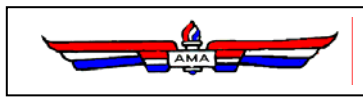


November, 2006

Issue #121



Marc's Mish Mash

AMA Chartered Club #107

Next Meeting November 2nd, 2006 Cammack Village City Hall-7:00 p.m.



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From the Editor's Desk

The winds of change are blowing. In the last few flying sessions I have had, I have seen the mornings be still with a touch of chill in the air. By mid to late morning the temperature warms up nicely and the wind gets brisk. The angle of light seems different and as I write this, due to the recent time change, it will be sunset by 5:15 p.m. By all measure it seems that fall is on us even if we are experiencing a little Indian summer. So you if you've been alive for very long in Arkansas, you know that winter is sure to follow.

I am not looking forward to those bitterly cold days when the hardiest of pilots brave the sting in the air to fly. I am looking forward to great days warmly ensconced in my shop to work on the project of the day.

Among the great joys of the hobby is seeing and hearing about the projects that our fellow pilots are dreaming about, building on or is as the case for some, rebuilding. That is one element that disappoints me about the Mish Mash. I have not been able to get a good handle on the projects within the club. Maybe the next editor can do better in that arena. That would really enhance what we do in the newsletter and the club.

This month we have an article from Paul Fleming Jr. titled "Slots and Flaps." Paul

has done a yeoman's job of sharing his knowledge, passion to share and writing ability with the club. Monthly for the last year, Paul has written a great article on some aspect of aerodynamics that most of us would not have known about. Paul thanks for your hard work and I hope you can continue share your knowledge with the club.

Also this month we have some great photos of a recent guest at the NLR Airport.

I don't about you, but I am having a hard time keeping up with the changing technologies in the hobby. Full spectrum radios, electrics, batteries and speed controllers boggle my mind. I love the fact though, that there is always something new to keeps us glued to the hobby. Pardon the pun. Actually, even if there was nothing new in the hobby the shear thrill and joy of watching something you worked on with your own hands take flight is a total rush. Maybe it just connects us to the joy of boyhood again or lets us meet a challenge on our own terms. Whatever it is, it is good.

Whenever it is not good, it is not good. I mean like a crash, a glitch or maybe just bolt that won't thread into a nut. You know what I mean I'm sure.

As I said earlier, the winds of change are upon us. I continue to run into a challenge at the field that angers me to the point I want to cuss and usually do. As much as I want to use my position as editor to air my grievances on the matter in a public forum, I will resist. Suffice it to say that my helicopter flying stands in great contempt by a member who has taken it upon himself to become the voice of conscious for the club. Or so he believes.

That's fine I suppose, everyone has an opinion. But it is a different matter when it affects the fun I should be having at the field. To that end I have decided to resign my position as Editor at the end of the year. Also, I will not seek re-election as Vice President freeing up the position for someone more capable. These changes will allow me to pursue the hobby in an environment that is not hostile.

I have enjoyed being your editor and I hope I have taken the newsletter to a new level of quality and enjoyment. Thanks go out to everyone who has contributed and made this job a joy and pleasure to do. My desire is that the club continues to prosper and do good things.



Let the editor hear from you.

Paul Holland
paul.holland@swbell.net

Or

501-851-6063 H.
501-779-5523 C.
501-851-2394 B.

SLOTS AND FLAPS

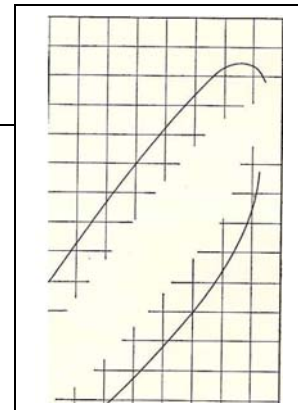
By
Paul Fleming, Jr.

Not many MARCSmen employ slots on their craft but a few have flaps. These devices are fairly simple in operation and sometimes improve the performance significantly. Consider some of the curves of a *typical* airfoil as in the Figure. This diagram depicts the lift and drag against the angle of attack. In general, the lift increases more or less in a slightly downwardly curved line as the angle of attack increases and starts to decrease sharply beyond about 18° to 20°, typically. This region represents the stalling area and the lift deteriorates rapidly if the angle is increased further. The nose drops quickly and the craft must be allowed to dive enough to build up speed and for the angle to decline somewhere in the lower region. If the altitude is too low, a ground contact (crash) will follow.

Flaps are used on most modern aircraft and are hinged along the bottom of the wing near the trailing edge. These devices act to increase the lift by causing the maximum point of the line to move **upward** so that a lower landing speed can be used. Depending on the particular airfoil, flaps *sometimes* reduce the stalling angle also by as much as two or three degrees. When this happens, the nose usually cannot be raised high enough for a three point landing. Flaps are of little consequence in landing our over powered models but are useful on RC sailplanes by increasing drag so that the glide angle can be steepened and the landing spot will not be overshoot. However, flaps produce a down wash toward the rear of the craft that *can* induce stalling of the stabilizer. This produces a violent pitching instability that is difficult to control. The B-29s initially suffered from this problem that was corrected by changing the shape of the curvature of the leading edge of the stabilizer.

Slots are mounted at the upper leading edge near the tips and direct an increased airflow over the top surface. Slots function to move the maximum lift or stalling point towards a higher angle but with little effect on the lift. Thus, if the wing usually stalls at 18°, this may be increased by several degrees to –say 22° or 23°. Many older and current fighter planes have employed automatic slots, most notable being the Bf109 of War II and the F-86 later on. These devices normally were closed but opened automatically when the flight pattern would benefit. Some recent designs employ turbulators on the slots to reduce separation of flow.

Slots and flaps together increase both the stalling angle and the lift at the same time.



OFFICERS 2006

President- Randy Womack 372-0373

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Secretary- Phillip Whiting 834-0909

Treasurer- John Karolson 851-3828

Safety Officer- Dave Tetkoskie 663-1756

Tech Officer- Dennis Glover 835-0386

Field Marshall- Mark West 961-1641

From the President...

2006 Sponsors

Our annual Pancake Breakfast was held on October 14th with about fifty in attendance. Thanks go out to Gordy and Dennis for a job well done. We took in about \$175:00 profit and there was a whole lots flying going on and only one crash. Our next event is in a couple of weeks on the 18th of this month, it's the Hot Dog Fun Fly. Mr. Ault will be behind the grill and I think he's brings that chili with him so don't forget your Pepcid AC.

Thanks to Earl Glover we now have a 'Flyer Friendly' revised Member Manual. I've sent the file out to all members with an E Mail address and we will provide a copy to everyone else and it will also be on the web site soon. This is very good information about our club and the rules that we have. Thanks again Earl for a job well done. Nominations were held at last months meeting and it looks like were going with the same officers again, however it's not to late to run for President but I've been campaigning hard all year so it wont be easy for you. This month's meeting we will hold the election for 2007 so don't forget to show up and cast your vote.
You're President
Randy Womack

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B17 visits NLR Airport

Last Events of the Year

- November 18th- Hot Dog Lunch / Fun Fly
- December 2nd- Christmas Party

NOTAM

Membership & Pilot Information

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-October

MID ARKANSAS RADIO CONTROL SOCIETY
(M.A.R.C.S.)
October 5th, 2006
MEETING MINUTES

The meeting was called to order at 7:00PM by President Randy Womack who led the Pledge of Allegiance.

NEW MEMBERS: Glenn Reed, Eric Norwood, & Ricardo Rodriguez.

NEW PILOTS: None

ANNOUNCEMENTS: The OAFS Club (Beebe) will have a Fun Fly, October 28. \$10.00, lunch included, & prizes will be awarded or drawn for. MARCS Will have a Pancake Breakfast, Fun Fly, & Swap Meet on October 14. \$10.00 to fly & eat (\$5.00 to fly **OR** eat). The Eldorado Club will have a fun fly October 7.

Tony Dipietro was recognized for his Safe Flying (full scale) National Award.

REPORTS: Minutes from the September 2006 meeting were read & approved. The Treasurer Report was given & approved.

OLD BUSINESS: The Retrieval Boat is nearing completion. Robert Garcia will be taking over as our new Web Master. Tee shirts and caps remain available. **“Please see Randy and place your order while supplies remain”**. A protective cover for the new cooker has been purchased by Dennis Glover. Anyone using the cooker, please replace the cover after the cooker has cooled.

NEW BUSINESS: It was voted on and approved to give Steve Brown a years membership for his work on the Web Page. The Field Marshall found a portion of the electric fence broken and not repaired. Please, when you fly into or otherwise break the fence, either repair it or notify someone of the break. When you receive your ballot from AMA for the upcoming elections, take the time to mark your ballot and return it in the mail. The current MARCS Officers have tentatively agreed to accept nomination to their respective positions.

SHOW AND TELL; Mike Prueter showed his Sig Cavalier and Earl Glover showed his Climax.

RAFFLE: Jerry Ptak won a \$20.00 gift certificate, which was donated by Bill Roses. John Karolson and Jim Toler each won a gallon of fuel.



MISH MASH

Paul Holland, Editor
110 Grenoble Circle
Maumelle, AR 72113

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