

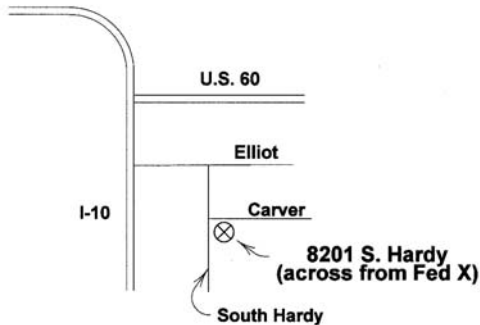
PHOENIX MODEL AIRPLANE CLUB

HAVING FUN WITH MODEL AIRPLANES SINCE 1937

VOLUME 13 NUMBER 10

OCTOBER 2008

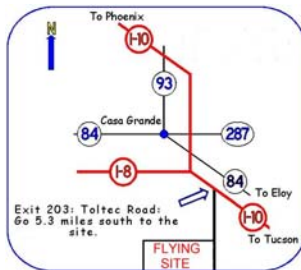
<http://www.freeflight.org/PMAC/>



NEXT MEETING
October 14th
7:00 PM.
8201 S. Hardy
Tempe police Dept. Auditorium

NEXT CONTEST

October 25th
Eloy, Arizona



CLUB OFFICERS

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PMAC / TFFC Fall Contest Schedule

October 25th

November 16th

December 17th & 18th

**The 59th Annual
Southwest Regionals
Model Airplane Championships
will be held on 17, 18, 19 January, 2009 at Eloy, Arizona**

Lots of info at this web site;

www.aalmps.com/9info.htm

Or contact Al Lidberg at (480) 839 8154



Bill Langelius

Bill passed away Wednesday, September 24th following a heart attack suffered while playing golf on Tuesday.

He will be missed by his many friends in PMAC..

From the pres:

Off to Muncie, IN for the SAM Champs

What follows is a rambling, mostly chronological description of our journey to Muncie. I hope it captures the essence of the adventure.

Son Chris and I drove to Muncie for the 2nd week of September. The trip was mostly non-stop as I can't seem to sleep in a motel on a long drive like this of 1800 miles, so we switched drivers every 2-300 miles to keep us going OK. Actually, I left Tempe for Tucson on the afternoon of 4 SEP to pick up Chris, saving him a trip to Tempe. We got to Muncie Saturday afternoon. On Sunday, we went to the MECA [Model Engine Collector's Assoc.] "Collecto" swap meet at Muncie's convention center to set up the AALmps [A. A. Lidberg model plan service] table. There were lots of old and new engines and kits for sale which is always fun to see.

Monday could have been a test flying day but we decided to go to Dayton, OH to the US Air Force Museum. This is a fantastic place. There are 3 very large hangars for planes plus a smaller area for missiles. I especially enjoyed the WW I area with lots of planes I'd only seen in pictures or 3 views. I wonder if they offer mail-order service of pictures, 3 views and data on their planes. To give you an idea of the size of things, in one of the hangars, I walked all the way around it, finally discovering that there was a B-36 in the middle!

The next day, Chris tested his Medallion .049 T'bird nostalgia model. We're still not sure just what was wrong, but he had a frustrating time getting good engine runs. He's now running on a stash of pacifiers that I found in my stuff. They must be at least 20 years old but still seem OK. The red cap tanks he was using have somewhat lower pressure. Flying was equally frustrating as the model decided that it should loop instead of flying well as it had in the past. A shim under the back of the wing plus launching to the left of the wind helped cure the climb problem. We were flying that day east to west – the shortest direction on the field. Chris followed the model closely on the chase bike, finally going into the beans and corn and then into an impenetrable brush area. He had a good line on it, but just couldn't go there. We went out in the truck and decided to explore what roads might be available off the AMA property to continue the chase from the other side. After driving about a mile, we found someone else's model and brought it back and continued about another half mile. Turning toward the field, we ended up in someone's driveway. As we turned around, there was Chris' plane sitting in the front yard. At about this time, Chris discovered that his legs in short pants, in addition to being beat up by the brush, were covered by small red blisters – poison oak, ivy or sumac. We later learned that these 3 bushes all have something called "urushoil" which is the irritant. A nurse on the field gave us lots of information about the problem and how to treat it. By then, the day was over and it was time to go to the "Bean Feed", an informal dinner.

Wednesday was "Small rubber stick' day and my Gollywock was the model of choice. The event was flown north to south, this being the longest direction on the field. Times were to be 2, 3, and 4 minutes, followed by flyoffs of 5 minutes, I believe. The Gollywock flew better than it ever had, easily making the 2, 3 and 4 minutes in an increasingly strong wind. On the 3 minute flight, the chase led through a very rough part of the field making the chase bike ride quite slow. Coming back, I realized that I had lost the communication radio that we carry on chases.

I stopped the bike to get off and look for the radio. Having only had the Honda CT70 for a few weeks, I didn't realize that it was still in gear and would move forward without my weight on it – which it did. Guess I had held onto the right handlebar grip so the bike fell to the left, taking me with it. I fell on the model and ended up flat on my back with the bike on my legs. I laid there for a minute wondering what I broke, but it was only muscles strained. Left the model there to go back to get the other radio with its 'call' feature. Found the radio, brought back the model and did some quick repairs. The Gollywock then made its 4 min flight, disappearing over the small airport south of the property. While my model didn't carry a Walston, we were told later on that a large number of models with transmitters had flown away that day in the strong winds. When I finally got out my Walston stuff, I discovered that the coax cable that goes between the receiver and antenna had disappeared. Luckily, Jim Walston was there and sold me another cable.

One evening, I walked by Gil Morris [designer of the old timer 'Kerswap' plus more recent efforts in FAI] and heard him mention the soybeans. I stopped and we discussed whether there was a good way to get through the soybeans while chasing. I've walked through the beans at times but this makes a mess and I decided it wasn't wise unless one could see the model. We concluded that riding a bike in the beans was not a good idea. Then Gil said something profound – "They are AMA beans and the AMA has not told us to stay out of the beans!"

Wednesday evening was the SAM swap meet and Concours show for models. There were some really outstanding planes there: RC, FF gas, FF rubber and FF scale. Our grand old man, Sal Taibi was there with his companion Betty Moke and old flying buddy Floyd Reck. Sal had gone through a medical calamity a few weeks ago and needed oxygen but that didn't stop him from being there. Floyd told me that the airline made things easy with oxygen and the hotel had an oxygen concentrator set up in the room when they arrived. Sal didn't do any flying, but he had a good time talking with people.

Thursday was Twin Pusher day, with a mass launch at 9am. There's a nice picture that shows Chris timing and me launching – hope Steve can include that and the related comments somewhere in this newsletter. Catapult glider was also held that day. Thanks to Frank Roberge, I've finally figured out the Vartanian [Chicago designer's name; 1940 indoor record glider] and a better CG. This thing has always achieved excellent altitude and now with the CG moved forward, it certainly flies better, scoring 2 maxes before flying away to score 3rd place – got to build some more of these!

About mid-afternoon, we got over to the RC area with the Brown Jr plane. Over there, someone had access to an aviation weather forecast late on Wednesday which called for very bad rain and wind on Friday, so they decided to allow flying Friday events on Thursday. Of course, not knowing about this, I hadn't brought Friday's models, and there wasn't time to go get them or to charge their receiver batteries. Going back to FF for the awards, the CD there said he'd be at the field at 7am – if it was raining, he'd pass the 'contest called off' notice to the hotel, which evidently came to be. We slept in a bit on Friday, getting out to the field about 9:30, to find that it was a nice day – no rain, gentle wind and a somewhat low ceiling.

Some RC models flew, but FF had been called off. Friday was the Banquet which is always fun. Jim O'Reilly is now the SAM President and he was the MC.

Saturday the 13th, we left to come back to Arizona. The hurricane's effects had begun to move north and we drove through very heavy, lengthy rain in Missouri. In New Mexico, we met about 20 power line maintenance trucks coming west from California on their way to Galveston. FEMA had contracted with as many of those companies it could find in hopes of quick restoration of power. By Sunday morning, we were at Alamogordo, NM, the White Sands National Monument, the White Sands Missile Range, and Las Cruces. In the mid-50s, I spent about 3 years at [then] White Sands Proving Grounds / NM A&MA [now NM State U.] as a co-op student and GS-1 Engineering Aide. At WSPG, I ran missile tracking telescopes, the last one being on top of a mountain overlooking Alamogordo and Holloman Air Force Base. It was a fantastic job for a 17 year old! This was so long ago that when Cape Canaveral was being constructed, 5 of our 15 telescopes were sent to Florida. Chris had never seen the strange white sand / gypsum [heat it up to drive out its internal moisture to get plaster of paris and make drywall] piled up there with its slightly salty smell and very cool wet feeling. The white sand there is protected in the monument and cannot be hauled away.

All-in-all, it was a great trip and well worth the effort. I really enjoy spending time with Chris even though the driving is kind of stressful. If you plot out the trip to Muncie on MapQuest or Yahoo maps, you'll find that they project the drive to take 26 hours. It only took a minute to learn that 1800 miles in 26 hours means that one must average 70 mph! We averaged about 50, stopping once for 2 hours or so. It's also a neat time to renew old friendships and make new ones. I've got a whole list of 'lessons learned' to help things work better in the future:

~make a better, wider platform in the truck to facilitate hauling models. A wing and a stab fell between the platform and the truck bed side – at the forward, nearly inaccessible end.

~build more catapult gliders, bringing at least 3 to a contest.

~build 2 more Gollywocks

~don't store the old ignition engines [Brown Jr & O&R .23] face down as oil eventually runs out through the crankshaft bearing and fouls the points – spray brake cleaner works well to fight this

~tighten up all engine screws before a contest

~on a new plane [Rocketeer A], run the engine and fly the thing before leaving. The tank's fill and vent lines are very hard to reach plus the fuel feed line through the FF shutoff allowed one run and then kinked in 2 places so fuel couldn't be drawn – must re-engineer that installation.

Sorry that I can't provide pictures to go with this narrative but the camera stayed at home. The USAF Museum gift shop didn't have the little recyclable cameras for sale either.

AL

Fall Kick-Off

9-14-08

Hurricane Ike spooked some of our members into thinking that the contest would be adversely affected by high winds. Thankfully, it didn't happen. At 8:00 AM the normal strong breezes out of the south did affect flying for the first hour. After, the breeze was generally out of the southeast with periods of near calm. It was a great day to be flying free flight models. Contest results are shown in the table that follows.

Please study the results table to better understand how our contests are scored for the Club Championship Ladder. The right side of the table shows the points each contestant has earned for each event flown. Referring to the 3 Minute Rubber/Glider Combo, you can see points earned for total time, max flights, and total flights flown as follows. Time points are awarded from lowest to highest total time in 2 point increments. Each max flight is awarded 5 points. (Note Classic Tow and Nostalgia Rubber max increases with each flight: 2 min, 3 min, 4 min etc.) Each flight earns points as follows: 1st flight – 3 points, 2nd flight – 3points, 3rd flight – 4 points for a maximum of 10 points.

This is the second year we have used this scoring system. Our purpose was to improve competition by combining events and to use the points system to increase interest and hopefully flying generally. Those who understand the system seem to support it. Those who do not understand the system seem to question its purpose. By the end of 2008 we will again review what type of system we will use next year. Please think this through and give us feedback as to what you want to use next year.

Elmer Nelson

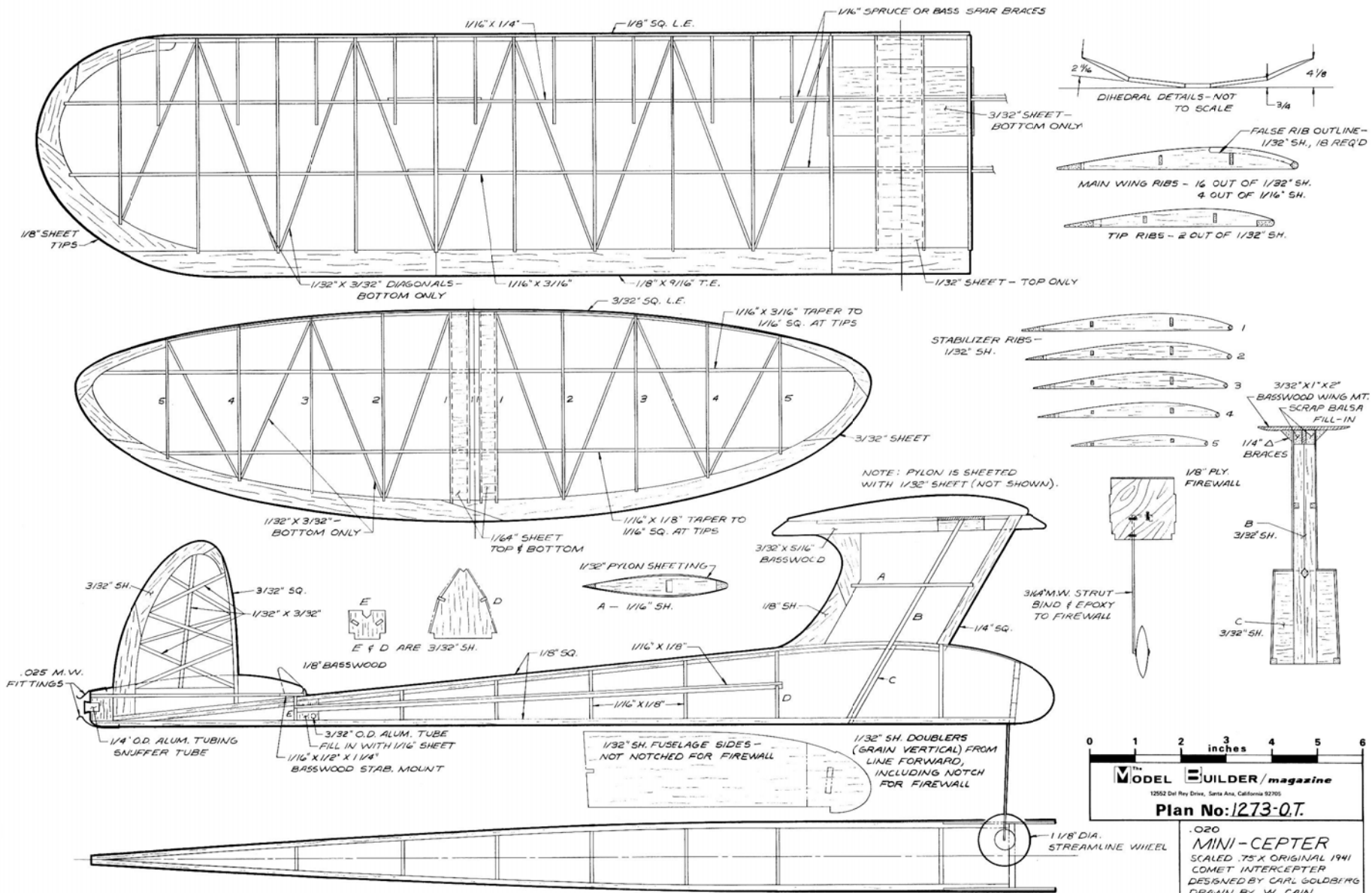
CHASE BIKES

There was a discussion recently in one of the newsletters on the merits of chase bikes with full size wheels vs the small wheels on some bikes. The terrain we ride over when following models is full of obstacles that are much easier to get over with the larger wheels.

A friend was recently talking about getting a new chase bike. He wants one with an automatic clutch. The common thinking is that it makes it easier to carry the model back if you don't have to deal with a clutch.

This means riding back with only one hand on the bike while navigating over rough ground. One answer is a rack on the back that you strap the model to. Now you have both hands on the bike and are much safer. But the model might get a bit of a rough ride back. On my last trip to Denver I saw Don DeLoach with what might be the best solution. He has a box made of foam core that is about a foot square and it looks like 2 ½ feet long. It has a strap that goes over his shoulder. Take the wings off the model and the fuselage and wing go in the box, the box goes over your shoulder and now you and the model both get a safer ride back.

Steve



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inches

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12552 Del Rey Drive, Santa Ana, California 92705

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MINI-CEPTER
SCALED 75% ORIGINAL 1941
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DRAWN BY W. CAIN
TRACED BY PHIL BERHARDT

NEXT MEETING
October 14th
Tempe

NEXT CONTEST
October 25th
ELOY

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