

# PHOENIX MODEL AIRPLANE CLUB

HAVING FUN WITH MODEL AIRPLANES SINCE 1937

VOLUME 13 NUMBER 8

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

AUGUST 2008

## NEXT MEETING

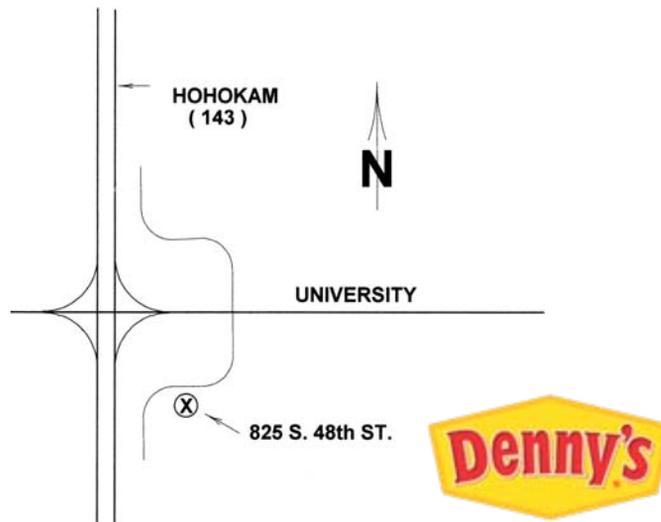
**TUESDAY**  
**AUGUST 12<sup>th</sup>**  
**10:00 A.M.**  
**DENNY'S**  
**825 S. 48<sup>th</sup> St.**

## PROGRAM

Peter Brocks will give one of his always interesting presentations. This one will be on torque meters and related topics.

Show and tell. Bring your latest creation and share with us.

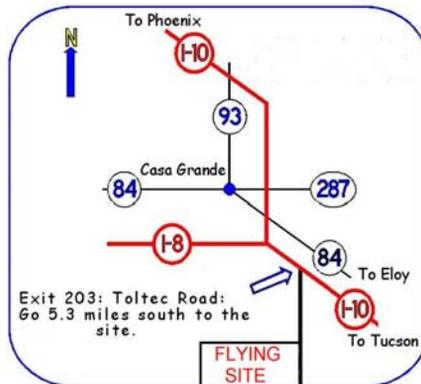
After the meeting, stick around and have lunch with the guys.



## SUMMER IS HERE

Don't forget our Dawn Patrol series. Come early and have fun.  
Here is the schedule for this summer.

Dawn Patrol at Eloy		
Join us from 5:30AM until about 10AM for test flying!		
	Saturday	Sunday
May		25
June	14	29
July	19	27
August	16	31
September	6	



## CLUB OFFICERS

*President:*

Al Lidberg (480) 839 8154

*Vice President:*

Peter Brocks (480) 614 6183

*Secretary:*

Bill Sewel (623)-551-8678

[bsewanthem@qwest.net](mailto:bsewanthem@qwest.net)

*Treasurer:*

Elmer Nelson

*Newsletter Editor:*

Steve Riley (505) 615 8112

[steveriley@cableone.net](mailto:steveriley@cableone.net)

*Webmaster*

Alan Petersen

[alan@apetersenpaintings.com](mailto:alan@apetersenpaintings.com)

## From the Pres:

### Adventures with Doctors

Spent some time with a dermatologist a few weeks ago. He looked at a couple of new things on my arms, sliced off samples and had them analyzed. They turned out to be squamous cancer [squamous cells are the surface of one's skin] and thus will require more intense treatment. I knew that sunburn can cause these things and told him I could remember only two bad sunburns – he says it only takes one! I remarked, what about the folks who have to work outside all the time? – he said that's what keeps him in business. From then on, I listened closely to what he was telling me, including the fact that folks with light skin and blue eyes are more prone to such problems. What I have is not all that dangerous, but they do need to be removed. So, as folks who do spend time outside flying models, please do pay attention to strange things that may appear on the skin – especially the left arm which catches more sunlight while driving!

### And, adventures with computers

My computer quit about a day after some ebay auctions of mine for old Jetex stuff had concluded. This meant that I couldn't communicate with the buyers about how much and where to send payments. The computer geek at Data Drs says the box is OK, it's probably your monitor. Off to Fry's Electronics I go, looking at monitors. Have always wanted a bigger than normal monitor to help with CAD model plan drawings so homed in on one that's 22" X 16" [much bigger than the 17" one that died]. Took it home and wow, what a difference, but now, we find that the computer doesn't know how to play well with the monitor, making things disproportionately wide. You saw this coming, didn't you? Yes, accessories not included, just like those toy boxes always proclaim. Had to email HP to see what could be done – got a nice, complete, very prompt response, too. I need to go back to Fry's and now get a video card like the game players use in order to bring the screen to a normal view. The next things that will happen are delving into the magic box to install the card, and then clicking on lots of mysterious commands to make it all happen. Wish me luck on this! Somehow, I'm reminded of a saying from some Army communications techs I knew at White Sands Proving Grounds many years ago – Tune for maximum smoke!

### Conclusions?

With these distractions, I've about given up on building anything more for the Muncie SAM Champs in September beyond a better organized toolbox. Have a couple of completed models that haven't been flown and it is tempting to wait for the actual tall, green grass there for testing. If nothing else, the SAM Champs is a nice social event and it's really great to see the folks there. At Muncie, there's a FF contest and a 3 day FAC stick&tissue contest the weekend before the SAM Champs [FF plus RC old timers] plus the MECA [Model Engine Collectors Assoc.] Grand Collecto – Show&Tell, engine running [unusual ones, some made by the operators] and a really big swap meet – those MECA functions take place at the convention center in downtown Muncie. And, on the weekend after the SAM Champs, there's another FF contest! Can you imagine 15 continuous days of contests?

Your faithful scribe / AL



## **2008 ARIZONA F1E CHAMPIONSHIP**

**Sept. 4, 2008 AT FLAGSTAFF, ARIZONA**

**AMA Sanction No. 08-1689 and America's Cup Sanction**

**Location:** The North Sheba Crater and the Merriam Crater are about 25 miles east of Flagstaff. Both are cinder cones or old volcanoes. Take Exit 207 or 211 off I-40, get on Townsend Winona Road and then follow Leupp Road (see map). This exciting, pretty site has been used for hang, para and R/C gliders. Both "hills" are about 900ft above the bottom which is then about 5,600ft above sea level. The prevailing wind is from the SW. This is the best flying from the North Sheba Crater. For winds from NE we intend to fly from the north side of the Merriam Crater.

**Entry:** The fee is \$20.00 for Open/Sr, Juniors (under 15) fly for free

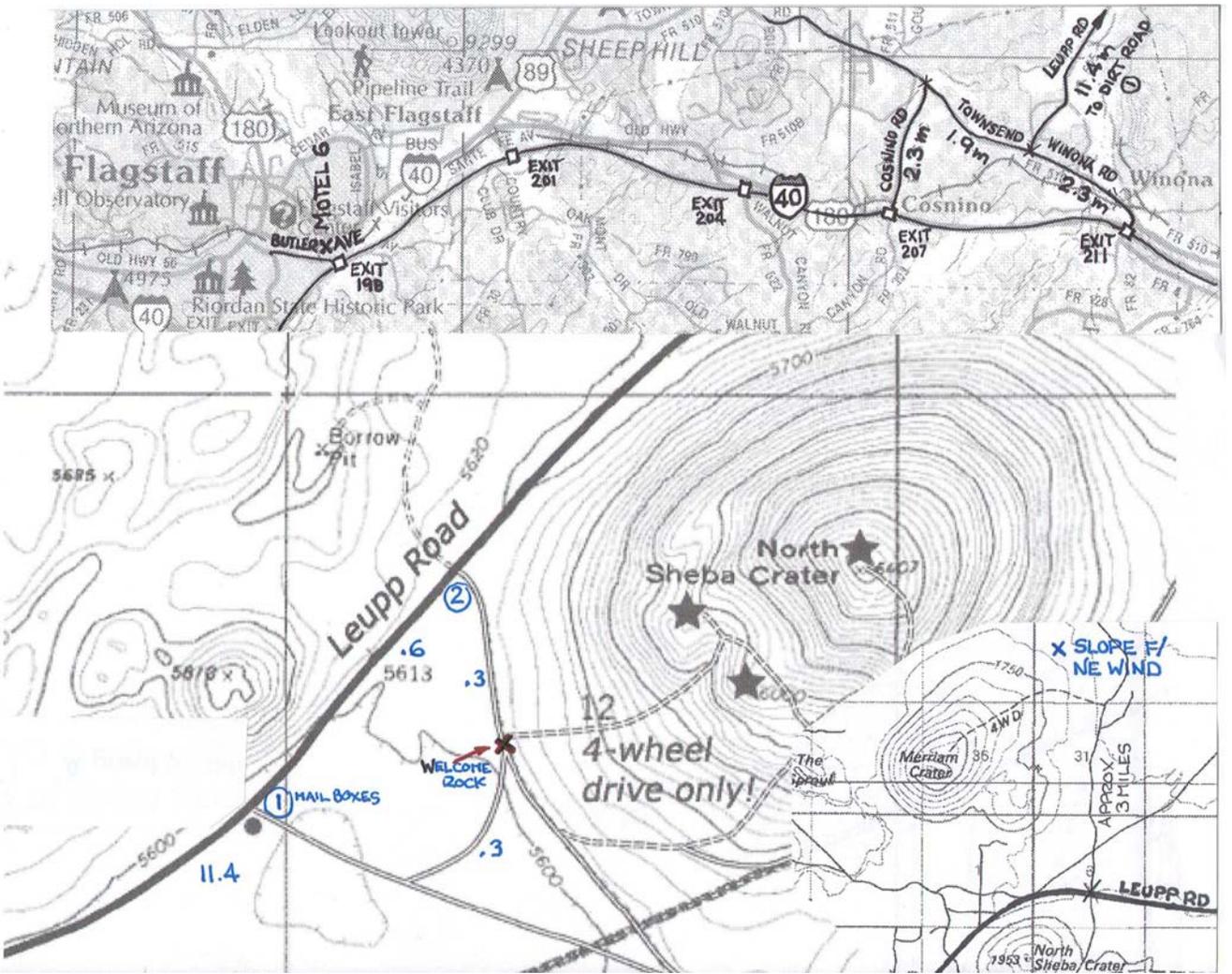
**Awards:** Engraved glass mugs through 3rd place

**Flying:** On Thursday, Sep. 4, we will meet at 9:00 AM at the "Welcome Rock" at the bottom of the East slope of North Sheba Crater. The first round will start at about 10:00 AM. We will fly 5 rounds. The rounds will be 1 hour but will be adjusted to fit the conditions. The site for northerly winds at Merriam Crater is about 6 miles from the North Sheba site to the North. This is a warm-up contest for the 2009 F1E Team Selection Finals on Sept. 5-7 at this site.

**Important Information:** The dirt roads in the flatter areas at the bottom of the hills can be driven with any vehicle. The surface is like very fine gravel - firm but soft, sandy in some areas. The ground drains well from rain and does not stick. Regular cars can be driven to the bottom of all F1E launch sites. Many roads have "washboards". Some roads going uphill can be carefully used with a 2-wheel drive car for a short distance. We have to be very careful not to damage roads. This also applies to chase bikes that can be used in a very careful manner. The CD will decide where cars or motorbikes can be used. Retrieval in some areas of the slope can only be done on foot. Sturdy shoes or boots should be worn. Raingear maybe needed. Please note that there are no facilities (food, water, porta-potties) close-by – please plan ahead! We are sharing the area with para and hang gliders. Please look out for them when they are flying and landing.

**Hotels, Camping:** There are many accomodations in Flagstaff. The closest Motel 6 is at 2010 E Butler Avenue at Exit 198 of I-40. The phone no. is 928.774.1987. From this motel it is about 25 miles to the flying site. Camping at North Sheba Crater is possible.

**Contest Director:** **Peter Brocks** **brocksarizona @ cox.net**  
**9031 E Paradise Dr** **480.614.6183**  
**Scottsdale, AZ 85260** **AMA 84018**



## A Loong Retrieval

I have had some long retrievals on and off the Lowry Range field – but what happened to me last Saturday, June 28 at the MMM FAI Annual was a bit more than usual.

In the 4th round I launched my Green Machine F1A and when the bunt came both rubber bands on the stab broke. The model and the separated stab came down without a problem. When I tied down the stab and wound the timer I did not realize that the dt line was over the timer scroll. After I launched into a boomer and the model did not bunt I realized that the timer had not started. Brigitte watched it through the binoculars for 14 minutes, going higher and higher, and gave me the bearing of 206°. I had a strong signal for 29 minutes, then the signal stopped. I assumed that my glider was out at 3.5 to 4 miles. With Walston, GPS, a walkie-talkie and a pint of water I left on my little Honda XR-70.

At about 2.5 miles out I went a bit further south to a higher elevation (6,075') and had a very faint signal from the other side of County Line Road. I stopped a few times, no signal. Then at County Line road I put my motorbike under the barbed wire fence and went up Michiels Gate Way (6,160', 4.3 miles out) where again I had a faint signal pointing a bit further west than my line. Nobody answered the door at that horse farm so I went through a few gates and down and through the woods. I saw 2 deer right in front of me - I would see about half a dozen more. As I went into the Amanda Pines development I did not get a signal for a long time as I was driving up and down these roads many times. Finally I had a faint but slightly stronger signal (6,190', 5.5 miles out). Then I went on Rt. 186/ E Buckboard Road. I drove it up and down many times without getting a signal but on the highest point (6,250', 6 miles out) I went into a farm where I had my signal again. From there it went down some roads where I met Mike Thompson looking for his glider. He was so nice to give me some cold water. I drove further southwest, then up the hill towards the air park, small airplanes taking off and landing right above me, no signal. Then I drove south on N Delbert Road into the air park (6,320'), no signal. As I drive out again a car comes at high speed from a hangar and cuts me off. Three people jump out and accuse me of videotaping. After I explain what I was doing with my Yagi antenna they let me go. I then go further south on Delbert Road and turn right into a farm road (6,390', 7.25 miles out). As I switch on my Walston I finally get a loud signal. As I walk along the high fence, I see horses, stables and a beautiful house in the distance. I drive back to Delbert and turn west into East Parker Road. I find the entrance to the horse property with a nice hydraulic gate, strong signal. I ring the bell and tell the lady on the intercom that I'd like to come on her property because I believe that my model airplane is somewhere there. She tells me that I should come in through a small opening. I hide my Honda and walk up 1/3 of a mile to the main house. She comes out of the house holding my glider. The distance to the launch point was 7.7 miles. Where I found the model was at a bearing of 218° or about 12° further west than Brigitte's compass line.

It is already 7:30 pm and the sun is low. I talk to Brigitte and ask her how I can get back to Quincy Ave.. She talks to the folks left on the field but nobody has a good map. So with the wings under my left arm and the fuselage in my left hand I start my way back to our motorhome on the field, first north on Delbert and then east on County Line Road. After more than 5 miles on this road I look at my GPS and it tells me that my 'home' is 3 miles north. As it is getting dark I stop at a house and the man tells me that somewhere there is a gate into the Hunt Club but that it is locked. I play with the idea of finding the gate, to hide my Honda and to climb the fence. But then I decide to just drive the roads. The man tells me that I have to go another 6 miles east on County Line Road, then 5 miles north on Rt.129 and then 6 miles west on Quincy. Now it is pitch dark and after a few miles the black top of the road turns into a very soft, sandy dirt road. I have a hard time driving and have a few soft falls when stopping. It is getting a bit cold and I am happy when I finally get to Quincy Ave. and its blacktop surface. After 3 miles a police SUV with all colored flashing lights is behind me. I stop and the police lady sternly tells me that I should not be driving in the night without lights and license. At first she does not believe any of my story but as I put the wings on the fuselage she softens up. She opens the door of the cruiser so I can put in my model and tells me that she would light the way for me so I can drive in front of her towards the gate for a few miles. At the gate we meet the "search crew", Jim O'Reilly, his son Joe and Todd Reynolds. I put my glider into Jim's van and drive in to the MMM flying site with the lights of Jim's van behind me. Shortly after 10 pm Brigitte and all the people on the field are happy that the day ended well. - A big thank you to everybody who was concerned or worried about me!

On this retrieval trip I must have driven at least 60 miles. The next day I saw that my tank was still 1/3 full. Also, I was told then that the combination for the south gate is the same as for the north gate.

I knocked on many doors, saw many deer, rabbits, had to explain many times "what I was doing". Now back at home in Arizona using Google Earth I relived the whole "trip". One thing that I only really realized at home with Google Earth is that my model landed just a bit west or in the "shade" of the highest elevation. The "slope" of the highest points when I had a weak signal was less than the steeper slope close to the model. Even though I was getting closer to the model the transmitter was actually more in the "shade". I only got a strong signal when at the end I was at the same elevation as my glider. Tracking my glider I always assumed that it was much closer than the 7.7 miles.

*Peter Brocks*

## A busy month coming up !

Starting with the big contest in Denver from August 29<sup>th</sup> thru Sept 1<sup>st</sup> This contest has something for everybody. AMA, FAI, NFFS, SAM and FAC events are featured. They also have a terrific BBQ on Sat. night.

The dawn gas event was won by Dick Nelson last year by just a few seconds. They also have a dawn Gollywock event and a few FAC mass launch events which are fun to watch and even more fun to participate in.

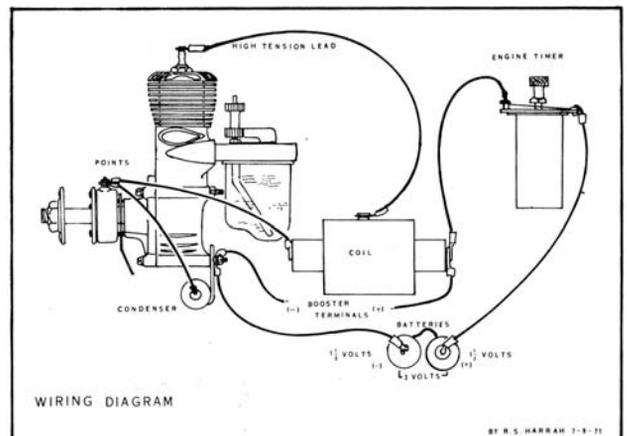
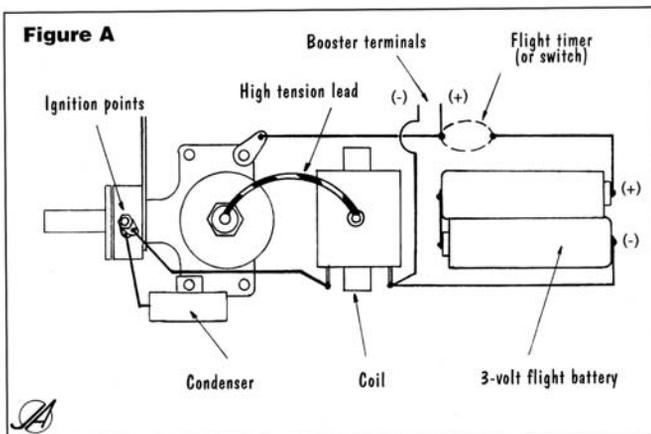
Then it's off to Flagstaff on Sept 4<sup>th</sup> for the annual ARIZONA F1E CHAMPIONSHIP with Elmer Nelson serving as C.D. This is a warm-up contest for the 2009 F1E TEAM SELECTION FINALS on Sept. 5-7 at this site with Peter Brocks as the C.D.

A good chance to escape the Phoenix summer heat and go up to the much cooler Flagstaff area. Come up and watch and support our guys.

Then there is the first P.M.A.C. / T.F.F.C. contest of the fall season on Sept 14<sup>th</sup> at the Eloy South West Regionals field.

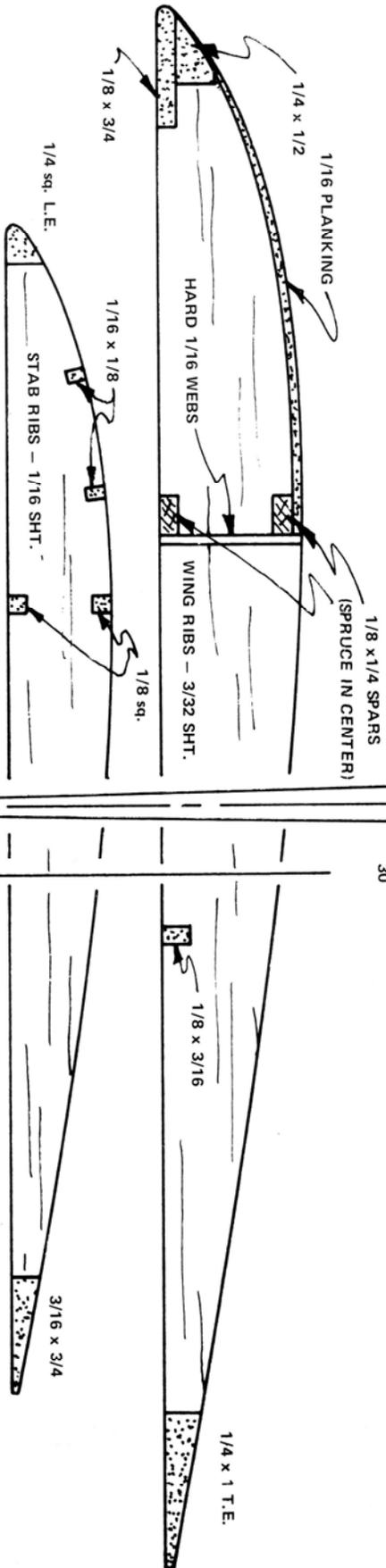
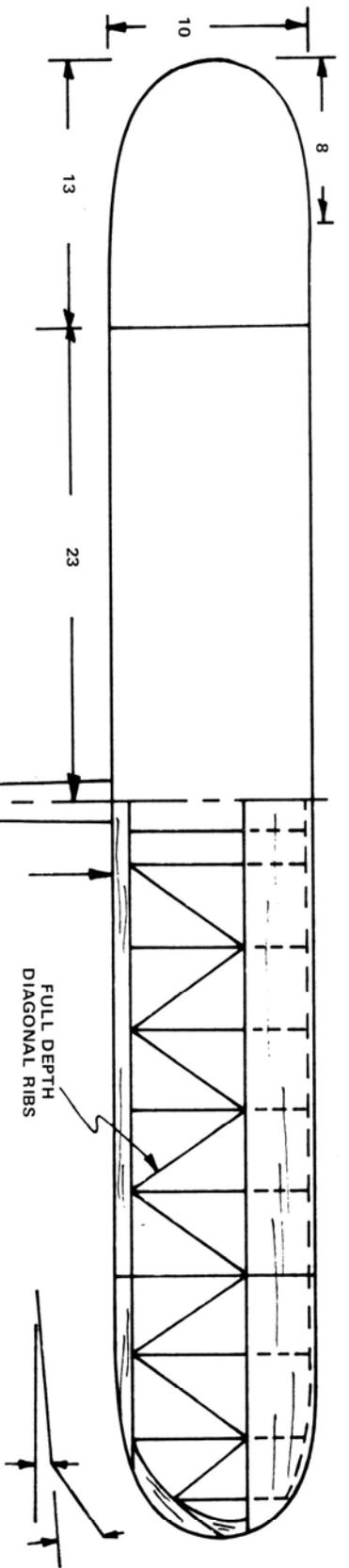
Please note the change in meeting date for this month to Tuesday instead of Wednesday.

OK, you finally picked up a nice ignition engine at a collecto or from E-Bay. This may help you wire the thing.

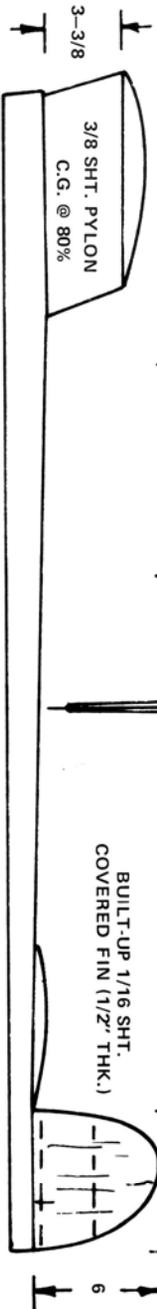


## THREE VIEW

The Maverick 1/2 A model by Tom Hutchinson has been a great model down thru the years and continues to be a winner. Here is a predecessor that would make a nice Classic Gas model.



FUSELAGE: 1/8 SHT. BOX  
 POWER: .21-.40  
 WING AREA: 660 sq.in.  
 WEIGHT - 25oz.



**BIG BROTHER**  
 B/C FF  
 BY: TOM HUTCHINSON  
 9/71



NEXT MEETING  
TUESDAY  
AUGUST 12th  
10:00 A.M.  
DENNY'S  
825 S. 48th St.

NEXT CONTEST  
SEPT. 14<sup>th</sup>  
ELOY

**Phoenix**  
MODEL AIRPLANE CLUB  
Steve Riley  
605 La Casa De Prasa Dr. S.E.  
Rio Rancho, New Mexico 87124