



Marc's Mish Mash

AMA Chartered Club #107

Next Meeting – August 6th, 2009 Whole Hog Café -7:00 p.m.



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From the Editor's Desk- It's a beautiful thing!

There is not a lot for me to talk about this month. The reason is our members are speaking up this month. Several Members submitted articles, photos and information. For me this is probably one of the best issues of the Mish Mash that I have edited. Not because the work is any easier, it still needs formatting, editing cutting and pasting. Not because there is no room for our beloved President's article. No, it is good because it is the voice of our members. It is the true reflection of our club...and that...is a beautiful thing!

Cubs Fill the Sky- by Larry Young

Sunday, July 12th. Place - Sky Tigers Field. Time - About 1:00 p.m. Lunch had been cooked, served and eaten. With all of that participants fed it was time for the main event - Fill the sky with Cubs.

Steve, our host, called for the group picture. Pilots with big planes and pilots with little planes and planes in between assembled the planes in tight formation on the ground and had a picture taken. There was ten planes, nine cubs and Gorden's big plane, which was counted as a Cub.

My Cub is quarter scale and blue. I got to take-off first and then one by one yellow Cubs took off. What a sight! Ron Stanfield's little electric was so high it could hardly be seen. The big blue Cub stood out so Steve said to form up on it. Cubs were going high, Cubs were going low. Cubs were going fast and Cubs were going slow. How can it be that no one collided with anyone else?

Time to land those birds and I landed first - I think! From there it got interesting as planes entered the pattern and headed for the runway. Once again there were no accidents - good flying. Ten Cubs in the air at one time proved to break last years record of nine. Fun! Fun! Fun!



It's your Club-by Buddy Meyer

It's your CLUB. It's your FIELD and it's your CLUBHOUSE. We get many compliments on the way our facilities are maintained, BUT, "THEY AIN'T BEEN IN THE CLUBHOUSE AROUND THE COFFEE POT".

Being a coffee drinker I was recently taken into the clubhouse and had the counter and floor around the coffee pot pointed out to me. WHEW!!!!

Nobody enjoys a cup of coffee anymore than I do. But, I am going to ask all of you who fix coffee or hot chocolate, PLEASE CLEAN UP AFTER MAKING YOUR DRINK!

If we are all good, maybe we can talk the PREZ into fixing us pancakes for breakfast, and we can fix our own drinks!!!!

Your VP

The Fun Police-2.4 Ghz reliability by Ryan McCon

2.4 GHz – how reliable is it? This seemed like a good topic this month since two of our club members experienced complete signal loss on a 2.4 GHz system recently, one resulting in the total loss of an airplane. I read an article a while back on this very subject. It compared systems from Futaba, Spektrum, Airtronics and XPS (a Chinese 2.4 system). I don't want to bash any product or create any conclusions for you, if you would like to read the article you can find it here:

<http://www.rcreport.net/index.php?issue=272&pagenum=92&layout=1&username=Guest&password=Guest>

What I took away from the article is that the 2.4 GHz technology is very reliable. I think some of the systems were definitely better than others, but in real world conditions most should perform admirably. The tests measured how many frames were dropped (signal loss) on the various systems in both real world and harsh radio conditions. I trust my Spektrum system more than ever now after reading all of that. So why do people keep losing airplanes? That unfortunately will remain a mystery since there is no easy way of knowing. I wanted to bring up a couple of pointers though for anybody that flies Spektrum systems specifically. From my research I learned a few things about Spektrum and I think that has kept me from losing any airplanes. First and most importantly is the receiver itself. These receivers are small computers, and they require a certain voltage to operate. In the Spektrum rx case that voltage is 3.5-3.7 volts. Dangerously close to the output of a 4 cell NiMh pack... especially if you have 5-6 servos connected to it that are putting a load on the pack. If the pack voltage drops below the 3.5-3.7 range the receiver reboots and you lose signal for a period of time. If your receivers are newer and have 'quick connect' it shouldn't pose too much problem, you regain control in under a second. If not, you lose control for from 2-5 seconds, usually resulting in a pile of balsa wood instead of an airplane! Spektrum will fix your rx to have quick connect if it doesn't already for free. Futaba's FASST system does not have this problem by the way, their rx's reboot at ~2.2-2.5 volts. Much lower. This concern can be overcome by either using 5 cell NiCd/NiMh batteries or switching to A123/LiFE batteries (my vote!).



The second major thing with Spektrum is to make sure you use the right receiver! Don't use AR6100's in a large glow engine airplane, stick to at least an AR6200. Supposedly the new AR500 is a full range receiver, but I don't trust it yet, the 6200 is not much more money and provides better peace of mind. Keep in mind the RF wavelength for 2.4 GHz systems is only about 4 inches so a large metal object like an engine can easily block the signal. This is why Spektrum utilizes a satellite receiver for their AR6200 receivers and above. Futaba's systems somehow use only one receiver, and are apparently successful with that approach. The point here is that you place your receiver – in whatever system you have – in such a place that your engine or any other RF blocking feature of your airplane (metal, carbon fiber, etc) doesn't mask and hide the signal coming from your transmitter. A little thought into how you normally fly and where the antenna orientation is relative to you should help out here.

I've never had one second even where I lost signal to any of my airplanes on 2.4 GHz, and I think the benefits of using the technology are there. There are considerations in equipment and setup of it that you simply don't have to worry about with 72 MHz gear however. If you have any questions on anything in here feel free to ask me!!
-Ryan

Hanger talk-"Pull the Pin!" ...

Failure to Get the Pin by Larry Young

It was Saturday, a beautiful morning. I got up early so I could get to the field and get that first flight in before the wind comes up, as it usually does. I have chosen Miss America to fly; after all it is the 4th of July. It's about 6:45 a.m. when I arrive at the field. I am not the first one there either. Guys are already getting their flying machines ready to fill the morning air with the sounds RC flying.

I choose a spot under the shade of the big pecan tree, my favorite place this time of the year. The unloading process doesn't take long, but I am taking my time anyway. Cliff comes down my way to see Miss America. He takes a couple of pictures. I am impressed. He goes back down to where the others are gathered.

Miss America's OS 48 4 stroke has been running well, but I have put new batteries in the digital tach and want to check the rpms before I fly. Planes are already in the air and I want to join them.

Miss America gets her fuel load. The glow igniter battery is connected. TX and RX turned on. Starter engaged and the OS comes to life. The tach is held in front of the whirling prop and shows some numbers. Looks ok so Miss America is put on the ground. The taxi to the runway is anything but smooth. On the runway, she revs up but not by me. I see some guys headed off the field toward the pecan tree to the west. Miss America is acting crazy. I turn the TX off, the engine stops. I take her back to the racks and head down to see what had happened to the other guys.

They came across the field with pieces of airplane. A wing, a fuselage with no nose. A Mess! I notice that the radio is on the ground where they left it with a buddy cord attached and the pin clipped to the antenna. That's when I Knew. It was me! I had caused this new club member to loose his airplane. Why! Because I was on the same channel 57 that he was on - only he had the pin and I didn't.

I went to Mr. Wyatt and confessed. "I owe you an airplane." He took the whole thing better than most people would. As for me, I could not get over the embarrassment, the sick feeling of ruining this day for him. There was only one thing I could do at the moment. I put Miss America in the van and gave up flying for that day.

So, for me it's get the pin first Stupid!

Membership & Pilot Information

2009 Membership Fees

Initiation Fee	\$40.00
Regular Dues	\$80.00
Senior Dues	\$65.00
Junior Dues	\$10.00

MARCS EVENTS- 2009 Schedule

- August 29th – Float Fly
- Sept 7th Labor Day BBQ
- October 10th – Pancake Breakfast
- November 14th – Hot Dog Lunch / Fun Fly
- December 5th – Christmas Party Whole Hog Cafe

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Wings across America...by Ron Stanfield

In March 2008 Frank Geisler put forth the idea of a cross country flight where an airplane would be flown in all 48 of the contiguous states. He put out an email asking for volunteers that would fly the plane. I sent in an email and had my name put on the list. In March of 2008 the plane named "Squirt" began the trek from pilot to pilot on the east coast.

Frank put out quarterly updates listing the progress of the plane. In July 2009 I received an email listing pilots 130 to 140 on the list. I was pilot 135. I received the plane from Glen Coston of Malvern on July 15. Glen and I exchanged phone calls and met at the Cracker Barrel in Bauxite for the transfer.

The plane is a 38 inch high wing three channel trainer type. It has a spectrum radio installed and uses a two cell li-po battery turning a GWS sp400 motor. The plane travels in a nice wooden case which contains not only the airplane and all accessories but also a log book and banner along with a few spare parts. Instructions state that the plane is not to be flown if the wind is ten mph or more. I took the plane to the flying field two days before getting a suitable day on the third day. The plane flies like a slow, underpowered trainer and instructions say to fly not more than five minutes. My flight was made on 19 July at the MARCS field.

I tried contacting the next flyer on the list to be informed that he had moved and that I should go on to the next pilot. I contacted pilot 137, Tom Roberts of McDougal AR and made arrangements to meet him at the McDonalds in Bald Knob on Friday, July 24. I had forgotten to tell Tom how to recognize my vehicle so I put one of my planes in the back of my truck and that served the purpose.

According to the quarterly updates there are 363 pilots registered in this project. The plane when it leaves Arkansas goes to Missouri then Kansas. No telling when it will reach the west coast.



**MID ARKANSAS RADIO CONTROL SOCIETY
(M.A.R.C.S.)
July 02, 2009
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: James Wyatt

New Pilot: Shaun Everest

Rating Change: None

Guest: Mrs. Paul Holland, Suzanne

Announcements:

- Skytigers will hold the Cub Fun Fly July 12th. A \$10.00 flying fee will be in effect.
- An indoor fly at the big gym is scheduled for July 27th.
- An indoor fly at the small gym is scheduled for July 13th.
- Henderson will hold a fun fly July 11th.

Reports:

- June 2009 meeting minutes were read and accepted.
- June 2009 treasurer report was given and accepted.

Old Business:

From the \$487.00 netted from the Petit Jean fun, Mr. Finkbinder will be paid \$200.00, the Skytigers club will receive \$143.50 and the MARCS club will receive \$143.50. It was also noted that Mr. Finkbinder would like to have us conduct another fun fly next year.

The club has 3 used mowers. We will keep 1 as a spare and attempt to sell the other 2.

Teppco knows nothing about our missing sign from the corner of Highway 70 and Airport road. Their sign is also missing. It was decided we would go without a sign until people begin complaining about having problems finding our flying field. If this happens we will put up a sign.

A new picnic table was purchased and it needs sanding and water seal put on it.

New Business:

Randy Womack mentioned AMA has flying site grants. He will look into our club acquiring a grant so we can replace the fence in front of our field.

It was brought up that 3 more stands were needed at the flying field. Since our funds are low it was suggested we try and find donor for the stands and not use club funds. We will try to find donors.

Show and Tell:

There was no Show and tell at this meeting.

Raffle:

A \$30.00 gift certificate to Marks Hobby shop was won by James Wyatt.

Trivia Question:

There was no Trivia Question this meeting.

Attendance:

There were 20 members present.



Congratulations
Shaun Everest
New Pilot!

MISH MASH

Paul Holland, Editor
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