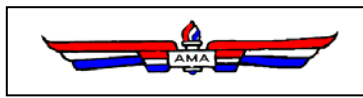


August, 2008

Issue #142



Marc's Mish Mash

AMA Chartered Club #107

Next Meeting- August 7th, 2008 Whole Hog Café -7:00 p.m.

From the Editor's Desk



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By the time you read this I should, with any luck, be at the National Naval Aviation Museum in Pensacola, Florida. I have been there before and can assure you it is one of the finest aviation museums in the United States, maybe the world.

It is the home of the Blue Angels and the displays are amazing. So hopefully next month there will be plenty of photos to share.

This is the earliest I have prepared a Mish Mash. Due to work and vacation travel schedules I will effectively be out of town for two weeks. While part of that is for fun it is shooting the "you know what" out of my flying schedule. My wife says "quit your belly aching and take me to the beach." Oh well, a man's got to do what a man's got to do...obey his wife.

Later this month, August 30th, we will be having our annual Float Fly. I encourage you to come out and fly off the water. There is nothing like it

and even if you don't have a "water bird" someone will likely let you give it a try. And really it is not too late to put something on floats and get ready because that is almost a month from now.

For some great tips on setting up an aircraft on floats, last month's (July issue) *Model Aviation* magazine goes into depth... (pardon the pun.) The trick is to know just a few critical things; What size floats do you need? Where should the CG reside over the floats? How should you attach the floats to your bird? Once these things are considered and resolved...it's a snap. The best place to get a set of floats is at the local hobby shops. If they don't have them they can get them for you.

So take my advice and get out on the water. As for me, it is probably time to drop a set of floats on one of my helicopters and shoot a little airborne video. By the way,

just about anything that flies can be put on floats and you can find floats for just about anything that flies.

The heat has been oppressive at the field. The trade off though is that the wind has been down and the gnats aren't around. Go early and "get er done!" Some great flying is to be had before it gets so hot you can't breathe. Also, it is a great time of year to turn up the air conditioning in the shop if you have the option. This might just demand a new project to keep you there.

Speaking of that, is there anybody out there who will pleeaaaaaaase take a minute and share with us what you are working on so we can get it in the newsletter? I get tired of reading about what I am working on and you do to.

With that I close and say, Safe Flying!



Let the editor hear from you.

Paul Holland

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Or

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501-779-5523 C.

501-851-2394 B.

Who is on First?

by
Paul Fleming, Jr.

For no good reason, other than being a history buff, I became interested (again) about the early days of flying. I dived into this subject with some recent acquisitions of books and the aid of the internet and made some interesting not to say astounding discoveries. In short, the Wrights could not have been the first to fly in December 1903.

In the late 1800s, as the interests in flying became serious, what was meant by success finally was defined. Thus, a craft, to be called flying, must:

Begin at a standing start, accelerate under its own power without assistance, become airborne and fly by interaction with the air, descend and land without damage.
Paraphrased from 1, pg 288..

A later clarification indicated that at least a quarter mile flight would be required to rule out bounces, hops and leaps (2, pg 211). Still much later, the requirement was added that a full turn, even a figure 8 pattern, was required.

Orville and Wilbur Wright first entered into active flying experiments in 1900 by traveling to Kill Devil Hill (Near Kitty Hawk) NC to perform numerous experiments with several examples of gliders. The development of these craft was guided by experiments with airfoils exposed to the airflow in a wind tunnel constructed by the Wrights. Although some credit them Wrights with inventing the wind tunnel, others in Europe were conducting similar experiments during the same time frame.

The wind tunnel work emphasizes an element of the Wright personalities. They did not attempt to learn of work done in Europe in part because of a lack of language skills. They did however communicate with an American experimenter Chanute and employed some of his ideas and comments.

The Wrights completed four powered flight attempts with the 12 HP Flyer on December 13, 1903 of 120, 175, not measured, and 825 feet. Although widely acclaimed since as being the initial examples of successful flight, none of these events was long enough to be termed sustained. Three ended with damage. The Flyer never flew again after the last attempt but was shipped back to Dayton, Ohio for repairs.

In addition to damage on at least three flights, other evidence is strong that Wrights did not meet other requirements to qualify for flying in 1903. The wind as measured by the Wrights with an anemometer was a steady 27 mph. The temperature was 34°F and by their calculation, the flying speed required for flight was 30 mph. The acceleration needed for the mass of the craft was only 3mph to gain flying speed. Thus, the Wrights benefited from a catapulting energy boost equivalent to 27 mph from the prevailing wind. The engine of the Wrights needed to contribute only about four HP towards the forward motion of the craft before it left its launching rail.

These comments are enforced by their experiences upon returning to Ohio. A new Wright craft refused to fly at all. Numerous attempts were made to fly and several improvements and new aircraft were introduced such as increasing the engine power to 28 HP.

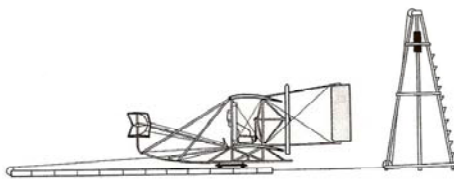
The best accomplishments for several months were a series of skimming flight of a few inches altitude that covered only a hundred feet or so. The local press became quite sarcastic, offering the view that no one had seen the flights claimed by the Wrights (actually, four witnesses existed at Kill Devil Hill). No flight longer than 750 ft occurred before 1905.

Subsequent analyses by their biographer (2, pg 239) have revealed the difficulties. The difference in density altitude between Ohio near Dayton and Kill Devil Hill was an astonishing 4700 ft, as determined from the temperature at Ohio of 81F and 27F at KDH.

Calculations in Ref 2 indicated that with the 12 hp available and no wind, some 755 feet would have been needed for take off. With the 60 feet of actual track, a full 120 hp would have been necessary to have become airborne.

Also, the flying conditions at Kill Devil on December 12 were ideal, that is the temperature of 27F and the low humidity combined to allow the engine to develop its ultimate power and the heavy air provided the maximum support for any air borne craft. At Ohio, the higher altitude and temperature combined to subtract from the capabilities of any heavier than air vehicle.

They finally constructed a catapult powered with an 800 pound weight, later increased in increments to 1600 pounds. This machine was first tried successfully on September 7, 1904. **Cont'd on page 4**



Sketch of Wright catapult

2, Pg 243.

From the President...

Its almost time for our annual Float Fly at Lake Willastein in Maumelle on August 30th. This year ill be flying my PBY and my new Sea Cruzier so knock the dust off your float plane and ill see you at the lake!

President Randy Womack

WELCOME NEW MEMBERS

David Osborne
Clifton Gordon
Willy Edwards
Matthew Ragland

Welcome to the club guys also Matt passed his pilots test this pasted weekend so no more buddy box for him!

DON'T FORGET WE MEET AT THE WHOLE HOG NOW!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

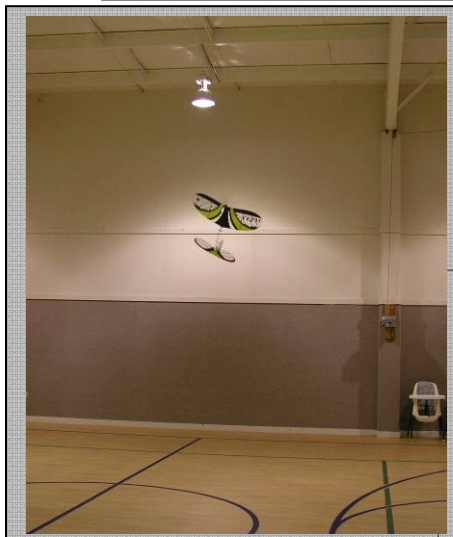
Membership & Pilot Information

MARCS 2008 EVENTS

1. Aug 30th Float Fly Lake Willastein
2. Sept 1st Labor Day BBQ
3. Oct 11th Pancake Breakfast
4. Nov 15th Hot Dog Lunch / Fun Fly
5. Dec 6th Christmas Party



-
- OFFICERS 2008**
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Who is on First? Cont'd from page 2

A significant amount of power is needed to accelerate the pure mass of any aircraft from rest up to the liftoff velocity. However, once airborne, most aircraft can be sustained in flight after a considerable reduction in power. The Wrights benefited significantly from this characteristic and flew with the catapult for several years, or until at least 1911. They made lengthy flights of several miles after a catapult launch. Several photographs in Ref 2, (between pages 168 and 169), depict the Wrights preparing to fly with the catapult in the background. About eight or nine men are shown pulling on the rope that lifts the weight to its launching height. In 1909, several British noblemen are shown pulling on the lifting rope at an aerial meet in France.

The Wrights did not fly at all between 1905 and 1908, but became embroiled in a series of litigations about patents. The primary defendant was Glen Curtiss over the employment of the aileron in place of wing warping. Actually, this device for restoring the level of wings and for banking was patented by Dr. Stephen Brinkley in 1904, but his claim was challenged by Curtiss. Curtiss eventually won in court over Brinkley, but in turn was defeated by the Wrights.

The Wrights claimed in patent for a method of restoring level flight rather than a mechanism, thereby placing an umbrella over any concept for controlling an aircraft. Curtiss then avoided more litigation by leasing rather than selling his aircraft. Wilbur died in 1912 and the spark of development went with him. Orville made no substantive improvements after Wilbur's death and Orville produced the last aircraft in 1915.

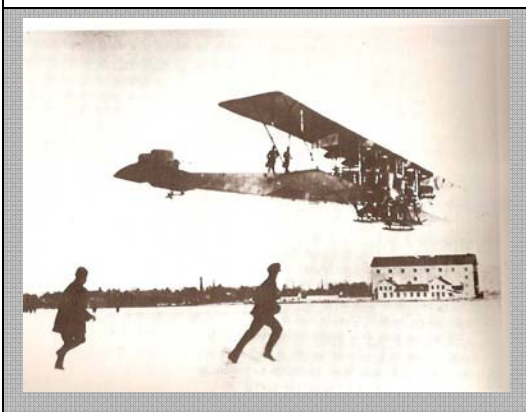
The Wrights maintained that they were a full five to ten years ahead of the world in aerodynamic progress and jealously guarded their patent position. Their actions severely curtailed aeronautical development in the United States until WWI, this interval being referred to as "America's forfeited legacy". The US government needed aircraft for its participation in that War, and entered the plethora of suits in 1917 by more or less forcing a cross-licensing agreement between all of the participants. By this means, each litigant could employ the licenses and patents of each of the others without royalties, and the door to improvements opened dramatically. However, it was too late: the US did not produce a single combat worthy plane during the war. Indeed, it was to be the early 1920s before this country produced aircraft equivalent to those that flew in WWI.

The restraints did not apply to engines and the US produced the Liberty engine which powered several war planes and continued in service in the US until well into the 1930s

Meanwhile, in Europe where the patents could not be defended as aggressively, progress was significant and swift. The little Deperdussin raced to a speed record of 124.5 mph in the Gordon Bennet Trophy race in 1913, just 10 years after the Wright's flight attempts. In sharp contrast, the Wrights contracted with the U.S. Army in 1908 to provide a craft that would make 45 mph. Bleriot flew the English Channel on July 25, 1909.

Igor Sikorsky (later known for helicopters in the US) in Russia began planning his massive four-engined Le Grand of 94 foot wing span in 1908 and flew it in 1909. It made 52 flights before being destroyed by a freak mid-air collision

The photo shows the Le Grande in Russia in 1909 powered by four 100 HP engines with two men walking on the upper deck



Le Grand morphed into a bomber for the Russian AF in WWI. A total of 60 to 70 were built for the Russian Air Force and these bombed Germany in over 400 raids. Only two were lost.

The Wrights clearly did not meet the criteria of the long standing definition of flight, but were assisted during takeoff by a 25mph wind which reduced the speed needed by almost 30 mph. Other flyers were attempting unassisted takeoffs and several were successful at least three years before the Wrights were able to abandon their catapult.

If not the Wrights, then who? A considerable amount of documentation suggests that Clement Ader flew 900 feet on October 9, 1890 at Chateau D'Armain in France. Santos-Dumont, a wealthy Brazilian, flew his Demoselle in France for eight minutes on September 14, 1908 at Isay, France. Both of these individuals made unassisted take-offs with a pilot on board.

1. Grant, Charles Hampson, Gateway to Aero-Science, Charles H. Grant and Associates, Manchester Center, Vermont, 05225, 1979. Grant was a prolific writer and served as the Editor of Model Airplanes News and authored at least four books about aeronautical subjects. He invented the Grant flap that is widely used on modern airliners.
2. Combs, Harry and Martin Caidin, Kill Devil Hill, TemStyl Press, Ltd., PO Box 4436, Englewood, CO, 80155
3. Several dozen sources support one or more of the statements above.

**MID ARKANSAS RADIO CONTROL SOCIETY
(M.A.R.C.S.)
July 03, 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: David Osborne

New Pilot: None

Rating Change: None

Guest: None

Announcements:

November 1-2, 2008 South Arkansas Control Line Stunts Championships in El Dorado.

October 24-25, 2008 Octoberfest all electric fun fly at Skytigers.

M.A.R.C.S. Annual Float Fly will be held August 30, 2008 on Lake Willastein in Maumelle.

Farm Club will hold a picnic and paint ball shoot out July 04, 2008.

Reports:

June 2008 meeting minutes were read and accepted.

June 2008 treasurer report was given and accepted.

Old Business:

The club house was left open again.

When opening a fence lock and/or a lock on one of the houses, spin the lock combination once the lock has been open. Otherwise the actual combination is still registered on the lock.

Coffee pot area needs to be kept a little cleaner than it has been in the past.

The top shelves of the grills are still missing. Dennis Glovers has not been able to locate replacement grills as of the July meeting.

Food left over from the MARCS picnic was sold to Skytigers for \$20.00.

The MARCS club was featured in a section of Reg Heath's web site, Modelflight, in their July newsletter.

New Business:

The Skytigers club and the MARCS club will consider a combined fun fly at Petit Jean airport for next year. The tentative date will be the date of the MARCS family picnic. MARC's president will meet with representatives of the Skytigers club to decide if the fun fly is feasible and to work out details.

Show and Tell:

Randy Womack showed, for Doctor Chakales, an electric Kantana MD from Atlanta Hobbies. He also showed for Doctor a new Futaba 10C radio which functioned on 72 MHZ or 2.4 GHz.

Mark Humphries showed an electric Radical RC kit he built. Covered in very light covering and had been modified to be a 4 channel plane.

Raffle:

Frank Osborne did not win again but Phillip Whiting and Jim Ault won a gallon of fuel.

There were 17 members present.



MISH MASH

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