



Marc's Mish Mash

AMA Chartered Club #107

Next Meeting – July 2nd , 2009 Whole Hog Café -7:00 p.m.



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From the Editor's Desk- the hot, dog days of summer...

Sometimes the newsletter is exciting to put together...sometimes not. It is in the sometimes not periods that I wonder if we didn't publish a newsletter, would anyone realize it or much less care.

When a plea goes out... some members step right up and contribute. That is an awesome thing. They are great about doing it... for a while...maybe 2 or 3 issues and then RL...real life takes over. The urgent becomes the tyranny of the important.

For me it has been six years of feast and famine and in the hot, dog days of

summer we are in famine. Nobody thinks about the MishMash. That is okay, if you want to abdicate the newsletter to the whims of a headstrong, opinionated and verbose editor then that's okay. The only challenge with that is it is not okay with the Editor and it shouldn't be okay with you.

If the club wants to hear about nothing more that what I can share...what's the point? Where I get disappointed is not in doing the work but in the fact that we have an active club with members buying, building, flying and crashing...that is what the newsletter should

be about. Each and every one of you that get this newsletter electronically or in the mail has a responsibility to speak up or tell the Mishmash goodbye. In a sense I think most of you have checked out on it anyway.

As editor I have done over 70 issues. I will do 70 more but let me share some truth...doing the same thing over and over and expecting different results is the definition of insanity. What is the point?

I want to edit and produce a newsletter that is high quality full of rich content. Believe or not you guys are the key to the rich content. Every one of you that send an email to each other or our President with photos and comments should be sending them to the newsletter. What is the problem?

So here it is, I am not angry, I am tired, tired of producing low quality work. I can continue to write about my helicopter projects that most of you don't care about, you can step up or we can call it a day for the MishMash. It's your call.

Do something, even if it's wrong. Make a decision, get involved besides sitting on the sidelines murmuring or complaining.

Your Editor



A Flight of Fantasy...Sedona, Arizona by the Editor

Yesterday at the flying field Larry Young was kind enough to deliver to me, as he has done for years, a big stack of Computer Pilot magazines. Larry subscribes to the magazine and is always kind to share. He and I both fly Microsoft FSX, which is the 10th version of the Microsoft's flight simulator software.



In the process of chatting Larry threw down a challenge. He said, "I have been trying to fly into Sedona, Arizona and land at the municipal airport." He went on to say that the north end approach to the field there is a significant hill or mound. It gets even more complicated in that just behind the mound it falls away again. Sedona airport is on a mesa 4000 feet above sea level. Oh and Larry, you forgot to mention the weird wind patterns around the field. Larry's challenge to me was he bet me I could not land on the runway and come to a full stop...

He'd tried it with several aircraft, Cessna 172, etc., with no joy. I took up the challenge. Everything Larry said was absolutely true. My first attempts were with a C47 (don't ask why) and sure enough I could not get it to land. It floated along and never touched down, engines at idle....full flaps. You see the mound at the approach end made you stay high and then the ground drops away and your speed is too high...here comes the fence...oh well.



I came up with an idea. After a couple of missed approaches I made it...So Larry, want to know the secret? I flew the Mooney. Basically flew the pattern at MCA...minimum controllable airspeed with the stall horn blaring, gear down flaps down. Once I cleared to mound, I killed the flaps to kill the lift, dropped the nose and dropped hard. From there it was a matter of a quick flare and standing on the brakes....Nice challenge and very tough for a virtual pilot.



From the Prez...

Over the past couple of months I've had one person ask me who would be president if I died, well it would be our VP Mr. Meyer. A few others have asked me how much longer I planned on being president. That question I have been unable to answer, so I just keep doing the job until someone taps me on the shoulder and convinces me they want the job.

On another note the Velocity XLs first flight should be on Friday July 3rd. Be there by 9:00 a.m. cause there may only be one flight if you know what I mean.

Your President
Randy Womack

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

- July - Open
- 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

Welcome New Member: James Wyatt
Congratulations New Pilot: Shaun Everest

OFFICERS 2009
President- Randy Womack 372-0373
VP – Buddy Meyer 605-1432
Secretary- Phillip Whiting 834-0909
Treasurer- John Karolson 851-3828
Safety Officer-Ryan McCon 231-6479
Tech Officer- Dennis Glover 835-0386
Field Marshall- Mark West 961-1641
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On the Safe Side...Don Nix, AMA Insider Safety Column Editor**ON THE SAFE SIDE****101 Ways to Stop a Spinning Propeller**

Unfortunately, we are limited to only a single safe one: Stopping the engine.

Yeah, yeah. Everyone knows that. Right? Well, if so, then why are more than half of all model accidents caused by model propellers—while turning? Because we do very stupid things sometimes. Because we get careless. Because we get too casual. Because we are inexperienced. Because we are so experienced we think common sense safety is for beginners. Because, because, because.

Well, that be the cause!

K&B engines might not be very familiar to newcomers to the hobby, but oldsters will remember that K&B was the leading American manufacturer of model engines for decades, having been started by Johnny Brodbeck back in 1946.

About 20 years ago, I was flying at the pilot's station next to one occupied by my good friend, John Brodbeck; the "B" of K&B engines, and son of Johnny, the founder. John was test flying an engine sent in by a customer seeking a solution to a puzzling problem. (Yes, company owners really used to do such things.) John had made a couple of laps around the field, but felt the engine was too lean, so he landed and taxied to the front of the pit to change the needle setting.

Now here's a fellow who is the owner of a model engine company, who had probably been weaned from Mama Brodbeck to a baby bottle filled with glow fuel, and had been around and using model engines since the earth cooled. One would think he would be extra careful; be sure the model was secure and tune the engine from behind. Instead, wanting to get on with the test, he reached across the propeller from the front. I can tell you it stopped the engine. However, flying was over for the day for both of us because I had to drive him to the emergency room to have a deep 3-inch gash in his forearm neatly stitched.

Yes, he was hurt, but said the worst pain was the embarrassment of being an engine manufacturer who would do such a dumb stunt (his words, not mine) at Southern California's busiest flying field in front of about 60 modelers.

My guess is, there are very few modelers who have been flying more than a couple of years who have not donated a little blood and possibly flesh to carelessness with propellers. For some of us, once is enough. Others have a little slower learning curve. It would be bad enough if their carelessness just injured themselves, but all too frequently an innocent person is hurt; sometimes more than just stitches.

I think I'll cut this column shorter than I had planned to allow you faithful readers (all six) to submit some of your own experiences that might quite possibly make others think twice before doing something stupid, er, ill-advised.

**MID ARKANSAS RADIO CONTROL SOCIETY
(M.A.R.C.S.)
June 04, 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: Shaun Everest

New Pilot: Cliff Gordon

Rating Change: None

Guest: None

Announcements:

- Lake Monticello club will hold a fly in on June 20th.
- Walter Scott fly in will be held June 20th at the Ark-Valley field.
- Hot Springs Spa City fly in will be held June 20-21.
- Benton club will hold a fly in June 6th.
- Small event will be held June 6-7 at the Farm Club field.
- The indoor fly scheduled for June 8th has been cancelled.

Reports:

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

Old Business:

- The Petit Jean fun fly netted \$487.00. After Mr. Finkbiner is paid the remaining amount will be split between the Sky Tigers and MARCS club. Randy Womack will negotiate with Mr. Finkbiner on him on what he needs as payment. .
- A loan will not be required for purchasing the new mower.
- The Skaggs mower we demonstrated must have a tire replaced at a cost of \$87.00.

New Business:

The MARCS sign that was located at the corner of Highway 70 and Airport road is missing. Dennis Glover will check with the oil company and see if they removed it when the new fence was installed.

Show and Tell:

Bill Johnson showed a 3 channel Mini Telemaster powered by a 220834 motor and a 11 volt battery.

Raffle:

- Phillip Whiting won a gallon of fuel.
- Dr. Chakales won a gallon of fuel.

Trivia question of "The AT6 was a widely use trainer. What was the Canadian name for the AT6?
Answer: Harvard. Jim Farmer provided the answer.

Attendance:

There were 18 members present.



MISH MASH

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