

MARCS Sparks

JANUARY 2012

VOLUME 51 ISSUE 1

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**.

Minutes of the:

MARCS General Membership Meeting

December 1, 2011

Submitted by: Don Weigt, Secretary

The meeting was called to order at 7:10 P.M. by President **Brad Witt**, at the Madison Labor Temple. There were 30 people present, with no guests or new members.

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

Treasurer's Report: A printout of Treasurer **Dick Sutton's** report was available for viewing. Final membership for 2011 is 85.

OLD BUSINESS:

Dues: Treasurer **Dick Sutton** and interim Treasurer **Dick Riddle** were collecting dues for 2012. They are \$55 for an adult membership until the end of the year, or if you pay on New Years' Day at the Fun Fly, and \$60 after that.

Elections: Thank you to everyone who ran for office and voted last month. The results are in the newsletter.

Field winterization work day; Saturday, November 5. The snow fence is up and the shelter is enclosed.

Tom Lazar Memorial Chili Feed and Fun Fly: January 1, Kettle Field, 9 A.M. to about 1 P.M. The plastic will be dropped on the shelter a few days before the event. **Ed Buechner** will plow the lot. **John Steen** will provide the chili. Desserts and heaters will be provided by **Tony Kremm**. **Brad** will bring a torch to thaw the locks, and a few other things.

Newsletter Editor

John Steen steensr@yahoo.com

Awards: It's that time of year again. One trophy has been returned. 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).*

Arts Ball at the Corporate hangar: Brad reported receiving a couple of photographs and a program, and read a nice thank you letter for **Harley Nelson's** help with the party at the Madison airport. They said his planes were essential for depicting their air ways flight theme. The event benefits the Madison Museum of Contemporary Art and the Madison Symphony Orchestra. Thanks again to **Harley** for his efforts!

Indoor flying at Craig: Saturday, November 12. **Dave Rush** reported it was a lot of fun and a success. Twelve pilots registered. A few more students were involved, too. Ashley Wolcott and **James Cullen** both got about 15 or 20 minutes of buddy box time on **Dave's** Champ. The field-house floors are being refinished over winter break. **Dave** will try to arrange another indoor fly at Craig in January. Given their busy sports schedule, it will probably be on a Sunday morning. **Wendell** will probably be flying some of his stick and tissue creations, and **Dave** will have his Champ on a buddy box for visitors to try, so please attend.

Engine donations: Nobody brought any engines to donate to Benjamin Senson, a teacher in the Madison schools. **Brad** said bring them to any club function (he's at most), or when you're in his neighborhood. **Brad** has nearly twenty engines to donate; about a dozen he had, and half a dozen donated by other members.

Gate/access proposal: No update.

NEW BUSINESS:

Member's Estate: Fred Bast's airplane stuff was offered for sale to club members. The back tables were piled full of airplanes, kits, and related "stuff". **Ed Buechner** was handling it to help **Fred's** family. Thanks, **Ed!**



Donation: **Brad** expressed **MARCS'** thanks to Shawn Tisdell for donating a .40 trainer, engine, and radio to the club.

Retrieval boat motor: **Brad** reported the boat **MARCS** bought for water fly model retrieval came with an electric trolling motor. The motor doesn't work, and **Brad** was told that if we got it working and put it on the boat, we would have to register the boat. **Brad** said he doesn't want to register the boat, and the membership seemed to agree, and **Brad** said **Dave** doesn't want to keep the motor. **Dave King** said the motor works fine, but the speed controller doesn't. **Brad** asked if anyone wanted the motor. Nobody wanted it, so **Don Weigt** took it.

NEARBY EVENTS:

Thursday, December 8, Big Birds: @about 11:00 or 11:30 A.M., J.J.'s Top of the Swamp.

Thursday, December 15, Dawn Patrol Breakfast: @ 8:30 A.M., Elie's Restaurant, 4102 Monona Dr. Share breakfast and visit with your fellow club members and flying buddies.

Tuesday, December 20, Warbirds group: @7:00 P.M., Madison Labor Temple, room 201. Come share plans, literature, projects, and camaraderie with others who share your interest.

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. (complete information listed on page-8)

New Years Day fun fly: Sunday, January 1, 2012, at **Kettle Field**, set-up @ 9 A.M. and usually continues until around 1 P.M. Get home in time to watch the **Badgers** in the Rose Bowl!



CLUB RAFFLE:

December Raffle Winners were...

- Brad Witt**.....**E-FLITE** SE-5a ARF
- Bob Stowell**....**HOBBICO** "Volt Watch" monitor
- Dave Rush**.....Roll of Blue **ULTRACOTE**

SHOW AND TELL:

Dave Rush showed his electric powered Mosquito. The 74 inch model weighs seven pounds. Two Axi motors power it from a 3S 5000 mAh battery rated for 45C. Howard Von Grueten built the model for Dave. Its E-Flite electric retracts operate at a realistic speed without anything added to slow them down. Dave says it flies well, although he would prefer to use counter-rotating props to reduce torque and P-factor issues.



Jeff Brimmer showed his OS .70 4-stroke powered Nitro Planes ".50 size" YAK-54. Jeff side mounted the engine for better idling, and used a larger than stock 300 ml fuel tank, and a little bit bigger than standard servos for the tail. The plane weighs six pounds. Jeff really likes the large amount of space for equipment in the model's open interior. He balanced the plane sideways with a small weight in the left tip to offset the weight of the engine's cylinder and muffler on the right side.



Gary Gausmann showed a Great Planes Super Sportster he built from a kit begun by Conrad Tuft. The 56 inch model uses a Saito .56 4-stroke for power, and Hitec receiver and servos. Gary used an eight ounce fuel tank instead of the specified twelve ounce. It weighed 5.84 pounds, including nose weight to set the balance point. Gary shifted stuff forward to reduce the amount of weight needed, and the balanced model weighs 5.57 pounds now. The white and red model is covered with Sig Coverall and sprayed on



Brodak dope. Four coats of clear were followed by three coats of clear with sanding sealer, then two coats of color, and three more coats of clear.

Wendell Hottmann showed the progress he's made on the Camel biplane fuselage he brought in last month. He's put a 14 cc Saito gas 4 stroke engine on it, which will require the cowl to be longer than scale. He hopes it isn't too noticeable. The fuselage is covered with Solartex and has some paint applied. the roundels are painted, not decals or transfers. Wendell ironed the masking material onto a cutting board for a rotary cutting wheel, before cutting the various size circles. He's using as much of the original kit plane as he can.



Program: We watched **Danny Sutter's** nice video of last year's Tom Lazar Memorial Chili Feed and Fun Fly. Thanks, **Danny!**

THE MEETING ADJOURNED ABOUT 8:50 P.M.

Next meeting: Thursday, January 5, 2012, at 7:00 P.M., at the Madison Labor Temple. Room 201.

Photos by: **Otto Oie, Club Photographer**

Lost & Found

Found after our December 1st Meeting:

Zipper **Portfolio**

From...Dunbar systems Inc.
(With old Magazines inside)

Timberland Jacket XL/XG

Contact Brad Witt. Will bring to our next meeting

Cougar Indoor Electric Flyers Event #2

Sunday, January 8th
9:00 a.m. – 1:00 p.m.

Location – Craig High School Field House.
(401 South Randall Avenue, Janesville, WI 53545)

Enter at **Door 8** at the North end of the Craig H.S.

Cost - \$10.00 donation to the Craig Band Scholarship fund
Spectators free

Directions from Madison:

Take the interstate to exit 175A (Hwy11/Racine Street)
Turn right at the second stoplight onto Randall Avenue
Turn right at the first stop sign on to East Holmes street
This takes you into the North school parking lot.

Door 8 is on the Northwest corner of the field house.

My cell number if you have trouble getting in is 608-438-2792

Rules

1. Must be current AMA member
2. Max weight = 6 oz
3. Register 2.4ghz and 72mhz Tx frequencies to be used. Sign-in sheet and pins will allow 72mhz pilots to coordinate with each other.
4. Please stay inside the field house, except for accessing the restrooms.
5. No food or beverages allowed in the dome. May bring bottled water.
6. No smoking, alcohol, firearms, or drugs on school property.
7. No profanity or verbal abuse is allowed.
8. Clean up any personal trash or damaged aircraft parts prior to leaving.
9. Be respectful of fellow pilots and spectators.
10. Observe the three posted fly areas:
11. Stay behind pilot flight line at all times.
12. No flying over the pilot or pit areas.
13. Announce "on the field" when recovering a plane.
14. The field house will be divided into two sections.
15. Flying schedule may be used if necessary depending upon the number of flyers.

If you questions, email Dave Rush at davidgenerush@yahoo.com
Or call me at 608-438-2792

MARCS CLUB

2012 EVENT SCHEDULE

Volunteers are always needed to help these events run smoothly

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

PHOTO~COCKPIT

Tired of your drab old cockpit or the lack of one? This is the time of the year to tackle this project and add a touch of class to your plane. You can get pictures of aircraft cockpits from magazines, books, or even online. Print off a copy or take a picture with your digital camera, and edit it into your photo program to the correct size. Print the picture on photo paper and cut it to fit your planes cockpit.

If your plane doesn't have a cockpit, fabricate a boxed in area as shown here and fit it into the fuselage. Paint this area with flat-black paint or a flat color that will match your plane's paint scheme and drop in a pilot bust of your choice. Cool!



RAFFLE PRIZES

JANUARY 5TH

MIRAGE Glider Kit

100"~112" Wingspan

(DONATED BY: BOB STOWELL)

BUNGEE CORD

GLIDER

Launch System

(DONATED BY: BOB STOWELL)

OLD BUZZARDS

SOARING BOOK

THUNDER TIGER

Covering Iron

SOMEONE

YOU SHOULD KNOW...

Long term member, **Dick Riddle**, has been in our club since 1997. He will be our interregnum Treasure while **Dick Sutton** is out of the state. All club dues paid by mail from January 1 to March 10, 2012 should be paid to MARCS at the address shown below. Any questions regarding this office or membership should be directed to **Dick Riddle** who will take care of these duties during this time.

Thank you



Dick Riddle
4282~Sevarson Drive
Madison, WI. 53704
(608) 221-1740

ridsflyer@yahoo.com

FLOAT FLYING



Part 2 of a 2 part series

Almost any model aircraft can be adapted to floats. Engine size is usually not an issue as long as you have a relatively light wing loading and use the engine that is in the “mid” to “top” range of the displacement recommended. Most models will also benefit from additional air rudder area. A secondary water rudder is recommended for all but the calmest conditions. A 25% max increase in air rudder/fin area will do the job. The additional area needed primarily for stability, so a fixed fin under the fuselage, sub-fins on the horizontal stabilizer, or even fins on the floats will do the trick.

WATERPROOFING:

Making your airplane shipshape for float flying won't take more than an evening's worth of effort. Wrap your receiver battery in a baggie. Your radio gear and servos don't really need any further protection if they're mounted inside the fuselage area. Exposed servos in the tail of a model are susceptible to water damage and water can get into the servo opening if you don't seal them up. Splash-guards will help and can be made from thin sheet plastic glued in place directly to the covering. If your model is covered with film, it would be wise to seal the seam overlaps and edges with a coat of clear polyurethane. If you're building a floatplane from scratch, consider treating the entire airframe

interior and exterior with Coverite's Balsarite to seal the wood grain and improve covering adhesion before applying the covering and apply a coat or two of polyurethane inside the radio compartment.

FLYING OFF WATER:

Operating a floatplane requires extra-attention in two areas. It's important to set your engine so it idles reliably, since floatplanes maneuver best on the wet stuff at slower speeds. Also, it is mandatory to dry out your plane immediately after a spill. Get the water out of the plane first, wring out the foam padding, then flush your engine with fresh fuel and run it about 10-minutes to really dry it out. Floatplanes are seldom damaged during a spill and you can usually be flying again in a half hour.

Floatplanes become airborne differently from landplanes; the tail doesn't come up as it does with a tail-dragger when the airspeed increases. When rigged and outfitted properly, floatplanes rise up smoothly onto the surface of the water until they get “up on step,” and then really starts to accelerate. The main thing to be aware of during takeoff is not to become airborne until the model's ready to fly. There's a certain amount of surface tension “suction” that holds onto the floats, so make sure your model is at its proper flying speed before applying any up elevator.

Because of the added drag and weight of the floats, your model won't fly as fast as it normally does without the floats. Its rate of climb will also be slightly slower but otherwise, there are no big surprises waiting for the floatplane pilot once the model is airborne. Many pilots comment of a “pendulum effect” when you roll your plane. Once the weight of the floats goes past the vertical inverted position, gravity acts on the floats and the model's roll rate tends to increase. You may even overshoot the straight and level point after you bring your sticks back to neutral. When it comes to landing, it is always a safe bet to come in and fly the final ap-

proach just a little bit faster to compensate for drag and your model's slightly higher wing loading. Try to land and at a shallow arrival angle and just "kiss" the water on touchdown.

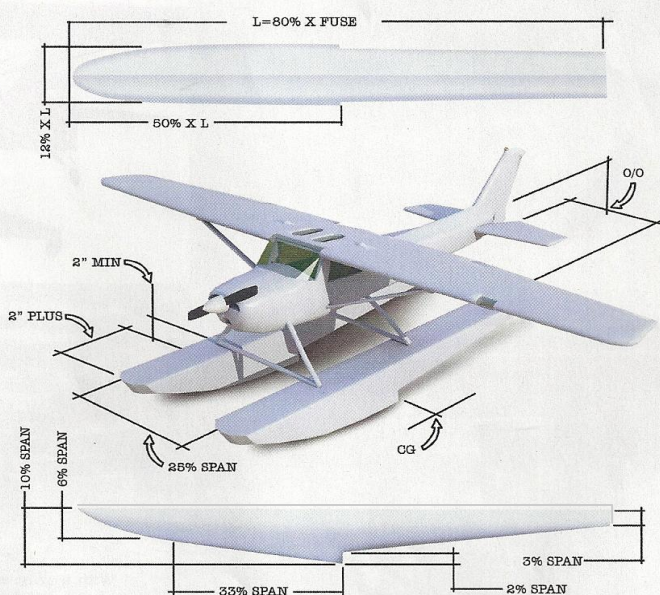
Flying off water is a very rewarding experience. Equipping and operating a model floatplane is not a difficult task. Building and hanging a set of floats seldom takes a lot of time, but the pay-back is well worth the effort.

SETUP RULES:

Several basic guidelines should be followed when considering the size and position of floats relative to a model's fuselage:

- The float length should be 80% of the length of the fuselage (measured from engine's thrust washer to the rudder hinge line)
- The plane's center of gravity should be at or just slightly forward of the float's step.
- The float's tips should extend at least 2-inches in front of the propeller.
- There should be at least 2-inches of clearance between the tops of the floats and the tip of the propeller.
- The floats should be set parallel to the plane's datum line measured from the top of the floats.
- The centerline distance between the floats should be 25% of the model's wingspan.

Float Plane Layout



TIP of the MONTH

TRIM-PATTERN CUTTING

The other day I had just finished wrapping a fuselage in pure jet-white and I was looking forward to doing a creative trim-pattern on the nose streaming back over the sides as well. I have nice piece of tempered glass just for such occasions so I taped a piece of red MonoKote down and proceeded to lay out the design.

I was using an aluminum yardstick and a circle guide to do the design and started to do the cutting. On the long straight lines, the instant I eased up on the down pressure I was putting on the yardstick, it turned and needless to say the cutting blade followed the yardstick not the pattern line. Ding-Dang it!

I, like so many of us, only have two hands to work with and the aluminum yardstick is just too slippery to use for this job and a wooden one isn't anything you want to hug with a sharp blade. I did discover that a 24-inch stainless steel ruler with a cork backing strip on it works perfect. I had bought one at an office supply store years ago for some reason, but now it has a permanent home on my cutting glass.



Not only does it eliminate the slipping or lateral movement while cutting, the cork keeps the ruler just up and off the material you are working with so the ink from a Sharpie pen will not weep under the ruler when you're laying out the design...a new level of neatness too!

John/editor

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

REMINDER...

BRING ANY OLD NITRO/GAS
"ENGINES" FOR THE
HIGH SCHOOL
CLASS PROJECT

'Tis the Season



For those of you that have wondered if long-time member **Harley Nelson's** creative juices have dried up? Fear not... this is his newest creation, and just in time for the holiday season. The 'copter's rotors that do spin also have strips of LED lights on them for a realism look that you wouldn't believe! Well worth the drive out to his homeland in Oregon to see. Way to go Harley!!



NOTICE:

That time is here again...

Our club Treasurer, **Dick Riddle**, 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.

Remember; Dues paid on or before January 1st are eligible for a \$5.00 discount. A regular membership fee of \$60.00 would be: \$55.00

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: January 5, 2012

New gate proposal status

2012 events

Winter Field Maintenance

Election results

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

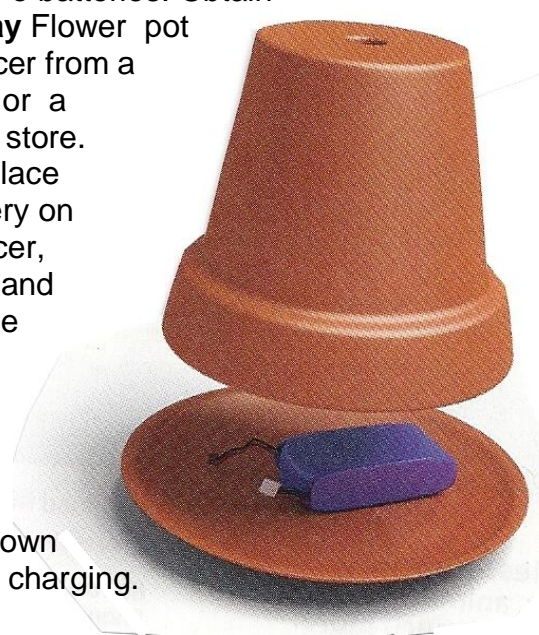
All applicants for a **MARCS** membership must show proof of their **AMA** membership at that time.

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

CHEAP & EASY LIPO SAFETY

Here's a safe and inexpensive way to charge those LiPo batteries. Obtain a red **clay** Flower pot and saucer from a nursery or a discount store. Simply place the battery on the saucer, hook up and begin the charging process, and set the pot over it upside down while it's charging.



DAWN~PATROL BREAKFAST

Thursday, January 19th
 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 with this new owner, Elie. Hope to see you there.

Dr. Roger Zimmerman