

PHOENIX MODEL AIRPLANE CLUB

HAVING FUN WITH MODEL AIRPLANES SINCE 1937

VOLUME 15 NUMBER 3

March 2010



NEXT MEETING

Tuesday March 9th

07:00 PM

Room 09

Granite Reef Senior Center

1700 N. Granite Reef Rd.

NEXT CONTEST

SPRING BREAK

Saturday

Mar. 20th

WEBSTER FIELD

ELOY



CLUB OFFICERS

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FLYING ACES

PREZ SPEAKS

Our 2010 contest season got off to a roaring start this past Sunday. The field was dust free, thanks to the rain of the previous day. The sky was generally clear. But alas, someone forgot to turn off the wind. Dick Nelson got off one flight before the wind became intolerable. Tim Batiuk (CA) had driven over to fly HLG, Cat Glider and Classic towline in his quest for National Cup points. Despite the high wind, Tim got off three cat shots, three HLG flights and three classic towline flights. Brave fellow that Tim Batiuk! To give Tim a little competition, Enes Pecenkovic flew several HLG flights and I flew three HLG flights and one Cat glider flight. The fuselage of the HLG broke in two when the wind tumbled it along the ground and my Cat Glider was nearly lost. Jean Andrews put up one flight with his "all weather" Embryo before retreating to his Van. As I recall that was the extent of the flying.

Our current six category contest program is now in its third year. Our objective was to increase the opportunity to fly and to add some sense of competition. From my perspective we have been successful in these two objectives. I recently got some feedback suggesting that nobody understands the scoring system and we need to change it. When our current system was developed, we modeled our program after a somewhat similar program the Denver club uses for their in-house scoring. Our joint committee of TFFC and PMAC members met together once and then hammered out the program by email. It was not an easy task, but with persistence we got it done. I am open to changes, but only if those who want to change the system will take it upon themselves to develop an alternative program that will work as effectively as our current program does.

I have also received a proposal to modify the criteria used to crown our annual overall champion. Again, I am open to change, but it must be supported by both clubs. We currently award this honor to the member who compiles the most total points for the year. Past winners have included: Dick Nelson, Peter Brocks, Jean Andrews as well as others. The proposal I received would add the provision that the combined club champion must fly at least one model in all six categories. One positive outcome would likely be an increase in flying activity (more flying at our contests is always good). The flip side is some of our members have no interest in flying in some of the six categories. Again, if someone would like to undertake the task of measuring interest in this change, we can take a look at incorporating the change. Any volunteers?

Good news! We have two new members. Many of you have worked with Bruce Grawburg during the last two SWR contests. The second new member is Steve Hesla who recently moved to the valley from Chicago. Steve was at our last contest with his Nelson 40 powered classic freeflight model. It will be fun to get both of this guys fully integrated into our activities. Welcome aboard!

Elmer Nelson

2010

Overall Contest Ladder
Summary

	2/21/2010	Total
Elmer Nelson	20	20
Enes Pecenkovic	18	18
Dick Nelson	6	6
Jean Andrews	6	6
Ben Need		0
Chuck Stewart		0
Dan Sobala		0
Frank Roberge		0
Joe Ritchey		0
Kent Prescott		0
Mike Bower		0
Mike Keller		0
Mike Roseberry		0
Nicholas Harris (jr)		0
Peter Brocks		0
Ralph Hotz		0
Roland Lovejoy		0
Tom Gaylor		0

2009

PMAC-TFFC
Contest Category Ladder

	2/22/2009	Total
AMA/CL Gas		0
Nos/OT Gas		
Dick Nelson	6	6
		0
3 Minute Rub/Glider Combo		
		0
3 Minute FAI Combo		
		0
2 Minute Combo		
Jean Andrews	6	6
Cat/HL Glider Combo		
Elmer Nelson	20	20
Enes Pecenkovic	18	18

VINTAGE FAI AT THE TURKEY SHOOT THIS NOVEMBER

Hi all. At the next Turkey Shoot, scheduled for November 14 this year, we will be offering Vintage FAI as an additional event. Elmer and I have decided that it will be scored as Nostalgia as far as the club points ladder is concerned, so here's another chance to enhance your standing, and fly a new and interesting event.

The Rules for this class were drawn up by a committee which included our own Dan Sobala, and are available on NFFS's web site at freeflight.org. At first they are a little intimidating, but with some study it becomes obvious that designs from 1953 through 1979 can be flown against each other.

To even the playing field, so to speak, power loadings, engine run times, and designs are restricted. This means simply that the engine used must be appropriate to the airplane flown...no Super Tiger 15's on Zeeks, for example, and it will be the flyer's responsibility to present dated drawings or three-views to support the dating of his airplane if requested.

A recap of the rules, and a CD's check list, is published on AMA's web site at modelaircraft.org, for those interested in seeing what I may be looking for as director of the event. I doubt that I will be able to give more than a cursory glance at the models presented, but it is better for the flyers to be prepared for the worst.

I hope to fly five flights, as recommended by the rules, but with no rounds. I will, however, try to set up a fifty meter square "Pen" from which all flights in this event will be made.

So dust off that old outdated and obsolete FAI model you built thirty or more years ago and bring it out...Now's your chance to prove to us all how well you used to fly!

Jean Andrews

Watts up with Electric Free Flight

Mike Roseberry

I drifted away from Free flight many years ago as I loved gas models but not all the mess and noise, not to mention all the ancillary (like that word I'm putting my ASU education to work) equipment required.

Having always flown R/C I was getting into electric in that venue when one day while cruising the internet I happened upon the NFFS forum and just for fun decided to take a look at the electric section. Wow was I ever amped up (every pun intended). There I saw it was possible to marry my love of gas models with electric power.

Having a Satellite 450 and a Pearl left in the closet I decided to take the plunge and retro fit them with electric power. The rest, as they say, is history. The learning curve has been a little steep and I'm still learning, but with the use of the NFFS forum web site and all the good fellows that hang out there I was able to cobble together a few decent flying birds.

My intent here is to share what I have learned and encourage more to try flying electric. The first thing you need to do is determine which class of electric you want to fly. There is E36, Electric A, Electric B and F1Q. Please read the AMA and FAI rules for each and determine what is best for you. For me I eliminated E36 and Electric A as they do not allow Lipo batteries and hence performance suffers. So it came down to Electric B and F1Q, Unfortunately the Rules for AMA Electric B are in severe need of re-write as technology has far out paced them. Witness 24 maxes by Mr. Jim Jennings in winning the Nats a few years ago. So that left F1Q for me.

Then information below however is pertinent to AMA Electric B as well and only meant to be my personal choices as there many options available.

Airplane, F1Q has a battery limit of 90 grams. So after reading on the forums I determined that any large 1/2A to smallish A job in the 325 to 450 square inch range would do the trick. You can use any of the proven gas designs or Top Notch Models offers a Maverick and Mustang kit specifically designed for electric. If you choose a non electric model to convert all that needs to be done is to build a new fuse to accommodate the electronic components. Please note you will need to extend the nose as electric motors and batteries are lighter than gas engines.

Motors are next. Now my personal choice is a AXI motor which is sold through Hobby Lobby in Tennessee. Motors of choice are the AXI 2208/20 and AXI2212/12 the former for the small and the latter for larger models over 400 squares or so.

The motors I have listed are referred to as High KV motors. KV means RPM per volt. A high KV motor will need to spin a smaller prop, thus mimicking our gas cousins and making trimming your airplane much simpler. I use a 7.5 X 4 Cam Folder also available from Hobby Lobby. I use a Jennings hub to attach the blades.

ESC is next. ESC stands for Electronic Speed Control and this is what interfaces with the motor and the timer. You can save some change here as we don't utilize all the high end functions that costly ESC's offer. I use an E-Flight. Your motor and battery will dictate what size ESC you need. For the two motors listed above a 25 amp and a 35 amp are advised.

Battery and charger are next. This is really where you get what you pay for. There are cheap batteries out there but they will not hold up over the long run. I have used Thunder Power and Enerland and both work fine. Remember if you're going to fly F1Q you need to stay under the 90 gram weight rule. If you're flying Electric B there is no battery weight rule. The charger I use is the Cellpro 4S which works great and is not overly expensive.

Timers. There are basically 4 choices. Z-Tron, Flite-Tech, Smoothie and lastly none. What None? Yep None. Ralph Hotz turned me on to this and I think it is the perfect solution. Don't use a timer. Use a cheap 2.4Ghz R/C unit to control motor cut and D/T. Hook your ESC to the motor function on your receiver and your D/T servo to any of the functions controlled by the wiggly sticks on the transmitter. The benefits are safety both for your airplane and spectators. This will allow you to cut the motor at any time and D/T at any time avoiding the uncontrolled crashes and spectator scrambles. The one down side is that it is not currently legal in AMA class competition so after trimming you will need to remove the radio and install a timer of your choice.

Soap Box Time: The rule to allow R/C motor cut should be made legal for AMA and just not for electric but gas as well. There is a proposal for a rule change it is OFF 11-12 allowing for RC D/T and motor cut in all outdoor free flight. I truly believe that this needs to be passed and would appreciate your support by letting Jerry Murphy know. I hope I can convince you to get on board with Electric and come out and fly. If you have any questions please feel free to drop me a line at roseberry@cox.net

Thanks,

Mike Roseberry

FREE TO A GOOD HOME

Archie's model box. This is a sturdy sheet metal box with 2 removable lids. It measures about 2' square and 6' 4" or so long. It fits comfortably in my pickup bed which is 6'6" long. The box is weatherproof if you need to leave it outside.

Call for more info: AL Lidberg at 480-839-8154

CHASE BIKES: I'm not quitting chasing - just have too many bikes!

~1984 **Honda Trail 110:** This nearly full size bike is in excellent condition [near new tires, new seat, lights include turn signals] with about 1100 miles.

~**Honda CT70.** This bike is a bit smaller - it's the one with a sheet metal frame. It's in excellent mechanical/running condition. I weigh 210 and it hauls me around quite well. Both of these bikes were in use at SW Regionals 2010. If you are concerned about how to carry a bike to the field, I can direct you to a source for an aluminum rack that is inexpensive, light weight and easy to use.

Call for more info: AL Lidberg at 480-839-8154

A Few Other Ideas on Trimming & Launching of HLGs

The following are a few points extracted from an article by Kitrick Sonensen, the HLG Contributing Editor for the November 1997 issue of Free Flight. Refer to that issue for the complete article — worth reading.

The ideal flight profile is one that climbs well and transitions at the top with minimal loss of altitude. I've found three general trimming principles involved:

First Principle: Trim the climb with rudder turn and stabilizer warp (predominantly “up”).

Second Principle: Trim the glide by adjusting the CG (i.e., add or remove nose weight).

(Ed.

Note: He recommends the use of lead thread available from fly fishing supply stores, or solder)

Third Principle: Trim the glide circle with stab tilt and wingtip weight.

(He offers a few tips on Launching after you've warped a little “up” in the stabilizer trailing edge, a little left turn into the trailing edge of the fin, and a little washout in the trailing edges of the wingtips., and checked out the basic glide and made CG adjustments — ed)

Launch: You're now ready for your first launch.....lightly toss your ship into the air relatively flat (15-20 degrees above the horizon) with just enough “oomph” so the ship climbs 20-30 feet to the *left* and immediately enters its glide circle without ever having to make a transition. The trick to doing this is to launch with the ship listing about 20 degrees to the glide circle direction and throwing with an overhand motion. The purpose of this exercise is to verify that you indeed have constructed a glider rather than a brick and that your glider really does want to fly. Your glider should circle to the left while descending slowly.

Estimated flight duration 10-20 seconds.

Correct any diving tendencies by adjusting the nose weight at this time. Remember the rule: Add clay to reduce stalling and remove clay to reduce diving.

Now we are ready for more powerThis time the launch will be with the glider listing to the right or away from the glide direction by about 20 degrees. The launch angle itself should be about 45-60 degrees above the horizon. Hand launch is not nearly as precise as Catapult Glider, so just do your best.

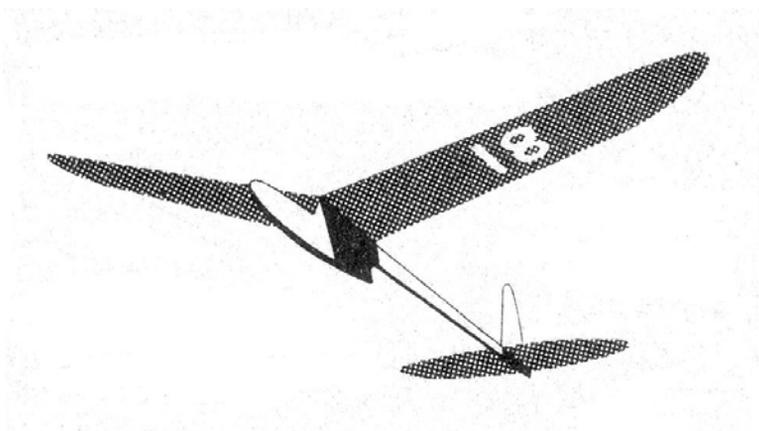


Model by Peter Brocks
Smile by Bridget Brocks
Photo by Mike Woodhouse



A beautiful model by Roger Willis. Roger is the driving force behind the WESTFAC contests.

Roger is moving to Phoenix soon and hopefully we will see some of his scale models circling above Eloy later this year.



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Room 09

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1700 N. Granite Reef Rd.

NEXT CONTEST

Spring Break

March 20th

Webster Field

Eloy

Phoenix
MODEL AIRPLANE CLUB

Steve Riley

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