

PHOENIX MODEL AIRPLANE CLUB

HAVING FUN WITH MODEL AIRPLANES SINCE 1937

VOLUME 12 NUMBER 11

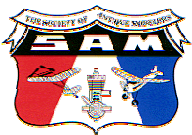
NOVEMBER 2007



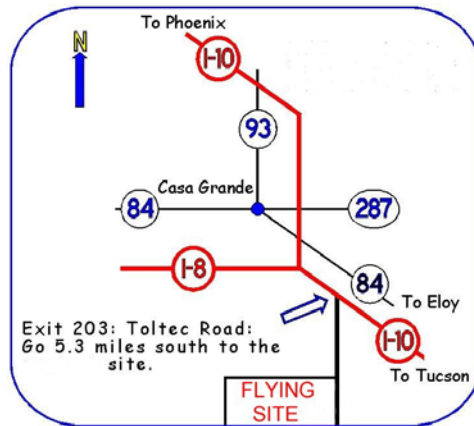
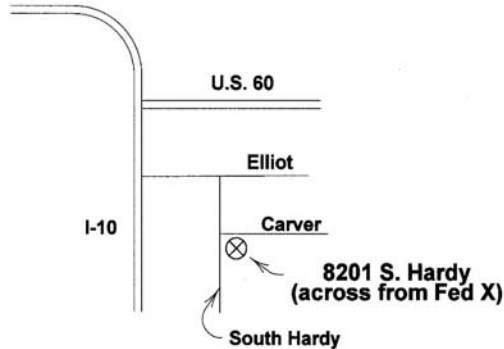
SWR
SOUTHWEST REGIONALS



NFFS



FLYING
ACES



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

Reports from our traveling flyers relating their adventures over the summer.
Also latest news on upcoming events.

NEXT CONTEST
NOVEMBER 17th
ELOY, ARIZONA

NEW WEB SITE

Thanks to Alan Petersen, we again have a web site

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

CLUB OFFICERS

President:

Al Lidberg (480) 839 8154

Vice President:

Peter Brocks (480) 614 6183

Secretary:

Bill Sewel (623)-551-8678

bseweanthem@qwest.net

Treasurer:

Elmer Nelson

Newsletter Editor:

Steve Riley (505) 615 8112

steveriley@cableone.net

Webmaster

Alan Petersen

alan@apetersenpaintings.com

From the President's Workbench

We really had a great time at the SAM Champs in Las Vegas. From now on, the Champs will alternate between Las Vegas and Muncie, with Muncie being in September and Las Vegas in October.

There were a lot of models in the truck and not all got flown, but we [son Chris and I] tried. This will be a rambling report, kind of oriented by days.

~On Monday, the chase bike died so I was chasing on foot. Lost the Tomboy on a 7 minute flight, but it was returned the next day. Bob Christ had made a neat special intake system for the Indian K Mills that lets the motor run twice as long as the stock setup. Part of the increased efficiency is shown by the fact that clean up is a lot easier now as there's very little fuel/oil splattered on the plane. As a result, the Tomboy was fairly competitive. Flew it a number of times later on and it seems to be maxed out at about 9 minutes flight time. We had 17 Tomboys flying and I believe I got 4th. As the sponsor [Hey, when you sponsor an odd event like this, you get to write the rules! Next time, there will be a rule that the timer can't chase with the flier – the first place time of 16 minutes was achieved this way.], I was very pleased at the turnout.

~On Tuesday, Jean Andrews worked on the Honda's carburetor, finding interesting crud in the fuel system. No joy yet. Bought some carb and fuel system cleaner and a couple of new spark plugs, and was then able to use the bike, but it would only run on full choke. By Thursday, the bike was running perfectly without the choke so the cleaner did a lot of good. Stuck the base of my thumb into the prop on my scale gas FF model. Probably should have had stitches, but a few band aids held it together for the rest of the week.

~On Wednesday, while holding the wound Gollywock, I had Chris glue the rudder back in place. As that happened, the motor exploded, shredding the front of the body. Then, flew the Alert/Forster .29. Two very nice flights but it broke a prop upon DTing. Changed to a Zinger prop, same 10X4 size – next flight it dorked in very hard to the right sustaining massive damage. Will build another one, but next time it will have an ED Hunter repro diesel, which may allow building this model strong, but down to the minimum weight. Chris was flying his brand new T Bird/Medallion 1/2A nostalgia model. From its first test flight that day, it flew very nicely. First official was a max, as was the 2nd flight. That flight, however took him on a chase of about 2 miles as the wind was getting stronger. When he got back, the wind was so bad that neither the wing nor the stab would stay on their platforms, so another flight was out of the question. He is very pleased with this 3rd gas model of his return to model building and flying.

~ Thursday was twin pusher day and we all had a great time with the mass launch. My Delamater from a Jim O'R/Holman plan/kit still flies nicely and it scored a 2:25 flight which put it in 4th place. The winner was Hank Cole, who began flying models before WW II. He was flying a Burnham twin pusher and I've already located plans for that one at Aerodyne. Also ordered a Simmers TP plan as that's a good one, too.

Flew my 'Muncie' Folly with a Brown Jr in the Brown Jr event at RC old timers. It's called the Muncie Folly because it spent the winter of 2004/05 in Muncie after we lost sight of it at the top of the climb. When it was finally returned to Tempe, there was nothing behind the wing – it was found by a farmer who was driving his combine at the time! Folly is a 1938 design. There's no max in the event, and one gets scored as the best of 3 flights. At Las Vegas, it did very well, achieving a 22 minute time for first place, and I've never had an RC model fly that long before.

~ Friday was Foxacoy and Ohlsson .23 day at RC. The Foxacoy Playboy Sr flew OK, but no joy on the times. It had been extensively rebuilt in August/September because of its death dive with one wing folded from about 300' at Muncie last year. Later, I was starting the O&R .23 when it made a grenade-like noise – as the complete cylinder blew out of the case, sailing up about 20'. The cylinder is held onto the case by 2 small discs that are spotwelded through small circular openings, later covered by spun in place aluminum disks – the lower circular spots on the case.



This one goes back to George Tallent in Picacho so it can be stuck back together. Friday was also banquet day and Bill Northrop of Model Builder magazine was inducted into the SAM Hall of Fame. Finally got to meet him there as I had done no more than talk to him over the phone when he had published a lot of my plans in MB. He told me that he always looked forward to seeing my new works. Bill is now 85 and looks pretty good! You should be aware that Bill sells prints of all the models published in MB.

All-in-all, it was a very interesting week. I count myself extremely lucky to have been there at all having gone through 2 heart surgeries in late September and early October, the last one happening only 7 days before we left for Las Vegas. I'm doing fine now and hope to continue building and flying models for many more years.

AL

P.M.A.C. WINNERS

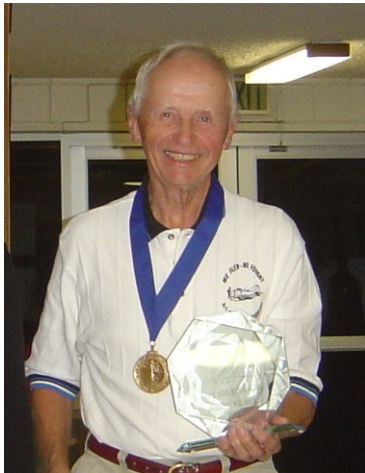
The Arizona gang has had a productive summer of trophy collecting. Led off by Elmer Nelson's big win in F1B over a large field of international competitors at Lost Hills.

Dick Nelson was all smiles in Denver after winning the Dawn Gas event.

Peter Brocks won the first ever Arizona F1E contest.

Dick Woods also had a good summer.

Chris Lidberg is back flying again and had a good result at the SAM champs.



Peter Brocks photo

Elmer did really well at the Sierra Cup. He was the only one who after 7x180sec maxes did the 5 min fly-off max and then the 7 min max.



Alan Petersen photo

Peter Brocks wins the first Arizona F1E contest

Meeting Minutes Phoenix Model Airplane Club September 11, 2007

President, Al Lidberg called the meeting to order at 7:00 pm

14 members present

Al stated that John Nystedt has dropped out and will not be active in future contests, no reason given.

New Business

Elmer Nelson will be the contest director for the December contest.

The Regional's will be three days in length. Events are evenly spread out. Information is on the web site. www.AALMPS.com/8info.htm

The Flying Aces Club (rubber powered scale) has been mentioned as a possible addition to the contest. Steve Riley is interested in being involved.

The contest this coming Saturday, September 15, 2007 will have Bob Loeffler as contest director. There will be six groups.

F1E comes to Arizona. Due to the efforts of Peter Brocks, there will be an F1E contest east of Flagstaff on September 22 and 23. Peter hopes to have the 09 F1E team selection contest near Flagstaff in Sept. 2008.

What's new – Peter said Ralph Cooney has a new electronic timer as a prototype, it is a 4 function timer and weighs .12 oz. Cost will be around \$75.00 and it will use a Lipo battery. The timer is expected to be available before the end of the year

Bill Langelius gave a talk on the Walston retrieval system and demonstrated a unit.

Bill Sewell/secretary

2007 ARIZONA FREE FLIGHT CHAMPS

December 8th and 9th, 2007

Eloy, Arizona

8:00 AM to 4 PM on Saturday and 8:00 AM to 3:00PM on Sunday

THIS IS A NATIONAL CUP CONTEST

This will be a Cat. II contest and you will be required to fly one / time one.

Saturday

AMA Events

1/2A Gas (J)(SO)

'C/D' Gas

CD Classic Gas

P-30 Rubber (J)(SO)

Moffett Rubber

Hand Launch Glider (J)(SO)

NFFS Events

1/4 Nos. Gas

A Nos. Gas

C Nos. Gas

Nos. Wakefield

SAM Events

Old Time Fuselage Rubber comb.

020 Old Time Replica

Old Time RC combined

Sunday

AMA Events

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

'A/B' Gas

AB Classic Gas

Catapult Glider (J)(SO)

Mulvihill Rubber

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

AWARDS: Plaques will be made up for those who want them, with each contestant's name and places on the plaque. They will be available at the Southwest Regionals or can be sent by mail.

FEES: \$10.00 per day of flying any of the above events

DIRECTIONS TO FIELD: from I-10 Exit #203 (Toltec Road) go South on Toltec Road 5.3 miles, flying field is on your right.

Your CD for these events is Randy Burros 480.284.5835

There is also an America's Cup FAI contest on the same field. The FAI CD is Elmer Nelson, 480.460.1366, elmernelson@cox.net



ARIZONA FAI FREE FLIGHT CHAMPIONSHIPS DEC. 8 - 9, 2007 AT ELOY, ARIZONA

AN AMERICA'S CUP CONTEST

Schedule

Saturday, Dec. 8, 2007

F1A, F1B, F1C/F1P combined, F1Q

Seven 1 hr. Rounds, 3 min. Max

1st Round may be extended

1st Round starts at 8:30 AM

Fly-off schedule after Round 7

Entry Fees

\$20.00 first Open event

\$10.00 additional events

\$ 5.00 per event for Seniors (15-18)

Juniors (under 15) fly for free

Please note that timers are not provided. It is the responsibility of the flyer to have a timer for all rounds and for the fly-off timer pool. F1C and F1P are combined for awards but will be reported separately for America's Cup points.

Directions to field: from I-10 Exit #203 (Toltec Road) go South on Toltec Road for 5.3 miles, flying field is on your right, watch for sign.

Accommodations: Camping on the field is possible

Motels Exit #203: Super 8 (520.466.7804), Red Roof Inn (520.466.2522)

Motels Exit #200: Motel 6 (520.836.3323), Days Inn (520.426.9240)

Restaurants & Fuel Services at Exits 203, 200, 194

Contest Director:

Elmer Nelson

16215 S 7th Dr

Phoenix, AZ 85045

elmernelson@cox.net

480.460.1366

Sunday, Dec. 9, 2007

F1G, F1H, F1J

Five 1 hr. Rounds

2 min. Max

1st Round starts at 8:30 AM

Fly-off schedule after Round 5

Individual Awards to 3rd Place
for F1A, B, C/P, G, H and J -
for F1Q only for 1st

There will also be a full slate of AMA, Nostalgia, and OT events flown at the ARIZONA FF CHAMPIONSHIPS (a National Cup Contest) Saturday and Sunday on the same field. See separate flier for events flown. The maximum entry fee to fly in both contests in any event is \$30.00.

Contest Ladder Summary							
	2/24/2007	3/18/2007	4/21/2007	5/20/2007	9/15/2007	10/21/2007	Total
Dick Nelson	64	95	57	126	17	5	364
Elmer Nelson	73	28	51	55			207
Peter Brocks	75		69	111	58	24	337
Jean Andrews	46	37	36	47	29	22	217
Paul Andrade	44		30				74
Ben Nead, Sr	12	14	21	21			68
Dick Strang	22	15		21	5		63
Roland Lovejoy	15	17			5		37
Tom Miller		29		24			53
Dick Wood			24	41			65
Frank Roberge			23		21		44
Dan Sobala	22						22
Jim Farmer			17				17
Ben Nead, Jr		14					14
M. Mosier		12					12
Jim Seamster	13						13
Kent Prescott		5		26		17	92
Vaun Coker				44	37		81

BALSA WOOD

Regarding the rumor of a shortage, it does have some basis but mostly in regard to light balsa. The companies that we as modelers buy balsa from purchase their raw material from other companies that actually grow/harvest/kiln dry the wood. The top supplier at least to the USA has their own plantations. They also have spent considerable resources in selecting for lighter density trees as well as maintaining growing conditions that foster lighter density. Their primary customer base is definitely not the hobby industry, but the composites industry where they sell the balsa as end grain core material. It is used in many applications and with the growth of advanced composite construction in many industries, the use is also growing. The upshot is this balsa company was acquired by a large European composites conglomerate. One of the first things they did was to notify all the hobby industry customers that they would no longer be supplying to them. So now all the US balsa companies that we as modelers buy from are having to use less desirable suppliers that do not have the fancy plantations and their balsa tends to run much heavier. Bottom line is contest balsa is now difficult to find.

Tim
A2Z Corp
Peck Polymers division
www.Peck-Polymers.com/store

Tim also mentioned in his note that he has some light wood in stock now.
Steve



SUMMERTIME BLISS.

**NEXT MEETING
NOVEMBER 13th**

**NEXT CONTEST
NOVEMBER 17th**

ELOY

PHOENIX

MODEL AIRPLANE CLUB

Steve Riley

605 La Casa De Prasa Dr. S.E.

Rio Rancho, New Mexico 87124