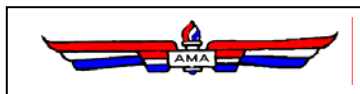


December, 2006

Issue #122



Marc's Mish Mash

AMA Chartered Club #107

Next Meeting December 2nd, 2006 Whole Hog Cafe-5:00 p.m.



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Let the editor hear from you.

Paul Holland

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Or

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From the Editor's Desk

The first order of business is that it appears you are stuck with me as your editor for at least another year. The good news is that there is a lot of hard work ahead to continue to develop this newsletter into a real best in class model aviation newsletter. The bad news is, there is a lot of work to do. But what the heck, everybody has to be doing something. Right?

This issue wraps up another year. Your editor wishes that you and yours have great holidays that give you the opportunity to be thankful, blessed and busy in your shops. Speaking of that, Cecil Collum responded to my call and sent me a great email about his building efforts and it is posted under the Builder's Corner. Thanks Cecil and don't let him be the only one to write. Personally, for me one of the great parts of the hobby is being able to peruse the RC websites and see what projects people are working on. Why search all over the world to see what's happening when we have some awesome projects going on in our own club.

In the way of projects, I am building a 1/5 scale Aerospaiale Lama SA315A that is being powered by a Jakadofsky turbine. It is 96" in length and will weigh in at 30 pounds. Next month I will post some pics and give further details.

I have to share the common

bond that building creates in our hobby. Last Saturday my Bell 412 Queensland Rescue helicopter crashed... From what I can determine a pushrod keeper on my tail rotor servo backed out and I lost the tail rotor in a turn. The fuselage was totaled. Well, as they say the rest is history. I posted that information and some pictures on

www.Runryder.com, a helicopter website under the scale helicopter threads. I got responses from other pilots from as far away as Norway, New Zealand, Canada, Dubai, the UK and all across North America. They were all familiar with my helicopter because of a build thread that I posted as I built the helicopter. In fact, a fellow RC pilot from Queensland Australia helped me while I was building the helicopter by getting the pilots who fly the full scale helicopter to shoot a video for me and send me the video and photo details of their helicopter. They were excited that I was modeling there heli....all the way from America. Now in my book, in a world that is always at odds (war), that is pretty cool. One final note on that whole crash debacle, one of the pilots that responded to my post of the crash did me a great service at a cost to him.

His name is Craig Burgess and he lives in Huntsville, Alabama. I have never met Craig face to face. Craig

flies airplanes and helicopters. When I asked if anyone had any Vario parts they would sell, specifically a set of \$90.00 side frames that would allow me to get the helicopter flying again in its basic form, Craig responded. In fact, Craig sent me the side frames at no charge and paid the postage. No charge! Thanks Craig, you are the kind of guy that makes this hobby so great. So the moral of this story is, don't keep what you are doing in the hobby to yourself. Give others the opportunity to participate, even if it is just via email.

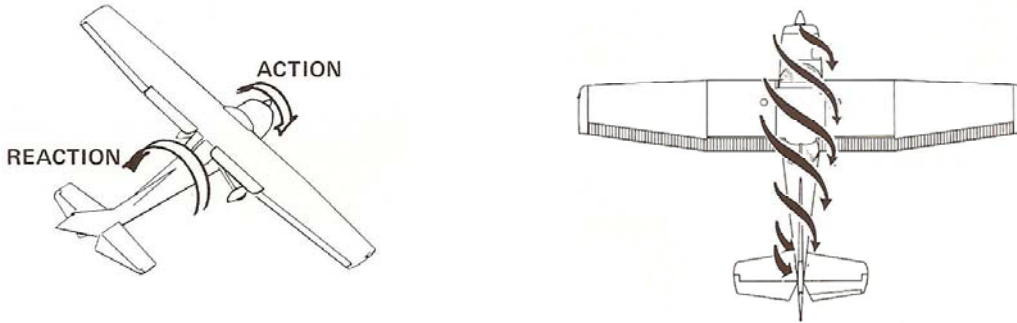
Makes me misty eyed and want a group hug or something. Or maybe not, but, it is great to know this hobby is really about the people, the relationships and the common interest in the wonder of model aviation.

I need some help. One of you articulate, intelligent, all knowing, all seeing pilots of electrics aircraft, write me a piece on the sizes of electric motors, speed controllers and batteries to help us mere IC mortals understand electrics better. Throw away your buggy whips, electrics are not only here, they are here to stay. Electrics are the biggest growth segment of our hobby and I for one need some "learning." Good flying!

Torque or Something Else?

by
Paul Fleming, Jr.

Consider the aircraft depicted in the figures with a right hand propeller. The torque of the engine rotates the propeller *clockwise* (as seen from the rear) and this sets up a reaction force on the engine mountings that is *counter clockwise*. This reaction is seen by the aircraft as a force that loads the left wing and, if uncorrected, will cause a **roll** or bank to the left. This twisting is caused by left



Torque is measured in foot-pounds, inch ounces or other units that convey the thought of a *distance* multiplied by a *force*. A torque of 100 ft-lbs means that a turning effect equal to a force of 100 pounds applied one foot from the center of a rotating system imparts the same twisting effect that would occur with 50 pounds two feet from the center, or 25 pounds four feet out. Now consider the the slipstream flowing rearward from the propeller. This flow follows a spiraling path as shown, such that it strikes the *left* side of a fin that is mounted *above* the fuselage. This uneven air flow causes a **yaw** to the left, but does not apply a load on either wing. With the usual configuration of right hand props and fins above the fuselage, the left roll from torque **and** the left yaw from spiraling air causes a turn to the left. The left yaw can be countered or even eliminated by placing a portion of the fin *below* the fuselage, and a right yaw will follow if all of the fin is below the fuselage. If the craft is equipped with twin fins placed outside the slip stream, then no yaw follows.

Figures extracted from *Cessna Integrated flight Training System, Manual of Flight*, Jepsen & Co. Denver, 1970

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From the President...

2006 Sponsors

Its Christmas party time again and it's this Saturday night at 5:00 pm at the Whole Hog Café Riverdale Shopping Center. That's an hour earlier than normal so Razorback fans won't miss the big game. Don't forget to bring an extra two dollars this years meal will cost you 8.50. That's includes a plate of pork or beef beans slaw drink and desert. This years raffle will include two airplanes 1 ARF and 1 ARC. No purchase necessary but you must be present to win.

I made the mistake of flying in the fog bowl last weekend. It didn't take long before I lost sight of my airplane at the first turn. When I saw it again it was all over but the crying. By the time I picked up all the pieces and dug the engine out of the ground I looked up and all the fog had lifted. Oh well, I won't try that again. I've just completed construction on my Extra 3.25. It's a .25 size aircraft with an OS .25 FX for power. Its four channel and very fast. My old buddy Rich had one and it flew great.

Hope To see you at the party.

You're President
Randy Womack

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November Hot Dog Fun Fly-Flight Line Photos



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Gregg Curtis www.thegoodearthgarden.com

The Builder's Corner-What members are working on.

Hello, Editor.

In the November Mish Mash you say you want to hear about member's projects so I will briefly discuss mine.

- I have nearly completed a scratch-built B-25 Mitchell with 67" ws, two Fox .50's and Futaba radio. It will be painted in the colors of the 498th BS, 345th Bomb Group in late 1944 BUT it also mounts a 75mm cannon in the nose. I am taking artist's license here as the 498th did not have a 75mm in their ships. I like the airborne cannon and the color scheme of the 498th BS, the 501st had the cannon ships but their color scheme is drab compared to the 498th. This plane will wrap up in the early spring and it will have fixed gear.
- I am also working on an FW190A-3 from Bob Holman Plans. It has a 65" ws and I have will power it with a Magnum .61 or .91. The plane will see daylight in late spring-early summer of '07.
- I am presently finishing a Great Planes Ultimate Biplane .40 for a fellow clubmember here in Fort Smith. It will be flyable before Thanksgiving. It features Dark Yellow, White, Blue, and Black Ultracote.
- I also have a Sterling Cessna 180 on the boards. It will feature either a .25 glow engine or electric power, depending on what the owner wants. It will be finished by Christmas.
- I am preparing to begin construction of a Great Planes Old Timer for a fellow clubmember and plan to complete it by Christmas. Details not firm at this time except it will be powered by a .46 OS 2 stroke engine.
- I am also working on my 1/4 size Fokker D-VII and 1/4 size L-4, adding small details. Needless to say, my shop is overflowing but I still do repair work for my friends.

Cecil Collum

Last Event of the Year!

- **December 2nd- Christmas Party**
5:00 p.m.-Whole Hog Café
\$8.50 per person.



Season's Greetings from the MARCS Club to you and yours.

Membership & Pilot Information

New Advanced Pilots

- **Ryan McCon**
- **Jim Toler**

NOTAMS

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 MEMBERSHIP CARD SHOULD CHECK THE PIN BOARD THE NEXT TIME THEY ARE AT THE FLYING FIELD. IF NOT THERE NOTIFY OUR PRESIDENT.

At the Meeting-November

**MID ARKANSAS RADIO CONTROL SOCIETY
(M.A.R.C.S.)
November 02, 2006
MEETING MINUTES**

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

New Members: None

New Pilot: None

Announcements:

Fort Smith will have a Fun Fly November 4-5, 2006.

Marc's Hotdog Fun Fly will be November 18, 2006. There will be 1 event, gliders. There will also be a \$5.00 landing fee.

The OAF fun fly was well attended by MARC's members.

Reports:

October 2006 meeting minutes were read and accepted.

Treasurer report was given and accepted.

Old Business:

The field fund had no expenditures last month. Balance remains the same

The club boat is ready for the initial retrieve test. The appointed captain is Gordy Loiselle.

Robert Garcia is now hosting our Web Site. The Mish Mash is now a PDF file on our web site.

The pancake breakfast netted the club \$175.00

New Business:

The current officers were nominated to serve in their current capacity for the next year. The nomination was seconded and all nominations passed.

Earl Glover was recognized for his work on the Member Manual.

The Christmas party will be December 02, 2006 at the Whole Hog Café.

Show and Tell:

- Bruce Schratz showed a 3D electric Foamy by Great Planes.
- Mark West showed a Dreamer Biplane he is building from a kit by GEE G.
- Standfield showed number 183, an Ultrasport by Great Planes. It is powered by an FX46.
- Randy Womack showed the boat.
- Frank Osborne showed an Airborne glider designed in 1938. He scratched built it from a kit. It weighed 4lbs.
- Jim Farmer showed a Bobcat by Nitro Planes. It's powered by a .61 engine and weighs 7.5 lbs.
- Mark Humphrey showed a Mini-Sport he built from a kit by Herr. He added ailerons.
- Burroughs showed an electric helicopter by Align, the TREX 600. It has not been flown yet.
- Glen Reed showed a Futaba 12Z radio. It has a 25 model memory but can be upgraded to hold 245 models. It will function on any 72 MZ channel.

Raffle:

There were two gallons of fuel won by members and one Gift Certificate.

There were 23 members present.



MISH MASH

Paul Holland, Editor
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