

MARCS Sparks

NOVEMBER 2011

VOLUME 50 ISSUE 11

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:

Rich Johnston rdjohnston50@frontier.com

Web master:

Jeff Alexander webmaster@marcswi.org

Club photographer:

Otto Oie ooie3@charter.net

Club safety officer:

Bill Kinney martbil@hotmail.com

Club website: ----- www.marcswi.org

Info."About us", our "Flying sites", "Newsletters" (present and archives), a calendar of events, "Pictures & Videos."

Contains links to: "WarBirds" "Electric Flyers" & other special interest groups. Membership application forms for the **MARCS** club and the **AMA**.

Minutes of the:

MARCS General Membership Meeting

October 6, 2011

Submitted by: John Steen, Stand-in

The meeting was called to order at: 7:05 by President; **Brad Witt**. There were 53 members in attendance. There were another 6-10 visitors collectively from the Janesville and Lodi clubs. Brad announced the evening schedule of our short business meeting (which we were in at present), the Hobbico Special Program to be presented by their representative; Jim Sandquist, then a brief intermission, followed by the normal Board of Directors meeting.

Secretary's Report: The minutes of the September 1st general meeting were brought to a motion by **Dave Rush** to be approved as published in the October **MARCS Sparks** Newsletter, which was then seconded by **Bill Kinney**. Due to a vacationing schedule, **John Steen** (editor) is standing-in for secretary; **Don Weigt** at this meeting.

Treasurer's Report: Treasurer **Dick Sutton** reported that our membership is at 85. The standing report print out for the club's business was available for viewing at the front table.

OLD BUSINESS:

Fred Bast: **Dave Rush** reported that **Fred** is now recuperating at Oak Park in the Assisted-Living division and is accepting visitors, but it's best to call first @ 599-3803. He does have the cast off his leg, but not walking on it yet. You can also do a call-visit to just say 'Hi, how are you doing' at this number as they will switch your call to his bedside phone.

He is expecting to be released soon, but **Dave** said he didn't think he was quite ready just yet. **Dave** did wheel him outdoors to fly one of his small planes on a buddy-box, but he was content to just watch.

Newsletter Editor

John Steen steensr@yahoo.com

Election's up-date:

Tony Kremm nominated; **James Cullen** for a Board of Director's seat.

Harley Nelson nominated; **Gary Gausmann** for a Board of Director's seat.

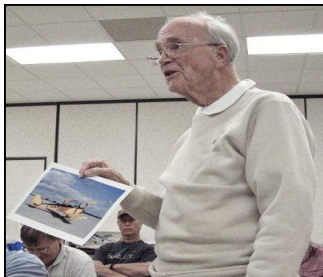
The complete list of the candidates is listed on page #8, in this Newsletter

NEW BUSINESS:

Condolence Card: **Tony Kremm's** Mother has passed away. For those of you that would like to sign the card, it is here on the front table.

AMA Statements: There are statements here, on the front table, of the candidates that are running in the **AMA** upcoming elections for President and Vice-President that you may read through. These will also be included along with your **AMA** renewal form that you will be receiving in the mail. Please take the time to read through the statements and cast your vote when you renew.

Model Airplane News magazine: **Carl Mohs** was given the floor to explain the contest that He; as the builder and **Frank Baker**; as the designer had entered. The plane is the "Gipsy Moth" bi-plane that was featured in the Hollywood movie "Out of Africa." The winner of this contest will have their airplane featured on the cover of the



January issue of their magazine. The Voting is to be done on-line at this address: www.modelaviation.com/plans-built , but it needs to be done before October 14th.

UPCOMING EVENTS:

October 16th: Swap Meet/Auction in Green Bay, their flyer is here on the table.

October 18th: WarBirds and Builders meeting to discuss building. This meeting will be held in this room (201-B) on that Tuesday @ 7:00pm.

NEXT MEETING:

Thursday, November 3rd, @ 7:00pm
Room 201B at the Labor Temple

The general business meeting was adjourned at 7:15pm.

The floor was then given to **Dave Rush** who gave a brief explanation of how the **Hobbico Company** came to be here this evening... reminding us that it was this company that had donated the Edge-540 ARF that club member **Tony Kremm** won in the club-affle held last year.

JIM SANDQUIST

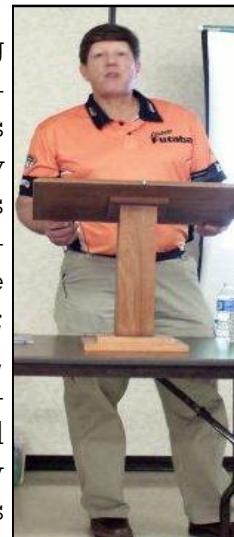
Was then introduced as their representative.

HOBBICO SPECIAL PROGRAM

The Special Program that Jim presented over the next couple of hours, was done with a flare of professionalism yet created a one-on-one feeling between this well known international company and us as being an important part of their customer base.

Jim began with an interesting overview of the **Hobbico Company** that has just eclipsed their 40th anniversary, although their roots actually go back to 1943.

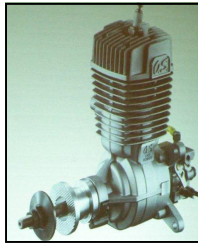
Hobbico is a growing wholesale distributor or umbrella company for numerous well-know companies that they have acquired over the years which allows their quality products to still be available through their retail outlet; Tower Hobbies...with Top-Flite, Great-Planes, Flyzone, ElectricFly, MonoKote, Futaba, and OS Engines to name just a few of these major name-brands we are all familiar with.



Jim actually works in the research and development division of **Hobbico** that does all the testing of their products as well as the service

and warranty on the products lines they provide. This facility and their main warehouse are located in Champaign, Illinois. They also have a warehouse located in Reno, Nevada that distributes to their outlet stores on the west coast to provide quicker ship-times for them.

He had brought several new models and products they are producing to show and tell about including a new "gas" OS engine for the larger aircraft market. Changes in today's market were discussed as well as the flood of inferior out-sourced products that have made their way to the marketplace without adequate testing and development.



One of the biggest changes in the R/C airplane hobby came about 15-years ago. This was the shift from builder kits to ARF's which put a lot of good flying models into the hands of the hobbyist who were not interested or not capable of building an airplane from a kit. The advent of this new product then led into the subject of them being manufactured overseas, which of course is a matter of economics. I found their explanation of the procedure of this process quite interesting.

Whereas these ARF kits are manufactured in China, the design, the development, and all the testing is done here at Hobbico's facility long before any company, here or abroad is awarded a contract to produce any given ARF. Even then, before any manufacturing and producing is started, they (any company) will have to build a prototype and return it to Hobbico for yet even more testing where it's further scrutinized and stress tested to its limit by three company designers. If there is further development required or a change needed in the design... however slight,



this is when that will happen...well before any manufacturing company is given a contract to mass produce it for Hobbico and be available in the marketplace.

It is common knowledge to most of us that these American owned manufacturing companies are in China where their labor is cheaper, overhead expenses are lower, and the taxes haven't inflated costs and driven everyone farther into the poverty level yet, but I'm sure the World Banking Association is already working on closing that loop-hole.



Finally in his program, Jim had a question and answer secession where member concerns were brought to the surface and talked about. One of them being the freeze on the Carl Goldberg line of quality builder's kits since Hobbico has purchased that company. His reply was straight forward as being a matter again of economics. The demand is not great enough to justify the supply. The inventory was quite low when they purchased the Goldberg Company and are selling out that inventory at the present time. It's unlikely that any restocking production run by Hobbico will be made at this time.

With; Top-Flite, Great-Planes, Dynaflyte, and Gold Edition engineering already filling the need for builder kits with an ample stock in their warehouses, it's hard to justify creating inventory that doesn't turn fast enough to be viable. The only exception that might be considered in the future would be for the "Carl Goldberg Anniversary J-3 Cub" kit which has always been a good mover of that collection.

To wind things up for the program, it was time to get out our ticket stub for the drawing of the many prizes that crowded our Show-N-Tell tables in the back of the room. Hobbico had not skimped on providing some very nice gifts to



HOBBICO SPECIAL PROGRAM:

those lucky ones whose number was called out.

There was easily \$600~\$800 worth of merchandise freely given out by the **Hobbico Company**. All in all it had been a good and well attended event. There was never a chance to get bored and we all learned a lot about many things within our hobby.

Thanks to all of the **MARCS members** who attended and I can only extend sadness to those of you who couldn't. Below is pictured all the big winners of this merchandise.

Thanks **Hobbico Company!** *John/Editor*



Photos by: Otto Oie, Club Photographer

NOVEMBER Raffle Prizes

SPEKTRUM®

DX5e Transmitter

SPEKTRUM®

AR6115 6-Channel Receiver

SULLIVAN®

Pylon Brand

HI-TORK STARTER

ULTRACOAT®

(3-rolls)

Flame Red

Sky Blue

Gold

DAWN~PATROL BREAKFAST

Thursday, November 17th

8:30 am

ELIES' FAMILY RESTAURANT

4102 Monona Drive
(At: Buckeye Road)

Monona, WI.

(Formerly prime table)

The purpose of the gathering is social only. Now that it is getting colder and windier many people are not flying and this is a way to keep in touch with each other. No RSVP is needed. Simply show up at the time and place above. For those of you not familiar with the restaurant it is in the Lake Edge Shopping Center on the corner of Monona Drive and Buckeye Road , This is the same restaurant as last year just a new owner. Hope to see you there.

Dr. Roger Zimmerman

MARCS

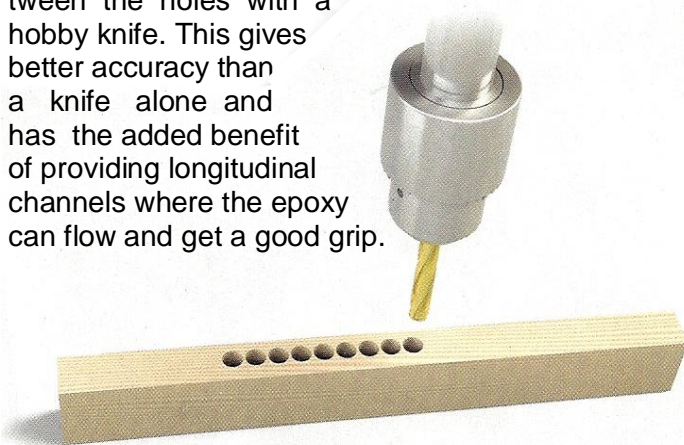
EVENT SCHEDULE

| EVENT | DATE | LOCATION |
|---|-----------|--------------|
| Tom Lazar Memorial HOT Chili & COLD Fun-Fly | January-1 | Kettle Field |
| MARCS Annual Banquet | TBA | TBA |
| WarBirds over Kettle Field | TBA | Kettle Field |
| Ken Kindschi Scale Rally | TBA | Kettle Field |
| 2012 ~ Float Fly | TBA | TBA |
| 2012 ~ Electric Fun Fly | TBA | Kettle Field |

BUILDER'S Work Bench

— SLOT DRILLING —

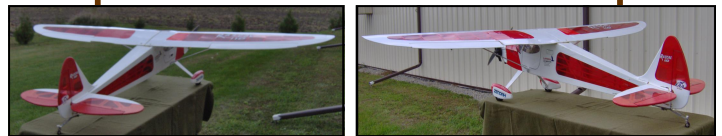
A fairly simple way to cut hinge-slots, without having to invest in an expensive slot-cutter, is to drill a line of 1/16 inch holes in the elevator, rudder, and aileron leading edges and their corresponding trailing edges. This is best done on a drill press during the building process. Cut out the intermediate webs between the holes with a hobby knife. This gives better accuracy than a knife alone and has the added benefit of providing longitudinal channels where the epoxy can flow and get a good grip.



PENNY RAFFLE

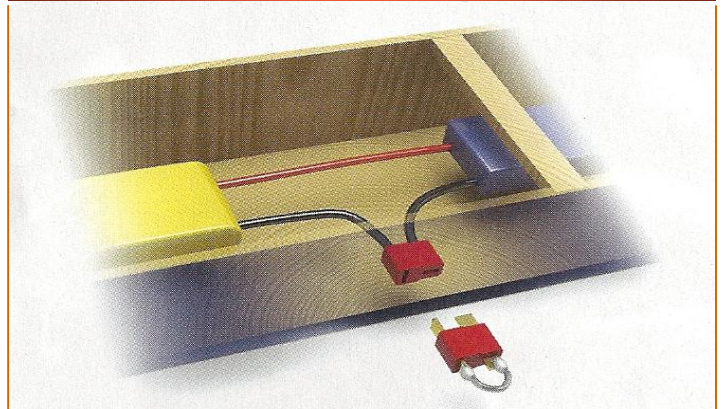
Giant-Scale Rascal-110
w/Zenoah-G23 1.4 cu.in.
w/Complete radio system

**Drawing to be at our
November 3rd meeting**



TIP of the MONTH

Making that Connection



On many electrics, plugging in the battery and having a live motor near your hand as you seal up the battery compartment, is not a good thing. To keep the power from the ESC, solder in a female Deans connector as shown and cut a small hole in the fuselage for this connector to protrude slightly and epoxy it into place. The male Deans connector gets a short piece of copper wire soldered between the two terminals and now becomes your key to turn on and off the power when you wish by simply pushing it into the waiting female connector.

GOTHA GO-229

Article update: March/April 2010

Do you remember this aircraft?

Back in March and April of last year I published a two part article on the German Gotha GO-229 that was built near the end of WW-II by a wagon company in Friedrichsroda, Germany. U.S. troops discovered the prototype as they advanced their way through the country at the end of the resistance.

They were ordered to quickly break it down, and ship it in pieces to the engineers at Northrop-Grumman Corporation here in the United States before any of the allied forces got a look at it, which they did.

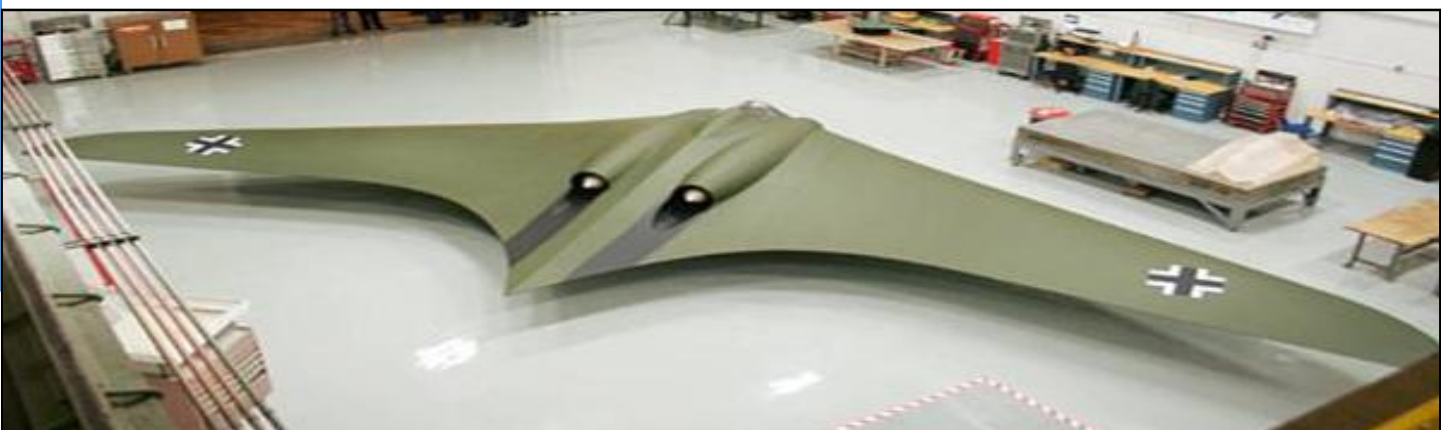
Northrop-Grumman built a full-size reproduction of the strange looking aircraft and mounted it on a pole in their covert radar test area. They wanted to test the type of radar that England used in the mid-40s as well as our own to see if indeed it was the first stealth engineered airplane built.

Apparently it was and it provided a launching pad of technology for our own advanced aeronautical engineers to build from. It's no secret that German mechanical engineering has never taken a back seat to anyone. Fortunately for the rest of the world at that time, their electronic and electromagnetic technology was still stuck on square one and their most brilliant minds in that field had sought out self exile in the United States.

As the story goes, when Northrop-Grumman had completed all of their testing and finished using this exact reproduction, it was donated to the San Diego Air and Space Museum where it sat idle for many years seeking funding to prepare it for their facility.

As you can see from the pictures, its restoration and detailing has been completed and will now be added into their Museum so the general public will be able to enjoy its uniqueness of being well ahead of its time. There's no two ways about it, it is actually a very beautiful aircraft. As you look at these pictures, take note of the surrounding work area where all the work was done. Do you keep your workshop area this tidy? Hmmm, I don't either.

John/editor



Getting into:

ELECTRIC JET POWER

One of the hottest advancements in the world of RC has to go to the new generation of ducted-fan units. With the proliferation of high-quality and high-power brushless motors in the marketplace, it's very easy to produce outstanding thrust from ducted-fan units.

Many pilots are opting for electric ducted fans over true turbine jets mainly because of the lower cost; ease of maintenance, and in some cases, noise restrictions.

FIRST THINGS FIRST. THE AIRCRAFT

The marketplace has many different jet aircrafts available, and they're constructed from a wide array of materials.

FOAM:

These generally have the lowest price and offer quick assembly and fast repairs. Many of them come with the ducted-fan unit and are the smaller size. While these planes will give you a speed thrill, if you latch onto a powerful motor and fan unit, they'll most likely require some reinforcements. The thing to watch out for on these planes is that they have plenty of airflow through the body to keep everything cool, not just ducting for the fan unit alone. Remember, you have to keep the battery, the ESC, and the motor cool.

BALSA / PLYWOOD

These planes can measure from small to a much larger size than the foamies and prices range from inexpensive to somewhat pricey. The lightweight construction is a plus, but many times will also need some modifications to handle the stronger motor/fan units out there today. Repairs will take a little longer than foam, but once done, they can be made to look like new. You'll most likely have to make some type of hatch for easy battery access.

FIBERGLASS / BALSA / PLYWOOD

These planes will also be available in the small to larger sizes and price points can range from inexpensive to somewhat pricey. Most will have a fiberglass body with wood wings and tail feathers. Damage to the body will require a little more skill to repair, but can be done by any modeler with an average shop. Most have some type of hatch access that makes battery changing easy.

FIBERGLASS / COMPOSITE / WOOD

This is the top shelf of electric ducted fan aircraft. Generally, these planes will require a good outlay of cash or an open

credit card, but you do get what you pay for because these jets are designed for high-performance ducted fan units and need little in the way of modifications. Everything has its place... battery, ESC, motor and cooling for all. If you want to go fast and large, these are the planes you'll be looking at.

THE MOTOR AND FAN UNIT

This is the driving force for your jet and you want it to as efficient as possible. Purchasing a higher-end motor is a very good idea. The main concern here is the right kV to turn the fan unit at the recommended rpm and pull the correct amount from your battery pack. The fan unit material is another idea that could have the potential of lowering the motor output.

Plastic ducted fan units are the lightest and will be less expensive. But plastic units will tend to flex a little as the rpm rises and this will cause the ducted-fan unit to become less effective at higher speeds. Composite units will have a lot less flexing, but are a little higher priced. Metal units will have little flexing, and offer the best transfer of power. They'll be a tiny bit heavier and of course cost more.

STORED POWER

When selecting your battery pack, make sure they have a little extra reserve for the largest amp draw. If you have a motor that could possibly pull 100 amps at one time, even though it runs at a constant 70 amps, your battery pack should be rated at 110-125 amps. That extra bit of cushion will prevent the batteries from puffing just in case the motor pulls that extra little bit. If you have to use two battery packs in place of one because of room or balance issues, for example, two 2500mAh packs in place of one 5000mAh pack, make sure they are the same brand and have the same "C" rating. Don't forget to balance them together while charging them.

ESC

Again, it would be wise to have the same buffer zone on your ESC as you do on the battery packs. An ESC servicing a motor pulling 70 amps with the possibility of maybe hitting 100 amps will run cooler if that ESC is a 125 amp controller rather than an 85 amp unit. If the motor happens to hit the 100 amp mark for any period of time, it will burn up that 85 amp ESC, but do nothing to nothing to the 125 amp one. You really don't need the HV (high-voltage) ESC unless your cell count is above the standard ESCs.

Still thinking about getting into electric ducted fans? Just follow these tips and you'll have no problems. Remember though, we make no guarantees for your thumb control. Enjoy!

Taken from Model Airplane News / John Reid

BRODHEAD

INDOOR FLYING

High School Gym'

Wednesday Evenings... 8:00~10:30
From: 10/19/2011 through 4/25/2012

Exceptions: 11/23/2011 (*Thanksgiving*)
12/28/2011 (*Christmas*)
4/4/2012 (*Spring Break*)

There will be **no flying** on "**snow days**" even if the weather clears up by evening.

Obviously, there will be **no flying** if a basketball game or a **concert** is moved to any Wednesday.

Pilot's fee: **Free** (please contribute a one time donation \$10 or more for Janitors Gift).

Rules:

6-oz weight limit; electric, co2, or rubber band.

6.5-oz weight limit; with protected propeller.

Flight-Line, Rest-room location, children rules available on site.

Spectators: **Free** admission.

Questions? Tim Hamel <thamelmd@gmail.com>

No AMA membership required



Rascal 110

"PENNY RAFFLE"

SIG Rascal (Giant-Scale)

110-inch wingspan
w/JR Radio

Zenoah 1.4 Gas Engine

Charge, Fuel, & Fly

A limited number of tickets still available

See **Dave Rush** for ticket purchase

MARCS MEMBERS ONLY

MARCS ELECTIONS 2012

CANDIDATES:

President:

*Brad Witt

Vice President:

*Danny Sutter

Treasurer:

Dick Riddle
(Available on a temporary basis)

Secretary:

*Don Weigt

Board of Directors:

(3-seats to fill)

*Dave Rush

*Dave King

Ashley Wolcott

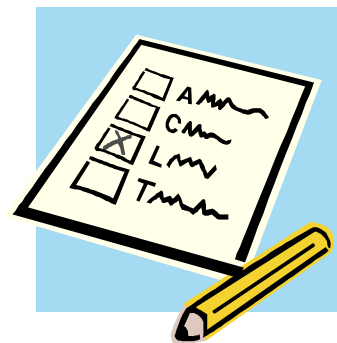
Hubi Schneider

Ed McDonald

James Cullen

Gary Gausmann

(*indicates incumbent)



NOTICE:

That time is here again...

Our club Treasurer, **Dick Sutton**, is now accepting club dues for 2012 and will provide a new **2012 MARCS membership card** for those of you who can show proof of your 2012 **AMA** membership.

Forgotten all about your **AMA** membership renewal? Let this be your friendly reminder to get-r-done and get current.



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: November 3, 2011

New gate proposal status

Post 2011 event details

Fall Field Maintenance

Rascal Raffle status

Field work day?

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

For those who may have missed this...

Frederick A. Bast, age 82, passed away peacefully surrounded by his family on October 11, 2011. Frederick was born on October 18, 1928 in Madison. He was united in marriage to Bernadette Fredrich on September 9, 1951. Frederick worked for Ray O Vac Corporation for 45 years. He was an avid radio controlled flyer and belonged to the M.A.R.C.S. Airplane Club. Fred was a member of St. Bernard Catholic Church, Madison. He is survived by his sons, Rod, Tim (Brenda), Mike (Susan) and Jerome; his daughters, Susanne (Robert) Leffler, Catherine (Ken) Ferry, Margaret, Martha Galston and Dorothy (Mike) Lee; his sisters, Victoria & Valerie; his 15 grandchildren and 4 great-grandchildren. Fred will also be remembered by his cousins, nieces, nephews and many, many friends. Frederick was preceded in death by his wife, his parents, his brother, Irvin and his son-in-law, Ricky Galston. A Mass of Christian Burial will be held on Tuesday, October 18, 2011 at 11:00 a.m. at St. Bernard Catholic Church 2450 Atwood Ave., Madison with Msgr. Michael Hippee presiding. Visitation will be held on Tuesday at the church from 9:00 a.m. until the time of service. Memorials may be directed to the family. He will be greatly missed by all.

Members; Brad Witt, Ed Buechner, Ed McDonald, and former members; Dick Brandt and Craig Lovell attended the visitation. For those unable to attend, there will be a card to sign at the November meeting. Those wanting to send their own card, please use the address in the current "Club Roster."

