

MARCS Sparks

MARCH 2012

VOLUME 51 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 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

February 2, 2012

Submitted by: John Steen, Editor

The general meeting of the MARCS club was called to order at 7:05 pm by president, **Brad Witt**. There were 52 in attendance which included one visitor; Howard VonRuder from Cashton, Wisconsin.

Secretary's Report: The minutes of the January meeting were approved as published in the **MARCS Sparks** newsletter. A motion was made by **Lindley Wolff** for their approval which was seconded by **Tony Kremm**.

Treasurer's Report: A report was not available at this time by our new Treasurer **Dick Riddle**, but will be available at our April general meeting. Paid membership at the start of this meeting was at 35.

OLD BUSINESS:

Lease: The check has been passed on to Ray Shane.

Dues: Treasurer **Dick Riddle** was accepting this year's dues throughout the evening. At present, 35 members have paid their dues.

Awards: The four trophies have all been returned and the nominations for this year's candidates should be passed on to President, **Brad Witt** ASAP for each: the "**Smoking Hole**" the "**Submarine Commander**" the "**Tree Chopper**" and the " **Scooter**"(nice guy). If there is someone you feel that has contributed above and beyond for our club, please pass this on to Brad as well.

Engine donations: The aircraft engines and the head wrenches that **Brad** acquired and donated were presented to Teacher/Instructor, Ben Senson

who was very pleased at the response the **MARCS Club** and expressed his gratitude to all that gave so freely.

NEW BUSINESS:

Club Banquet: Banquet organizer, **Dave Rush**, reported that the reservation has now been made for Wednesday, April 11th at the Maple Leaf Supper Club in McFarland. The cost is \$14.00 per person (the same as last year), with cocktails for those who wish at 5:30 and the open buffet at 6:00. See the ad in this newsletter for food details and the form for attendance. The program for awarding this year's trophies and other awards will commence after the meal. With sadness I must report that due to the poor renditions at last year's banquet; there will be no karaoke entertainment this year.

Lock change: The combination of the gate lock has now been changed. Please remember that when you re-install the lock assembly, to have the number wheels facing down so moisture won't enter and freeze-up the internal works.

Gate/Access proposal: **Dave Rush** reported that there has been no contact made or any response to his e-mails as of yet and feels that he is dealing with the slow moving politics in the system.

Indoor flying event: Craig High School Field House. The Sunday, February 5th date is the "Cougar Indoor Electric Flyers" third event of this season already. These events are coordinated by **MARCS** member; **Dave Rush**, who highlighted this upcoming event by stating the brief 8:30am~12:30pm flying time was due to another event the school has scheduled for the afternoon hours. Visitors are always welcome

AMA membership: President; **Brad Witt** reported that he has received the renewal notice for our charter membership with **AMA** for this year's dues. Treasurer **Dick Sutton** had already written the check for that annual payment which will now be mailed out.

2012 Roster: **MARCS** member **Ed McDonald** has once again provided us with his top of the line Club Roster for 2012. With information flowing through a couple of different sources for its compilation, there

are bound to be some typos. If you find any of these within your information, please pass that information along to our Editor, **John Steen**, so he can run a correction notice in the newsletter for those who wish to have their roster correct and up to date.

UPCOMING EVENTS:

MARCS 2012 events: All the dates for this upcoming summer are now available and are as follows: Swap Meet: March 1st, Banquet: April 11th, WarBirds over Dane: June 2nd, Electric Fly-in: July 7th, Ken Kindschi Scale Rally: August 11th, and the Float Fly: August 26th. (note: *the Electric Fly will only be a one day event this year*)

Dawn patrol breakfast: This gathering will be held on February 16th at Elie's Restaurant in Monona as shown in the previous newsletter.

WarBirds Meeting: will be held in room 201B on Tuesday, February 21st at 7:00pm.

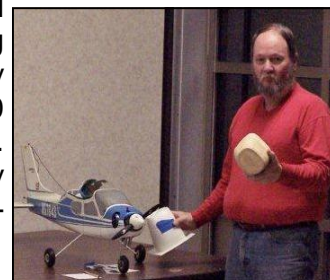
RAFFLE DRAWING:

—And the winners are: —

Wendell Hottmann....."DuBro" prop balancer
John Granberg....."GW8" Formosa ARF
James Cullen... "Irwin" Quick-Grip Clamps (pair)

SHOW-N-TELL:

Gary Gausmann showed and described his process for a fiberglass cowl and the mold he made it with. Using a balsa block that he made from several chunks of balsa wood, he hand-carved and shaped it, he then waxed it, pulled a woman's nylon stocking over it, and then repeatedly painted several coats of 30-minute epoxy over that. The result was a nicely done molded fiberglass-type cowl.
 Good job Gary!



Dave Rush showed a *Flyzone* "SENSEI" foamy with a 58-inch w/s that he will be using as a trainer. He picked it up receiver-ready at Hobby Lobby for \$150 bucks. He only had to install his receiver and battery-pack. He has two student fliers that he began train-

ing last fall and will pick up again in the upcoming spring. He says this is a very easy plane to fly and should be perfect in that arena for these students. It also has an optional payload-drop-box activated by



the transmitter. Its weight of only 3.25 lbs is powered by a brushless outrunner motor and a 30A ESC. Dave recommends that this would be an excellent first plane for someone just starting out in the hobby or someone that wants to add an electric plane to their fleet of glow fuel flyers.

Dave Rush showed a *Multiplex* "Dog-Fighter," a tough Elapor-foamy with a 36-inch w/s. He was impressed how well it was constructed, but it doesn't feature any landing gear. He also found out the hard way that it was necessary to launch with full right rudder to compensate for the motor torque. Unfortunately this lesson was learned after the crash, but he did have it repaired and back in the air the next day. It is what he called; playful and very fast... with speeds of over 100mph.



Dave Rush showed a receiver ready *Great Planes* RTF "Gee-Bee" racer with a 38.5-inch w/s weighing only 2-lbs and powered by a brushless 1450kV motor, a 35amp ESC, and a 2200mAh battery pack. Assembly was a snap because everything is held into place with Earth-magnets. It features dual servo aileron control and a one piece wing assembly that attaches with one screw, which is located under the hatch. **Dave**

hasn't flown this plane as of yet so he couldn't give us any feedback on its flight characteristics.



Photos by: Otto Oie
Club Photographer

Hubi Schneider showed his most recent project; a nicely built "Phaeton~90" bi-plane he built from a Balsa-USA kit. It sports w/s(s) of 70" & 64" and is powered by a DLE~30cc gas engine. **Hubi** has made several modifications to it during its build including adding functional ailerons to the upper wing as well. He said it balanced out easily and flies good as well. I believe it's his own paint job over 'COVERITE' and he has added his own graphics. Nice job Hubi!



Visitor, **Howard Von Ruden**, from Cashton, WI. brought two planes to show with both being beauties in their own sense. The Douglas C-53 Sky Trooper was built from a Royal kit with the wings extended out to 96" and an enlarged rudder. It is



powered by 2-60-size electric motors w/6-cell battery packs and controlled by a Spectrum 6-channel. It has electric retracts and weighs in at 12.5 lbs. It has bomb drop device at its tail that is used for towing

his glider to higher altitudes and released. He has left part of the windshield open as well as one of rear most side windows for cooling the 6-cell battery packs that are located within the fuselage for balancing the plane.

Howard's second plane was a scratch built Boeing B-17G that is still in the construction process. It has an 81" w/s and will be powered by 4 electric motors with (2) 5300mAh battery packs that will set its total weight to around 7 lbs. A Spectrum 5 channel will do the controlling. It has the new E-flights retracts installed and he plans to use metallic-aluminum



21ST CENTURY FILM for its covering material.

PROGRAM:

Nicely done DVD presented by our club's Vice President, **Danny Sutter**, on the 2011~Sugar Ridge Fly-in. The privately owned Sugar Ridge Airport is in a rural setting located southwest of Verona, WI. Thanks for sharing **Danny!**

THE MEETING WAS ADJOURNED AT 8:45PM

DISORIENTATION PHENOMENON

Whenever I mention the problem of becoming disoriented to a beginner or someone who is not involved with the hobby it always appears as if the extent of the problem doesn't sink in. I think a lot of people believe that it can't happen to them. Any experienced R/C pilot will confirm that disorientation is a very real problem.

“Disorientation” simply means that the model looks like it is going one way when in fact it is going in another direction altogether. You might think that if you keep the plane in close then it won't be possible to become disoriented. That simply isn't true. One can become disoriented regardless of the distance the model is from the pilot.

I still lose orientation of my models and have been flying for more years than I want to think about. When I lose orientation with the model at a higher altitude it doesn't trouble me too much because I can slow the model down and work it out by moving the controls and watching what the model does in response.

More disconcerting is becoming disoriented when the model is at a lower altitude. If you find out that the model really is going in a different direction than you think it is then you may not have time to do anything about it before it's in the ground.

I was watching my buddy Mike fly the other day. Every time he made a turn at one end of the field I

could swear he was turning the model away from the field when in fact he was turning the model back toward the field. After the first time I was fooled I paid closer attention to the model.

Each time he turned the model in the same area what I saw was the model going in the opposite direction. It was an optical illusion that would have caused me to lose the model had it happened when I was flying it. Fortunately, Mike was at the controls and not having the same problem.

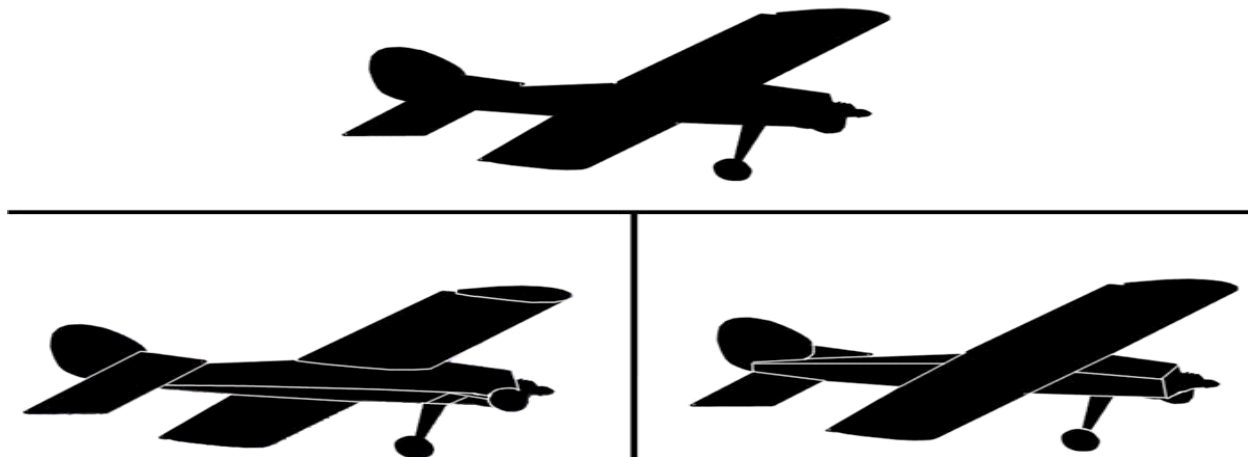
DON'T PANIC WHEN YOU BECOME DISORIENTED

The model is probably going the way you think it should be going regardless of the message your eyes are sending to your brain. You can have confidence that the model is most likely on the course you last set it on unless the model flew through some funny air that flipped the airplane over.

Do not give any abrupt or prolonged control inputs. Wiggle the ailerons or elevator gently and watch what the aircraft does. The response of the model's action should give you the clue as to what its attitude is.

Situational awareness is always helpful. Before you take off your model you should know who else is flying and who is standing nearby your pilot station. If you become disoriented call out to someone by name and tell him of your predicament. He will most likely be able to tell you in which direction the model is heading.

The graphic below should make it strikingly clear how one can become disoriented. Look at the pictures carefully. All three images can be superimposed directly over each other.



PHENOMENON

SELECTING A COLOR SCHEME FOR A RADIO CONTROL AIRPLANE

I don't know this for certain, but based on my time spent with other pilots it seems that some pilots, such as myself, are more prone to becoming disoriented than others. It is always a good idea to choose a *highly visible and contrasting* color scheme for your radio control airplanes, especially if you're a beginner.

Your first few models should have color schemes that aid in orientation of the model. After you have more experience you can use your own judgment to determine the extent to which you need visual aids that will give you the clues for constant orientation.

Color schemes that aid in orientation should differentiate between the top and bottom and the right from the left of the aircraft - even at relatively long distances. The way to do this is to choose highly contrasting colors that don't disappear or blend into the sky.

For example, you may want to put stripes on the top of the wing that run from one wing tip to the other. On the bottom of the wing you may want to use stripes that run from the leading edge to the trailing edge or another shape altogether such as large circles and squares.

My "Stik-30" sports a sharply contrasting black and white wing. All I have to remember is that **right is white**. If I get disoriented then all I need to do is remember the rule. If the plane is upside down then the colors are reversed, so the rule doesn't work. But there are other things that will give it away, such as the fact that the aircraft will dive for the ground when the sticks are at neutral.

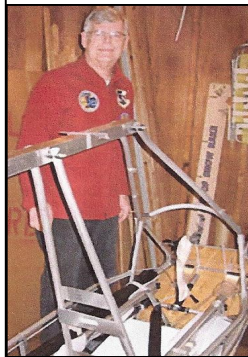
Conversely, my "Herr Pitts Special" has a terrible color scheme from an orientation standpoint. The blue and white blend into the sky. The top and bottom of the wings have nearly identical trim.

Because of the color/trim scheme and the fact that the Pitts is a small, fast model. I lose orientation frequently. I have to depend on my experience as a pilot to trust that the model is going the way I told it to go. As a beginner, you simply do not want to be in that situation. Whenever I fly my Pitts I have a spotter standing by to help me if I become disoriented. For me, safe has always been better than being sorry... and it's cheaper too.

BY: AMA INSIDER NEWSLETTER

ONE MAN'S CHALLENGE... UPDATE

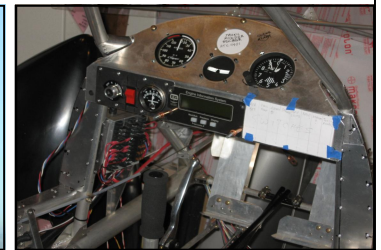
Our MARCS Secretary, Don Weigt, has been a busy person over this past year working on his project that is trying to take over his garage space. Don, a retired electrical engineer, is



caught up in assembling his Challenger ultra-light that is taking a little more time than he thought it would. Of course an engineer would have the tendency to scrutinize every detail and make it better and safer. This takes forethought and time, but it is time well spent and will show up in performance and longevity... not to mention the

safety factor.

Don has taken a break from the project while winter runs its course, but as the spring returns with the warmer weather he will be back at it once again.



RETRACTION & CORRECTION

In the February issue of our Newsletter, in the very first paragraph of the minutes I was responsible for an error that was printed. I had supplied the names of the two new members to our secretary that were not correct.

The correct names and spelling are as printed below:

DAVID LORD and his son **KALEB BREYMAN**

I apologize for this error and ask that you make the necessary corrections in your records.

John/Editor

MARCS Annual

SWAP MEET

MARCH-1st

That time is finally here! Our annual swap meet is always a sure sign that Spring is on its way as the messy month of March will melt quickly into April. Let this notice remind you to get those items ready to lay out on the table (s) on the night of our next meeting and Swap Meet event.

The March general meeting will be short and abbreviated with:

NO Show-N-Tell ~ NO Raffle ~ NO Board of Directors meeting

If you have non-member friends that are in this hobby, be sure to tell them that our Swap-Meet is open to the public as well. Display tables are always free of charge for aviation related items to visiting club members or local Hobby Shops as well.

To me this is as much of a socializing event as it is a Swap Meet. A time of mixing with other members and catching up on the latest gossip or bragging about your winter projects that are almost done in your own home hanger/workshop. Hopefully the weather will cooperate so we can have another good turn-out like last year.

John/editor

TIP OF THE MONTH

SOCK'EM IRON...

Why is it an iron cover will only reach the end of its life in the middle of covering job that's going well? I don't live just down the street from a 'Hobby Shop' and an online order always takes a few days to get delivered and into my hands.

I do live near a department store that sells children's clothing, which includes socks. That's where all my *Iron-Covers* come from these days...at about a tenth of the cost of an iron-sock plus they are a heavier cotton material and work great!



One extra thing I do is tie a cord-string around and just above the iron hot-pad to keep the sock from rotating on the iron when applying down-pressure on it to iron seams and edges.

**DAWN-PATROL
BREAKFAST**

Thursday, March 15th
8:30 am

ELIE'S

Family Restaurant

4102 Monona Drive

(At: Buckeye Road)

Monona, WI.

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

NORTH AMERICAN AVIATION

Engine final assembly plant: Kansas City, Kansas

Wright Cyclone R-2600.9 (1,700 hp)

Readied for the Mitchell B-25B Bomber, 1942

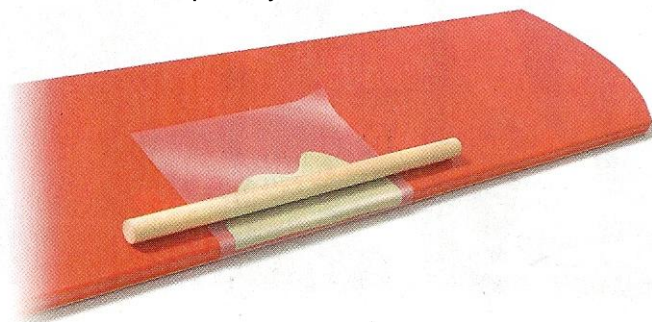


Roster correction: page-4
(Tony Kremm)
715-336-2848
dakremm@wisc.edu

**BUILDER'S
Work Bench****CURVED SURFACE REPAIR**

You don't have to be a builder to be able to repair some common damage on your foamie. Leading edges just seem to take a beating most likely because they are always leading the way, but they do need to retain their shape to allow the plane to fly correctly. Dents or chunks torn out of the front of the wing structure are easily repaired by using this method. A wood filler or a spackling compound (mud) that's used on drywall repair can be used.

What works the best is this "mud" compound that now comes in a "Lite" version which is whipped and much lighter in weight. It comes in a gallon bucket and it can be kept for years with the cover on it.



For the repair all you'll need a piece of waxed paper and a wood dowel that is a couple of inches longer on each side of the area that needs to be repaired, as shown in the illustration above.

Fill in the damaged area with the filler of your choice, cover it with the waxed paper, and by using the dowel like a rolling pin, roll the surface allowing the excess filler to be forced out the edges for you to wipe away. It's desired not have a lot of extra filler to deal with so with a large area to repair, it may be best to do this in two separate procedures.

After the area is rolled to the contour, walk away and let it dry overnight with the waxed paper still in place. Later, when you remove the waxed paper, the shape and contour should be perfectly matched to the surface surrounding the damaged area.

In some cases a light block sanding may be necessary to feather out the edges slightly before ironing on the matching vinyl covering material patch or repainting it to match the wing's original color.

2012 EVENT SCHEDULE

MARCS CLUB

Volunteers are always needed to help these events run smoothly. Sign-up with "Brad"

EVENT	DATE	LOCATION
MARCS ANNUAL SWAP MEET (open to the public)	MARCH~1st (Thursday evening)	ROOM-201B LABOR TEMPLE
MARCS BANQUET (see ad below for details)	APRIL~11th (Wednesday evening)	Maple Leaf Restaurant MCFARLAND
WARBIRDS OVER DANE	JUNE~2nd (Saturday)	KETTLE FIELD
ELECTRIC FUN-FLY (one day event)	JULY~7th (Saturday)	KETTLE FIELD
Ken Kindschi SCALE RALLY	AUGUST~11th (Saturday)	KETTLE FIELD
2012 Float~Fly	AUGUST~26th (Sunday)	RILEY/DIEPPE PARK, MARSHALL
AERO-CAMP	TBA	KETTLE FIELD

SPECTATORS ARE ALWAYS WELCOME AND ADMISSION IS FREE

MARCS ANNUAL BANQUET

MAPLE TREE RESTAURANT
HIGHWAY 51, McFarland, WI.

BUFFET MEAL

Ribs ~ Chicken ~ Popcorn Shrimp
Salad Bar ~ Casseroles ~ Potatoes
Desserts ~ Beverage of Choice

WEDNESDAY, APRIL 11, 2012
Cocktails...5:30~6:00 / Dinner...6:00
Program to follow the meal

MARCS BANQUET RESERVATION FORM

NAME: _____

NUMBER OF PEOPLE _____ X \$14.00 each = amount enclosed \$ _____

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

DAVE RUSH, 5113 Ridge Road, McFarland, WI. 53558 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 1, 2012

NO Board meeting this night

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

BRODHEAD

INDOOR FLYING

High School Gym'

Wednesday Evenings... 8:00~10:30

Through 4/25/2012 Exception: 4/4/2012
 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)

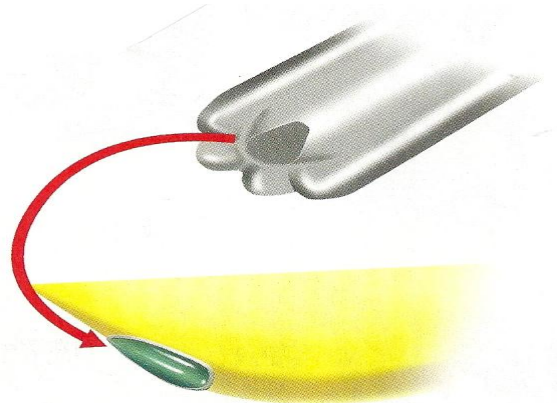
Rules: 6-oz weight limit; electric, co2, or rubber band. 6.5-oz weight limit; with protected propeller. Flight-Line, Rest-room location, children rules available on site.

Spectators: Free admission.

Questions? Tim Hamel <thamelmd@gmail.com>

No AMA membership required

EASY WING LIGHTS



Many aircraft can benefit from this small detail and it's a simple thing to make. Cut out two of the "feet" from a standard water bottle, cut and shape to fit your wing tip, and paint the inside with plastic model paint... red for the left wing and green for the right side. When dry, just glue them onto the wing tip. It's a nice touch for your scale model as well.