

PHOENIX MODEL AIRPLANE CLUB

HAVING FUN WITH MODEL AIRPLANES SINCE 1937

VOLUME 13 NUMBER 7

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

JULY 2008

NEXT MEETING

WEDNESDAY

JULY 9th

10:00 A.M.

DENNY'S

825 S. 48th St.

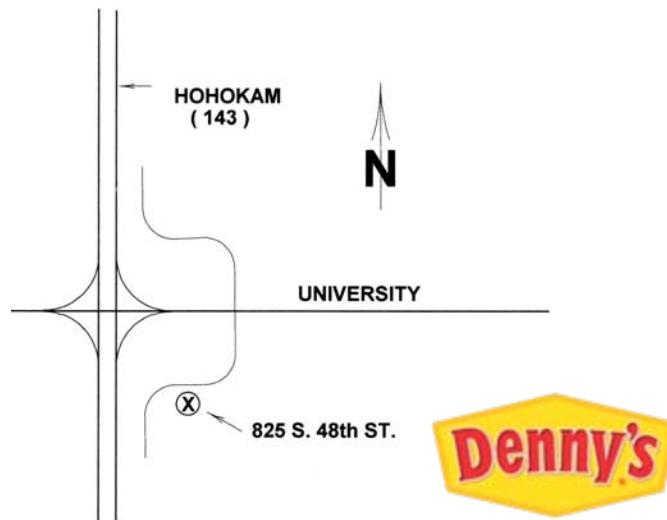
PROGRAM

Discus launched gliders

These things fly extremely well and are a lot easier on the arm and shoulder. Come and learn some of the building and launching techniques.

Show and tell. Bring your latest creation and share with us.

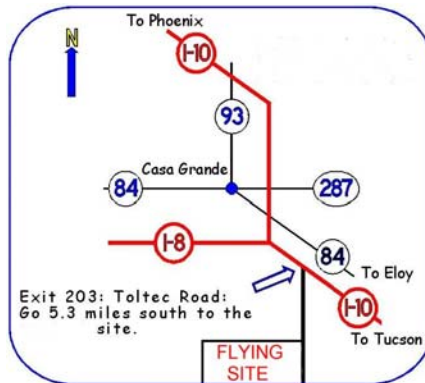
After the meeting, stick around and have lunch with the guys.



SUMMER IS HERE

Don't forget our Dawn Patrol series. Come early and have fun.
Here is the schedule for this summer.

| 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 | |



CLUB OFFICERS

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Willard Smitz

September 6, 1921 – June 13, 2008

We lost a treasure when Willard passed away. Some of us were blessed with knowing him for many years. Others of us knew him for a much shorter time. What many of us didn't know is that Willard was a champion among the heavy weight modelers in an era when free flight modeling was dominant.

Willard began proving his prowess in 1936 in the Junior Birdman of America contests. This was a nationwide organization devoted to American "Youth in Aviation" sponsored by newspaper magnet William Randolph Hurst. As a 14 year old, Willard took second place in the 1936 Milwaukee, WI regional championship. Then in 1937, he captured first place and was awarded a beautiful silver trophy and a free trip to Atlanta, GA for the National Championship. While he didn't win, the winner at this level was awarded the William Randolph Hurst Trophy and \$250, a tidy sum in the depths of the depression.

In about 1939, Willard entered the University of Wisconsin and earned a BS in Mechanical Engineering. After graduation, he stayed on and taught thermodynamics until being drafted into the US Navy. His WWII duty kept him at Glenview Naval Air Station, Chicago, IL.

In 1946, Willard married his sweetheart Ginny and began a busy life of working for Pratt & Whitney, Case Tractor, and then Anaconda American Brass Works which was successively owned by ARCO Petroleum and British Petroleum (BP). Willard's modeling activity was largely quiet until in the mid 60s when his son, Kurt asked for plastic U-control model. Rather than buying such a model, Willard told Kurt he would teach him how to build his own model. One of Kurt's successes was his "Little Dip" A1 model. With it, he won the event at the 1966 NATS as a 16 year old and set a new national record in the process. The process also brought Willard back into active modeling.

By 1970, Willard began hitting his stride winning the Mulvihill Unlimited Rubber Trophy at the NATS. In 1971 or 1972 NATS, he garnered 1st in Wakefield. In the 1976 NATS he took first places in both Wakefield and F1A! This period was an especially productive time for Willard. Adding to his National achievements, he also competed for and won the honor of representing the United States in the 1975 World Champs in Bulgaria and the 1977 World Champs in Denmark flying F1B Wakefield in both competitions. While his major successes came flying rubber or gliders, he was also an accomplished power flyer. Following retirement, Willard and Ginny moved to Sun City in 1988. He joined PMAC and began an active flying period at the Northern Avenue & El Mirage field just a couple of miles from his house. Ginny was a key player in Willard's success. A great thermal picker, she would launch his gliders, call instructions to him like run faster, slower, left, or right! In March 1996, Willard lost his beloved wife of 50 years.

In recent years, Willard frequently traveled with Dick Wood to Lost Hills, CA for the FAI contests. Willard enjoyed timing for Dick and others. These trips were an opportunity for him to meet old friends and to make new ones. He seemed to know everyone and everyone knew Willard.

Modeler extraordinaire! National Champ! World competitor! Mentor, friend and true gentleman!

Willard is missed!

Elmer Nelson



Willard Smitz has died. In case you did not know him Willard was one of the finest rubber and glider flyers in the USA during his heyday in the 1970s. He was the 1970 Mulvihill Trophy Winner, 1976 Nationals Nordic Champ, and was on the 1975 and 1977 U.S. F1B teams.

He was a frequent visitor to the MMM contests, winning F1A at our 14-Rounder in 2000, beating out several bunters with his early-70s vintage wood gliders! The attached photo is one I took in July 2005 in Denver. In a classic pose Willard is holding one of his beautiful vintage Nordics.

Thermals

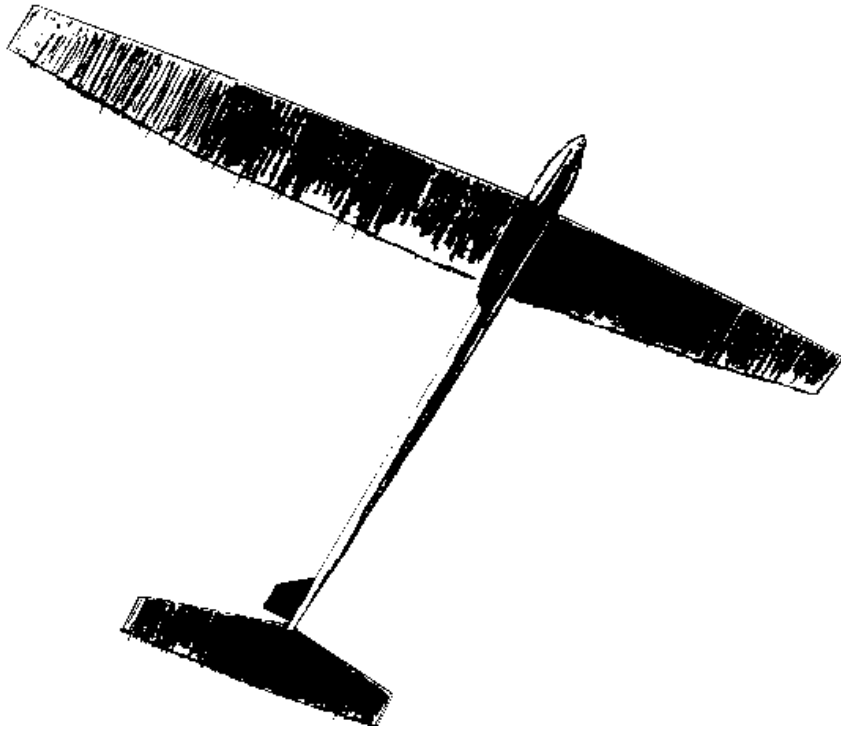
Don DeLoach

Tips on Masking

by George White

For those who have tried to use masking tape to "doll" up their models, the results have sometimes left them wondering why they bothered. Fuzzy edges, run-under and lifted paint have been this editor's experience. I've used hardware store masking tape, green plastic automotive masking tape, blue plastic (3M#20K0) automotive tape and the blue tape used by professional house painters.

I learned long ago never to use any brand other than 3M for anything serious. Even so, the results varied, with the blue automotive tape and the blue house painter tape being slightly better, but both have a more aggressive tack to them than we need on delicate tissue. It wasn't until I discovered Tamyra brand masking tape at the local Babe's Hobby House that I got reasonably consistent results. Tamyra comes in a variety of widths from .25" to 1.5" , is very thin, and has just enough tack to make clean lines and yet not pull the tissue when removed (provided you be sensible and pull it back over itself to remove it). If you need even finer tape for dealing with curves, Babe's carries a Pactra brand, which goes as small as 1/16" , is very thin and has a low tack. No sooner had I convinced myself that these two brands were the answer to a maiden's prayer than I received two newsletters in which two additional types of masking tape were touted to be terrific. In the Southern California Ignition Flyers "Flight Plug," editor Mike Myers talks about 3M #2070 masking tape, which allegedly is about as sticky as a "past-it" sticker. This tape is white in color and allegedly is less sticky than the blue 3M I mentioned above. This tape, however is considerably thicker than the Tamyra or Pactra tapes, and will almost certainly have to be special ordered from an auto paint store. I then received a copy of the May issue of the Arizona Cactus Squadron News, with an article by Bob Schlosberg on airbrushing. To say that Bob is a craftsman model builder would be an understatement. Bob swears by 3M #R11 Scotch Removable Magic tape (BLUE box) which can be found in almost any office supply store in the 3/4" size. It also comes in 1/2" and 1", but you'll probably have to find that in artist supply stores. I tried it and it indeed is very thin, made beautifully sharp lines, peeled off extremely easily and didn't lift paint. I did a very unscientific "stickiness" test, and much to my surprise it seemed less sticky even than Tamyra. There, you've got lots of choices - just don't get cheap and use hardware store tan masking tape - I can assure you that you'll regret it - ask me how I know!! G W



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825 S. 48th St.

NEXT CONTEST
SEPT. 14th
ELOY

PHOENIX

MODEL AIRPLANE CLUB

Steve Riley

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