

PHOENIX MODEL AIRPLANE CLUB

HAVING FUN WITH MODEL AIRPLANES SINCE 1937

VOLUME 14 NUMBER 11

NOVEMBER 2009

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



NEXT MEETING

Tuesday November 10th

07:00 PM

Room 09

Granite Reef Senior Center

1700 N. Granite Reef Rd.

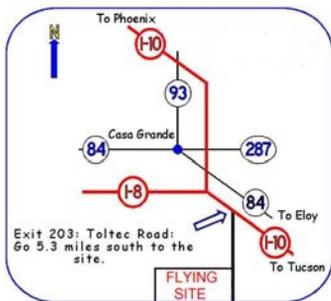
NEXT CONTEST

FALL KICK OFF

SUNDAY NOVEMBER 15th

WEBSTER FIELD

ELOY



CLUB OFFICERS

President:

Elmer Nelson

Vice President:

Peter Brocks (480) 614 6183

Secretary:

Bill Sewel (623)-551-8678

bsewanthem@qwest.net

Treasurer:

Elmer Nelson

Newsletter Editor:

Steve Riley (505) 615 8112

steveriley@cableone.net

Webmaster

Alan Petersen

alan@apetersenpaintings.com



FLYING ACES

Ghost Riders

Eloy

October 24, 2009

CD: Bob Loeffler

Early morning breezes were a bit stiff to begin flying at 0800, but by 0930 models began to fill the air. A total of 10 folks signed up and put up enough different models to make an interesting contest. As you can see from the results table, there were several different Old Time Rubber models, P-30s, OT Gas, Nostalgia gas and rubber, along with catapult and hand launched gliders. If you were not there, you missed a great day to fly model airplanes. Dick Strang and Jean Andrews threw out a challenge for a mass launch of Gollywock models. At 9:50, Jean tramped the line and announced the mass launch would begin at 10:00 sharp. Three models were readied in time and the launch commenced. All three climbed like home sick angels with the following results: Jean landed first, Dick Strang next with the winner Roland Lovejoy landing just moments before Dick. Jean has indicated he will organize another similar mass launch for his contest coming up on Sunday, November 15th. At this time it looks like the model of choice will be either the Gollywock series or P-30. Dig out a model and let's go for it. Results for the contest follow along with contest ladder summaries by category as well as the overall contest ladder.

Elmer Nelson, reporting

2009

Overall Contest Ladder Summary

	2/22/2009	3/22/2009	5/16/2009	9/20/2009	10/24/2009	Total
Dick Nelson	60	42	57	64	72	295
Jean Andrews	61	28	48	49	52	238
Elmer Nelson	85	44	0	30	73	232
Mike Keller			49	71	68	188
Peter Brocks	69	30	86			185
Enes Pecenkovic	87		65			152
Tom Gaylor	12	8	31	27	36	114
Ralph Hotz	5	18	19	27	22	91
Mike Roseberry	35		10		29	74
Kent Prescott	12		14	35		61
Roland Lovejoy	16		16		15	47
Dan Sobala	31		0			31
Mike Bower			26			26

2009
PMAC-TFFC
Contest Category Ladder

	2/22/2009	3/22/2009	5/16/2009	9/20/2009	10/24/2009	Total
AMA/CL Gas						
Dick Nelson		10	21			31
Jean Andrews			20			20
Mike Keller			12			12
Nos/OT Gas						
Dick Nelson	60	32	36	56	66	250
Elmer Nelson	19				35	54
Dan Sobala	31					31
Tom Gaylor				13		13
3 Minute Rub/Glider Combo						
Jean Andrews	47	28	28	21	52	176
Elmer Nelson	34	14		30	8	86
Kent Prescott	12		14	35		61
Roland Lovejoy	16		16		15	47
Mike Keller				14	18	32
Enes Pecenkovic	18		10			28
Tom Gaylor					6	6
3 Minute FAI Combo						
Ralph Hotz	5	18	19	27	22	91
Mike Roseberry	35		10		29	74
Peter Brocks	35		33			68
Enes Pecenkovic	28		26			54
2 Minute Combo						
Tom Gaylor	12	8	19	14	16	69
Jean Andrews	14			28		42
Peter Brocks			33			33
Mike Keller				16	14	30
Mike Bower			26			26
Dick Nelson				8	6	14
Enis Pecenkovic			8			8
Ben Nead, SR						0
Cat/HL Glider Combo						
Mike Keller			37	41	36	114
Elmer Nelson	32	30			30	92
Peter Brocks	34	30	20			84
Enes Pecenkovic	41		21			62
Tom Gaylor			12		14	26



**ARIZONA FREE FLIGHT CHAMPIONSHIPS
DEC. 5-6, 2009 AT ELOY, ARIZONA
A NATIONAL and AMERICA'S CUP CONTEST**

Schedule

SATURDAY, DEC. 5, 2009

AMA Events

1/2A Gas (J)(SO)

'A' Gas

'D' Gas

B Classic Gas

C Classic Gas

P-30 Rubber (J)(SO)

Moffett Rubber

Hand Launch Glider (J)(SO)

Electric Combo

NFFS Events

¼ Nos. Gas

A Nos. Gas

C Nos. Gas

Nos. Wakefield

SAM Events

.020 Old Time Replica

Old Time Fuselage Rubber comb.

FAI Events

F1A

F1B

F1C/P combined

F1Q

SUNDAY, DEC. 6, 2009

AMA Events

1/2A Classic Gas (J)(SO)

'B' Gas

'C' Gas

A Classic Gas

D Classic Gas

Catapult Glider (J)(SO)

Mulvihill Rubber

'Super D' Gas

Super D Classic Gas

NFFS Events

1/2A Nos. Gas

1/2A Early Nos. Gas

B Nos. Gas

Nos. Rubber

Classic Glider

SAM Events

Old Time Stick Rubber comb.

Old Time FF Gas combined.

FAI Events

F1G

F1H

F1J

For detailed flyers see Master Contest Calendar on the NFFS web site <http://www.freeflight.org> or contact Elmer Nelson, elmernelson@cox.net, 480.460.1366

LAS VEGAS ADVENTURE

Tomboy is a 1950 plan from Aeromodeller. It's a simple high wing cabin model, designed as a beginner's plane, and intended to be powered by a Mills .7cc/.045 cu inch diesel or other English diesels up to about 1cc/.06 cu inch.

Somewhere along the line, Tomboy has been adopted as duration event within SAM, even tho its lineage is far newer than the Dec. '42 limit of most other SAM events. Rules have been modified slightly to allow those diesels plus any Cox reed valve .049, but fuel is limited to 3 cc which corresponds to the stock Mills tank.

At Las Vegas this time, my Tomboy recorded an 8:03 flight [score is one's longest flight over a period of 5 days] which was good enough to hold 1st for 3 days. On Thursday, I looked at the results and saw a 12:00 and a 14:00 so it was time to try again. Our Honda chase bike had died on Wednesday so chasing on foot was required. A bit of experimenting to eliminate an intake leak on the Mills had restored the power level and based on a friend's comment, the prop was turned around the right way. A 16+ minute fuze was fitted. By this point in time, the Mills was started very quickly with an old Astro 1/2A starter so it was lit off at the truck and taken to the flight line with the engine running. The 3cc syringe tank was topped off and the plane was sent aloft – in some pretty nice conditions, with minimal drift and a very clear sky. As near as I can tell, the motor ran at least 8 minutes [repair was very effective!] and the model was way up, straight overhead, and only drifting about a block in that time. Anyhow, the model finally started turning right, signaling the end of the power run. Now it began drifting faster, straight north toward the Railroad Pass Casino/Hotel. After a very long time, I lost sight of the plane and walked back. Son Mike had recorded the time as 23+ minutes! The model was found and returned on Friday.

Catapult glider is a fun event with many of us flying the 1940 Vartanian indoor HLG as a catapult glider. Mine are finally working well after learning a good location for the CG from Frank Roberge – thanks, Frank!

Nostalgia Wakefield saw my old Thunderbuggy flying well from ROG. It, too, was lost while chasing on foot but it was returned. Bud Romak took first in that event. On Friday, an ultralight flyer found Jean Andrews' B or C Senator gas model – and then made 3 trips to bring back the body, then the wing, and finally, the tail!

I had built a Korda 'Victory' for the Commercial Rubber event and its first flights happened at Las Vegas. Friend Karl Geis gave me a good prop layout for the freewheeler and flights were nice, tho not noteworthy. This one must also ROG, which it does nicely from a table. Must work on optimizing rubber and winding for this little one. Similarly, a fairly new Gollywock was flown but, so far, it's operating way below its potential and needs CG adjusting [I think] plus more turns. Mike brought a neat little Skyrider for Small Cabin but this one has little room for a blast tube and may not ever be practical. His Ed Lidgard Hi-Ho showed lots of promise as both a Large Stick and a Large Cabin [with a detachable cabin/pylon]. Unfortunately, the Hi-Ho body was destroyed by a premature motor burst during test winding without a blast tube. Mike is excited about returning to the hobby and we picked up a GEEF 250 1/2A nostalgia kit to be an upcoming project along with repairs to the rubber models. He's also going to work on some more Vartanians.

Great trip, lots of fun flying – and I recommend considering the SAM Champs trip to Las Vegas in 2011, or 2010 in Muncie.

Al Lidberg

LAS VEGAS ADVENTURE

Part Two

Got a late start on the compressed air [CA] model, having spent much of the summer thinking and not 'doing'. It finally got done about a week before the contest and hadn't been flown before we got there.

"Fat Albert" [FA] was inspired by some models in the Bert Pond CA book. The CA rules for 2009 allowed original models instead of requiring antique designs. The wing is 9" X 60" and FA turned out to be one of the largest models in the CA event, although some models in Bert's book go as big as 7' wingspan. Airfoil is my favorite Clark Y top and RAF 32 bottom. The name, Fat Albert, came about because the body was built to enclose the two 2 liter pop bottle air supply. These 2 bottles carry more air than the traditional 1930s shim brass tanks and are actually lighter in weight. The rules allow 150 psi which the bottles comfortably handle. As a matter of interest, at that pressure the bottles grow only about 5/16" in circumference.

Test glides showed that FA had a nice floating glide, probably due to the low weight of 13 ounces all up, for a lighter wing loading than one finds on a Gollywock. My new 12V tire compressor, the 3rd one tried, wasn't up to the task of providing 150 psi and in fact would only achieve about 90. The event sponsor, Ron Boots, told us he'd have a strong compressor on event day. On that day, Tony Naccarato [of T&A Hobbies in CA] had a 3 hp compressor running on 110 V ac from a generator in his trailer – this one showed 160 on its gauge. FA's tank got to about 110 psi and would go no higher. I ran back to the mass launch site as they were waiting for me. No launch yet, tho, as there were many requests for pictures. Within a few minutes, it was time to launch, and FA scored a poor 17 seconds, although the flight was beautiful and very stable. It was evident that FA's tank system had some serious leaks.

As it turned out, there were 2 CA events – the one flight Mass Launch plus a 3 flight event. One could use the score from the mass launch as part of the 3 flights, but at least 2 had to be ROG. Going back to Tony's compressor, FA was charged up again to about 110 psi, and, wasting little time, I ran out to the flight line for an ROG flight. This was more like what I'd hoped to see! In 3 flights, FA scored 1:17, 1:24, and 1:42, all from ROG, making only about ½ of a glide circle, and never getting higher than about 30'! FA took off in about 4'. Now will have to figure out the leaks, and work on a better air supply as we will be holding the CA event at SAM Champs Muncie next year. Also will have to work on finishing off the front end to fair in the motor/tank. In the current, unfinished arrangement, the tank is attached to the model with 3 small pieces of duct tape and a paper towel is used to block airflow from scooping into the body.

All in all, CA was a great fun event, posing many challenges to understand what needed to be done. By the way, my efforts all began when I bought that prop for \$1 from Bill Bickel last January at the SW Regionals swap meet. Next came the Bert Pond book and then finding a genuine 1930 Hoosier Whirlwind CA motor on ebay.

Al Lidberg



Al Lidberg John Morrill Tom Ley Ron Boots Tony Nacarato



Gean Andrews



Dick Nelson

Now *that's* a trophy !

Al and his two sons had a good time and a successful one at the SAM Champs this year. Al won the Tomboy event and placed second in the Compressed Air event. With guys like John Morel and Tony Nacarato involved that's quite an accomplishment. Al went on to take second in Nostalgia Wakefield and Catapult Glider.

A special thanks to Ron Boots and Dick Griswold for sponsoring the Compressed Air event.

While we are thanking people I'll mention Roger Willis and his group who just finished up WESTFAC 2 in Texas. Roger is moving to Phoenix and has joined PMAC. I also need to mention Grant Carson who had a lot to do with the WESTFAC event and even rented some golf carts and donated them to the modelers to use as chase vehicles.

This hobby is full of great people.

Steve

60TH

SWR
SOUTHWEST REGIONALS ©
2010
ELOY ARIZONA



NEXT MEETING

Tuesday November 10th

07:00 PM

Room 09

Granite Reef Senior Center

1700 N. Granite Reef Rd.

PMAC / TFFC 2009 CONTEST SCHEDULE

TURKEY SHOOT

SUNDAY 11/15

ARIZ. FF CHAMPIONSHIP

SATURDAY & SUNDAY

12/5 & 12/6

Phoenix
MODEL AIRPLANE CLUB

Steve Riley

605 La Casa De Prasa Dr. S.E.

Rio Rancho, New Mexico 87124