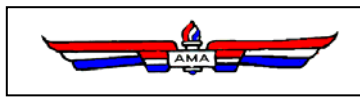


April, 2008

Issue #138



Marc's Mish Mash

AMA Chartered Club #107

Next Meeting April 3rd, 2008 Cammack Village City Hall -7:00 p.m.

From the Editor's Desk

Contents

- Editor
- AirFlow #3 by Paul Fleming, Jr.
- From the President
- Dues & Membership
- Sponsors
- AMA Safety Code
- 2008 Event Schedule
- February Meeting Minutes

An interesting thing happened at last month's meeting. Mark West, our Safety Officer, passed around the AMA Safety Code and we discussed safety issues at the field. One of Mark's concerns was pilots not flying in an established pattern of which yours truly has been guilty of doing. That is a safety issue, more to someone else's aircraft than to a person, but none the less a safety issue. Others pointed out that there are many issues at the field as it relates to safety, aerobatics over the runway, piloting while standing between the berms, piloting while sitting in the pits, etc., etc.

The entire discussion **really** got me to thinking. When you look at the AMA safety code as posted further back in the Mish Mash, you maybe amazed as I was to see that it is very generic. It general terms it relates to AMA requirements. But it is lacking on real specifics that relate to safe operations of RC aircraft. It would be extremely difficult if not impossible to detail in the code each and every aspect of safe operations.

Several weeks after the meeting I spent several hours watching the activity at the field on a Saturday morning and it was most revealing. I observed 10 pilots on the flight line with only one transmitter in the impound

area...Is that a safety issue? I observed 3 crashes and one pilot get run over by his own aircraft.. Is that a safety issue? I observed pilots starting engines without tie downs on tables... Is that a safety issue? I observed standing on the field, landing perpendicular to the runway and pattern, I observed all sorts of madness and mayhem.

By the way for the record, the only reason I did not commit a safety violation of some type is that I did not fly that day. Had I been flying, I most likely would have.

Does this mean that our Safety Officer is not doing his job? Does it mean the AMA rules should be rewritten? Does it mean we need some big list posted everywhere and people being written up? No it doesn't mean any of that. Here is what it means;

Safety is up to everyone one of us. Rules are great, Safety Officers are great, signs, placards, and reminders are great but at the end of the day it is up to the **PIC...pilot in command** to operate in a safe manner. It is not about anything else. We must as individual pilots commit to operating in a safe manner and be aware of the rules

and requirements. All the rules, codes, requirements, agendas, boundaries and decisions however, can not protect us from ourselves. In fact, most of the injuries at our field have been committed by an individual on themselves.

So what does it mean? Be Safe! Think about the pilots around you! Don't forget our hobby is a privilege not a right! We could lose it in a heartbeat and worse than that we could lose body parts and maybe a life because we were not safe.

Every club has safety issues, it is the nature of human activity around machines...For me, it is about thinking before acting. I hope I made you think too.

As I have ended every Mish Mash over the last 4 years I will end this one ...

Safe Flying!

Let the editor hear from you.

Paul Holland
paul.holland@swbell.net

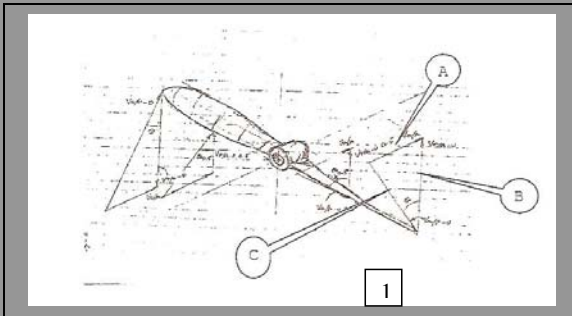
Or

501-851-6063 H.
501-779-5523 C.
501-851-2394 B.



Airflow#3 By Paul Fleming, Jr.

The first figure below has been used in past articles to portray the three vectors: **A** for the velocity of the air with respect to the aircraft, **B** for the tangential velocity of a point on the propeller blade with respect to the aircraft, and **C** for the velocity of the air with respect to this same point on the blade. This figure is useful when investigating the velocities at various locations within the scope of the rotating disk.

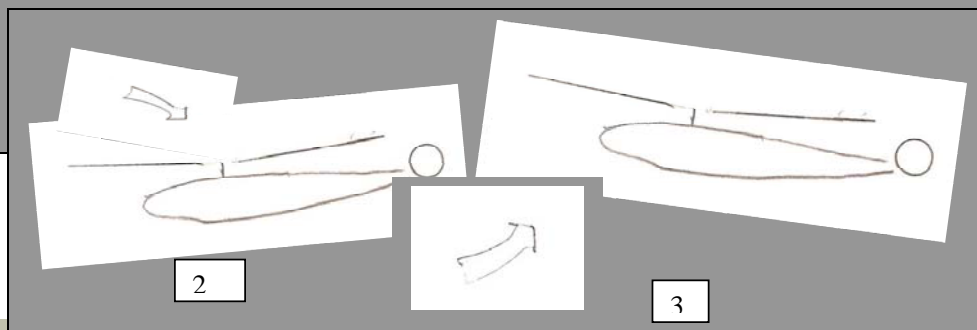


The directions and velocities change with the particular point chosen, but for helicopters the general orientation of air flow is downward as shown in the second figure. Most lift is developed in the forward and after quadrants, and most of the forward thrust is developed by the rearward-moving blade. Ordinarily, the forward blade does little except produce drag.

A serious problem follows if the craft suddenly loses power. First, the craft experiences a concomitant decrease in air speed and begins a rapid descent. Manipulation of the first figure reveals that *any* decrease in vector **A** (air velocity) for *any* propeller produces (a) an increase in the angle of attack (AoA) of the rotating blade with (b) an increase in rotational drag. For helicopters, this effect counters the need to conserve the rotational energy of the rotor. This is accomplished by the pilot by reducing the AoA as much as possible as soon as possible.

Even with this quick reaction, the craft is in serious trouble, because the airflow that was directed towards the top of the disk must be changed into a flow entering from *below* as in the third figure. Fortunately, this new orientation occurs more or less automatically because with the loss of power the craft begins to descend and soon enters a free fall. The flow must become stabilized in the new path for recovery of control. The system must begin auto-rotation while the rotor free-wheels in the new air stream. Full scale helicopters may require a drop of 200 or 300 feet before stable conditions apply. The recovery process is a precarious regime but, given enough altitude, the helicopter usually can develop enough lift and forward velocity for a safe decent and landing,

An autogiro also operates with the airflow entering from below, but these blades are more efficient than those of a a helo in auto rotation.



From the President...

The remodeling of our club house has been completed thanks to Phillip Whiting and Jim Farmer. Also thanks to Dan at Whit Davis Lumber for the donated cabinets. We purchased a counter top and it has been installed and looks a lot better. Also we now have a lot more room.

As soon as the weather permits we will finish painting the new building and install a couple of vents and should complete that project. The Pancake Breakfast is on the 12th of this month it will also be a swap meet and spring cleaning day so bring your work attire and a pair of gloves!

President Randy Womack

Membership information

Initiation Fee	\$10.00
Open Membership (19 to 64 years of age)	\$60.00
Senior Membership (65 & older)	\$45.00
Junior Membership	\$10.00

Note: For Juniors, one parent/grandparent is encouraged to join as an Associate Member since the junior member, under the driving age, must be under their supervision at the field. The Junior membership fee is waived if a parent/grandparent joins as an Associate Member.

Associate Membership	\$15.00
Late Fee	\$10.00

Membership fees for those joining during the year will pay \$5.00 per month remaining in the year PLUS the \$10.00 Initiation Fee.

It is time to renew your AMA and Club dues.

Notice to Airmen

ONCE A MEMBERSHIP CARD IS CREATED IT WILL BE PLACED IN THE PIN BOARD BOTTOM SECTION WHERE THE BLANK SLOTS ARE LOCATED. THE PIN BOARD IS LOCATED IN THE FIELD HOUSE. MEMBERS WHO HAVE NOT RECEIVED THEIR

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**2008 Official
Academy of Model Aeronautics
National Model Aircraft Safety Code
Effective January 1, 2006
GENERAL**

1. A model aircraft shall be defined as a non-human-carrying device capable of sustained flight in the atmosphere. It shall not exceed limitations established in this code and is intended to be used exclusively for recreational or competition activity.
2. The maximum takeoff weight of a model aircraft, including fuel, is 55 pounds, except for those flown under the AMA Experimental Aircraft Rules.
3. I will abide by this Safety Code and all rules established for the flying site I use. I will not willfully fly my model aircraft in a reckless and/or dangerous manner.
4. I will not fly my model aircraft in sanctioned events, air shows, or model demonstrations until it has been proven airworthy.
5. I will not fly my model aircraft higher than approximately 400 feet above ground level, when within three (3) miles of an airport without notifying the airport operator. I will yield the right-of-way and avoid flying in the proximity of full-scale aircraft, utilizing a spotter when appropriate.
6. I will not fly my model aircraft unless it is identified with my name and address, or AMA number, inside or affixed to the outside of the model aircraft. This does not apply to model aircraft flown indoors.
7. I will not operate model aircraft with metal-blade propellers or with gaseous boosts (other than air), nor will I operate model aircraft with fuels containing tetranitromethane or hydrazine.
8. I will not operate model aircraft carrying pyrotechnic devices which explode or burn, or any device, which propels a projectile of any kind. Exceptions include Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight. Rocket motors up to a G-series size may be used, provided they remain firmly attached to the model aircraft during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code; however, they may not be launched from model aircraft. Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Air Show Advisory Committee Document.
9. I will not operate my model aircraft while under the influence of alcohol or within eight (8) hours of having consumed alcohol.
10. I will not operate my model aircraft while using any drug which could adversely affect my ability to safely control my model aircraft.
11. Children under six (6) years old are only allowed on a flightline or in a flight area as a pilot or while under flight instruction.
12. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

RADIO CONTROL

1. All model flying shall be conducted in a manner to avoid over flight of unprotected people.
2. I will have completed a successful radio equipment ground-range check before the first flight of a new or repaired model aircraft.
3. I will not fly my model aircraft in the presence of spectators until I become a proficient flier, unless I am assisted by an experienced pilot.
4. At all flying sites a safety line or lines must be established, in front of which all flying takes place. Only personnel associated with flying the model aircraft are allowed at or in front of the safety line. In the case of airshows or demonstrations a straight safety line must be established. An area away from the safety line must be maintained for spectators. Intentional flying behind the safety line is prohibited.
5. I will operate my model aircraft using only radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
6. I will not knowingly operate my model aircraft within three (3) miles of any preexisting flying site without a frequency-management agreement. A frequency-management agreement may be an allocation of frequencies for each site, a day-use agreement between sites, or testing which determines that no interference exists. A frequency-management agreement may exist between two or more AMA chartered clubs, AMA clubs and individual AMA members, or individual AMA members. Frequency-management agreements, including an interference test report if the agreement indicates no interference exists, will be signed by all parties and copies provided to AMA Headquarters.
7. With the exception of events flown under official AMA *Competition Regulations* rules, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flightline.
8. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual.
9. Radio-controlled night flying is limited to low-performance model aircraft (less than 100 mph). The model aircraft must be equipped with a lighting system which clearly defines the aircraft's attitude and direction at all times.
10. The operator of a radio-controlled model aircraft shall control it during the entire flight, maintaining visual contact without enhancement other than by corrective lenses that are prescribed for the pilot. No model aircraft shall be equipped with devices which allow it to be flown to a selected location which is beyond the visual range of the pilot.

FREE FLIGHT

1. I will not launch my model aircraft unless I am at least 100 feet downwind of spectators and automobile parking.
2. I will not fly my model aircraft unless the launch area is clear of all individuals except my mechanic, officials, and other fliers.
3. I will use an effective device to extinguish any fuse on the model aircraft after the fuse has completed its function.

CONTROL LINE

1. I will subject my complete control system (including the safety thong where applicable) to an inspection and pull test prior to flying. The pull test will be in accordance with the current *Competition Regulations* for the applicable model aircraft category. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
2. I will ensure that my flying area is clear of all utility wires or poles and I will not fly a model aircraft closer than 50 feet to any above-ground electric utility lines.
3. I will ensure that my flying area is clear of all nonessential participants and spectators before permitting my engine to be started.

SPECIALIZED SUPPLEMENTAL SAFETY CODES, STANDARDS AND REGULATIONS

- RADIO CONTROL COMBAT (#525)
- GENERAL RADIO CONTROL RACING (#530)
- GIANT SCALE RADIO CONTROL RACING (#515-A)
- GAS TURBINE OPERATION (Note: Special waiver required) (#510-A)

These special codes and appropriate documents may be obtained either from the AMA Web site or by contacting AMA Headquarters.

PARK FLYER SAFE OPERATING RECOMMENDATIONS

- Inspect your model before every flight to make certain it is airworthy.
- Be aware of any other radio frequency user who may present an interference problem.
- Always be courteous and respectful of other users of your selected flight area.
- Choose an area clear of obstacles and large enough to safely accommodate your flying activity.
- Make certain this area is clear of friends and spectators prior to launching your aircraft.
- Be aware of other activities in the vicinity of your flight path that could cause potential conflict.
- Carefully plan your flight path prior to launch.
- Abide by any and all established AMA National Model Aircraft Safety Code.

Member and Club Events

Welcome & Congratulations!

- New Members- None
- New Pilots- None

OFFICERS 2007

President- Randy Womack 372-0373

VP & Editor- Paul Holland 851-6063

Secretary- Phillip Whiting 834-0909

Treasurer- John Karolson 851-3828

Tech Officer- Dennis Glover 835-0386

Field Marshall/Safety Officer- Mark West 961-1641

MARCS 2008 EVENTS

• April 12th Pancake Breakfast

- May 17th Family Picnic
- Aug. 30th Float Fly
- Sept. 1st Labor Day BBQ
- Oct. 11th Pancake Breakfast
- Nov. 15th Hot Dog Lunch
- Dec. 6th Christmas Party
Whole Hog Café 630pm

MID ARKANSAS RADIO CONTROL SOCIETY (M.A.R.C.S.) March 06, 2008 MEETING MINUTES

The meeting was called to order at 7:00 p.m. by our president Randy Womack with the Pledge of Allegiance.

New Members: Rubin and Adam Pate

New Pilot: Steven D. Farrior, Jr.

Guest: None

Announcements:

None

Reports:

- February meeting minutes were read and accepted.
- February treasurer report was given and accepted.

Old Business:

- We made \$6.00 on the Chili cook and fun fly.
- The New Building was put up, moved, and primed.
- Special thanks go out to John Karlson, Larry Young, Bill Bowen and Doc. for special donations for the building.
- Operation Iraq letter was read and discussed.

New Business:

- The club made a pledge of \$100.00 to the American Cancer Society in Mike Pueter's name.
- Gold Leader Status was achieved and reviewed.
- Safety issues were discussed and the AMA Safety Code was shared.
- It was discussed to entertain a group from the VA at the field.
- A new wind sock for the field was discussed but no action was taken.

Show and Tell:

- Jim Ault showed his beautiful Red Zephyr.

Raffle:

The proud winners of a gallon of fuel each were Randy Womack and Gordy Louiselle. There were 13 members present.



MISH MASH

Paul Holland, Editor
110 Grenoble Circle
Maumelle, AR 72113

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