

PHOENIX MODEL AIRPLANE CLUB

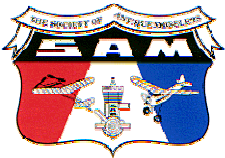
HAVING FUN WITH MODEL AIRPLANES SINCE 1937

VOLUME 12 NUMBER 5

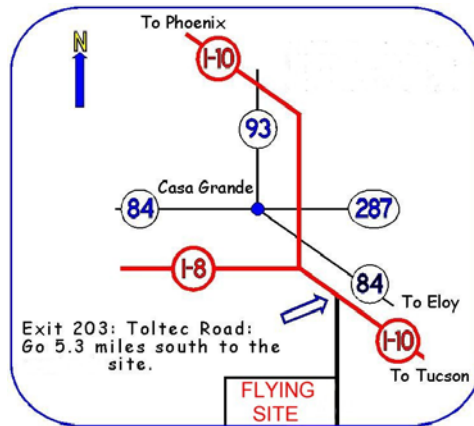
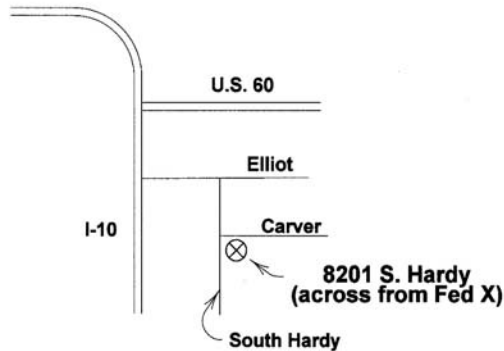
MAY 2007



NFFS



**FLYING
ACES**



NEXT MEETING
MAY 8th
7:00 PM.
8201 S. Hardy
Tempe police Dept.
Auditorium

PROGRAM
Thermals
Peter Brocks

NEXT CONTEST
SUNDAY
MAY 20th
ELOY, ARIZONA

NEW WEB SITE

Thanks to Alan Petersen, we again have
a web site

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

CLUB OFFICERS

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Secretary:

Treasurer:
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From the President's Bench

Re: the April 21 Contest:

It looked like we had a pretty good turnout for that one. I haven't figured out the Contest Committee's scoring method yet, but those who need to know have it well in hand.

George Tallent of Picacho, who lost his wife of 65 years a few weeks ago, joined us at Eloy. You may not know George, but he is the world's expert on restoring O&R spark ignition model engines, being the only person capable of replacing the crankcase/cylinder gasket. Engines that leave his shop are often better than restored, by the way. I talked with some SAM modelers from Australia at a SAM Champs. One told me that, "In Australia, having an Ohlsson & Rice .60 from George is considered an unfair advantage"! One of the very active SAM RC old timer competitors, Fred Mulholland, came up from Florida to spend some time with George. We should all have such friends in time of need.

I spent the morning with my Elfin diesel powered big Strato Streak. It's the kind of model that leads you down the path, just promising that sooner or later we'll get things figured out. It continued in that mode, making a short full power climb that was just beautiful, but on the very next flight, dorked in – to the right. A Viking funeral may be in its future!

Saturday afternoon was spent helping #3 son Chris with his new "Slow Worm" Campbell kit 1/2A model. He had to re-learn how to get an engine going on pressure, but soon had it figured out and made 6-8 pretty good flights. He says it's the best flying 1/2A FF he's ever had. This leads me to the subject of getting new members in the club.

Chris is now about 34 and has a job that he can grow with. He has a significant other, Katy, and she has figured out how to throw an HLG! A few years ago, he expressed an interest in A1 glider and Greg up in Seattle sent him a kit for a Top Kick. The model went together pretty well and Chris has had a measure of success with it here at SWR and at the last SAM Champs Muncie flying in the Nostalgia contest's towline event. He also wanted to do a 1/2A and we found a Ram Rod kit. That Ram Rod turned out to be quite a dog, being quite fragile. At Muncie, he found the Slow Worm kit, a new TD .049, and a Campbell kit for a T-bird nostalgia model. The T-bird, with a 'legal' Medallion .049, should be ready for SAM Champs Las Vegas later this year.

This experience seems to reinforce an idea I've heard – that clubs are more likely to pick up returning modelers than they are to get new people. We need to explore ways to find those folks! Somewhere within those 30,000 new people arriving in the valley every month, there just have to be some free flighters. I'm going to explore the idea of posting a notice in the east valley newspaper about our meetings – this should work because we're meeting in a Tempe police station! Other suggestions for spreading the word will be welcomed.

Al Lidberg

Contest Report

I-10 Challenge

April 21, 2007

When we left Scottsdale at 6:30 the sky was still full of dark clouds and the streets were wet because it had rained hard about 2 hours before. As we got out of the Phoenix area the clouds disappeared and the sky was blue. The field in Eloy was completely dry and with a 5 to 11 mph SW wind the flight line was set up parallel and close to the southern end of the west ditch.

Jim Farmer was the first to put up flights with his pretty A-2 built in the 70's (Classic Glider). Elmer Nelson had a lucky flight with his B Nostalgia ship reversing direction when going up but then pulling out just in time. Dick Nelson had some good flights with his Nos ships but was handicapped without his bike which broke in Lost Hills. Jean Andrews had nice flights in his specialty Nos Rubber. Dick Wood did not max-out in F1B but beat Peter Brocks who crashed and broke a tailboom because he had put the wrong stab on his Buntbone F1A glider. Ben Nead Sr. put up some sizzling flights with his Rocket glider. The Catapult/HLGlider Combo had 7 contestants and was won by Peter Brocks with a discus launch glider which flew 99, 120 and 77 seconds. It was great to see Frank Roberge flying using a catapult. 10 people signed up for the contest but only 8 flew. Even though later on the wind diminished to 4 to 7 mph with long lulls with hardly any wind there were twice as many just socializing or test flying like Bill Langelius and Al Lidberg and his son.

If it would have been a bit calmer it would have been a perfect contest day. But that it was for the PMAC flyers who again handily won the I-10 Challenge with 184 points versus the 114 points accumulated by the Tucson Free Flight Club.

Peter Brocks

2007

PHOENIX MODEL AIRPLANE CLUB / TUCSON FREE FLIGHT CLUB

CONTEST SCHEDULE

With the new contest format you can bring just about any model and find competition either by event such as ½ A gas, P-30, etc. or by a category such as Nostalgia/OT gas, Two Minute Rubber Combo, etc. Or just come out and test your latest model.

Here is the contest schedule;

<u>DAY</u>	<u>DATE</u>	<u>CONTEST</u>	<u>CONTEST DIRECTOR</u>
Sunday	May 20 th	Hot Stuff	Frank Roberge
Saturday	September 15 th	Fall Kick Off	Bob Loeffler
Sunday	October 21 st	Ghost Riders	Dick Nelson
Saturday	November 17 th	urkey Shoot	Jean Andrews
Saturday & Sunday	December 8 th & December 9 th	Arizona Free Flight Champs	Randy Burros & John Nystedt

So what do we do in the middle of summer when it's just too darn hot for a contest ?

DAWN PATROL !

We start around sun up and fly until it's too hot. Usually around 9:00 A.M.

A great time to do test flying or just fly for the pure fun of it. Then we usually adjourn to a local eatery for coffee, breakfast, and a bull session. And you get home in plenty of time for church, a NASCAR race, or just flop in the pool.

Here are some dates;

Month	Saturday	Sunday
June	2	17, 30
July	14	29
August	11	26



Dennis Donnelly's grandson threw this HLG for what seemed like hours - having a grand time!
2006 Southwest Regionals, Eloy

From the President's Bench



I have a couple of feline helpers now – sometimes they do make it difficult to get any building done!
Al Lidberg



Martin Bradshaw from Placitas New Mexico with his Jabbercock

PMAC-TFFC Contest Ladder

	2/24/2007	3/18/2007	4/21/2007	Total
AMA/CL Gas				
Dick Nelson	22		5	27
Tom Miller		19		19

Nos/OT Gas				
Dick Nelson	42	41	40	123
Dan Sobala	22			22
Elmer Nelson			12	12

3 Minute Rub/Glider Combo				
Jean Andrews	46	37	24	107
Paul Andrade	44	30		74
Elmer Nelson	17	28		45
Roland Lovejoy	15	17		32
Dick Strang		15		15
Kent Prescott		5		5
Jim Seamster	8			8
Jim Farmer			17	17

3 Minute FAI Combo				
Peter Brocks	32		13	45
Elmer Nelson	32			32
Dick Wood			24	24

2 Minute Combo				
Dick Strang	22			22
Ben Nead, SR	12		5	17
Jim Seamster	5			5
Jean Andrews			12	12

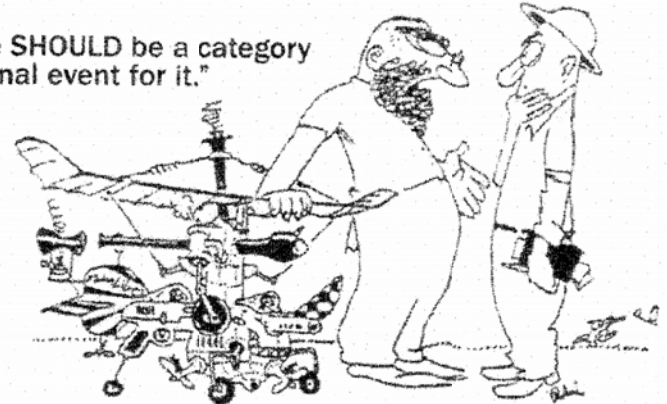
Cat/HL Glider Combo				
Peter Brocks	43		56	99
Elmer Nelson	24		39	63
Ben Nead, SR		14	16	30
Dick Nelson		12	12	24
Frank Roberge			23	23

Junior fliers				
Ben Nead, Jr		14		14
M. Mosier		12		12
Chris Mays	5			5

Contest Ladder Summary

	2/24/2007	3/18/2007	4/21/2007	Total
Dick Nelson	64	95	57	216
Elmer Nelson	73	28	51	152
Peter Brocks	75		69	144
Jean Andrews	46	37	36	119
Paul Andrade	44	30		74
Ben Nead, SR	12	14	21	47
Dick Strang	22	15		37
Roland Lovejoy	15	17		32
Tom Miller		29		29
Dick Wood			24	24
Frank Roberge			23	23
Dan Sobala	22			22
Jim Farmer			17	17
Ben Nead, Jr		14		14
M. Mosier		12		12
Jim Seamster	5			5
Kent Prescott		5		5

"Well, there SHOULD be a category and a national event for it."



Wallock Motor List for Rubber Models

Published in the May 2003 Issue of "Flightplug" the newsletter of the Southern California Ignition Flyers, Mike Myers, Editor

Gene Wallock has done a lot of systematic thinking about OT rubber models (well Gene has to think about something in his spare time!). He's built and flown a lot of different rubber models and realized that many of them shared essentially the same size motor—in terms of number of strands, length of motor etc. So he developed a chart that a lot of us have used. The chart tells you that a motor could be made up for say a Korda Wake (Gene's "A" motor) will also fly a Smith Stick and a Yankee IV. If you've not built a particular OT rubber model before, the chart will give you a good idea of what size motor a master rubber modeler thinks will be required when the ship is fully trimmed. Gene's chart has been around for a long time and Gene has had input from many good rubber modelers. Cut this chart out and put it in the lid of your rubber model box.

Rubber Motors for Your Favorite OT Model

by Gene Wallock

I thought you folks might be able to use this chart I made up. I build and flew all the models with these motors. All Tan II. I wind to torque or what feels good.

<u>Model</u>	<u>Strands</u>	<u>Width</u>	<u>Length</u>	<u>Same As</u>
1033 Lanzo	8	1/8	22	H/M
1935 Light Wake	24	1/8	36	D
1936 Copeland	20	1/8	36	
1939 Korda Wake	24	1/8	34	A
Akron Favorite	24	1/8	43	
Albatros (Whitman)	12	1/8	26	K
Altimeter	16	1/8	28	B
Arrowhead	12	1/8	30	
B/G Special	16	1/8	28	B
Bluebird	16	1/8	22	
Boxcar	16	1/8	28	B
Buddenbohm Tailless	12-16	1/8	33	
Burnham Twin	6	1/8	37	
Cloud Tramp	4	1/8	18	
Crusader	16	1/8	28	
Double Feature	16	1/8	36	E
Duplex	24	1/8	36	D
F.A. Commercial	12	1/8	20	
F.A. Moth	8	3/32	18	J
Falcon/Whitman	12	1/8	26	K
Flyabout	8	3/32	18	J
Gollywock	16	1/8	28	B
Gull/Cleveland	24	1/8	32	G
Homesick Angel	20	1/8	30	
Jabberwock	16	1/8	24	
Kolb Stick	24	1/8	41	
Korda/Burd	24	1/8	34	A
Korda C Stick	16	1/8	36	E
Korda Victory	12	3/32	22	
Majestyk Too	8	3/32	18	J
Miss World's Fair	24	1/8	31	F
Northern Star	20	1/8	28	

Paratrooper	24	1/8	31	F
Li'l Puss Moth	8	3/32	21	
Puss Moth (Lanzo)	24	1/8	34	A
Red Buzzard	20	3/16	36	
Robber's Heli	10	1/8	29	
Simmers Twin	10	1/8	41	
Skookie	12	3/32	18	
Sky Gull	12	1/8	22	
Smith Stick	24	1/8	34	A
Space Conquerer (Doug)	16	1/8	28	B/L
Sparky	12	1/8	23	
Stratometer	16	1/8	28	B
Stahl Cuadron	8	1/8	16	
Stahl Hurricane	16	1/8	28	B/L
Stahl Skyfarer	8	1/8	2	H/M
Stahl Taylorcraft	8	1/8	22	H/M
Super Snooper	24	1/8	39	
Surprise Wake	24	1/8	36	D
Tailless (Alf Faulkner)	8	1/8	22	H/M
Verdier Wake	20	1/8	34	
Yankee IV	24	1/8	34	A

Alternate Motors

16	1/8	25	L
12	1/8	22	M

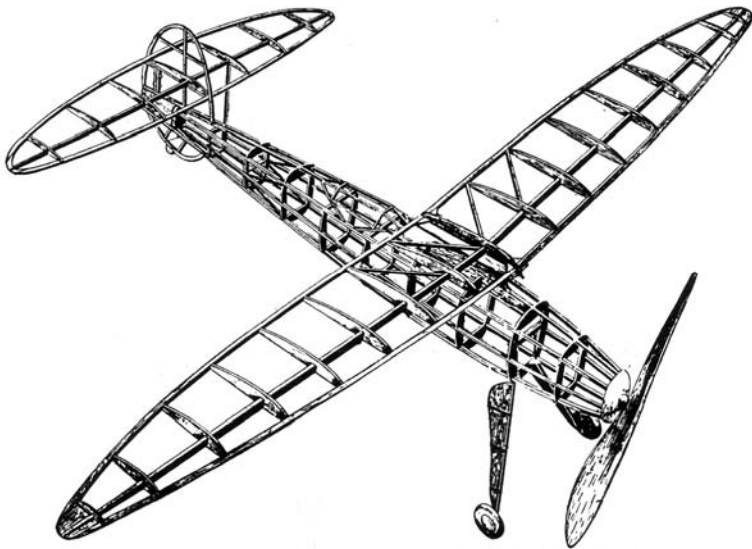
In the "Same As" column, I coded the motors so the same motor may be used on more than one model. The code:

- A — Smith Stick, Big Lanzo Moth, '39 Korda Wakefield, Burd Korda, Yankee IV
- B — Stratometer, Crusader, Stahl Hurricane (commercial), Douglas Space Conqueror, B/G Special, Gollywock, Boxcar, Altimeter
- D — '35 Light Wakefield, Duplex, Surprise Wakefield.
- E — Korda, C Stick, Double Feature
- F — Miss World's Fair (50 in.), Paratrooper
- G — Cleveland Gull
- H — '33 Lanzo, Alfie Faulkner Tailless, Stahl Skyfarer, Stahl Taylorcraft
- J — Plecan Flyabout, Majestyk Too P-30, Flying Aces Moth
- K — Whitman Falcon, Whitman Albatros
- L — Alternate shorter motor for the B category models
- M — Alternate 3/32 motor for the H category models

This saves having a lot of motors in different cans, that are all the same, but marked for different models. It also makes first flights less expensive because you can pick an existing used motor for test flights from another model without using up some brand new Tan II

The alternate motors refer to either a shorter motor for the same model (to blow it up there fast) or a 3/32 strand alternate for a 1/8 strand motor.

In simple terms, I can fly 30 different models with only 9 different motors. The uncoded models' motors are unique to the design. Good buddy John Camp gave me his data for the 1936 Copeland, Red Buzzard and the Sparky. We fly together and these motors are a good match for the model.



**NEXT MEETING
MAY 8TH**

**NEXT CONTEST
SUNDAY
MAY 20th
ELOY**

PHOENIX

MODEL AIRPLANE CLUB

Steve Riley

605 La Casa De Prasa Dr. S.E.

Rio Rancho, New Mexico 87124