

PHOENIX MODEL AIRPLANE CLUB

HAVING FUN WITH MODEL AIRPLANES SINCE 1937

VOLUME 13 NUMBER 5

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

MAY 2008

Summer Time

We do have one more contest before the summer heat sets in. Saturday May 17th

In Al's column you will find the schedule for our usual Dawn Patrol summer flying sessions.

For those who want to beat the Arizona summer heat I am including a schedule of contests in other western states.

Weather you stay here and attend the Dawn Patrol sessions or travel to cooler locations, please fly safe and have fun. And send pictures.

Steve



Dennis Donnelly's Texan

TEXAN NOSTALGIA MODEL

Both the plans and a short kit are now available from Campbell's Custom Kits

Give Lee a call at 765-389-1749

Please call between 9:00 AM and 8:00 PM Eastern Time)

Or contact him thru his web site;

<http://www.campbellscustomkits.com/>



FLYING ACES

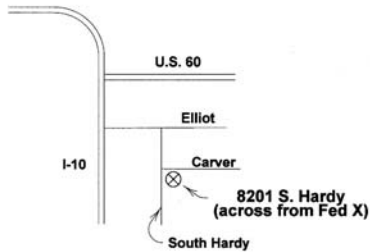
NEXT MEETING

TUESDAY

MAY 13th 7:00 P.M.

8201 S. Hardy

Tempe police Dept. Auditorium



NEXT CONTEST

SATURDAY

MAY 17th

ELOY,

ARIZONA



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

WESTERN STATES CONTEST SCHEDULE

MAY		3rd - 4th	LOST HILLS - BFT Annual	Mike Keller 818-402-4748	bfrocks805@yahoo.com
	*	17th	ARIZONA - FF Contest Hot Stuff	Elmer Nelson 480-460-1366	elmernelson@cox.net
		18th	SAN DIEGO - Orbiteers Record Trials Otay Mesa	Sid Hobbs 949-443-4143	sidhobbs@cox.net
	*	18th	COLORADO - MMM Outdoor Monthly FF Denver	Jerry Murphy 719-685-3766	jb_murphy@msn.com
	♦	23rd -25th	LOST HILLS - Big AI's Shoot-Out	Walt Ghio 209-478-8225	f1bwalt@comcast.net
	*	24th - 26th	LOST HILLS - US FF Champs	Ted Firster 951-776-4971	civiboy31@aol.com
		24th - 26th	LOST HILLS - Hatrak Flying Wing	Rob Cobb 818-896-2211	robkobbdjobs@aol.com
		26th	LOST HILLS - FAC 69	Ron Boots 805-495-5449	sam1321boots@aol.com
JUN		1st	GRASSY KNOLLS - SCIF Fun Fly	Rob Cobb 818-896-2211	robkobbdjobs@aol.com
		1st	GRASSY KNOLLS - FAC 69 Dime & Neo Dime Scale Embryo	Ron Boots 805-495-5449	sam1321boots@aol.com
	*	7th	SACRAMENTO - Western States Champs, Waegell Field	Mike Mckeever 916-967-8475	vamckeever@aol.com
	*	8th	COLORADO - MMM Outdoor Monthly FF Denver	Jerry Murphy 719-685-3766	jb_murphy@msn.com
		14th - 15th	TAFT - Rick & Lynn's Slow Gas Event	Lynn Pulley 661-296-0629	killerbee75@comcast.net
		15th	SAN DIEGO - Orbiteers Record Trials Otay Mesa	Sid Hobbs 949-443-4143	sidhobbs@cox.net
		22nd	PERRIS - SCAMPS Lotto/Twin Pusher	Hal Cover 909-591-3717	hcover3646@hotmail.com
		28th	SACRAMENTO - Team Contest 7 a.m. to noon	Doug Galbreath 530-757-6058	F1CDoug@aol.com
		29th	SAN DIEGO - FAC Squadron 41's Otay Mesa	John Hutchison 619-303-0785	johnhutchison1@cox.net
JUL	♦ *	4th - 6th	COLORADO - MMM FAI Annual, AMA, SAM Denver	Jerry Murphy 719-685-3766	jb_murphy@msn.com
		13th	GRASSY KNOLLS - FAC 69 Thompson Trophy - WWII	Ron Boots 805-495-5449	sam1321boots@aol.com
		13th	SAN DIEGO - Orbiteers Record Trials Otay Mesa	Sid Hobbs 949-443-4143	sidhobbs@cox.net
	*	20th	COLORADO - MMM Outdoor Monthly FF Denver	Jerry Murphy 719-685-3766	jb_murphy@msn.com
AUG		2nd	GRASSY KNOLLS - SCIF Fun Fly, Cloud Tramp	Rob Cobb 818-896-2211	robkobbdjobs@aol.com
		3rd	GRASSY KNOLLS - FAC 69 Jimmy Allen	Ron Boots 805-495-5449	sam1321boots@aol.com
	♦ *	4th - 8th	INDIANA - AMA Nationals, Muncie	AMA Web Site	www.modelaircraft.org
	*	10th	COLORADO - MMM Outdoor Monthly FF Denver	Jerry Murphy 719-685-3766	jb_murphy@msn.com
		17th	SAN DIEGO - Orbiteers Record Trials Otay Mesa	Sid Hobbs 949-443-4143	sidhobbs@cox.net
	*	22nd - 23rd	OREGON - FAI Tangent Classic	Mike Roberts 206-937-2740	alkiview@comcast.net
	*	23rd - 24th	OREGON - NW FF Champs, Willamette MC Parker Field, Tangent	Bruce Grell 541-367-7273	bgrell@pacifier.com
	♦	23rd - 24th	OREGON - Pierre's FAI Challenge Parker Field	Pierre Brun 818-388-2478	pierref1a@yahoo.com
♦ *	30th -1st	COLORADO- MMM Rocky Mt Champs Dynasty Cup - National Cup Exempt	Jerry Murphy 719-685-3766	jb_murphy@msn.com	
SEP		8th - 12th	INDIANA - SAM Champs, Muncie	Jim Coffin 703-965-3937	SAML63@aol.com
		13th - 14th	OREGON - Silents Please & OT Champs Tangent	George Gilbert 541-905-5534	rig-gsg@comcast.net
	*	14th	ARIZONA - FF Contest Fall Kick Off	Bob Loeffler 480-345-1154	nordic@Aztecfreenet.org
		14th	GRASSY KNOLLS - FAC 69 Golden Age Civil	Ron Boots 805-495-5449	sam1321boots@aol.com
	*	14th	SACRAMENTO - SGMA Combo, Waegell Field	Bill Davis 916-421-8901	hdavis@prodigy.net
	*	21st	COLORADO - MMM Outdoor Monthly FF Denver	Jerry Murphy 719-685-3766	jb_murphy@msn.com
		21st	SAN DIEGO - Orbiteers Record Trials, Otay Mesa	Sid Hobbs 949-443-4143	sidhobbs@cox.net
	*	27th - 28th	LOST HILLS - Dual Clubs FF Bonanza San Diego Orbiteers and Fresno GMC National Cup	Don Bartick 760-789-3773 William Booth Sr. 559-227-7217	dbartick@4-warddesign.com wpbsam@comcast.net

FROM THE PRESIDENT'S WORKBENCH

Dawn Patrol:

It's time to talk about our summer schedule at Eloy - The Dawn Patrol! There are 8 dates listed, about every 2 weeks, with half on Saturdays and half on Sundays. The idea is that most of us would like company at the field and such a schedule should ensure that you can see other folks there. Sure, there is a safety aspect to this program as we should not fly models alone - vehicles break down, props slice fingers - you all know this, so let's do things safely!
Join us from 5:30AM until about 10AM for test flying!

Dawn Patrol at Eloy		
Join us from 5:30AM until about 10AM for test flying!		
	Saturday	Sunday
May		25
June	14	29
July	19	27
August	16	31
September	6	

New [old] Model:

I've been working on another old timer - the Rocketeer A from about 1940. It's a good looking cabin model on the large side for a .19 or .23 at 345 sq inches and mine is being set up for a Russian copy of the Elfin 2.49cc/.15 cu in English diesel. These diesels are fairly strong plus they don't require the extra 3-5 ounces of a spark ignition system. If the Elfin is not up to the task, I also have a CS/Chinese replica of an ED Hunter 3.5cc/.21 cu in diesel, but this one is way overweight at 9 ounces, tho it does run as well as a.29 sparky.

Here's a picture of the CAD plan I've been working up. Bob Holman has already cut the first 2 sets of laser parts for me and the prototype model is being built with them - Greg Tutmark up in Seattle gets the 2nd set.

The body is based on a 'crutch' made from 3/16" X 3/8" balsa - see the straight lines on the side view above the thrust line. It's called a 'crutch' because, viewed from the top, it looks a lot like a medical crutch! To keep the tail end from breaking off on a DT landing, I've put carbon fiber strips on the lower edge of the crutch and on the upper surface of that curved lower stringer. Looking at the side view, it looks like the whole lower stringer should have carbon strips fitted because it will be the part that hits the ground first! Going back to the covering and doping subject of a few meetings ago, this body probably needs to be covered with silk due to the curvy contours. If it was done in tissue, there'd be a need for lots of pieces.

This is the 3rd Rocketeer A that I've done - the first was a 29" span version done for .020 Replica in the 70s and it was the first plan/article I sold - to Bill Winter at Model Aviation. My model was a little overweight [pretty normal for my models], but with a lot of nitro, it was quite successful in contests. Steve remembers that design as he built one. The next Rocketeer A was at 19" for a CO2 as part of my mini-series models.

Classic Towline Glider:

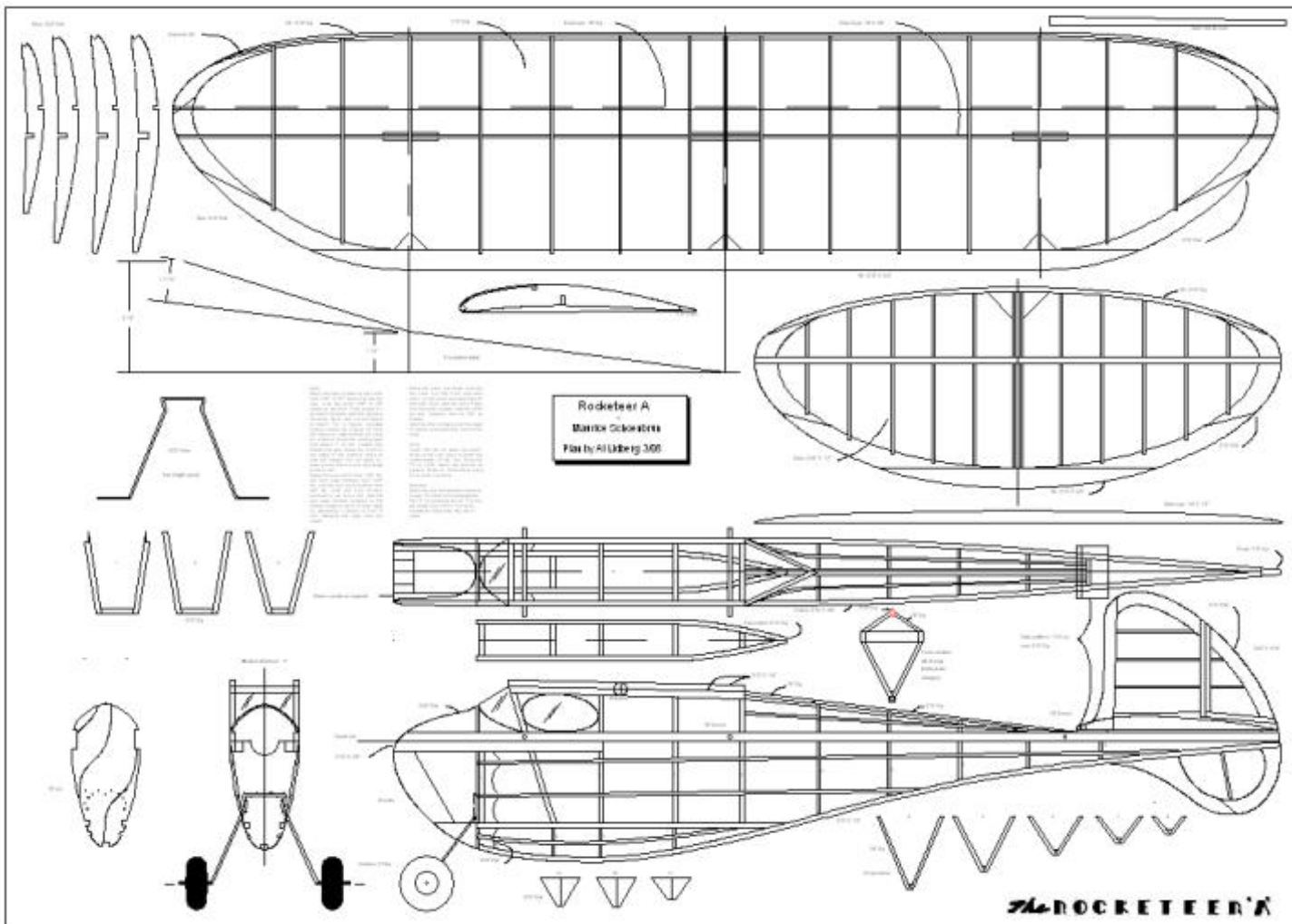
In 2006 at the SAM Champs at Muncie, IN, Nostalgia towline was held as an event. My son Chris from Tucson flew his TopKick A1. We have since learned that NONE of the US A1 gliders are legal nostalgia models as they were all designed after the Nos time frames. I've recently acquired a plan for one of the few Nos legal A1 designs, the Aiglet, from England. The plan I got is a copy sent from Ontario, Canada after it was obtained from England. I know that Nostalgia towline is not now, and is not expected to be, a popular event, but this Aiglet is such a nice looking model that I just have to build one! It can be flown in the SW Regionals A1 and Classic Glider events, regardless of its design time.

What are you building?

Do you have a technical question that someone could address?

Are you looking for special materials or tools?

Tell us about it - Steve would love to hear from you!



2008 Contest Ladder Summary

	2/24/2008	3/15/2008	4/20/2008	Total
Dick Nelson	141	97	72	310
Mike Keller	64	64	70	198
Elmer Nelson	86	66	42	194
Peter Brocks	97	0	53	150
Shig Saimo		60		60
Jean Andrews	17	0	43	60
Randy Burros	31		26	57
Bill Langelius	19		37	56
Roland Lovejoy	18	25		43
Ben Nead, SR	24		18	42
Dick Strang			37	37
Tom Gaylor		24	12	36
Joey Farmer	35			35
Christian Gaylor		12	22	34
Dan Sobala	32			32
Jim Farmer	24			24
Briana Keller		19		19
Kent Prescott	14			14
Tom Miller	12			12
Ed Augst			12	12

PHOENIX WINS I-10 CHALLENGE

I-10 Challenge CD Report

4/20/08

Saturday afternoon I was at Picacho Peak, 15 miles from our field. It was completely overcast and the wind was blowing. When the contest started at 8AM on Sunday the sky was cloudless blue with the wind coming from SW at 5mph. It looked liked it would get windier. It did until 10AM when it got warmer and big thermals came. At times it was totally calm, then some variable winds blew in different directions followed by strong 'fills' with wind speeds of 10mph. There were some nice thermal flights with long chases. My discus launch glider had a dt malfunction with the stab only coming up a bit which made it loop higher and higher and was lost.

I signed up 16 people. 9 were from the Tucson area and 7 from Phoenix. But then only 5 Tucson flyers actually flew 7 events. Dick Nelson maxed out in C Nos and OT C Pylon and Dick Strang in F1G. All 7 guys from Phoenix flew and flew a total of 12 events. Mike Keller was the busiest flying 4 events (P-30, P-20, CLG and HLG). Overall it was a nice contest, not too hot and not as windy as forecasted. Even though Tucson had more flyers entered the smaller group of Phoenix fellows won the I-10 Challenge again. Phoenix garnered 262 points while Tucson collected a total of 182 points.

Peter Brocks

I-10 Challenge

4-20-08

AMA/Classic Gas

Points

(All engine classes)

Contestant Name	Event	Flt 1	Flt 2	Flt3	FO 1	Total Time	Time	Maxes	Flights	Total
Randy Burros	1/2A CL	180	180	136		496	6	10	10	26
Bill Langelius	1/2A AMA	180	180			360	4	10	6	20
Bill Langelius	1/2A CL	180	99	53		332	2	5	10	17

Nostalgia Gas/OT Gas Combo

Points

(All engine classes)

Contestant Name	Event	Flt 1	Flt 2	Flt3	FO 1	Total Time	Time	Maxes	Flights	Total
Dick Nelson	C Nos	180	180	180		540	12	15	10	37
Dick Nelson	OT Pylon	180	180	180		540	10	15	10	35
Jean Andrews	Ign Nos	58	180			238	8	5	6	19
Elmer Nelson	1/2A Nos	122	180	9		311	6	5	10	21

2 Minute Combo

Points

(F1G/H/J, .020 Replica, P-30, P-20, Rocket, Embryo)

Contestant Name	Event	Flt 1	Flt 2	Flt3	FO 1	Total Time	Time	Maxes	Flights	Total
Dick Strang	F1G	120	120	120		360	12	15	10	37
Mike Keller	P-30	112	120	104		336	10	5	10	25
Christian Gaylor	P-30	120	120			240	6	10	6	22
Ben Nead, SR	Rapier 20	108	118	103		329	8	0	10	18
Mike Keller	P-20	39	67	47		153	4	0	10	14
Ed Augst	Rapier 20	37	30	48		115	2	0	10	12

3 MinRubber/Glider Combo

Points

(Mulvihill, Moffett, OT Rubber, Nos Wake/Rubber, Classic Tow)

Contestant Name	Event	Flt 1	Flt 2	Flt3	FO 1	Total Time	Time	Maxes	Flights	Total
Jean Andrews	NOS Wak	120	180	90		390	4	10	10	24
Tom Gaylor	OT Rub	150	130	59		339	2	0	10	12
Total Time for Moffett, Mulvihill is reduced by to .75 to compensate for longer max flights.										

3 Minute FAI Combo

Points

(F1A/B/C/P/Q)

Contestant Name	Event	Flt 1	Flt 2	Flt3	FO 1	Total Time	Time	Maxes	Flights	Total
None										0

Catapult /HL Glider Combo

Points

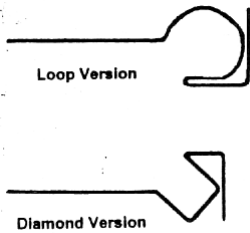
Contestant Name	Event	Flt 1	Flt 2	Flt3	Flt 4	Total Time	Time	Maxes	Flights	Total
Peter Brocks	HLG	120	39	120		279	10	10	10	30
Peter Brocks	Cat Gl	120	82	70		272	8	5	10	23
Elmer Nelson	Cat Gl	120	73	52		245	6	5	10	21
Mike Keller	Cat Gl	40	30	120		190	4	5	10	19
Mike Keller	OHLG	20	25	85		130	2	0	10	12

OLD TIME RUBBER & JIMMIE ALLEN STUFF

When I moved to Albuquerque a couple of years ago two neat things happened. One, I now had time to do a bit of building / flying. Number two was running into the local FAC Squadron. I have really learned a lot from these guys about flying small rubber models.

If you go to a FAC contest you will be impressed by the long flights these guys get from small rubber powered models. They use incredibly long motors and don't seem to have the problems you would imagine from these long motors.

The motor climbing all over the prop shaft can be solved by a cross bar at the rear of the prop shaft. The second problem with that long motor is bunching up at one end or the other which shifts the C.G. The simple solution is braiding the motor which shortens the slack length. Here is how I was shown how to do it. With a 3 loop motor, hook each loop on a different finger of your left hand. Stretch the motor out to about double it's slack length. Take one of the loops and wind it backwards about 100 turns and return it to a finger. Do the same with the other two loops. Now put all three on a Crocket hook and wind in about 100 turns in the normal direction. Unwind it and note that the motor is now much shorter than it was.



Steve

01' Reliable

Design by: Malcolm Abzug

Text by: Bill Northrop

Just in case some younger modelers may be thinking that the Pacific Ace was the only small rubber cabin ship to fly before WWII, here's something to break the monotony. It's called "01' Reliable;" and it was designed by Malcolm Abzug.

Full-size plans appeared in the Janu-ary 1938 issue of *Flying Aces* for this clean little 24-inch span, twin-ruddered model. This meant either cutting out the two pages on which the three plan sheets were printed, or tracing the out-lines on drafting paper, as handy-dandy copiers were virtually unknown back then. Fortunately, although cut loose, the pages are still intact in our copy of this magazine which is almost 50 years ago!

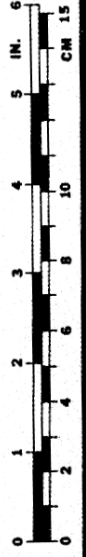
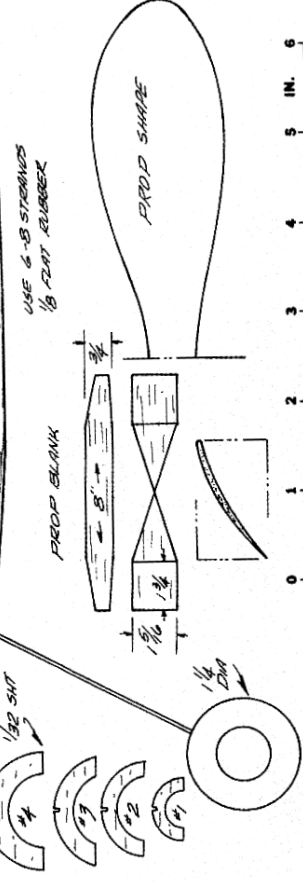
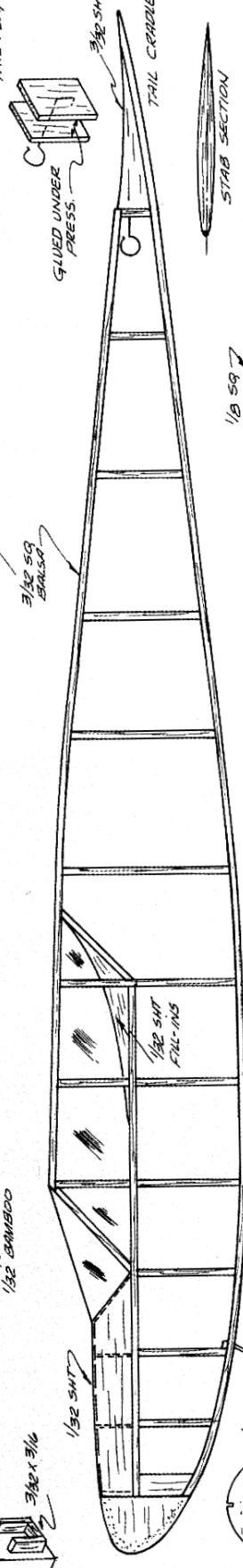
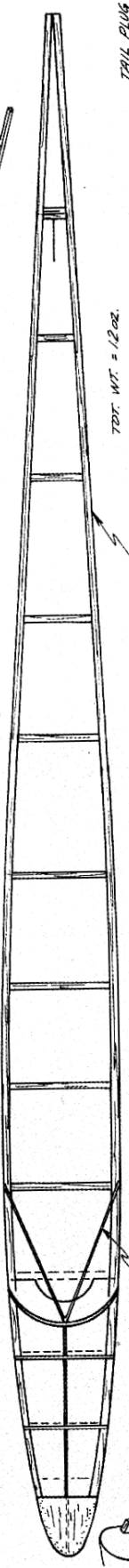
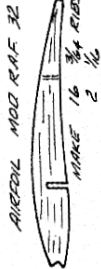
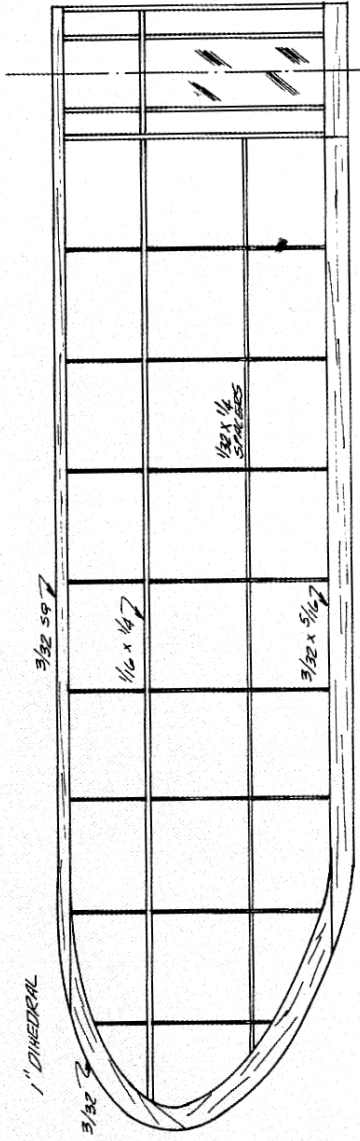
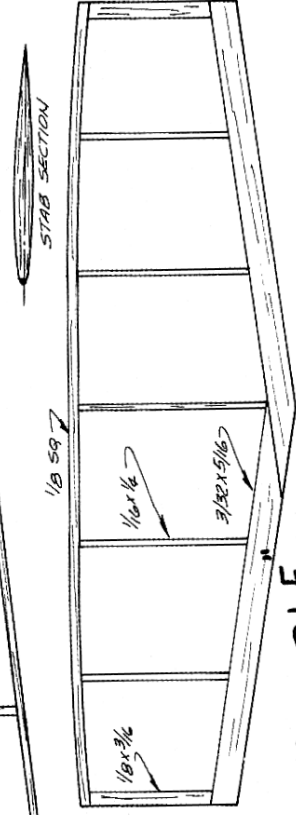
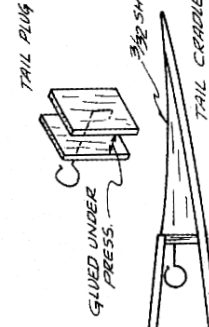
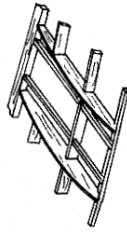
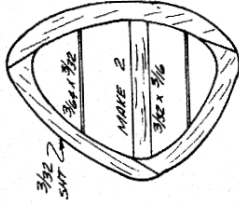
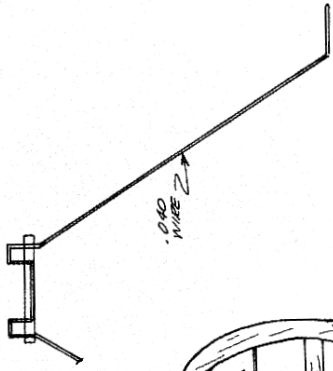
The wing ribs call for 3/64-inch balsa, but firm 1/32 sheet should be okay. Note the unusual spacer webs that produce a rear spar effect. A 1/16 x 1/8 spar notched into the bottom might be better, and produce a smoother covering job on the top surface. Certainly easier to build.

In another departure from norm, the wing was glued in place, and for added insurance, a 1/32 bamboo strut was

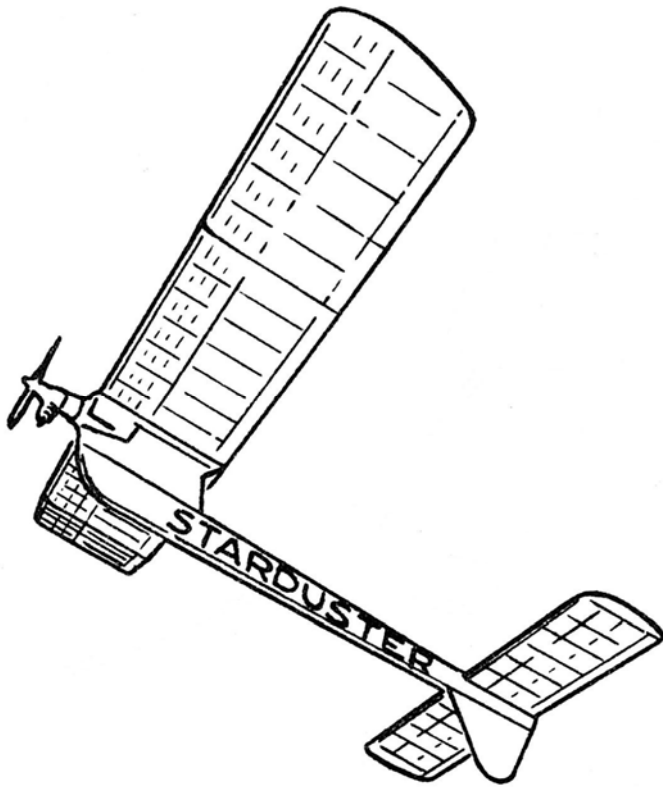
glued in place between the bottom fuselage longeron and the main wing spar at the rib that is about 4-1/2 inches out from the centerline of the wing. The one-inch dihedral seems to appear in-adequate, but it should be easy enough to change if any instability occurs.

Based on modern-day practices, an-other suggestion would be to move the rear motor hook (or aluminum tube peg) forward by two vertical stations. This will eliminate a possible tail-heavy problem.

It's a pretty little airplane. Build one and go get them Pacific Aces!



"OL' RELIABLE"



NEXT MEETING
TUESDAY

MAY 13th

DETAILS INSIDE

NEXT CONTEST
MAY 17th

ELOY

PHOENIX

MODEL AIRPLANE CLUB

Steve Riley

605 La Casa De Prasa Dr. S.E.

Rio Rancho, New Mexico 87124