

# PHOENIX MODEL AIRPLANE CLUB

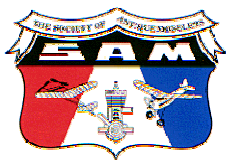
HAVING FUN WITH MODEL AIRPLANES SINCE 1937

VOLUME 12 NUMBER 2

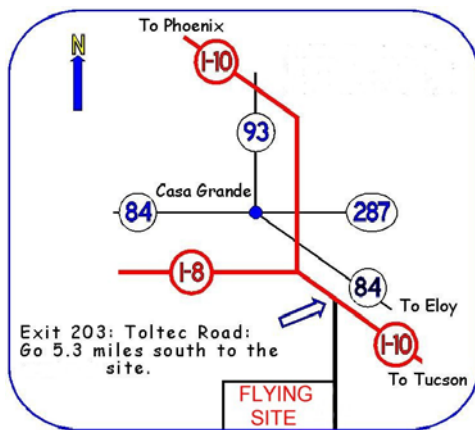
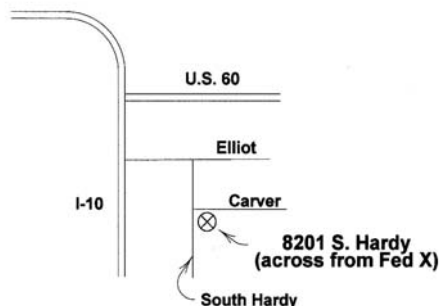
FEBRUARY 2007



**NFFS**



**FLYING  
ACES**



**NEXT MEETING**  
**FEBRUARY 13th**  
**7:00 PM.**  
**8201 S. Hardy**  
**Tempe police Dept.**  
**Auditorium**

**NEXT CONTEST**  
**SATURDAY**  
**FEBRUARY 24<sup>TH</sup>**  
**ELOY, ARIZONA**

**DUES ARE DUE**  
Your \$15.00 will help  
keep us going.

## CLUB OFFICERS

*President:*  
*Vice President:*  
*Secretary:*  
*Treasurer:*  
*Newsletter Editor:*

Al Lidberg (480) 460-1366  
Peter Brocks  
Bill Sewel  
Elmer Nelson  
Steve Riley (505) 615 8112  
[steveriley@cableone.net](mailto:steveriley@cableone.net)



## A NEW WINDER IN TOWN

This is from D. Knight in England. Imported by John Clapp of F.A.I. Model Supply. Two winders in one. It's a 10:1 for scale models and other smaller models. Move the crank handle to the other hole and it's a 4:1 for F1B and other large models. A small screw secures the handle in whichever side you chose. Look close at the pictures and you will see two small holes to mount a counter. The business end of this thing is made to accommodate just about any front end or winding hook on the front shaft, which turns in an oilite bushing. I've only had mine a few days, but really like it.

### Warning.

Do not disassemble this winder,  
it contains 5 bearings with 42 separate  
3 and 1.6 mm diameter steel balls.

This warning comes packed with the winder. If you are like the rest of us, you just can't resist the urge to take stuff apart. In this case, resist the urge. Go mess with an old timer or engine instead.

**FAI Model Supply**

**Box 366**

**Sayre, PA 18840-0366**

or

**WWW.FAIMODELSUPPLY.COM**



Ben Nead explains some features of his latest Rapier powered model to Bob Christ. Check out Ben's web site <http://jetex.org/>



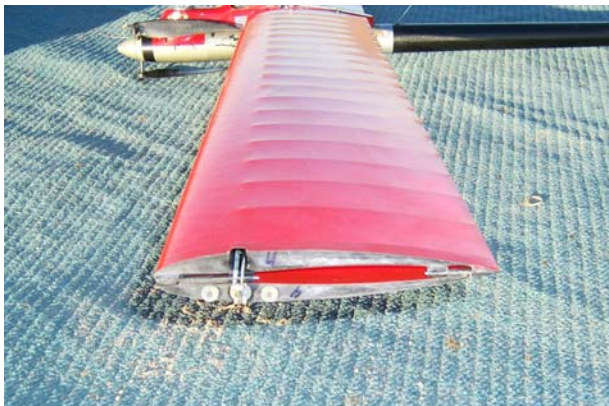
Doug Petty came all the way from Louisiana with this flight box. Pictures don't do justice to his workmanship.



Phoenix Model Airplane Club's Vice President, Peter Brocks Wins F1G.  
Bridget Brocks making sure he does every thing correctly.  
This year it really was the "Winter Cup"  
John Nystedt photo



Randy Archer with his new "folder"  
When I took these pictures, it was 18 degrees ! Not normal Eloy  
weather.  
If you want to be a world champ, you have to be dedicated !



## Southwest Regionals at Eloy, Arizona on 13-14 JAN.

### Report from the AMA, etc FF side

Yes, it was cold and kind of windy. We were told that Sunday morning was the coldest in PHX in 19 years! Saturday results show that not many events had a full turnout, but Sunday developed into nice day with mild winds. The final entrant count was 45, just 1 or 2 down from last year.

Greg Tutmark was the assistant CD, and he does most of the work at the field, recording the scores, and interpreting rules. He's been coming from the Seattle area to the SWR for about 7 yrs now because he likes talking to and being with the folks who fly with us.

Some observations:

-The Jetex/Rapier event was soundly won by Frank Pollard with a Rapier powered HLG-sized built up model. He scored a couple of 2 minute maxes and another good flight. Ben Nead was pleased with his flights using a Sweepete-style HLG-looking model, but I believe he's realizing that air [inside a built-up wing] is lighter than the lightest solid balsa.

-Ken Bauer took HLG with a conventionally thrown model among a group of discuss launched gliders. His glider was equipped with a servo controlling the elevator - a bit of zero/down for the launch and some up for the glide. His model also has a forward CG with helps with stability. Lee Hines was timing and was all excited as Ken scored his 8th max flight. Believe he finally did 10 maxes to win. It's a significant achievement and for sure an SWR record. Lee will be doing a write-up for the NFFS Digest. Many of the other entrants in HLG were discuss launched, which looks like the coming thing in this event. These gliders tend to be pretty big – about 30" span. I've been told that the discuss launch method is a low-stress idea, so those of us who have been told by Drs that we shouldn't throw may still have a chance. Discuss models are of 2 types – locked up and servo assisted. There have been articles in the NFFS Digest about these gliders and there's at least one kit available. It's a locked up, English design and kitted in Australia!

-We've been scheduling the NFFS towline event called "Classic Glider" plus an A1 towline event. The reason for the informal A1 event is because some folks felt that the organizers of Classic made the event too broad, allowing very large models, actually bigger than old A2s. There were 4 entries in each event and I believe just one A1 flew in Classic. Both of these events, along with many NFFS National Cup events that haven't brought many entries were set up with Certificate awards and minimal [\$2] entry fees. The purpose of adding all those extra events was so that we could qualify, flying "all" National Cup events, for "exempt" status, meaning that Cup contenders could count 2 Eloy contests, instead of just one in their Cup quests.

-Twin pusher saw Jean Andrews, me and Phil Klintworth. Jean's mid-30s Duflon flew for 45 sec; mine [a Delamater from 1940 Air Trails / Bob Holman/Jim O'Reilly kit] for 111 sec and Phil's [unknown type] for 4min 5 sec! The event was set up to be a mass launch, but that idea fell apart when I forgot my winder at home. Jean lent me one that he wasn't using and my model got away about 10 minutes late. About an hour later, Phil asked, "Are we having Twin Pusher today?", so we let him fly, too. While it's probable that he caught some lift, his model clearly climbed best of all. Willard Smitz of Arizona, the grand old man of F1A, who often beats the circle-tow modern planes with his old straight tow gliders was especially interested in our twin pushers. He has one that he built in 1937 and last flew it in the 60s. He can't remember what he used for power, so he was counting rubber strands on the planes. And, there's nothing new under the sun as they say. When I asked him what he thought of my 'step on the string to pull prop stop pins on the twin pusher, he says, "That's the way we did it!"

-The Sal Taibi Powerhouse event had 3 flying: Jean Andrews with a 1/2A sized one that climbs really well; Ted Firster with a full sized one with O&R .60; and Tom Carman with a Super Cyce powered full size. Tom's ROG'd quite impressively and really worked well but missed beating Jean's time by just a few seconds. Ted's needs more power and was 3rd. There was no entry fee for this event. Jean got to take the special award home and has promised to get an updated engraved plate made for it. The other flyers received certificates.

( continued )

( Regionals report continued )

-Tom Carman flew a 1200 sq in Spacer with a white cased McCoy .60 on glow in CD nostalgia. It's really a brute. Spacers need left thrust to avoid going into the ground to the right under power and I looked - it has quite a bit. I still believe it takes a special kind of person to handle a hot .60 powered FF! Those models are: big, noisy, hard pulling, and more exciting than smaller ones! The West coast is the home of the Super D event - 60s and 1000 sq in or more. Tom had flown the plane before with a Rossi .60, but thought the McCoy worked well for Nostalgia.

-The Tomboy event saw Larry Kruse and Gene Smith with their planes stuck in an Oklahoma snowstorm that became an ice storm! There were a couple of others locally but one didn't show because of the weather and I haven't caught up with the second one. Anyhow, I won. The Indian Mills on my latest Tomboy is particularly strong. It's turning a 9X4 and took the model extremely high on a couple of flights while only burning the first inch of fuel [about 1 cc] from the 3 cc syringe! I asked Ed Carlson the following Monday if a Mills p.75/.045 cu in would turn a 10" prop [in hopes of lowering rpms and power] - he says he had tried ever larger props on one and finally stopped at a 15"! I guess a restricted intake will need to be tried to hold down the power. BTW: Ed reports that he has fresh stock on a number of CS Chinese engines, among them ED Hunter 3.5s

The AMA, etc officials table was down-sun from Ted Firster's motor home. About 11, the sun began to shine on the desk and Greg. He noted that whenever someone stood behind him, he got cold, so would get up and move around a bit. I had a hard time getting the Tomboy's diesel to start the first time due to the cold, but an hour of sun time helped. A number of times on both Saturday and Sunday, my hands would begin to ache from the cold, so I'd go sit in the truck to warm them. Fuel covered hands don't work too well. By the way, for 2007, we had redone the scorekeeping method at AMA, etc. In place of the workable, but unpopular notebook, we set up an angled tabletop in front of Greg, the scorekeeper. From his chair, he could reach to record times on any of the 21 events each day. Flyers could also see the score sheets easily. There was some ooohing and aaahhhing about the scoreboard from some visiting contest directors, so maybe we've done "a good thing"! For 2008, we will have a second angled table that will display Saturday's results on Sunday. Another point that received favorable comments was our habit of posting a single page of rules for engine runs and fly-off times. This is a necessary thing now that some events have gone off to increasing maxes on the first 3 flights and other events keep the same max beyond achieving 3.

There were plenty of thermals and strings of maxes noted on the results board. We set up the launch area with both a north of the cars flight line - for wind from the south, and a south of the cars line. Our field at Eloy sometimes exhibits wind shifts throughout a day of 270 degrees. Most of the day Saturday we used the south line, and most of Sunday we used the north line. Yes, there was some griping, but most flyers took the shifts in a calm manner, recognizing that a change like this is done for safety reasons. On Sunday, the wind shift was blowing models east by southeast, toward Toltec Road

We worried about rain going into the contest, but it didn't happen. The field had received some rain over the past month though so the dust wasn't as bad as 2006. This is the 12th year of drought with no indication on when that will turn around.

This was the 57th Annual Southwest Regionals. We've been doing this thing for a long time - and we intend to continue! Your Southwest Regional Modelers Association takes pride in presenting the SWR! SWRMA Board: Pres: Al Lidberg; VP: Elmer Nelson; Sec/Treas: John Nystedt plus members-at-large: Steve Riley, Bob Angus, Peter Brocks, Herman Andreasen, and Randy Archer.

*Al Lidberg*

## Meeting Minutes

Phoenix Model Airplane Club

Jan. 9, 2007

7:00 pm

Location ; Tempe Police substation

11 members present

Treasurer Elmer Nelson collected 07 dues. (\$15.00/year)

President Al Lidberg called meeting to order.

Al circulated a 1952 photo of an early club meeting, held in a hobby shop.

Al stated this is the 3rd or 4th time he has been president.

### **Agenda items for discussion and future action;**

1. Contest schedule OK as developed by Elmer Nelson and circulated in last newsletter.

2. What to do, if anything, with money in contest account.

3. Flying site - State land – leased by cowboy who we have an agreement to use with - we once bought him fence posts – we should evaluate possible new flying locations.

4. President Al suggested that we need programs at our meetings, based on the idea that every modeler does “something” very well and could share that with us. This probably will be a construction process/method that works well for him. The whole idea of the programs for meetings is that there is NOT JUST ONE WAY to do the things we do—each of us has to determine just what works well for us as individuals. Subsequent discussion with Bill Langelious has him volunteering to put together a schedule of “volunteers” to present programs at meetings for the next 6 months. YOU can be part of this project—as a presenter, or perhaps as the coordinator for the following 6 months. Please talk to Bill L. We really need this kind of content for our meetings—to give folks a reason to come to the meetings.

### **Old Business;**

Treasures Report – Contest Account \$2047.74 (1/2 belongs to Tucson)  
Club Account \$ 368.83

New member Paul Andrade was introduced. He is also a member of the Denver club, which has a banquet with awards, flies indoors in March & Feb., outdoors May through Nov.

PMAC/TFFC contest schedule for 2007 will have contests on alternating Saturdays and Sundays. Feb. contest is on Saturday March contest is on Sunday, etc, etc. Dawn patrol every other Sunday in summer

### **New Business**

Regional contest Eloy this weekend

Please stay around to help tear down field on Sunday

### **Show & Tell**

Al passed around and discussed his Tom Boy, which is diesel powered. He also passed around two diesel engines.

Elmer demonstrated and passed around a drum sander, which he is making.

Dick Wood passed out a thread form chart, which can be used to determine drill and tap sizes.

Dick also discussed and passed around his latest project. This is a device that will convert a rubber powered Wakefield into a magnetically steered glider which will be flown in the F1E event.

Bill Sewell/secretary

623-551-8678

bseweanthem@gwest.net

## **From the table-**

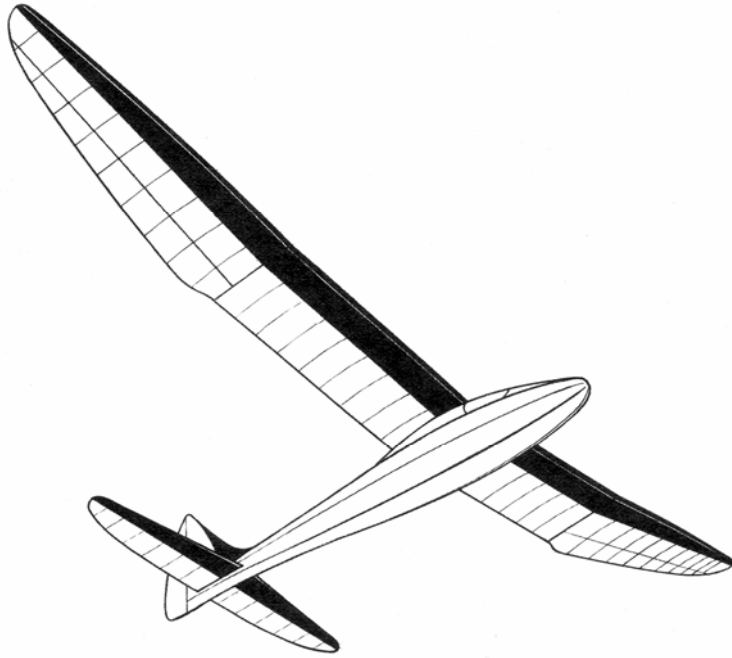
This year I have been finding it difficult to say much about this past SWR. I could comment on the weather – it was cold; or the turnout – it was cold. So having done that, I'm still at a bit of a loss.

Some things did catch my attention this year. One of these was accidents – I saw more people getting into altercations with spinning propellers this year than the last several years combined. This might just be a freak statistic, or it may be the result of other factors. People seemed to be in a hurry more this year – probably on account of the weather – you never knew when it would get worse (it did – all day Saturday). The strange thing I observed was that all of the modelers involved were experienced fliers. I guess this means we never get too good not to be reminded to take our own safety into account.

“Who runs this circus anyway?” – I received many compliments to the effect that I was running a “good contest” – well, thanks, but, IT AIN'T SO. I am only one person in a large team that works all year to make things run at all, and usually run quite well. Al Lidberg is the main man. He is well supported by Elmer Nelson, John Nystedt, Peter Brocks, Steve Riley and Bob Angus. These guys put on the good show; I just get to watch. You'll be pleased to know that we have already started planning how to make SWR'08 better. One of the things we are considering is making the contest three days long. There has been good response to our questionnaire about this. But, it won't come easy. SWR is run 100% by volunteers – how many of us got up Monday morning this year after the contest ready for another day of it? Every decision is made through a series of compromises. I can't make any promises now, but I can guarantee next year will be different – probably better.

Last item - I want to bid farewell to David Ramsey. David was one of the nicest gentlemen I have ever had the pleasure to know. He always found time to visit, share a good story or a hearty laugh. He always found space in his column in 'Flying Models' magazine to mention our contest, and he was always most kind to us. He was a true “life modeler”. I consider myself fortunate to have been one of his friends. He will be missed.

'Til next year,  
*Greg Tutmark*



**NEXT MEETING  
FEBRUARY 13th**

**NEXT CONTEST  
*SATURDAY*  
FEBRUARY 24<sup>th</sup>  
ELOY**

# **PHOENIX**

## **MODEL AIRPLANE CLUB**

**Steve Riley**

**605 La Casa De Prasa Dr. S.E.**

**Rio Rancho, New Mexico 87124**