

PREZ SPEAKS

Builder of the Model Rule. The mere mention of this subject is nearly as explosive as the current discussion of health care! Although it is the third rail of modeling, I'd like to propose something. Our current contest program was designed to increase flying activity and maybe to increase competition. It's my opinion that it has increased flying activity as well as enhancing competition. By lumping stuff together we have bent the rules greatly, yet it seems to work for us at our small monthly contests. In a similar way I suggest we allow the CD to declare whether or not he will enforce the BOM for his contest. Here is the reason. We have a couple of new members who could begin to participate (more flying activity) by flying a model built by someone else. We already have similar provisions in the rule book for flying a deceased member's model. While we can credit points for such non-BOM model flying towards our club points ladder, it would be improper to allow such flying to count towards National Cup Points or for record attempts. So CDs, please announce before your contest whether or not you intend to enforce the BOM.

The News Letter. While it is not a new idea, Steve Riley believes he now has the computer capability to prepare an enhanced news letter that would be delivered directly to your computer via email. The enhanced news letter will carry more color pictures, model plans, et al. Let's give it a try by simply emailing Steve and give it a go. You will get your news letter quicker, have more good stuff in it and save the club some scratch. The postage, computer ink and paper keep going up and you can save the club some bucks by doing this.

Elmer Nelson



That is one of our new members: Bruce Grawburg. The model is the Kansas Wake and was built by Marv Bashaw. (The tail assembly was in his car.) Bruce brought the model to me to ask a question about repairing a small tear in the covering. He also found the "popsickle stick" key in the stab was loose so he could not fly it. It's a beautiful model - Marv is a great builder.

Tom Gaylor picture

Spring Break
March 20, 2010
Eloy, AZ

As flying started at 8:00 AM, near calm conditions existed with a slight drift to the SE. It looked like we were blessed with a near perfect flying day. Around 9:00 AM a 180 degree wind shift took place and the calm conditions turned into 10 plus mph winds. From that time on, flying was severely curtailed. Nine people had signed up and put in at least one flight. But because of high winds, several others decided prudence was the better part of valor and elected to keep their models in their cars. It was great to see one of our new members putting up several flights. Steve Hesla showed that he will be a staunch competitor in the gas events as he logged several flights in Classic Gas. His last flight of the day turned into a long chase. The model drifted WSW and did not DT normally. Steve estimated he was approximately 5 miles from the field when he recovered his model. In an email I received from Steve following the contest he gave us some insight in what it is like to fly at Muncie, IN compared to Eloy. Steve wrote: ~~%~~Just wanted you to know how much I enjoyed yesterday! It was so much fun having such a vast place to chase. At Muncie every flight was, I hope I hook a thermal followed with I hope it stays on the field, out of the corn, beans and big trees and if it does go off the field there is some of really thick vegetation where no models ever come back from! I'm looking forward to many more beautiful days out there flying with all you guys! Bonnie also enjoyed the day thanks in part to Peggy Nelson making her feel at home out there. This was huge for me Bonnie has never had any interest in coming flying with me before, but, on the way home said she had a good time and wouldn't mind coming with me on contest days.+ It was equally great to have another of our new members out. Bruce Grawburg brought a Kansas Wakefield OT rubber model built by Marv Bashaw. The high winds and a couple of small repair items grounded him. This model is a wonderful example of the superior building skills that Marv has. We look forward to seeing this one in the air!

Elmer Nelson
CD

BOOK REVIEW
P-30 Survey 2010

Another neat book from Sergio Montes. Lots of three views and articles on P-30s, Airfoils, prop selection, and anti warp structures.

A nice article by John Oldencamp and even a full sized plan for a state of the art P-30 are included. A real must have for P-30 flyers.

While you are at it, subscribe to Free Flight Quarterly. It covers the whole wide spectrum of Free Flight from F1C all the way up to Delta Darts.

The book is \$25.00 U.S. Dollars

One year of Free flight Quarterly is \$38.00 for the paper version or \$18.00 for the electronic version (PDF file)

Sergio Montes
Freiflug Haus
37 Windsor Street
Kingston Beach, TAS 7050
Australia

2010
PMAC-TFFC
Contest Category Ladder

	2/21/2010	3/20/2010	TOTAL
AMA/CL Gas			
Steve Hesla		40	40
Dick Nelson		14	14

Nos/OT Gas			
Dick Nelson	6	36	42
			0

3 Minute Rub/Glider Combo			
Jean Andrews		35	35
Tom Gaylor		21	21
Roland Lovejoy		13	13

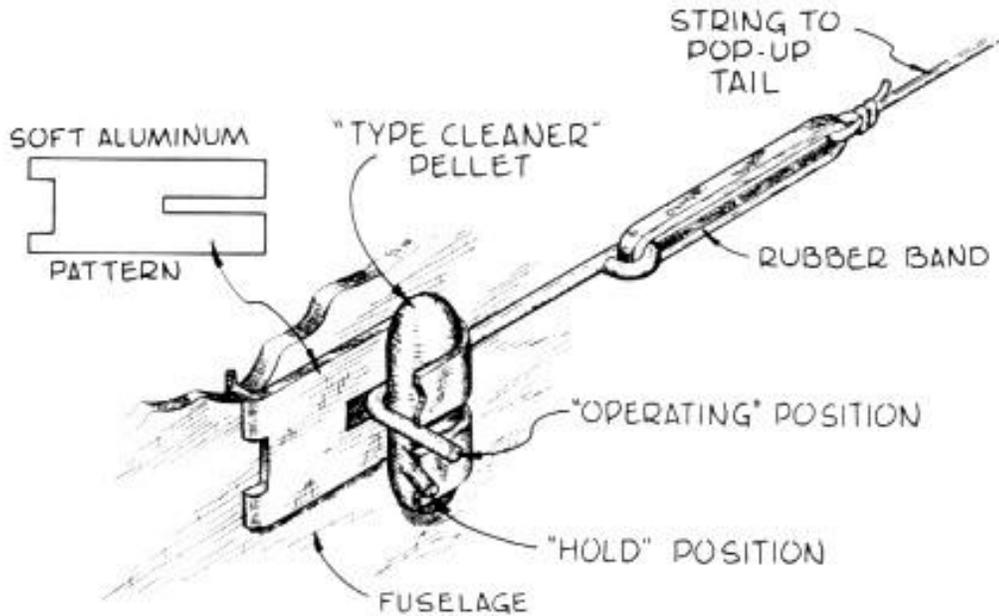
3 Minute FAI Combo			
Enis Pecenkovic		17	17

2 Minute Combo			
Elmer Nelson		23	23
Tom Gaylor		21	21
Jean Andrews	6	12	18
Ben Nead		14	14

Cat/HL Glider Combo			
Elmer Nelson	20	14	34
Enes Pecenkovic	18	16	34
Kent Prescott		6	6

2010
Overall Contest Ladder
Summary

	2/21/2010	3/20/2010	Total
Elmer Nelson	20	37	57
Dick Nelson	6	50	56
Jean Andrews	6	47	53
Enes Pecenkovic	18	33	51
Tom Gaylor		42	42
Steve Hesla		40	40
Ben Nead		14	14
Roland Lovejoy		13	13
Kent Prescott		6	6
Chuck Stewart			0
Dan Sobala			0
Frank Roberge			0
Joe Ritchey			0
Mike Bower			0
Mike Keller			0
Mike Roseberry			0
Nicholas Harris (jr)			0
Peter Brocks			0
Ralph Hotz			0



Light-weight non-burning dethermalizer timer is not only ideal for light small models, but desirable for all types. Band pulls pin slowly through the pellet.

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

WING-DING TIP ON WING TIPS

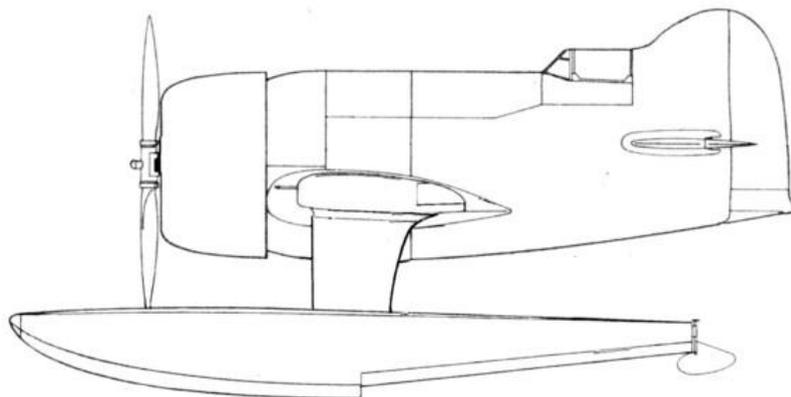
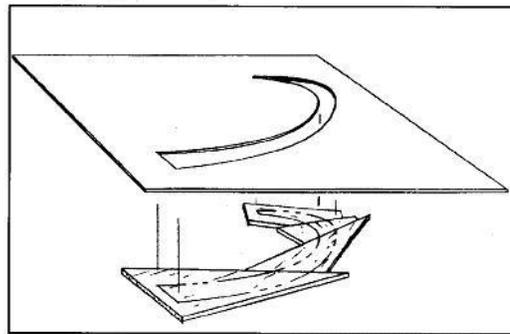
*A very worthwhile article published in the March 2006 issue of NFFS Digest, Walt Rozelle, Editor
Jim O'Reilly
Contributing Editor at Large
Bel Aire KS*

[From the November 1985 issue of Digest.-Ed.]

Several years ago I decided to build Ed Lidgard's Eugene II. I wrote him and he suggested that Eugene might be a better flying ship. He offered me the use of his plans and templates. I accepted.

What popped out of the mailbox several weeks later was a package containing more templates than plans. The only wing-tip information in the bunch was a piece of light cardboard with a wing-tip shaped cutout in it. Hmmm . . .

For years I had been carefully · and inaccurately · cutting out funny crescent-shaped pieces and gluing them together to form wing tips. Sometimes · but most times not · they even resembled the original intent of the designer. With Lidgard's templates you just glue up some oversized pieces of triangular shaped sheet stock, without worrying too much about the locations of the glue joints. Slap on the template, carefully trace around the edges of the hole with a sharp blade. . . Presto! Finished tips. *[And the genius of Ed Lidgard (now departed) visits us yet again.- ED]*



**The Granville Brothers
Top Secret
Schneider Trophy Project**



NEXT MEETING

Tuesday April 13th

07:00 PM

Room 09

Granite Reef Senior Center

1700 N. Granite Reef Rd.

NEXT CONTEST

I-10 Challenge

Sunday

April 18th

Webster Field

Eloy

Phoenix
MODEL AIRPLANE CLUB

Steve Riley

605 La Casa De Prasa Dr. S.E.

Rio Rancho, New Mexico 87124