



Marc's Mish Mash

AMA Chartered Club #107

Next Meeting- October 2nd, 2008 Whole Hog Café -7:00 p.m.

October, 2008

Issue #144

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From the Editor's Desk

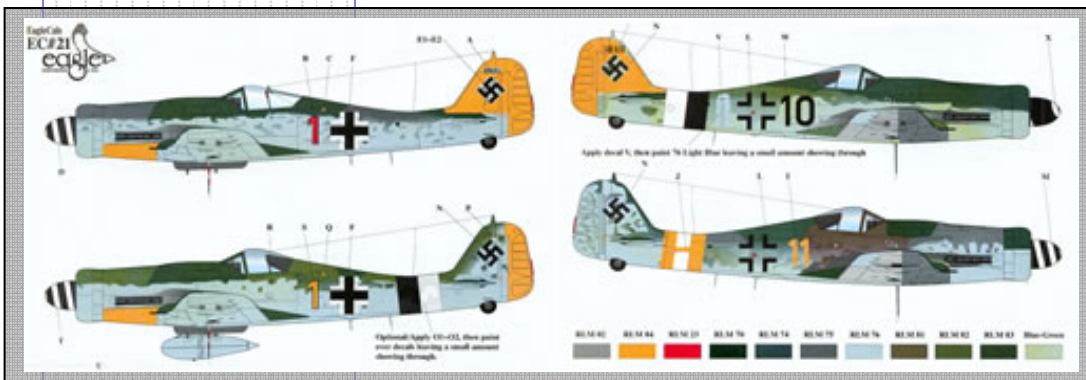
First, thanks to Gordie Loiselle, Ryan McCon and Paul Fleming Jr. for contributing this month. The quality of the newsletter can only improve if everyone will take a minute a send me any scrap of information that helps the club at large know what you are up to.

Today was a great day for flying and finally after months of wondering why my turbine helicopter was giving me fits,

I figured it out. Guess what, anytime you change from 72 mhz to 2.4 ghz you better check all of your servo, atv, sub trim, etc, settings. I over looked that little issue and struggled with a bad flying ship for months. When I stopped and thought about the problems I was having, it dawned on me. I decided to throw a pitch gauge on my turbine helicopter and discovered that I was flying with half of the pitch I should

have had. In other words half the available lift. Not good! In fact, down right stupid on my part. So once I reset everything just like you would during initial setup during a build...viola...everything worked as advertised. I hope you learn from yours truly and don't go down that path. Anytime you change receivers...look out...duh! Till next month. Safe Flying!

Top Flite Focke Wulf 190 D9-by Gordon Loiselle



I have started working on the Top Flite Focke Wulf 190D9 a few months ago and have slowly progressed to the point where the fuselage has been planked and the wings are partially complete. Hot weather and a natural laziness on my part have contributed significantly to a marked lack of progress in this heroic endeavor.

Current plans are to power this magnificent aircraft with an RCV-90-SP 4-stroke and to also equip it with air retracts and operating flaps. I also ordered the cockpit kit and plan to stick in a pilot for good measure.

Quality of the wood is quite good and although the parts are die-crunched the cutting is excellent. The instruction booklet is comprehensive and well written with many building "how to" tips.

I am disappointed with the recommended landing gear set up. The gear covers are for show only and can not be installed for flying as they extend below the wing creating much drag. Also, I would like to have seen a more realistic ABS gun cover included in the kit.

Wingspan will be 63 1/2". The weight, according to Top Flite is supposed to be 8-10 lbs. It'll be a miracle to put it together in less than 12-13 lbs. with glassing, paint, etc.

I have not decided on a color scheme yet but have a few pictures to ponder over. I am not too impressed with the "Defense of the Reich" patterns used. Oh well, I have a long way to go before having to make that decision.

The radio gear will be an AIRTRONICS R6000 system w/ 8 servo.

Hyperactive 48!



I'm working on an airplane called the Hyperactive 48. This plane is – of course – a profile. Not that profiles are all that difficult to build, but this one is particularly easy. I felt compelled to write this just because of how fun this plane has been so far to put together. It doesn't even build over plans. The whole kit is laser cut, and each part is laser etched with a number. On the elevator all the parts are labeled with an E and a number. You match up the E1 with whatever other part has E1 on it, E2 goes to E2, and so on. Most of the parts are interlocking too so you can't put them together wrong. Idiot proof, and FAST. I managed to build the rudder, elevator, horizontal stabilizer, and vertical fin (rudder mount) in just under 20 minutes. From out of the box to built that is. Amazing... This picture below shows what I was talking about on the number line up thing.

Here is a picture of the completed tail feathers:



The fuselage took me about 45 minutes to finish. It worked much the same way, there was some interlocking balsa and lite plywood for the outer skins, then some 1/4 square shaped balsa around the perimeter, foam core in the middle, the other outer skin epoxied, and weight it down to let it dry for an hour or so and the fuse is done. Wow, less than 2 hours and all I have left to build is the wing! The ailerons took about 30 minutes, all interlocking and number matching again. I'm just about to start the wing, but it promises to go quickly. The sheeting and rib cap strips are all laser pre-cut. You glue the ribs to the spar, glue the leading edge piece on, trailing edge piece on, and then comes the sheeting. Build the sheeting on a flat surface, including the cap strips, and then lay the completed wing sheeting onto the wing. Hit it with some medium and thin CA and the wing is done. The wings took me about two hours each, mostly from finishing the leading edge. That took a bit of time to shape with the razor plane. Tri stock glued onto the front of the ribs and a piece of 1/4 x 7/8" balsa.



Here are a couple of pictures of my completed HyperActive. I've flown it about 20 times now and love it. A guy who goes by the name of Sotos on theprofilebrotherhood.com designed and sells the kit. He can be reached via a private message on theprofilebrotherhood.com or I can put you in touch with him via email. Kits should be around \$120 and include some carbon fiber fuselage tubes for strength and the landing gear. Sotos is gearing up for another kit run, so if you want one now is the time!

- Ryan McCon

From the President...

This months event will be held on the 11th of this month it's the Pancake Breakfast swap meet and Fun Fly. Gordy will be on the grill and will eat when he says so and will fly until we cant fly anymore.

At this months meeting will hash out the rest of the details on the Petit Jean Mountain Fun Fly to be held on May 23rd and 24th of next year so turn off the TV get off your rear and show up at the Whole Hog Café for some BBQ iam still looking at the same 18 or 20 diehards that show up each month where are the other 65 members at?

Congrad's go out to Connor Carr he is now a Pilot.

President Randy Womack

Membership & Pilot Information

MARCS 2008 EVENTS

1. Oct 11th Pancake Breakfast
2. Nov 15th Hot Dog Lunch / Fun Fly
3. Dec 6th Christmas Party

OFFICERS 2008

President- Randy Womack 372-0373

VP & Editor- Paul Holland 851-6063

Secretary- Phillip Whiting 834-0909

Treasurer- John Karolson 851-3828

Safety Officer-Mark West 961-1641

Tech Officer- Dennis Glover 835-0386

Field Marshall- Mark West 961-1641

2008 Membership Fees

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

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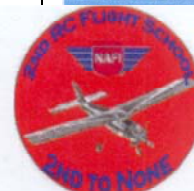
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Tail Skids and Tail Wheels

by
Paul Fleming, Jr.

The earliest aircraft employed sled type skids rather than wheels because these worked better when landing onto rough terrain. Takeoffs were a separate activity.) These skids offered severe limitations. So, by about 1910, many crafts began to mount wheels in a tri-cycle configuration with a single unit in front and two main elements in the rear. None of these arrangements appear to have been steerable so that maneuvering while on the ground was difficult and erratic at best.

Steering required quite a bit of piloting skill. While not applicable with the canard designs that were common early on. The best technique for initiating a turn for the tail rearward planes was to lift the front wheel off the ground with up-elevator and a prop blast and then to force the plane around with a heavy application of rudder. Unfortunately, this action also increased the forward rolling speed because there were no brakes at the time. A little later, crude shoes were mounted on the wheels, similar to those found on wagons. A photo taken in 1910 shows Glenn Curtis seated in his *June Bug* with such a shoe on the *front wheel* only. A cord was run from this brake to the pilot's seat and apparently Curtis pulled on this cord when needed.

The tri-cycle plan prevailed for only a few years, but for reasons now obscure; the tail-dragging scheme emerged by about 1910. Ground steering was no better than with tri-cycles, and standard practice was to lift the tail with a prop blast and slew around with the rudder. Often help came from ground crews who grabbed handholds fashioned in the lower wing tips of BI-planes. The ground men helped the pilot steer the craft out to the take off and home after a flight.

Wheel chocks had been used to stop the roll of heavy equipment such as cannon and fire trucks for decades if not centuries before aircraft, so the lack of aircraft brakes led to the use of chocks. Pilots of some of the early tri-cycle designs carried chocks with them, and apparently set them before starting and checking the engine. As with Curtis, release was effected by pulling on the associated ropes when ready to go. The chocks then were hung over a convenient hook near the pilot. The ground crews still were helpful, and photos made during WWI show fighter planes with wheel chocks attended by ground men and these individuals pulled the ropes to start the taxiing.

With early tail draggers, the tail was supported when on the ground by some form of a tailskid. A few incorporated a shock absorbing spring assembly, but in many cases, the skid was little more than a robust stick protruding from the bottom while being attached firmly to a strong portion of the internal structure. Tailskids were high maintenance elements because of wear against ground surfaces and because of breakage inside the rear fuselage.

The skid offered a combination of effects that were both helpful and detrimental. With the tail **down** on sodded surfaces, this device was an effective brake that reduced the landing roll. The skid dug into the grass and resisted any sideways motion of the tail and thereby provided a powerful weather-vaning effect that discouraged *ground loops*. However, with the tail **up**, the braking and directional effects vanished and the craft needed an effective and skillfully coordinated rudder to maintain a straight path.

When the gross weight of aircraft exceeded about four or five thousand pounds, the ground maneuverability became a serious problem. The solution came with the *tail wheel*, which introduced its own collection of difficulties. To allow steering on the ground, most tail wheels were made to be full swiveling. This feature was no problem as long as the tail was up and the rudder was effective but ground looping became a very serious when the tail was down in contact with the ground and rudder control became marginal.

Many aircraft, and BI-planes in particular, were known for ground looping tendency. Many designers placed the landing gear well forward on the fuselage to discourage nose-ups and nose overs, but this increased the risk of ground looping. Moving the gear rearward prevented looping but increased nose-ups. The overall designs of the day did not help because the attachment points of the gears provided treads that were about twice the width of the fuselage. Increasing the tread would help to control looping but this approach had to wait for the development of the low-winged monoplane. Until such time, it was common practice to fit the bottoms of lower wings with skids near the tips that held the structure off the ground while ground looping. The Fokker Tri-plane of WWI, the Loening Amphibian of the 1920s, and almost all-training planes at the time had such skids.

Continued next month...

**MID ARKANSAS RADIO CONTROL SOCIETY
(M.A.R.C.S.)
SEPTEMBER 04, 2008
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: None
New Pilot: None
Rating Change: None
Guest: None

Announcements:

- LAFF 3rd Annual Fun Fly will be held September 5th, 6th, and 7th. There will be a \$10.00 landing fee. There are a number of great prizes to be given away.
- Hot Springs RC Flying Club "Scale Fly In" will be held October 4th – 5th. There is a \$10.00 landing fee.
- Indoor flying will be held September 10th at the NLR Christian Church on JFK in NLR.
- Wattober fun fly will be October 24th – 25th at the Skytigers Club. Only Electrics are allowed.
- Central Arkansas Model Aviators Association will host a RC air show at the old Saline County Airport on October 18th, 2008. Catering will be by the Bryant boy and Girl Scout troops.
- The Back of the Bend Flying Club of Monroe La. will host a fly-in September 27, 2008. There will be a \$10.00 landing fee.
- October 11, 2008 is the date of our Pancake Breakfast.

Reports:

- August 2008 meeting minutes were read and accepted.
- August 2008 treasurer report was given and accepted.

Old Business:

- People responded with requested input to our news letter. It was very appreciated by our president and editor.
- The north end enclosure and table will be painted when the weather permits.

New Business:

- The proposed Petit Jean fun fly is still being planned. A sample flyer has been created. A decision as to the cost to eat and fly, cost to eat only, will fee cover both days, and how meal will be catered.
- A suggestion to charge \$15.00 to eat and fly was made but was put on hold till more was know as to what the MARCS cost will be.
- Recreated dogfight will be shown on the Military channel the week of September 8th.
- The fence around the field is not hot and is down in some areas. This will be checked out ASAP.
- Mark West pointed our some of our members have been flying over the tanks and freeway. This should be stopped. It was also pointed out some are not tying down their planes when starting and some pilots are flying from the taxi slots in the berm and are not flying while standing at the pilot stations.

Show and Tell:

- Ron Stanfield showed plane number 200, which was a rebuild of plane number 196. The plane is powered by an OS15. The original design was a control line mode. The plane was marketed by Veco and the name was Sioux.
- Randy Womack showed a plane he won at the Conway Fly in. The plane was an electric powered Goldberg Pitts. Plane has not been flown as the meeting date.

Raffle:

- Jim Ault won a gallon of fuel.
- Dan Davis won a Whole Hog \$10.00 gift certificate.
- Randy Womack won a gallon of fuel.

Attendance:

There were 18 members present.



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