

MARCS Sparks

May 2012

VOLUME 51 ISSUE 5

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

April 5, 2012

Submitted by: Don Weigt, Secretary

The meeting was called to order at 7:05 P.M. by President **Brad Witt**, at the Madison Labor Temple. There were 25 people present.

Secretary's Report: There was discussion of, but no motion to approve, the minutes of the previous (March swap meet) minutes contributed by **Brad Witt**. It seems many at the swap meet didn't hear or ignored the call to order.

Treasurer's Report: Paid up membership for 2012 was 62.

NEW BUSINESS:

Bob Geimer: Brad reported **Bob Geimer** is extremely ill and not expected to survive. We appreciate his years of service to the club and will miss his friendship and support.

Equipment care: Brad had a picture of the big wheeled trimmer, covered with grass clippings. **Ed Buechner**, who takes care of the equipment, says we must clean the clippings off so the air cooled engine doesn't overheat and burn up. We appreciate efforts to keep the place in good shape, but please take care of the equipment when you use it!

PLEASE, NO ETHANOL blended fuel in our power equipment!: Ed has to rebuild the carburetor on one of engines because it's been ruined by ethanol blended fuel. It's important to use straight gas in these small engines, not ethanol blend. Often, premium gas has no ethanol. Of course, the two strokes also need oil mixed with the gas. There was discussion of which nearby service stations have straight (no ethanol) gas.

Newsletter Editor

John Steen steensr@yahoo.com

Field condition: The field is still soft. Please don't go out on it more than absolutely necessary, especially on the runway mat. It's probably too wet for mowing to begin.

Rolling the field: Rolling will begin, Thursday, April 12, weather permitting, if we can borrow a roller by then. We'd have the use of it through the weekend.

Field Work Day: Saturday, April 21, weather permitting.

Safety fence upgrade: **Wendell Hottmann** offered free heavy duty coated wire screen material to replace the flight line fence. It's in 2x4 foot sections. The club would have to buy more posts to support it, probably about 100 at a bit over \$1.00 each. It would protect people better, but probably do more damage to planes that hit it. Members present were agreeable.

Helicopter Pad: Newer member **Eric Anderson** and **Dave Rush** presented a proposal to add a concrete helicopter pad at the east end of the pit area. Helicopters can sustain damage if their tail rotors pick up grass. A pad for takeoffs, landings, and hovering would protect the helicopters. Putting it off the end of the pits would keep hovering helicopters out of the oval flight track of fixed wing models. Eric would make the forms, pour the concrete, and make sure the edges are flush with the surrounding turf so the County mowers aren't damaged by it. The members present were agreeable. A size of approximately 4x4 feet was decided. It's big enough, while still light enough that several members could lift and move it. Thanks, **Eric!**

Helicopter instructors: Recent new members **Eric Anderson** and **Ryan Bengsch** are avid helicopter flyers and will offer instruction to those wanting to learn to fly these challenging and versatile machines. Thanks guys!

OLD BUSINESS:

Banquet: This was the last meeting to sign up for the banquet, Wednesday, April 11, at the Maple Tree in McFarland. Drinks and social hour at 5:30, meal about 6:00, followed by awards. The event

probably will end by 7:30. There was some discussion whether to have the banquet somewhere else next year, that some weren't satisfied by the food. The Home Town Buffet was suggested. Some were concerned about the quality of the food there.

Awards: **Brad** called for more submissions of candidates for the club awards. None were received.

NEARBY EVENTS:

Thursday, April 12; Big Birds, 11:30 A.M., JJ's Top of the Swamp, 5344 Northport Drive.

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

Thursday, April 19; Dawn Patrol Breakfast, 8:30 A.M., Elie's Restaurant, 4102 Monona Dr. This is the last one until next fall. Contact Roger Zimmerman for more info.

RAFFLE WINNERS:

Raffle winners were:

Eric Anderson	"JR-341" micro servo,
Richard Sutton	"Gentle Lady" glider kit,
Tony Kremm	grab bag,
Wendell Hottmann	grab bag,
Dan Sutter	grab bag,
Ashley Wolcott	"Weller" soldering iron kit

SHOW AND TELL:

Wendell Hottmann showed the molded plastic turtle-deck of a VK Camel kit. He explained the process he used to make it look like wood. He first painted it yellow, then added airbrushed wavy streaks of brown, then short black lines with Magic Marker. A light coat of brown was airbrushed over it all to make it more subtle. **Wendell** may add a top coat of polyurethane to seal it.

Wendell also showed video taken with a Go-Pro camera. This cigarette pack sized device takes 5 megapixel stills and high definition video. It costs about \$300.

————— **CONTINUED** —————>

Wendell also showed in flight video taken from his Demoiselle as it flew in the Janesville Craig HS field house!

Dave Rush showed an electric B-17 scratch-built from "Frank Baker plans" and built for him by "Howard Van Ruden." It uses two 3S 5000 mAh LiPo battery packs in parallel. Flying the plane four minutes only used about 25% of their charges. **Dave** said the plane is so sedate, that five minute flights are about right. Longer ones become boring. The plane flies scale-like speeds: more slowly than one powered by OS .10s.

Gary Gausmann showed a midsize red and silver de Havilland Gipsy Moth he scratch-built from "Frank Baker plans." It's one piece: the wings don't come off. The CG came out right without any ballast. The model weighs 4 pounds 1 ounce. The finish has many details, some made with a Brother P-Touch label maker.

Ryan Bengsch showed an Align Trex 500 helicopter powered by an OS .37 helicopter engine. He reported that it flies really well. **Ryan** explained that helicopters operate almost exclusively in the upper half of their throttle range. So, helicopter engine throttles aren't the same as those for fixed wing engines. That's one of the reasons helicopters and fixed wing planes can't use the same engines optimally.

Program: No program tonight.

The meeting adjourned at: 8:28 P.M.

Next meeting: Thursday, May 3, 2012, at 7 P.M.,

"BUILD-A-HOLIC"

That's the nickname that Dave Rush has respectfully bestowed on his good friend and without a doubt a master builder; Howard Von Ruden from Cashton, WI.

Howard (right) and Dave (left) are shown below at our Kettle Field where they graced the air with the two electric powered B-17s (referred to in Dave's show-n-tell) which he has recently completed.



With the advent of the wide variety of ARF models now available, kit-building is becoming a lost art and scratch-building even more so. The ARFs have actually been a shot in the arm for aero-modeling as it has made it possible for more hobbyists to get involved.

Not everyone has the needed space for a workshop or may not have the time or interest to toil at a work-bench for the countless hours sometimes needed... not to mention the collection of tools and the equipment that can be easily attached to this hobby.

To me, I see that scratch-builders like Howard are truly an inspiration to others already in this hobby as well as to those who are perhaps looking to join in. This can ignite one's creativity and that important "I can do that" attitude necessary for the first step.

John/editor

NOTICE:

Due to some problems that arose during last year's flying season and after discussion in the Board of Directors meeting on April 5th, it has been decided that we should go back to placing our membership card on the frequency board while we are flying at Kettle Field, no matter what transmitting band width we are using. This will alleviate the problems we have been experiencing.

Thank You. *The MARCS group*

THANKS

Thursday, April 12th

With the help of **Bob Stowell** and **Dennis Peterson**, we were able to remove the plywood sheeting from the shelter and stow it in the shed. We were also able to put the orange snow-fence and its posts in their storage area as well. We did these jobs before our regular work day because they happened to be dry and there was rain in the forecast. Thanks guys! *Brad Witt reporting*

APRIL 11, 2012

MARCS Banquet

MAPLE TREE RESTAURANT

Shortly after 5:15, I stood chatting with a couple of our members while casually sipping on my straight Pepsi on the rocks... I would be my own designated driver tonight.

As the 6:00 hour arrived, most of our 32 attendees were seated at the banquet tables engaged in warm cross-table conversations with one another... part of the reason we were here. Soon after, our two waitresses introduced themselves and we were given the go ahead to approach the Buffet tables to collect the meals of our choosing.

As in years past, I felt the selection of the salad and food choices were well appointed and very well rounded which could satisfy any appetite. And yes, there were yummy desserts as well. If you've never attended one of these annual events, you are depriving yourself of not only the good food, but the warm camaraderie that just happens.

The awards presentation ceremony was a short one this year with **John Granberg** being awarded the well deserved "SCOOTER" trophy for all the tireless hours he donates to our club to make two of our flying events happen plus his dedicated energy to the upkeep of our Kettle Field. Thanks **John** for being here with us and on our mission.

The "TREE CHOPPER" Trophy was awarded to one of our top *ingenuity engineers*, **Wendell Hottmann**. If anyone puts in the hours of flying that he does, they too will park one in a tree once in a while as well. Thanks **Wendell** for sharing your knowledge so freely with us and how to accept this trophy with the grace and dignity you always maintain.

Brad suggested we take a few minutes to remember our good friend and active club member for the past eleven years, **Bob Geimer**, who has departed on his last flight. It reminds us just how fragile life itself is and how quickly that cord can be severed. **Bob** was a non-assuming person who had found his inner-peace many years ago and had always given his time so unselfishly to our club's activities.



Robert was a genuine wood-craftsman that not only loved the thrill of flying the aircraft that he had built, but to also shape woods in his own creative ways in his own woodworking shop that he maintained. His gentleness and his respect for others are a legacy that he has without a doubt passed on into his family members. We will surely miss **Bob** for being an important part of our club over these years he has shared with us.

With all the pleasantries and reverence over with, the gathering broke up around 7:30. It had been a very enjoyable evening for me and hopefully for the others as well. I would like to plant the seed of hope for the members that have evaded the opportunity to participate in this event in the past. This is always an informal low-keyed gathering where our family of 'birds of feather' can come together. *John/editor*

QUICK ID TIP...

If you've been in this hobby for a while, chances are you have a few radio systems spread over your collection of RC model airplanes. A quick and easy way to choose which radio you need without having to power it up and enter the model memory menu is to apply a label on the bottom or back of the radio case printed out (or written in) with your models names and memory numbers. As you change your model memories or add another, you can simply remove and/or just apply a new label.



RAFFLE PRIZES MAY 3rd Meeting

TUFF-MATE
Rolling Toolbox &
Flight Box w/some tools

HANGER-9

SEALING IRON

MonoKote
Heat Gun


"SULLIVAN"

HI-TORK
Starter

Custom Flight Box
w/ Hobbico
Deluxe Power Panel

- FREE ITEMS FOR THE ASKING...**
- O.S. Max 40 LA engine
 - Super TIGRE GS40 (Ringed)
 - Saito FA-91(s) (in pieces)
 - (3) NiCd Battery Packs
 - ENGINE TEST STAND

ALL OF THE ABOVE ITEMS ARE "USED"
& COME FROM THE "BOB GEIMER" ESTATE

KETTLE FIELD WORK DAY APRIL 21st

Brad Witt reporting

We were blessed with a good weather-window for our "Spring-work-day" this year. That, coupled with the good turn out of the members that came out to lend a hand, allowed us to get many of the jobs done in good fashion. This field-work-day, being the first of the flying season, always has many chores penciled in on its agenda!

Eric Anderson, Ed Buechner, Hubi Schneider, Dick Sutton, Dave Rush, John Granberg, John Hendrickson, Lindley Wolff, Ray Walsh, Mark Finley, Wendell Hottmann, Bob Stowell, Ryan Bengsch, and (of course myself) Brad Witt were the members that joined in to get work done.

- Mark and four others did the first road pick up of the season.
- Hubi, Dick, and Lindley cut and stacked brush along the creek.
- Ray, John, and several others took their turn of driving the field roller which member; Jeff Brimmer had provided. (many thanks Jeff!)
- Wendell, Dave, Ed, and John...with help from Bob and I replaced the flight-line fence with the new surplus material donated by Wendell.
- Ed, Eric, and Ryan back-filled around the new concrete 'helicopter pad' that was formed-up and poured last weekend.

If I missed anyone, I'm truly sorry, but above all: **THANK YOU** to so many hands... as a great deal of work was accomplished!

Help Support the
Madison Area
HOBBY SHOPS
Buy Locally

ON THE SAFE SIDE

PROPELLER STRIKES & ARMING SWITCHES *by Jim Tiller, AMA Insider Newsletter editor*

Never, never stick your finger in the propeller!

Just how many times can you tell someone not to put his/her finger in the propeller sweep? On a warm Friday afternoon in late August, I found the answer. After 30-years of flying airplanes, I had my first encounter with a spinning propeller.

I was with a bunch of buddies at our preferred float-flying spot, enjoying the late summer morning. It was the first flight of the day on my .30 four stroke powered Newbie float plane. As the flight progressed, I could see the motor was not developing full power, so I made an early landing and taxied back to the shore line to do an engine adjustment.

With another flier holding the aircraft, I was adjusting the high-end needle setting when my hand somehow wandered into the full-throttle propeller. In an instant, the motor stopped and the blood began to run. The cuts were quite serious and we immediately went into a damage-control mode. We had a first-aid kit along, but it was a small one. We applied pressure and bandaged the wound with the only high strength tape available, a roll of black electrical tape. With the blood flow temporarily stopped, I made my way to the emergency room for a two-hour stay and about 14-stiches from a very competent and friendly emergency room doctor. This little lady looked, to me, to be about 14, but she did a great job sewing up four separate propeller strikes on my right hand.



Fortunately, there was no permanent damage except to my pride. I managed to hit the blade with the flat of my hand rather than the fingers. That had stopped the pro-

pellor and reduced the number of strikes somewhat. Had only my fingers been involved, I may have lost at least one, or had permanent nerve damage to live my life out with. Two months later, I only had the scars to remind me of my errant ways.

Who do I have to blame? No one but myself... it was a preventable accident. In hindsight, I had lost what the military calls "situational awareness." I was so focused on the job at hand (no pun intended), which was tuning the engine that I totally ignored the close proximity to the spinning propeller. I know better. On that day, evidently, I did not know better and all it takes is one lapse in concentration. That is the lesson I leave with you and why I am sharing my experience.

ARMING SWITCHES on ELECTRIC AIRPLANES

This past summer, I learned of a couple instances where an electric powered plane started before the pilot was ready. In one of those instances, the pilot turned on the transmitter but had it improperly set to another airplane program. Evidently, this other programmed airplane had the throttle reversed and when the battery-pack was plugged in the motor engaged. Most good ESCs are supposed to prevent this by making you put the throttle to its lowest setting before arming, I'm not sure what happened in this instance other than motor started running.

In another instance, an owners airplane (without the wing in place) was on the workbench and the transmitter had yet to be programmed. The throttle stick happened to be in the mid-range. Once again, when the battery-pack was plugged in, the motor engaged. Fortunately, he was just behind the wing area and able to stop the forward lunge of the fuselage by its tail-feathers.

An arming switch is an excellent, inexpensive, and simple way to prevent the accidental motor start on any electric plane. They are most feasible on larger motors, but it can be installed on any size electric powered plane...with the exception of perhaps the tiny micro-aircraft.

Another good reason for the arming switch is to be able to plug in the battery and then prepare the airplane for flight. Many times the wing, the cowling, or a hatch-cover has to be secured and/or other pre-flight preparations to be completed. Why chance doing any of that with the battery and motor armed?

ARMING SWITCHES

After reading the "On the Safe Side" article myself, I started to do some searching on the Internet and found a few companies with these switches already available. As my electric powered B-24J is still in its building stages, I decided to install this option right now during its construction.

Actually, I am installing two switches seeing I will be running two separate power systems... one for the two inboard motors and the other for the two outboards.

The company that I chose to buy mine from was the Schumacher Products Company in Belmont, New Hampshire. www.sharprc.com

You have several options to choose from with this company. The photo is what comes with the kit versions and three are offered: with...14AWG, 12AWG, or 10AWG wire included.



You can also buy the arming plug and the arming base assembly individually, which is what I did. I wanted to use the special wire that I already have for my systems.

I selected this company for my application because I liked the no-nonsense durable base fixture that mounts flush on the fuselage and the male plugs have a tension bar built-in to prevent vibrational pop-outs while in flight.

The kits (shown above) are \$13.99-\$15.49 depending on your choice of AWG. The arming plug and arming base are \$6.99 each. They ship fast by US Postal package... w/no handling charges. The shipping charges for my two plugs and two base assemblies cost me a total of \$2.41. *John/editor*

MEETINGS

WARBIRD / BUILDER

The Last WarBird/Builder meeting until fall will be held at the Park Street Labor Temple, room 201, at 7:00pm on Tuesday, May15th.

BIG BIRD

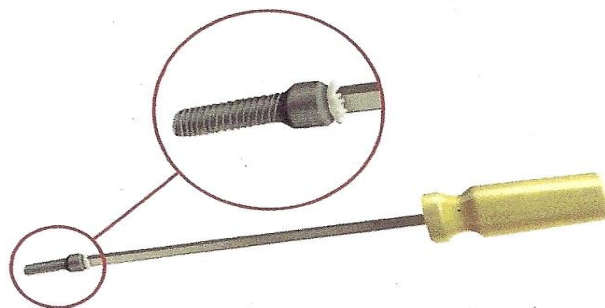
The next Big-Bird meeting will be held at "JJ's Top of the Swamp" (on Hwy-113 just before County-M) at 11:30 am on Thursday, May 10th.

Visitors and/or interested individuals are always welcome to attend either of these meetings.

TIP of the MONTH

PAPER TOWEL SHIM

Every once in a while I find some simple tip that has proven itself over and over again in my workshop. This is one of them. One of the things I have always had problems with is guiding a socket head bolt into a hard to reach space on the end of a tool. If it touched anything or if it was anywhere except directly overhead, it would fall repeatedly into that hard-to-reach area I was working in.



By holding a tiny piece of paper towel over the socket hole of the bolt as you push the hex-drive tool down into it, it stays right where you put it and allows you to reach into that area without it falling off the tool. I have also used this same method on straight slot and Phillips head screws as well. It's amazing how something so simple can work so good. *John/editor*



2012 EVENT SCHEDULE

MARCS CLUB

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

EVENT	DATE	LOCATION
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

RELATED EVENTS

LEARN TO FLY (General Public)	JUNE 21 ~ JULY 19 ~ AUGUST 16 (Thursdays, 5:30 till dusk)	KETTLE FIELD
AIRVENTURE	JULY 23~29 (Monday ~ Sunday)	OSHKOSH
BIG BIRDS/SCREAMING EAGLES	TBA	KETTLE FIELD

memo!

FOR THOSE OF YOU THAT WISH TO KEEP YOUR ROSTER UPDATED...

e-mail address correction:

Michael Redmond

mmjrrredmond@hotmail.com

Webmaster Wanted

Due to scheduling job and family issues, our club's present Webmaster, **Jeff Alexander**, would like to step down from this position, but is offering to train his replacement. Of course having an up-to-date computer, basic computer knowledge, and an Internet connection is mandatory.

Please contact president **Brad Witt** at: bwitt@chorus.net if you would be interested in taking on this responsibility.

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: May 3, 2012

“Learn to Fly” 2012 program

Kettle Field maintenance and upgrades

Gate/New Access

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.

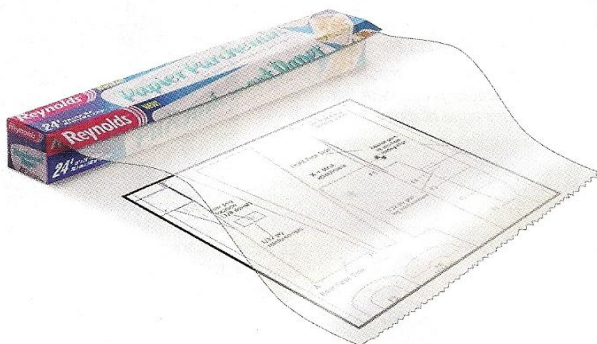
To receive the club’s monthly “**NEWSLETTER**” by regular first-class mail, rather than off the Internet, please add \$10.00 to your annual fee.

Treasurer: Dick Sutton
612~South First Street
Mount Horeb
WI. 53572

Builder's work bench

SAVE THAT PLAN FOR ANOTHER DAY

Some of us still like to scratch-build airplanes from full-size plans. Finding the best clear sheeting to cover those plans isn't always easy. I have found that the good ole fashion Reynolds "parchment paper" that's used for baking really works well for this job. It's a full 15-inches wide so it can easily cover a fuselage or wing plan. Another nice benefit it has is that even CA glue will not stick to it.



BRODHEAD

INDOOR FLYING

High School Gym

This Season's Final Date

Wednesday, April 25 8:00~10:30

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