

MARCS Sparks

FEBRUARY 2012

VOLUME 51 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 Riddle.....ridsflyer@yahoo.com

Membership information (more details on page-9)
Dick Riddle phone: (608) 221-1740

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**.

Newsletter Editor
John Steen steensr@yahoo.com

Minutes of the:

MARCS General Membership Meeting

January 5, 2012

Submitted by: Don Weigt, Secretary

The meeting was called to order at 7:09 P.M. by President **Brad Witt**, at the Madison Labor Temple. There were 27 people present, including two new members, **David** and **Caleb Lora**, a father and son. Please make them welcome!

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

Treasurer's Report: A printout of Treasurer **Dick Sutton's** report was available for viewing. Paid up membership for 2012 at the beginning of the meeting was 21.

OLD BUSINESS:

Dues: Treasurer **Dick Sutton** and interim Treasurer **Dick Riddle** were collecting dues for 2012.

Board: **Brad** expressed the club's thanks to **Dave King** and **Jordon Hoffman** for serving on the Board the past three years. **Brad** also welcomed new Board members **Ed McDonald** and **Gary Gausmann**.

Tom Lazar Memorial Chili Feed and Fun Fly:

Sunday, January 1, 2012. About 20 people showed up for the New Years Day morning event. The food was good, and people enjoyed the event. It was windy for flying, but easy getting to and from the event with no snow on the ground. **Dave Rush** took down the plastic on the shelter the next day. Thank you, **Dave!**

Locks: The locks will be changed to the new combination tomorrow, Friday, January 6.

Lease: The field rent for 2012 will be paid to Ray Shane tomorrow, Friday, January 6.

Awards: If you have a MARCS trophy, please return it. Start submitting your candidates for the club awards: Smoking Hole, Submarine Commander, Tree Chopper, and Scooter (nice guy).

Engine donations: Nobody brought any engines to donate to Benjamin Senson, a teacher in the Madison schools. The engines will be used by Mr. Senson in February. Brad will take what he has next week.

Gate/access proposal: No update. **Dave Rush** was absent: had a band concert at Janesville Craig tonight.

NEW BUSINESS:

Club Swap Meet: **Brad** announced the March meeting will be the club swap meet, as usual.

Events in 2012: Brad reminded everyone that the dates need to be set and planning begun for club events this year.

NEARBY EVENTS:

Sunday, January 1, Kettle Field: Tom Lazar Memorial Chili Feed and Fun Fly, ~ 9 A.M. to 1 P.M.

Sunday, January 8, Janesville Craig Athletic Center: Indoor electric fly, 9 A.M. to 1 P.M. Contact Dave Rush for more info.

Sunday, January 8, Waukesha: Swap meet.

Tuesday, January 17, Warbirds group: 7 P.M., Madison Labor Temple, room 201. Contact Todd Giesfeldt for more info.

Thursday, January 19, Dawn Patrol Breakfast: 8:30 A.M., Elie's Restaurant, 4102 Monona Dr. Contact Roger Zimmerman for more info.

Wednesdays, Indoor flying, Brodhead HS gym: 8-10 P.M. through 4/25/2012, except snow days, if basketball games or concerts are moved to Wednesdays, and 11/23, 12/28, and 4/4/2012. Six ounce weight limit, alternating half hours for less

than three ounces, and for all planes. Free.

RAFFLE DRAWING:

The Raffle winners were:

Tony Kremm.....**Mirage** 112" glider kit
Bob King.....**Bungee** glider high start
Hubi Schneider.....**Thunder Tiger** covering iron
Gary Gausmann.....**Old Buzzards** soaring book

SHOW AND TELL:

Ray Walsh showed a G-45 powered Edge 260, a small electric Taylorcraft or similar with two LiPo batteries, and a G-45 gas engine, offer to sell them to club members before advertising them online.



New members **Dave** and **Caleb Lora** showed a BAE Hawk EDF. They needed help programming their new Futaba transmitter, one of the 12 series.



Todd Giesfeldt showed a 24 inch span electric powered Gee Bee R-1 from a kit. Covering it with the tissue in the kit proved difficult. He finally sealed the wood with clear dope where the covering would be attached, then used diluted white glue to apply the tissue. The model will weigh about 6.5 ounces, and have working ailerons, rudder, and elevator, plus motor speed control.



Don Weigt showed a ParkZone Stryker 180. He reports it flies well: fast and maneuverable on low rates, too quick for him on high rates! The

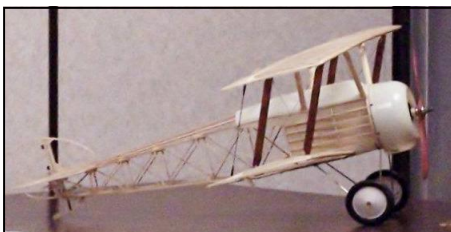


15 inch span model weighs about 3 ounces and has elevons, rudder, and motor speed control. Don flies the BNF model with his Spektrum DX7.

Dan Sutter showed a 24 inch wingspan electric powered Demoiselle built from a DARE kit. The model uses rudder, elevator, and motor speed control. **Dan** is planning on finding some wheels that are more scale for this model.



Wendell Hottmann showed a 1/6 scale electric powered Camel he is building from a VK Models kit. The completed model will weigh about 6 1/4 pounds. It



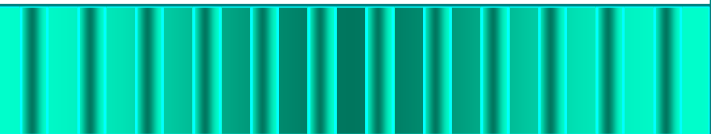
will be using an O.S. 5025-375 motor and direct drive, running on a reduced cell count. The model doesn't need the 1500 Watts (2 hp) the motor can produce, but needs high torque at low RPM to turn its big prop.

Program: No program tonight.

The meeting adjourned at 8:10 P.M.

Next meeting:

The DATE: Thursday, February 2, 2012
 The TIME: 7:00 P.M.
 LOCATION: Madison Labor Temple
 602 South Park Street
 Madison, WI.
 Room 201B



**From the
 DESK
 of our
 PRESIDENT**



On Monday, January 9th, I handed the check for this year's lease payment to Ray Shane, and he asked if there was anything they could do better and I told him it would be nice if they stopped hitting the sheds with the mowers. He will speak to his guys.

On Tuesday, January 10th, Ben Senson picked up the engines we had collected and was very happy. I told him I will order him some Cox head-wrenches at no charge. He said he would let me know the date for the 'Airplane Camp' as soon as he could.

Those of you who are heading up this year's club events, please establish a date ASAP for them so Ed McDonald can put them in the new Roster.

NEW YEAR'S DAY

2012

TOM LAZAR Memorial HOT Chili & COLD Fun-Fly

Saturday, December 31st was a pleasant day with temperatures in the upper 30s. In contrast, the very next day; January 1st was a cold and blustery day. Besides it having snowed a couple of inches overnight, the 20~30 mph winds out of the NW made any highway driving a cautious situation.

Nevertheless, our annual New Year's Day event went on as scheduled. Being seasoned veterans of Wisconsin's ever changing weather, there were 15~20 hearty souls that braved the dire conditions to take part in *this*, our first event of 2012. And yes, a couple of our members did put a plane in the sky to challenge the windy conditions.

Hard-core electric pilots; **Dave Rush** and **Wendell Hottmann** were two that I saw, but there may have been others. I saw **Dave's** overpowered 3D plane straining to gain any ground flying directly into the wind, but when he reversed its direction, it was a totally different story and the wind shot the plane like a rocket across Kettle Field with a newly found burst of power and speed!

Earlier in the day, **Brad Witt**, **Tony Kremm**, and myself arrived on the scene around 8:45 and had things up and running in no time. Tony was still in the recovery-mode from some surgery he had, so his wife Dorothy had to take care of bringing in and setting up the heater. Lifting a mug of coffee was his lifting limit, but he was in pretty good spirits considering what he had been through.

The high winds continually whipped and snapped the upper plastic sheeting on the shelter making it necessary to keep a close eye on it. If it had it had popped open in any one place, it would have only taken a moment for other panels to follow suit and instantly our warm and cozy atmosphere would have been gone. There were two places that had to have some quick emergency repair done to it with

that good ole fashion duck-tape!

With the weather conditions being what they were, it did provided some nice time to comfortably sit around, have a few bowls of warm chili, a warm drink of your choice, and to catch up on some talk with some of the members you normally don't have the chance to do so with.

When it got around 1:00 it became obvious that our numbers had dwindled down to those of us that had started the day off, and it was time to wrap it up for another year. Considering the bad weather and a drop off in attendance, it had still been a good day.

Another 1/2 hour passed and found us all packed up and ready to vacate the area. Our donation cup had collected \$42.00 due to the generosity of those who had participated in the camaraderie of this event.

Thanks to all of you for that, and to those of you who helped make this another successful event.

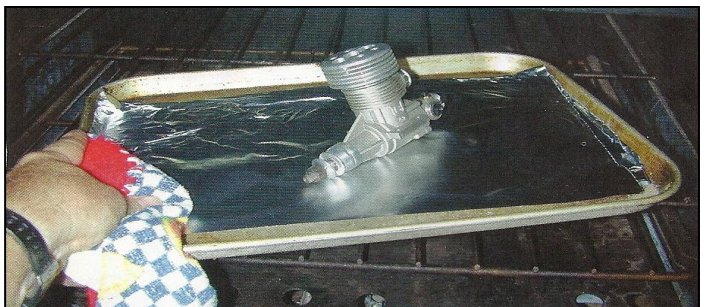
These are the people that attended and signed the sheet. If your name doesn't appear below, it was because you didn't sign that sheet.

Brad Witt, Tony & Dorothy Kremm, John Steen, Todd Giesfeldt, Richard Sutton, Dave King, Lindley Wolff, Dan Sutter, Wendell Hottmann, Dave Rush, Ed Buechner, Brooke Buechner & two sons, James Cullen, and Ashley Wolcott.
John/editor

TIP of the MONTH

UNLOCKING AN ENGINE

Remove the muffler, the carburetor and its related parts, the glow plug, and the rear engine cover plate. Place the engine on a sheet or tray covered with aluminum foil. Pre-heat the oven to 200 degrees. Bake for 10~15 minutes. Serve with milk and cookies or a drink of your choice. Install a prop and work it free.



MARCS CLUB

2012 EVENT SCHEDULE

Volunteers are always needed to help these events run smoothly

EVENT	DATE	LOCATION
MARCS Annual Banquet....	TBA.....	TBA
WarBirds over Kettle Field..	TBA.....	Kettle Field
Ken Kindschi Scale Rally....	TBA.....	Kettle Field
2012 ~ Float Fly.....	Aug. 26.....	Marshall
2012 ~ Electric Fun Fly.....	TBA.....	Kettle Field

WATTS OVER OWATANNA

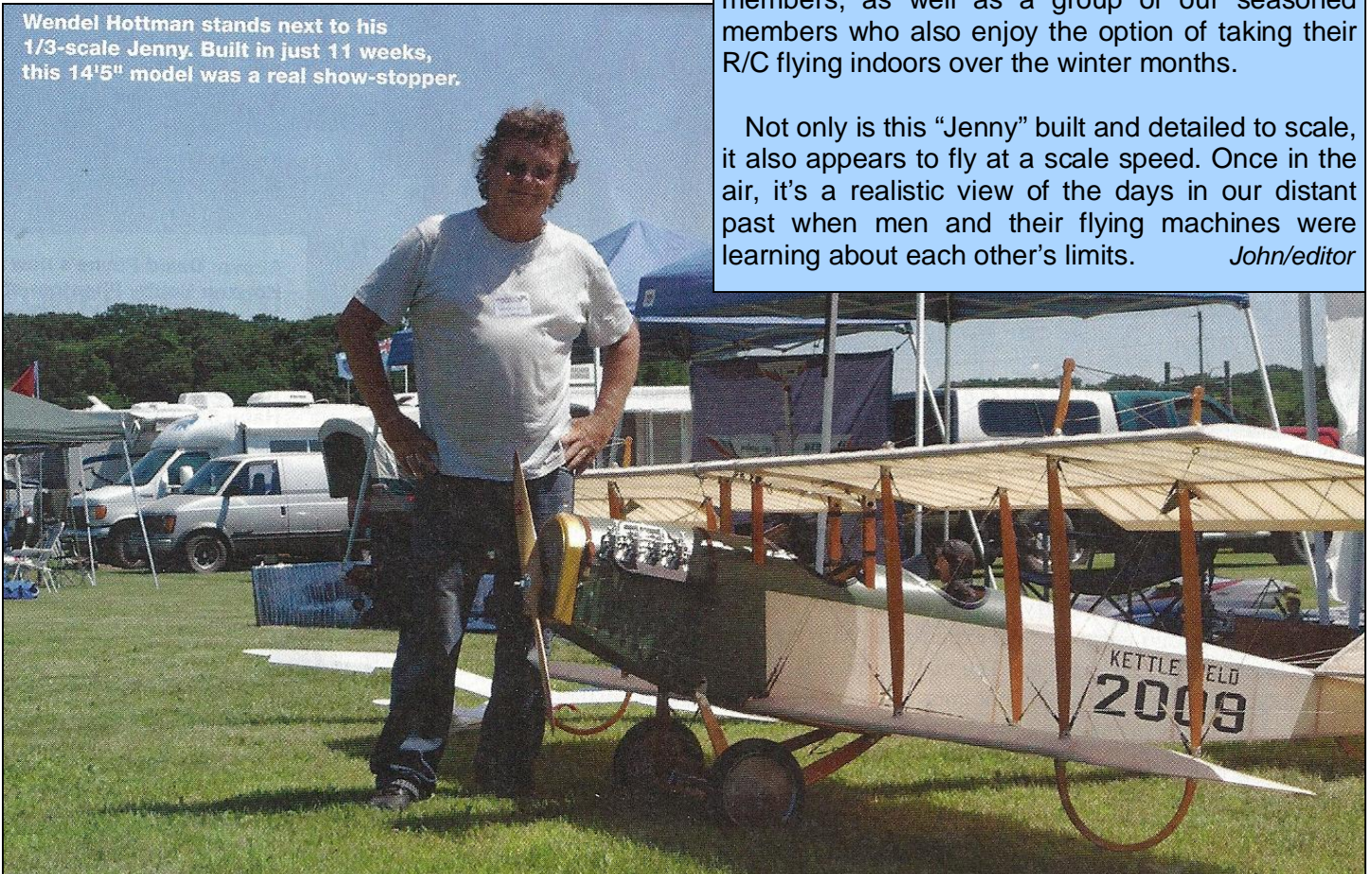
The January 2012 issue of the magazine “Electric Flight” has one of our most creative members and master engineer shown in an article on the electric fly-in held just south of Minneapolis, MN.

Wendell Hottmann, a MARCS member since 1999, is shown below with his scratch built 1/3 scale “Jenny” that has graced the skies over our club’s Kettle Field many times and is always an attention getter and a crowd-pleaser.

Wendell is one of our club’s early pioneers of the new “electric powered” aircraft that have swept onto the scene these past few years. These have become quite popular for some of our younger members, as well as a group of our seasoned members who also enjoy the option of taking their R/C flying indoors over the winter months.

Not only is this “Jenny” built and detailed to scale, it also appears to fly at a scale speed. Once in the air, it’s a realistic view of the days in our distant past when men and their flying machines were learning about each other’s limits. *John/editor*

Wendel Hottman stands next to his 1/3-scale Jenny. Built in just 11 weeks, this 14'5" model was a real show-stopper.



Builder's work bench

SHEETING WITH Balsa... WITHOUT ALL OF THE HEADACHES

Most bathroom cabinets contain at least one of those stretchy two-inch wide rolls (several feet long) called an "Ace-Bandage" that comes with a couple of those funny looking hook clamps. It's main use is to wrap a sore elbow or stressed out knee joint in the time of need. It can also be a great tool in your workshop as well.

Covering a fuselage or the leading edge of a wing structure with sheet-balsa isn't without certain challenges. This is especially true when sheeting the curves and compound bends on the fuselage of most of the WarBirds and/or the Bombers of the WW-II era. These rounded surfaces that blends the lines of any given aircraft together smoothly were the beginning stages of aerodynamics which produced higher speeds and extended their range.

The method I use in making these surface skin-sections of formed balsa sheeting is actually pretty simple. That's not to say there isn't other methods that may work as well for others, but I wish to share what works best for me. I start with a sheet of poster board or you could even use the light cardboard from a cereal box as well.

The first task is to plan where the seams will be. If you are building from a kit, their recommendations will be noted on the plans or in their instruction manual. The seams should preferably run the length of the fuselage and be made on the stringers rather than just be butted with another sheet.

It's possible to use edge-buttet sheets especially on the relatively flat area of a wing surface, but I've found if the seam is on a bend like the rounded surface of the fuselage, it will not conform to a natural arc because of the saturated glued joint.

Using the light cardboard, make your patterns for each section slightly larger (1/8") and cut that piece out of a sheet of balsa with the grain of the wood running fore to aft. Continue this process and make all the skinning sheets sections you'll need and code their location on their inner surface for easy reference later on during the forming and then again during the installation process.

Now you should be ready to start the forming process which will be done one section at a time. Spray the sheet-balsa section with glass-cleaner, position it correctly on the frame-work of the fuselage (or the wing), and wrap the "Ace-Bandage" continuously around it and the framing to hold it down and lock it into its desired position.

Note: *A common sense rule...prior to laying any wet balsa sheet onto any of the skeletal frame-work, I like to lay down a sheet of "Saran Wrap" over that area just to keep any of the moisture from unnecessarily soaking into it while it's being held in position.*

On an area that may have a concave section in it, I use a section of an appropriate size mailing tube or dowel to push and hold that area inward, which I put into place and clamp down immediately after it is wrapped. After several hours of drying time, remove the "Ace" wrap and you'll have the near perfectly formed section for that area.

I prefer the use of a glass-cleaner rather than just water for this process because it contains ammonia which evaporates out of the wood quicker. The "Ace Bandage" works so well in this process because it spreads out the pressure evenly across the balsa sheeting and provides a well formed finished product in contrast to what multiple clamps, a cluster of rubber bands, or a gazillion straight-pins can offer.

Wrapping, as explained, may not work in every case and in some applications using a Zip-Lock bag filled with play-sand or kitty-litter will create the pressure needed to conform the balsa sheet. And yes, this one-at-a-time procedure will take some time to do, but the investment of this time will provide you with great dividends in the finished product. It will make it much easier when it comes time for the installation.

Be sure that each section is completely dry before beginning the sizing, the trimming, and the attaching of it to the airframe. You'll appreciate working with the unstressed sections that you've taken the time to create for this now nearly effortless job.

John/editor

SIZE DOES MATTER

Ordering the right size and type of pilot for a model has always been a problem for me. This is mainly because the suppliers list their pilots by the scale size only...which is pretty general. Not all 1/6 scale planes have the same fuselage width, for example. I came across this chart in a magazine recently that helps solve that problem. Originally It only showed the metric measurement, but I have converted and added in the American inch measurement that most of us are more familiar with. This might be a good page to print out and tack up in your workshop for a handy reference? *John/editor*

SCALE ↓	Standing Height (full body)	Seat to Crown (1/2 body: head to waist)	Shoulder Width (bust: head & shoulders)
1/2	877mm / 34-1/2"	445mm / 17-1/2"	229mm / 9"
1/3	584mm / 22-7/8"	296mm / 11-5/8"	152mm / 5-7/8"
1/4	438mm / 17-1/4"	222mm / 8-15/16"	114mm / 4"
1/5	351mm / 13-3/4"	178mm / 6-15/16"	91mm / 3-9/16"
1/6	292mm / 11-1/2"	148mm / 5-13/16"	76mm / 2-15/16"
1/8	219mm / 8-1/2"	111mm / 4-3/8"	57mm / 2-1/4"
1/9	195mm / 7-5/8"	99mm / 3-7/8"	51mm / 2"

(metric to inch conversion rounded to nearest 1/8")

MARCS

SWAP MEET

MARCH ~ 1st

The weeks seem to be quickly passing by this winter and soon it will be time for our annual event; the March SWAP-MEET. This is a good time to start looking through your hanger-trash and decide what you can part with. It always seems to be that our trash is another man's treasure... and this hobby is no exception to that rule. So start your list and/or gathering your things up.

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

HELP NEEDED

DAVE LORA, who is one of our newest members is having a problem getting his new **FUTABA** (12FG) 2.4 **FASST** transmitter programmed to his BAE "Hawk." (electric ducted fan jet-model) (See page-2 Show-N-Tell)

Anyone who has been down this road before and is familiar with what's going on here is asked to please step up and give Dave a hand with this procedure.

Dave can be contacted by e-mail at this address:

<daveisdiving@yahoo.com>

FEBRUARY**RAFFLE PRIZES****GWS FORMOSA**

NPS-ARF
Electric Aircraft

35.4" wingspan

DU~BRO TRU-SPIN

VERSATILE PROP' BALANCER

IRWIN Quick-Grip

Micro Bar Clamp & Spreader



1-pair

FEBRUARY'S
general meeting **PROGRAM****"SUGAR RIVER" DVD**

Presented by, STODAN enterprises

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 2, 2012

New gate-proposal status

2012 event dates

Winter Field Maintenance

JARI Sickle~Mower status

Summer Camp program

Member issues

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 Riddle
4282 Sevarson Drive
Madison
WI. 53704

Ninth Annual Iowa City Aerohawks SWAP MEET and AUCTION!

The Area's largest! Our 120+ Tables sell out early, so book soon!

Sunday, January 29, 2012

Setup 8 am, sales 9 am, **AUCTION** at noon!

GREAT, NEW LOCATION!!!

National Guard Armory

4540 West Melrose Ave, Iowa City, IA

Easy park/unload! A **HUGE** facility!

Admission \$4, 12 and under **FREE**

6' Tables \$11 (includes 1 admission)

Additional Tables \$9

To **RESERVE**: Rich, 319-338-7561 day

or 319-358-8519 eve, or

rich.vedepo@3e-co.com

See Poster. www.iowacityaerohawks.com

DAWN~PATROL BREAKFAST

Thursday, February 16th

8:30 am

ELIE'S 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 with this new owner, Elie. Hope to see you there.

Dr. Roger Zimmerman