter tomorrow (Friday) about 1 P.M. for Saturday's event and do a general cleanup of the area. Come out and help if you can.

Gate proposal: Nothing new since mid January. A scheduled meeting had to be postponed. But, we may be able to have a separate road, not through the landfill. It would mean the landfill could really be secured when closed.

Annual Field Payment: **Brad** has taken the check to Ray Shane. Ray doesn't have his budget software yet, so may not be able to deposit it for a while.

NEW BUSINESS:

Eric Ramsey passes: Long time former member and Field Liaison Eric Ramsey passed away. **MARCS SPARKS** had a nice article about Eric by past President Chris Spierings. **Brad** thought Chris had once been Treasurer, but he was not. A condolence card was on the front table for club members to sign.

Club Roster: Copies are available from the Treasurer. Please check your address and other info in the club roster. Notify someone on the Board of any errors, so corrections can be published in the newsletter.

Nearby flyer: Someone has been seen flying by the Hope Church cemetery east of the field, just across AB from the soccer parking area, easily visible from the field. This is much closer than the

AMA recommended 3 miles between radio control flying sites. Watch for this, and be careful! Keep your plane much closer to yourself than to that flyer if you see him. A club representative should contact this flyer as soon as possible.

Tony Kremm retiring: **Tony** announced he's put in his notice. April 29 will be his last day on the job. Congratulations, **Tony!** You'll enjoy retirement.

NEARBY EVENTS:

~~"New Year's Day"~~ **Tom Lazar Memorial Chili Feed and Fun Fly**, February 5, Saturday, 10 A.M. to 2 P.M., Kettle Field. Setup at 9 A.M.

Indoor Electric Fly at Janesville Craig HS, February 6, Sunday, 8 A.M. to 2 P.M. Spectators are free. Flyers pay \$10, which goes to the school's Band Scholarship fund. Dave will have one or more airplanes for people to use to try indoor flying.

Dawn Patrol Breakfast, February 17, Thursday, 8:30 A.M., Elie's Restaurant (formerly Prime Table) 4102 Monona Dr.: Share breakfast and visit with your fellow club members and flying buddies.

Warbirds meeting, February 17, Thursday, 7 P.M.: Labor Temple, Room 109. Chat about the full scale planes, modeling them, plans, books, magazines, equipment, techniques. Free.

RAFFLE WINNERS: _____

Tony Kremm - monthly calendar, Dura Plane kit
Wayne Lanphear - 365 day calendar
John Granberg - green MonoKote
Dan Sutter - 2 oz. CA glue
Dave Rush - 365 day calendar
John Steen - wing rack.

SHOW AND TELL:

Harley Nelson: Gas powered Thrush cropduster built by **CHARLIE SCHULTZ** about 25 years ago. This 92 inch span model weighs 19 pounds, and has a converted Ryobi 31 cc engine with CD igni-



tion for power. **Harley** added navigation and landing lights, and made a glass lens for the landing light from a pyrex (tm) tube. The model had extensive water and mouse damage. It also had heavy fabric and dope covering using materials for full scale planes, which **Harley** replaced with several brands of model covering. This was a major rebuilding project. Harley actually threw away the original wing!

Dave Rush: Electric foam Minimoa powered sailplane. This graceful scale 78 inch span model weighs 2 pounds 4 ounces with a 3S 2200 LiPo battery and motor. The model was tailheavy. **Dave** had to add six ounces of weight in the nose to get the CG where it belonged. Vent holes should be added to cool the motor and battery in warmer weather. It uses a 2.4 GHz radio, and three channels plus throttle. **Dave** is going to add some red to make it easier to see in the sky.



Dave Rush: Electric E-Flite Carbon-Z Yak 54 aerobat. This 48 inch span model weighs 3.7 pounds. It uses a BL25 motor, 60 Amp ESC, and 4S 2600 mAh Hyperion LiPo battery. Motor and prop are designed for this plane. Radio is a 2.4 GHz full range receiver using three channels plus throttle. It's light and strong, and goes together really quickly. It flies fast and is very maneuverable. Repair parts are reasonably priced. **Dave** really likes this plane!



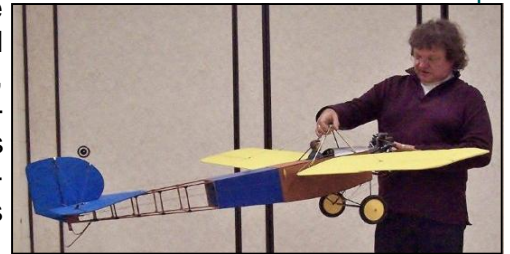
Dave showed some Cleveland and other kits that are about 50 to 70 years old. **ROD LIPPERT** got them when he worked in a hobby shop long ago. Plans and printed wood for the ribs. How times have changed! **Dave** is



hoping to sell them to **MARCS members**, rather than on eBay.

Dave also showed how he made from silver bubble wrap bought at Menards. Assembly is done with construction grade duct tape: not the regular stuff.

Wendell Hottmann: Electric powered Proctor Antic. **Wendell** got this model from **CHARLIE'S** warehouse. It was about 75% complete. **Wendell** told Stuart he didn't want the glow engine that was on it. The 84 inch span model weighs 8 pounds 13 ounces. Its SK5055/580 motor with belt drive is powered by a 6S LiPo battery. **Wendell** machined an aluminum crankcase to hold a set of five plastic Williams Brothers cylinders and hide the electric motor and belt drive. **Wendell** worked out a way to quickly connect and remove the functional bracing wires, tightening them with a loop of monofilament line and a couple of piano wire hooks. **Wendell** may try a (cough, cough) gas engine on this model sometime... Radio is on 2.4 GHz.



Wendell also had some data sheets for logging electric power and thrust for calculating performance of electric drive setups.

PROGRAM: No program tonight.

Next meeting: Annual **MARCS Swap Meet**, Thursday, March 3, at 7 P.M. No raffle. Bring things for show and tell if you want to. Sell your treasures, buy someone else's!

THE MEETING ADJOURNED AT 8:31 P.M.

PHOTOS BY **Otto Oie**, CLUB PHOTOGRAPHER

Help Support the
Madison Area
HOBBY SHOPS
Buy Locally

TOM LAZAR memorial:
HOT CHILI & COLD FUN FLY
 February 5, 2011 by, Brad Witt

FOR AN EARLY FEBRUARY DAY; THE WEATHER WAS VERY AGREEABLE TEMPERATURE-WISE WITH VERY LIGHT WINDS FOR THE SEVERAL MEMBERS WHO BROUGHT PLANES TO FLY...

First of all, the club **thanks Ed Buechner** for the wonderful job he did on plowing out the parking lot and both entrances. We also **thank John Granberg** and **Gary Gausmann** for helping with the prepping of the shelter and doing the snow-blowing to gain access to the flying field itself.



We also wish to **thank** the following people for participating in this event and their generous donations of the \$61.00 given to help cover our expenses: **Brad Witt, Bob Stowell, Tony & Dorothy Kremm, Dave Rush, Ed McDonald, Wendell Hottmann, Richard Sutton, Ed Buechner, Danny Sutter, Todd Giesfeldt, Don Weigt, John Steen, Walt and Julie Seaborg, Andrew Seaborg, Alex Seaborg, Will Seaborg** (three generations of Seaborgs) **Jeremi, Natalie, and Zachery Suri** (the Suris are friends of the Seaborgs), and anyone else who might not have signed-in on the sheet.



Thanks Tony Kremm for sharing with us your new propane heater that worked effortlessly to keep us warm and toasty in the shelter house!



Thanks to **John Steen** for his home-made chili and to **Tony & Dorothy Kremm** for the yummy desserts they provided. There were also a wide variety of hot drinks and condiments available to please ones pallet. You missed a good meal as well as the club camaraderie that always surrounds this event if you weren't there.



PHOTOS BY: **Otto Oie, CLUB PHOTOGRAPHER**



Post Season Blues

♪ PART-3

One may think that the surface skin isn't all that important and is only cosmetic thing. Wrong. A small tear can scoop in a gust of air pressure during a maneuver and split open an area that is important to the aerodynamics of your plane in a split second.

Noticed problem:

Punctures or tears in the aircraft's skin.

This repair scares most pilots because;

- (1) The aircraft was bought as an ARF and they don't have any left-over covering paper laying around to make a patch with.
- (2) Using a hot iron to do anything on my airplane is not on my agenda.
- (3) I have attempted to use covering material a long time ago and made a mess out of that.

Remedy: Usually damage has come from inadvertent things like that "oops, damn" screwdriver poke, transporting the plane from the workshop to the vehicle only having two hands to work with, or during that hasty trip from the vehicle onto the flying field. We tend to get a little klutzy when we're in a hurry or excited. So in reality, all the covering skin is still there, it's just split open or broken, ranking it as minor repair. You can handle this.

DuBro has a relatively new product available called "Electric Flyer Hinge Tape" (#DUBQ0916). Everyone should have a roll of this in their shop or flight-box as it is ideal for repairing these minor tears in your aircraft's covering. It adheres tenaciously to *cleaned covering material* yet has the degree of flex like the surface it's on. It's also transparent so it retains the visibility of the color and/or the trim pattern under it. This is a 3-M item which gives it the quality of a proven product. It comes as a 15-foot roll, is a full inch wide, and is 4.5 mills thick. And Tower Hobbies has it available as part number: LXJGT1 @ \$4.79 roll. If you can safely use scotch tape without hurting yourself, you'll love this user-friendly product and be able to easily repair your damaged airplane's skin. Don't try to substitute the clear UPS packing and shipping tape for this job as the longevity is not there, although the adhesive it will leave behind will remain there long after the tape has disappeared... and it will be a pain to clean off an already torn surface.

Noticed problem:

Loose hinge (s) on the control surface (s)

Remedy: This is a common problem that occurs over time to control surface hinges that become detached on one side or the other of their flex joint. This repair is varied somewhat because of the many types of hinges that are used. All hinges can be re-attached by wicking some CA glue (with the help of gravity) down into the slot it is in. Be sure you disconnect the push-rod from the control-horn so as you do the work and flex the hinge after it has been glued, you won't damage the control-servo or bend the rod itself out of alignment.

With the larger airplanes (60~90 size) you'll have larger hinges that will have solid material to anchor into the wood. Wicking can be used, but in addition, I like to pin it in a couple of places by pushing a straight-pin down through the wood and hinge and snipping off the excess pin. This is like driving a spike down through the wood and hinge... only in a miniature version. As the size of plane increases, drilling and staking it with a small hardwood dowel is not considered an over-kill.

Your control surfaces are one of the most important parts of your aircraft. If a loose hinge allows the air force around it to tear that control surface off, you are in a world of trouble and it's doubtful that you'll be able to make a controlled landing. An uncontrolled landing can get rather expensive and can happen in a matter of seconds...although you'll have the best seat in the house to watch it happen. That's why tugging on those control surfaces is considered one of the most important pre-flight checks you make.

In summary: This is the best time of the year to totally inspect and scrutinize everything on all of your models. That inspection-sheet you created way back in the beginning on each plane should be your check list to follow and work from during these cold winter months. Putting each sheet on its own clipboard will give this project some status of its own. Don't look at it as a big chore, but as something you can pick away at over time and by the time spring comes, you'll be one of those who will enjoy your flying starting from day one. There's nothing more frustrating than having to do some repair work the minute you get to the field... and perhaps not be able to fly on that day at all. That could even cause the Pope to swear... Well, maybe not. **JOHN/EDITOR**

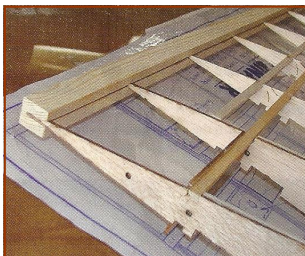
BUILDER'S Work Bench

MAKING STRAIGHT TRAILING EDGES

Some may say; thick, rounded trailing edges fly better and are less sensitive around neutral. This may be true for aerobatics, but for *scale models*, realism is more important. Modern transmitters offer exponential control surface travel and I find that about 25- to 30- percent expo solves any control problems that may arise.

BUILDING STRAIGHT:

A straight wing begins when the framework is being assembled. During this preliminary assembly, I use a straight, grooved 3/4 X 1-inch strip of wood about 42-inches long. The groove is 1/8 X 1/2-inch deep. Its length can be whatever is required, as long as it's straight. This is placed over the rear tips of the ribs to keep them aligned during assembly. It's important that the parts fit without having to be forced into place. If a slot has to be opened up a little to make a better fit, do it. There should be no tension on any of the parts. I always build the ailerons and flaps as part of the wing and then separate them after the wing has been sheeted. This method assures that the surfaces match the wing when they are hinged back into place.



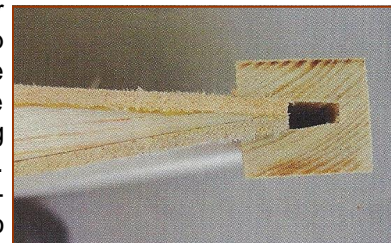
To start, I cover the bottom of the wing completely from the leading edge to the trailing edge. It works well to edge-glue your sheets of balsa together (on a sheet of glass) to make two larger pieces. One that extends from the center of the main spar forward to the leading edge and a second that extends from the spar back to the trailing edge. Cut and join the sheets so the grain runs parallel to the leading edges. I generally apply the sheeting from the spar to the trailing edge first and then apply the leading edge sheeting. The lower sheeting can also be applied in one large piece if you desire. Once the glue has set, bevel the trailing edge of the sheeting to match the ribs.

Next, make similar sheets to cover the wing's top surface. Before gluing the sheets into place, install all the control horn mounting plates, hinge blocks, servo mounts, rib webs, and any other internal details. The top sheeting must be installed while the wing structure is in perfect alignment. If the wing is closed up while it's out of alignment, there is no easy way to correct it after the glue sets. To maintain a warp-free structure, I use a rib shim

strip taped in place on the top of the plans to support the rear of the wing. The shim strip is positioned to obtain the desired amount of washout at the tip.

I do all the assembly work up to this point with Pacer Zap CA glue, but to glue the top balsa sheeting in place I use yellow carpenter's glue. Trim the top sheeting so it is just slightly oversize and then run a bead of glue along the main spar's rear edge and the on the top of the ribs aft of it. Position the rear top sheet in place with the front edge centered over the spar and tack glue the ends of the sheeting to the spar with CA. This keeps the sheeting from shifting. Place the wing precisely on the plans with the shim strip in place and pile up some magazines on the top of the wing to hold the covering in contact with the substructure.

I use a second grooved wood strip to hold the trailing edge sheeting together and straight. This strip has a 12-degree angle groove that's wide enough to hold the trailing edge sheeting together. Be sure this grooved fixture doesn't get glued to the wing. Place a strip of wax paper or food wrap over the trailing edge first. I don't worry about bringing the top and bottom together to form a sharp edge. A tapered hardwood trailing edge cap will be glued to the flat trailing edge later.



If, however, you desire to form a sharp trailing edge without the hardwood cap, it is worth the extra effort to sandwich a length of carbon-fiber strip (such as Dave Brown Products CPSP-5230) between the top and bottom sheeting. This allows you to form a really sharp, long-lasting edge. I generally do this on smaller wings, up to 50-inch spans. Again, it's most important to use a grooved wood strip fixture to keep the trailing edge straight while the glue dries.

SHEETING THE TOP LEADING EDGE:

If spar webs have been installed, the wing can now be removed from the plans. The webs create a closed box structure that helps the wing hold its shape. Glue the top leading edge covering to the spar while keeping the leading edge up off the ribs. Run a bead of carpenter's glue down each rib and then, starting from the center of the leading edge, pull the sheeting down to the leading edge cap and glue with Zap CA. Work one rib space each way from the center out to the ends. This should produce an accurate wing panel.

TRAILING EDGE CAPS:

Cut the trailing edge caps from a harder wood such as pine or spruce. I use clear pine here, and for many other places in the model since it's easily obtained at local lumberyards or home improvement centers. I look for the best 6-foot-long by 6- or 8-inch wide boards that I

WarBirds

MEETINGS

@LABOR TEMPLE

MARCH-15 — TUESDAY — ROOM 201B

APRIL-19 — TUESDAY — ROOM 201C

MAY-17 — TUESDAY — ROOM 201B

Notice room number difference

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

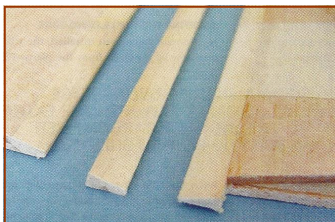
TRAILING EDGES...

can find that are straight. Number-1 select grade is the best.

With your table saw blade at a 6-degree angle, saw off a few strips 1/4 to 5/16-inch thick (depending on the size of the model). Cut one edge off the strips at this angle, then set the fence so the strip's thick edge will be between 3/32 and 1/8-inch thick or, to match the thickness of your wings flat trailing edge. By turning the strips over after each cut, you create strips with a symmetrical 12-degree taper. While I have the saw set-up, I usually make enough strips for at least the next project.



Before the ailerons and flaps have been cut free and removed from the wing, glue and tape the edge-caps in place. This way you can sand them to match while the wing structure is still in one piece. Use a hardwood sanding block with 80-grit sandpaper to blend the trailing edge and wing surfaces together. Then after the capped control surfaces have been removed and hinged back in place, everything should align perfectly.



I hope this easy building technique might inspire you to take some time during your next project to produce nice sharp, straight, and true trailing edges. It's worth the extra effort and your model will look great!

EVENT UPDATE

President; **Brad Witt** has now secured the lease of the Riley-Dieppe shelter in Marshall for our August 7th "**Water Fun-Fly**" Event.

Treasurer; **Dick Sutton** will now be securing the proper insurance for that day, which is a mandatory requirement for that day's lease.

CORRECTION: In the February issue of our Newsletter, the 'Eric Ramsey' article's header showed Chris Spiering as being one of the club's former 'Treasurers'. This is an error. **CHRIS IS A FORMER MARCS' PRESIDENT.**

DAWN~PATROL BREAKFAST

Thursday, March 17th
8:30 am

ELIES' FAMILY RESTAURANT

4102 Monona Drive
(At: Buckeye Road)

Monona, WI.

(FORMERLY PRIME TABLE)



BY NICK ZIROLI SR.

2011-Club Events

Event	Date	Location
MARCS ANNUAL SWAP-MEET	March-3	Labor Temple
MARCS ANNUAL <i>Banquet</i>	April 20	Maple Leaf
WAR-BIRDS OVER DANE	June-11	Kettle Field
ELECTRIC 2011 FUN-FLY <i>Special 2-day Event</i>	July 9 & 10	Kettle Field
MARCS 2011 FLOAT-FLY	August-7	Riley-Dieppe
KEN KINDSCHI MEMORIAL Scale Rally	August-13	Kettle Field

MARCS ANNUAL BANQUET

MAPLE TREE RESTAURANT
HIGHWAY 51, MCFARLAND, WI.

BUFFET MEAL

Ribs~Chicken~Popcorn Shrimp
SaladBar~Casseroles~Potatoes
Desserts ~ Beverage of Choice

WEDNESDAY, APRIL 20, 2011

COCKTAILS~5:30-6:00 PM / **DINNER**~6:00 PM
Program following the meal

MARCS BANQUET RESERVATION FORM

Name: _____

(TAX AND TIP IS INCLUDED)

Number of people _____ X \$14.00 each = amount enclosed \$ _____

Please complete and turn in @ the March or April general meeting or mail to:

DAVE RUSH, 5113 Ridge Road, McFarland, WI. 53558

DEADLINE IS APRIL 13TH.

MAKE CHECK PAYABLE TO: MARCS

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: March 3, 2011

- NEW GATE PRO- POSAL
- STATUS
- DIS- CHIO ET CUSSION
- FLOAT-FLY STATUS
- RASCAL-110 REPAIR STATUS



M.A.R.C.S.

Madison Area Radio Control Society

Annual Membership Dues

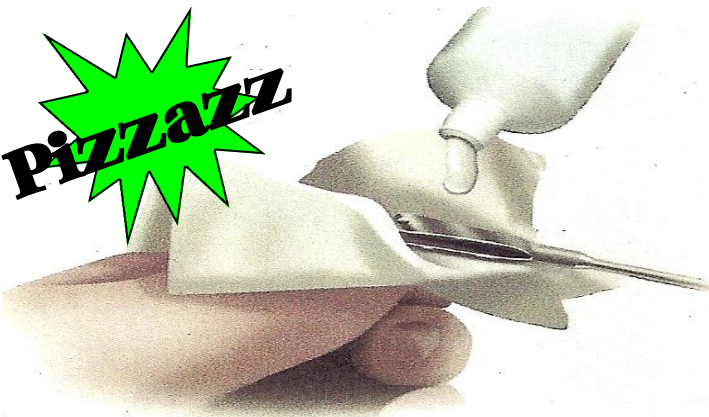
Regular membership	\$60.00
Junior membership	\$25.00
Park Pilot membership	\$25.00
Family membership	\$20.00
Associate membership	\$20.00

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

TIP of the MONTH



Pushrod linkages are dull and flat gray and don't add any pizzazz to your aircraft whatsoever. If you polish them up with a little toothpaste on a rag, you'll be surprised by how they shine like chrome. This also works on solder-joints and those brass threaded ends. There are auto finish cleaners and protectors that can do this same job, but it's just as easy to do this toothpaste cleaning occasionally and it comes in several size handy tubes with a cap. Make sure you use the paste-type, not the gel.

Brodhead INDOOR FLYING

HIGH SCHOOL GYM

WEDNESDAY EVENINGS 7:00~10:30

(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>