

PHOENIX MODEL AIRPLANE CLUB

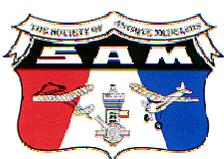
HAVING FUN WITH MODEL AIRPLANES SINCE 1937

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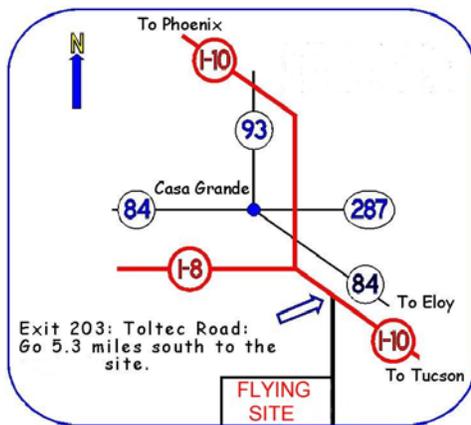
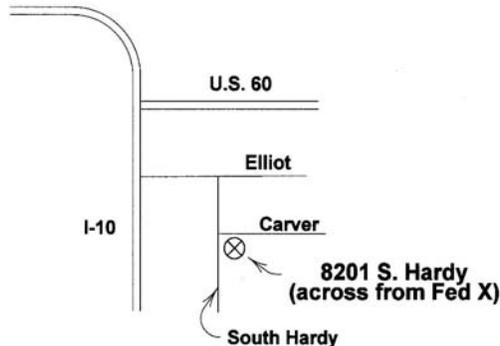
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FLYING ACES



SWR
SOUTHWEST REGIONALS



NEXT MEETING
SEPTEMBER 11th
7:00 PM.
8201 S. Hardy
Tempe police Dept.
Auditorium

NEXT CONTEST
DAWN PATROL !
AUGUST 11th
AUGUST 26th
ELOY, ARIZONA

NEW WEB SITE

Thanks to Alan Petersen, we again have a web site

<http://www.freeflight.org/PMAC/>

CLUB OFFICERS

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FIELD RUMORS

For a while this week it looked like our field at Eloy was going to be lost. A sign was posted on it that said the property was going to have its zoning changed. Until now, we knew our field was state land, loaned to us by the cowboy lease holder. A zoning change makes it sound like the field is going to be used for commercial purposes - which would make things difficult for us.

Here is the situation:

- ~ Our field is still state land.
- ~ All of the property around our field is owned by one organization and their land is zoned for multiple uses - residential, light industrial, etc.
- ~ The zoning request was made by that organization so that when our field is sold, regardless of who buys it, the zoning and actual use of the field will match the surrounding properties. This is a sort of pre-emptive strike to prevent surprise uses of the property in the future.
- ~ When state land is sold, it must be auctioned off to the highest bidder and the proceeds go for education. Sale of the property is extremely unlikely in the current real estate situation and for the near future. While we read about huge sales of state land, those parcels are in areas more likely to undergo current development.

So, where does that leave us? We can continue to use the field for the foreseeable future. That doesn't mean that we should stop planning for the time when the field is in actual danger of being lost. We need a site search committee to begin looking for other possible places for us to fly. We need to continually research this subject.

Who was involved in this quest for information?

Dick Nelson saw the sign and photographed it. He sent the sign image to Ted Hidingier who has contacts in the area. Ted provided the details. When we form the site search committee, I hope that we can again call on Ted for advice on possible future sites.

Thank you, Dick and Ted!

AL Lidberg

Dawn Patrol High Time

Sponsored by Dick Nelson

Rules:

1. One hour window. Time to be announced, but generally 1/2 hour before sunrise to 1/2 hour after sunrise.
2. Any AMA, NOS, Classic or OT gas freeflight airplane.
3. 15 second VTO or ROG, 12 second HL
4. Highest single flight time (No DT) wins \$10
5. Entry Fee \$1 per flight.

Two Dawn Patrol days left - - August 11th and August 26th

From the President's Workbench:

Dawn Patrol:

Medical difficulties and 'get your act together' problems have kept me from the PMAC Dawn Patrol sessions until Saturday, 7/14/07. I tried to get there early, arriving about 5:25AM, to see what kind of a turnout Dick Nelson's 'challenge' event might bring.

There wasn't anyone out that early, except me! Dick showed up about 15 minutes later and I asked him about previous Dawn patrols – so far, no entries.

I brought my twin pusher as it had been fitted with new, larger rubber motors. In place of the 'kit rubber' that I've been using [that's the rubber that doesn't test well enough to get a date on the box – and it's all I've had around here because it goes into my P-30 kits], I bought a box of Tan Super Sport, Jan '07 batch. Eight strands 1/8" X 40" getting 2000 turns made the TP work better than usual and the DT even cooperated, making a very nice, long flight. Next try took 2,200 turns on the first motor, but the second broke well before that. Looks like maybe 1,900 might be safe for the SAM Champs Las Vegas TP Mass launch in October.

Son Chris brought along his 'Slow Worm' 1/2A and ran the TD using a 'Little Red Cap' for fuel pressure. The Caps come from Ace Hardware and are intended as seals for caulking, glue etc. Someone determined that they might work as fuel bladders and this is true. They appear to provide about the same pressure as the pacifiers we used to use. That's a bit lower pressure than is produced with surgical tubing bladders. You get 16 of the "Little Red Caps" in a package for about \$4.50.

Chris launched his model, but the instant it left his hand, he was unhappy because he forgot to start the timer. The Cap held enough fuel for maybe a 2 minute run, but he had remembered to light the DT fuse. Three of us lost sight of the plane under power. He decided to ride the Honda straight east along the path of the 10-20mph wind. Randy Burros had launched his Thermal Magnet old timer RC model before Chris flew. For whatever reason, Randy lost sight of his big yellow plane, too. As Chris rode along, he saw the RC plane and used it as a wind guide, eventually riding right up to where his model had landed following the DT. At about the same time, Randy caught sight of his plane and it, too, was recovered! At that point, we all packed up and went home ~ too much excitement for a test session, I guess.

I hope to see more of you flying with us at the remaining Dawn Patrols!

AI

On The Road with Peter & Bridget Brocks



Texas Cloud Climbers Annual.

Peter Brocks (1st F1G, 2nd F1A), Norm Smith (1st F1H, 1st F1A), Lee Hines (3rd F1A)



And two pictures from the
MMM 14 Rounder
in Colorado

In Denver Peter was 3rd in F1A (7 flying), 4th in F1G (11 flying) and 1st in F1E (2).

Between Texas and Colorado, Peter did very well. Congratulations Peter. And thanks for the pictures.

Steve



PMAC Alumnus News:

The Spring '07 issue of ASU 'Full Circle' magazine for engineering graduates published a feature on a former PMAC member, Harry Robertson. I believe their family was the source of the jackrabbit plane emblem as his dad had a commercial printing company. Anyhow, Harry and his younger brothers Jerry and Gary were in PMAC when I arrived in 1951. Harry is a few years older than I am. Jerry is about my age and has retired as an airline pilot. He flies rc sailplanes.

"S. Harry Robertson, a business and mechanical technology major who graduated from ASU in 1956, created the Dr. Lee P. Thompson endowed scholarship to honor his mentor and friend."

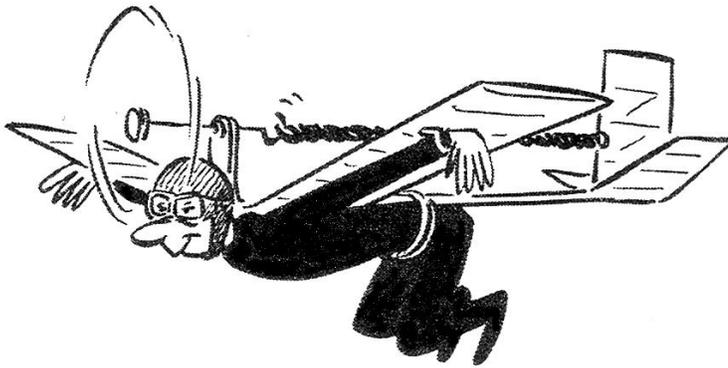
Back to Harry. He gained some notoriety at the 1950-51 Nats by winning towline glider with a flying wing called 'Soarhead'. In those days, we hadn't figured out autorudder, so we used tow hooks that were offset to one side or a 'golf stick' widget that was fitted at the end of the towline. The stick carried a fin/rudder that was offset to make straight tows. With these 'make do' solutions, the idea of a towline glider winning the event was really fantastic!

Harry went on to form a company in Tempe engaged in aviation safety developments. If you've seen a 707 crashing into a dirt berm, that was his company carrying out a contract to understand passenger safety on impact. He's also credited with developing the fuel cell, a type of foam filled gas tank that minimizes fuel spills and fire in crashes. The fuel cell is used extensively in race cars, too.

/ AL

F1E COMES TO ARIZONA

PMAC to host an F1E (magnet steered gliders) contest September 23rd near Flagstaff Arizona. This is a very popular event in Europe and is gaining support here. This would be a great opportunity to escape the Phoenix heat and go cool off in Flagstaff and watch a neat event.



**NEXT MEETING
SEPTEMBER 11TH**

**NEXT CONTEST
DAWN PATROL !
AUGUST 11th
AUGUST 26th**

ELOY

PHOENIX

MODEL AIRPLANE CLUB

Steve Riley

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