

March, 2007

Issue #125



Marc's Mish Mash

AMA Chartered Club #107

Next Meeting March 1st, 2007 Cammack Village City Hall-7:00 p.m.

From the Editor's Desk

I hope you guys are getting a lot done in your shops and building areas to be ready for the spring flying season to come. As I sit finishing up this newsletter I am looking outside to see the wind blowing at 23 mph, according to the Weather Channel. A little too gusty for my flying desires, but that just means spring is near.

The newsletter is a little different this month. Due to last month's meeting cancellation because of inclement weather there are no meeting minutes to provide for you. That also means there is no Show and Tell. Let me be the first to remind you to be at our meeting this Thursday night to catch up on the cussing (just kidding!) and discussing.

In the place of the meeting minutes is a heartfelt thanks to many who have contributed to the website. The author of that thanks is none other than our very own Webmaster Robert Garcia, or more commonly known as Hirobo Rob. Great job to you Hirobo Rob, the website is as professional and easy to navigate as any I have every seen. The website is just one more example of our members talents being put to work for the benefit of the entire club. By the way if you are not involved in some aspect of club support, just let our President know and he will find you a role.

Like yours truly, Hirobo Rob would love for members to

submit content for the website (I will take any for the newsletter) to make it a real web place of interest to our club and those who want to learn more about MARCs.

So what are you working on? Building projects (kits, ARFs, rebuilds) is something that I will again ask our members to pass on. It would be really great to create a Builders Corner in the newsletter and the website. Thanks to Phillip Whiting for his article on his PT17 rebuild. That is just the kind of material I would like to know about so please pass it on. If you are worried about having to write it all down, just call me and I will make you a newsletter celebrity.

Now on to other news. I started the turbine Lama on October 21st, 2006. It is still underway and just about ready for the test flight phases. Once this is complete I will break everything down for final painting and graphics. Soon, I will schedule a road trip to go and get me Turbine Waiver for AMA purposes. This will require me to go either to Mississippi or Tennessee to meet a Turbine CD with AMA. It is quite a process but necessary to fulfill the legal and insurance requirements. I will keep you posted.

On another note I am happy to report a find which I am surprised that I haven't seen before. A company by the name of Approach

Engineering has designed and is selling balsa and ply kits for Apache and Cobra gunships. This is interesting in that it is easy to find fiberglass fuselages for building scale helicopters. In fact, that is the standard. The great thing about balsa and ply fuselage kits is twofold. First it puts scale fuselages in the range of more pilots at a lower cost. Secondly, it allows airplane pilots who also fly helicopters to use their airplane building skills and techniques to build fuselages by standard techniques. I believe this is an exciting start to what will hopefully be a trend. A confirmation of that direction is the airplane/helicopter pilots who have Approach Engineering projects well underway.

The trend of building more ARFs in lieu of kits is just a little disconcerting to me. I realize that typically it is a question of time and not necessarily that of building skills. But none the less, will the next generation do any building at all? Prefab, RTF and many ARFs really replace the need to learn any building skill. I hope that trend reverses as most trends do and like the Approach Engineering kits we see a rash of young pilots who crave the satisfaction of producing and enjoying the fruits of their labor. Safe flying!



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Let the editor hear from you.

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Or

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NON UNIFORM FLIGHT

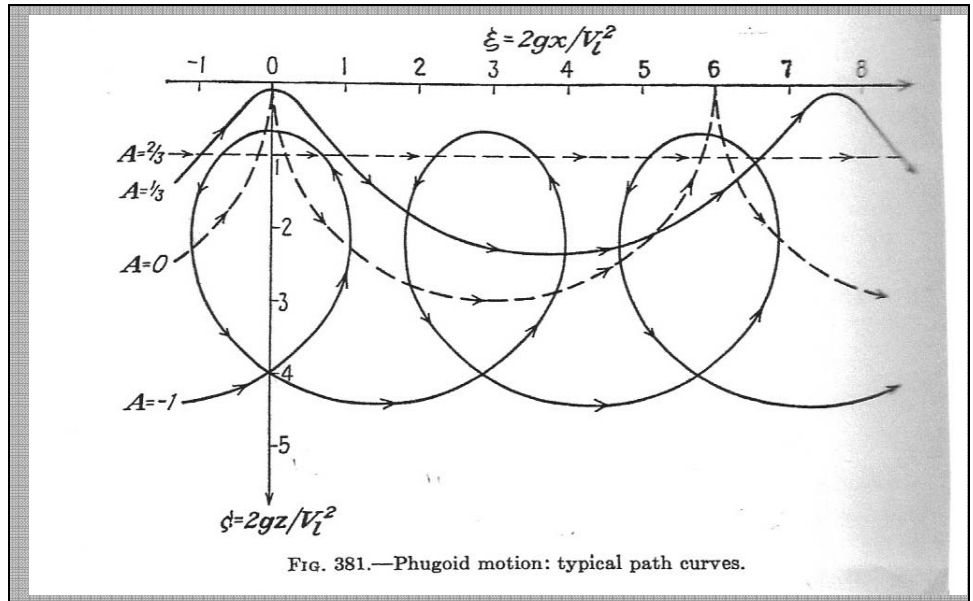
by
PAUL FLEMING, JR.

Most MARCSmen maintain pretty good control of their crafts and have little need to think much about the various flight patterns of a poorly adjusted model. However, those who fly full-scale homebuilts, such as members of the Experimental Aircraft Association, sometimes worry and write about the non-stable flight regimes of new designs. All of this comes under the topic of **Phugoid** motions, a term that derives from the Greek word $\phi \upsilon \gamma \eta$ meaning "flight" or "flying".

The concerns of flight modes were addressed in 1908 by W.F. Lanchester who discovered some interesting results. As shown in the Figure, he identified the boundaries between essentially four modes of flight that would develop if conditions were allowed to continue. The line **A2/3** (disregard the meaning of the **A**, which was a parameter used by Lanchester) represents the flight path of straight and level that results when everything is trimmed up and with no corrective inputs. Of course, nothing is ever perfectly trimmed, so tail heaviness moves things towards **A1/3**. Here, the craft is quite tail heavy, a lesser amount would produce a path somewhere between **A2/3** and **A1/3**. More tail heaviness moves in the direction of **A0**. This line is the boundary between returning to the previous flight pattern and looping, as shown by **A-1**.

Note that each path prevails only as long as no corrections are entered. RCers usually make too many control changes for any of these flight paths to develop. However, free-flyters will have seen them all during the adjustment phases of the first few flights. To some degree, the prop wash produces change in trim so the effects, while noticeable, are not as pronounced as with free-flight sailplanes which move forward with the adjustments fixed.

The Figure is the original work of Lanchester that was incorporated by: von Mises, Richard, *Theory of Flight*, Dover Publications, Inc., New York, 1945



OFFICERS 2007

President- Randy Womack 372-0373

VP & Editor- Paul Holland 851-6063

Secretary- Phillip Whiting 834-0909

Treasurer- John Karolson 851-3828

Safety Officer- Marshall Burroughs

Tech Officer- Dennis Glover 835-0386

Field Marshall- Mark West 961-1641

Membership & Pilot 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 past time to renew your AMA and Club dues.

New MARCs Member

Welcome to the club!

- Andrew Rausch

MARCS 2007 EVENTS

1. Mar 3rd Chili cookout
2. Apr 14th Pancake Breakfast
3. May 19th Family Picnic
4. Jun 1st 2nd 3rd SMALL
5. July Open
6. Aug 25th Float Fly Lake Willastein
7. Sept 3rd Labor Day BBQ
8. Oct 13th Pancake Breakfast
9. Nov 17th Hot Dog Lunch / Fun Fly
10. Dec 1st Christmas Party

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.

www.themarcs.org**The website is re-done!**

Thank You

Everyone, I just wanted to take a second and thank those people who have helped build the new site and who have contributed content, suggestions, and have shared the workload. Be sure to tell them Thank You when you see them around.

Ryan and Michelle McCon for the artwork and helping me out with building the site!

Earl Glover for providing the Member Manual and Field Layout documents.

Phil Whiting for converting the member directory into the PDF format.

Paul Holland for his continuing efforts with the monthly newsletter, a.k.a the MishMash.

And last, but not least, **Randy Womack** who keeps after us to get it all done!

-Robert Garcia

Bishop Field-2006





MISH MASH

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FIRST CLASS MAIL
ADDRESS CORRECTION REQUESTED