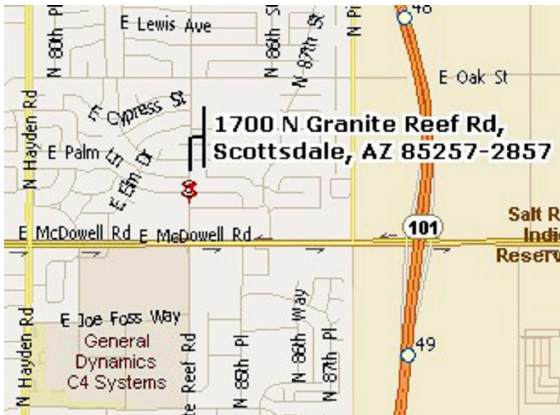


PHOENIX MODEL AIRPLANE CLUB

HAVING FUN WITH MODEL AIRPLANES SINCE 1937

VOLUME 15 NUMBER 5

MAY 2010

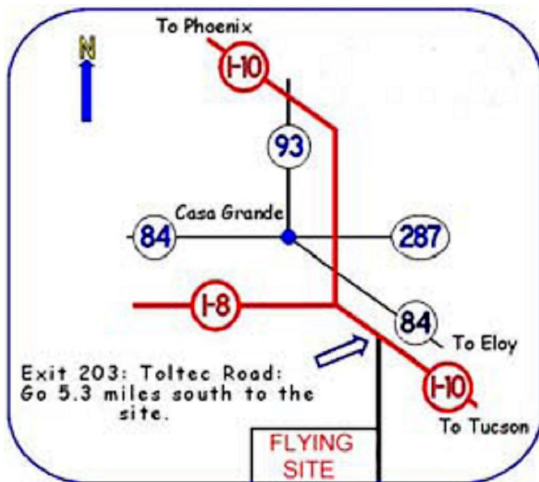


NEXT MEETING

Tuesday May 11th
 07:00 PM
 Room 09
 Granite Reef Senior Center
 1700 N. Granite Reef Rd.

NEXT CONTEST

HOT STUFF
 Saturday
 May 15th
 WEBSTER FIELD
 ELOY



CLUB OFFICERS

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FLYING ACES

PREZ SPEAKS

Something really special happened during the I-10 Challenge. Bill Sewell went out of his way to pick up Marv Bashaw so Marv could be part of Bruce Grawburg's noteworthy performance flying Marv's Kansas Wake. Here is what is truly great. Physically, Marv is no longer able to fly his great models. Bruce is a new guy, working hard to rekindle his building skills and get back into free flight after an absence since childhood. From the pictures below, you can see Marv bent over the model showing Bruce a few pointers on setting the model up for flight. What a great teaching moment! What the pictures don't show is the twinkle in Marv's eyes seeing his model fly once again in competition! What a great happening! None of which could have happened without CD Peter Brocks waving the BOM rule.

On the east end of the flight line, Steve Hesla was putting on a great show of airmanship. A quick glance at the data table shows Steve flew six different gas models. Most of us might drag that many models out to the field and maybe manage to log time on two or three models at best. That type of performance takes preparation and some keen organization during the contest to make that type of performance to happen.

Our pledge to find a category to fly anything you can drag out to the contest has been paying off. Look at the different types of models flown in the 1/2 Minute Combo: P-30s, F1G Coupe, Embryo, Jimmie Allen and Ornithopter. Obviously, these are not all equally competitive. But the whole object of the wide open categories is to promote flying activity at our contests. It's happening!

This year's I-10 Challenge resulted in a landslide victory for Phoenix. Tucson was simply outgunned. Phoenix fielded eleven contestants vs. Tucson's three. The final score based upon points earned by each contestant was Phoenix's 490 points vs. Tucson's 128 points.

As great as some of the above items are, it was with real sadness that we learned during the contest that Roland Lovejoy had sustained a tragic fall and was in critical condition in the hospital. Roland passed away on April 19th in the week following the contest. Our thoughts and prayers are with Debbie and their family.

Elmer Nelson



Dr Roland Lovejoy

Roland was born June 18, 1931 and passed away April 19, 2010. Roland is survived by his wife of 50 years, Deborah, two daughters and two granddaughters. Professionally, Roland earned his Ph.D. in chemistry. He was Emeritus Professor of Chemistry at Lehigh University, Bethlehem, PA. where he taught for 32 years. He had a lifelong interest in amateur astronomy having built several telescopes. For the past several years he has been an active member of the Tucson Free Flight Club. As Jean Andrews suggested "Because of his exacting profession he was fascinated by the unpredictability of our toy airplanes, in that they would never do what his adjustments were intended to do, and as a result was enjoyably frustrated by them, as we all are." Kent Prescott stated, "Roland was the first person I met when I wanted to get into this Free Flight thing. He took me under his wing and with his teaching cap on, brought me into the hobby, with extreme patience and a desire to make sure I had fun and also made sure I kept the hobby in perspective. And in Dick Strang's words, "Roland, may you soar with the eagles and your thermals be large. God bless, and rest well my friend, we will miss you." Indeed, we all will.



I-10 Challenge April 18, 2010 Eloy, AZ

When the contest started at 8 AM the temperature was a cool 60 degrees and the wind was about 7 mph out of the south. The car parking was close to the ditch on the south side. Around noon it was even calm at times with big thermals. When we left the field at 3 PM the temperature had risen to 93 degrees. We had 14 contestants signed in, 3 from Tucson and 11 from north of Casa Grande. What was on everybody's mind was that Roland Lovejoy was missing. He had a very bad accident just a few days before and was in Intensive Care.

There were some nice thermal flights with just a few going into the field north of us. The new PMAC member Steve Hesla was the busiest flying 6 AMA and Nostalgia power events with his wife Bonnie doing much timing. A past and present PMAC member, Tom Ioerger, came from Boulder City, NV where he had moved from PA. He had the high time of the day flying his F1B Wakefield to 3x180 sec. maxes and then a fly-off time of 265 seconds. Marv Bashaw was on the field too watching Bruce Grawburg flying Marv's Kansas OT Wakefield. Tom Gaylor flew an unusual model, an ornithopter, that made some nice short flapping flights which were actually longer than those of another contestant with his catapult glider.

Congratulations to the Phoenix fellows for again winning the I-10 Challenge!

Peter Brocks

C.D.

2010
Overall Contest Ladder
Summary

	2/21/2010	3/20/2010	4/18/2010	Total
Steve Hesla		40	151	191
Elmer Nelson	20	37	63	120
Enes Pecenkovic	18	33	61	112
Jean Andrews	6	47	54	107
Tom Gaylor		42	59	101
Dick Nelson	6	50		56
Kent Prescott		6	46	52
Tom Ioerger			33	33
Bruce Grawburg			31	31
Dick Strang			28	28
Peter Brocks			24	24
Mike Bower			18	18
Jim Farmer			18	18
Tom Miller			17	17
Ralph Hotz			15	15
Ben Nead		14		14
Roland Lovejoy		13		13
Chuck Stewart				0
Dan Sobala				0
Frank Roberge				0
Joe Ritchey				0
Mike Roseberry				0
Nicholas Harris (jr)				0

2010
PMAC-TFFC
Contest Category Ladder

	2/21/2010	3/20/2010	4/18/2010	TOTAL
AMA/CL Gas				
Steve Hesla		40	125	165
Dick Nelson		14	0	14

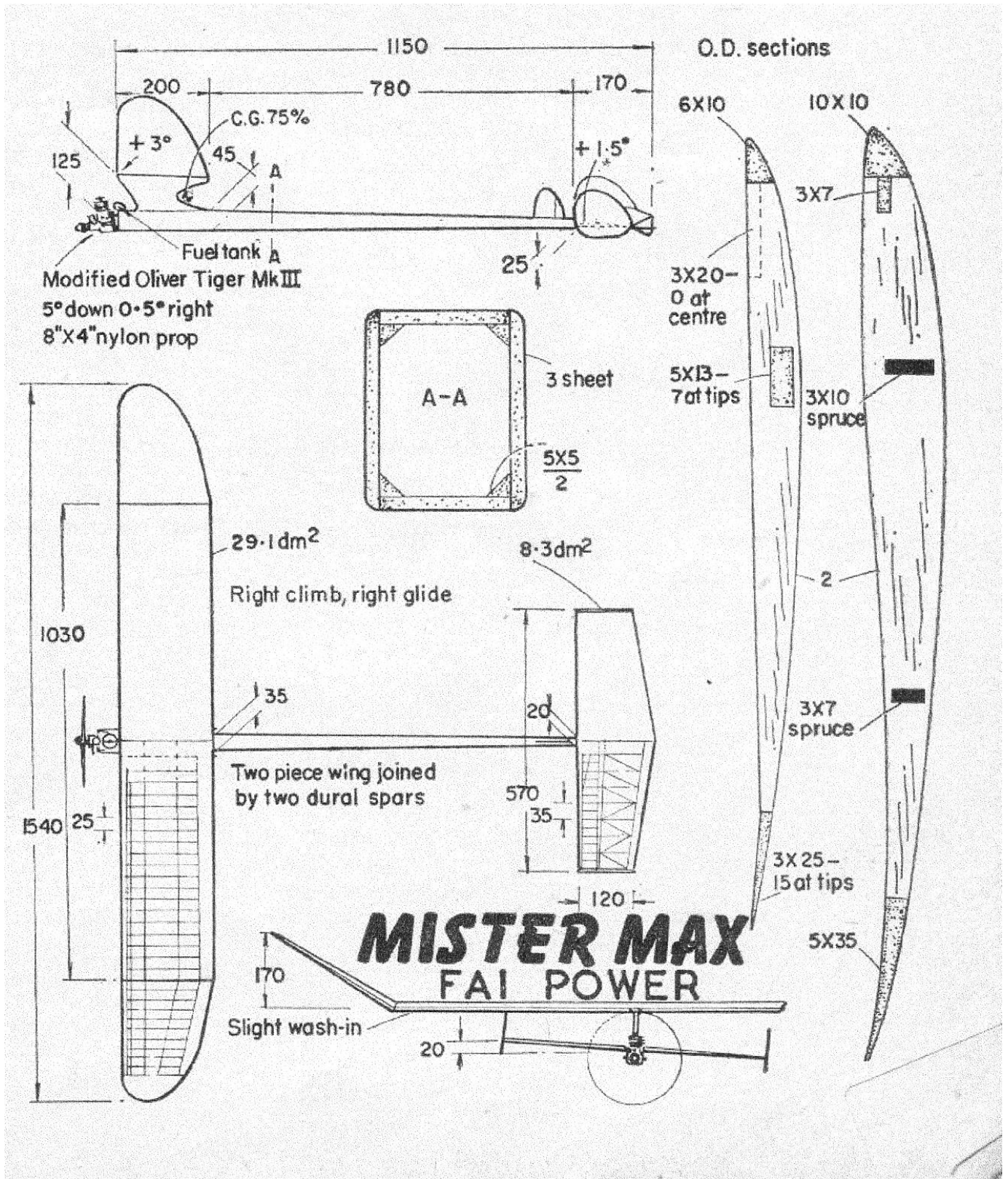
Nos/OT Gas				
Dick Nelson	6	36		42
Steve Hesla			26	26
Tom Miller			17	17
Ralph Hotz			15	15

3 Minute Rub/Glider Combo				
Jean Andrews		35	20	55
Tom Gaylor		21	18	39
Kent Prescott			32	32
Bruce Grawburg			31	31
Elmer Nelson			24	24
Dick Strang			14	14
Enis Pecenkovic			14	14
Roland Lovejoy		13		13

3 Minute FAI Combo				
Enis Pecenkovic		17	31	48
Tom Ioerger			33	33
Peter Brocks			24	24
Jim Farmer			18	18

2 Minute Combo				
Tom Gaylor		21	41	62
Jean Andrews	6	12	34	52
Elmer Nelson		23	27	50
Mike Bower			18	18
Ben Nead		14		14
Dick Strang			14	14

Cat/HL Glider Combo				
Elmer Nelson	20	14	12	46
Enes Pecenkovic	18	16	16	50
Kent Prescott		6	14	20



June 1960 Aeromodeler

ADDING COLOR TO YOUR MODELS

I've done quite a few models with polyspan [plus silk and Japanese tissue] plus color 'dye' over nitrate dope. I guess we do these things because plain white models just don't look very good.

There are at least 3 ways that work - polyspan 'dye', House of Kolor candy colors, and Design Master rattle can paints.

It's important to note that one has to spray the dye/color - and - one must then spray any overcoat/protective coating over that - all this is to prevent streaking and generally messing up the model's finish by brushing.

1. Polyspan 'dye' [and Higgins ink, which appears to be the same stuff]:

Follow the directions on the Polyspan bottle which if I remember correctly, is something like 1 part dye, 10 parts thinner, one part dope. [Polyspan dye from FAI Models / ink from a local art supply store]. Mix with thinner and dope; spray on. Spray some fuel proofer over that for glow or diesel models. Spray Krylon clear over it for rubber models to prevent against funny fingerprints from rubber lube. Rattle can Minwax varnish work OK for diesel fuel and alc/oil or gas/oil fuels - not worth a darn with anything over 5% nitro. KlassKote or FullerPlast works well with high nitro fuels.

2. House of Kolor candy car paint. Mix with clear dope - SPRAY it on. Fuel proof as above. This stuff is way too expensive for what we do! I bought a \$30 1/2 pint can of 'scarlet', believing that would be RED. Unfortunately, it turned out to be ORANGE - even after 20 very thin coats. Was so disgusted, I gave away that brand new Tomboy to a guy who doesn't like to build. It flies nicely, but that ORANGE still looks funny to me.

3. Design Master Floral Spray - from Michael's artsy/craftsy stores. Rattle can paints in a gazillion colors. This stuff adds transparent color with almost NO weight. It goes on nicely over nitrate dope. It is not at all fuel proof to glow or diesel fuel, so fuel proof as noted above.

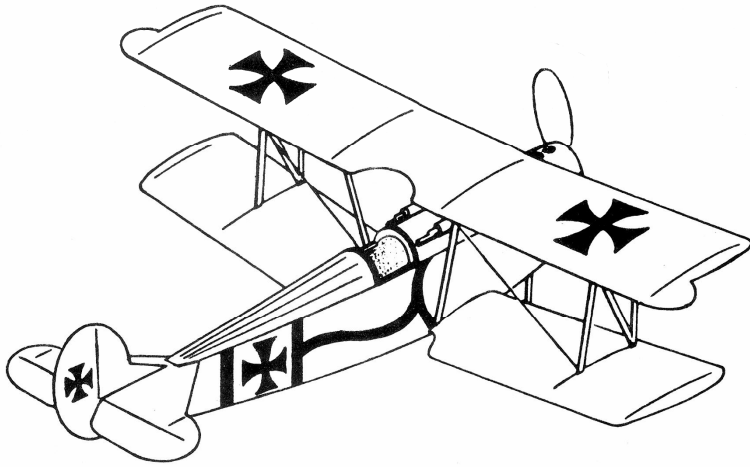
Spraying equipment:

One can buy a fairly inexpensive compressor from Harbor Freight/Sears/etc. HF even has one right now for \$39. I've had a \$200 compressor for 40+ years - still works fine and is very handy for flat tires, car or model painting etc. One can still buy a nice compressor for \$200 or a lot less. I have painted 2 cars with mine, using conventional and acrylic lacquers, plus lots of models.

Harbor Freight also has a couple of nice, small spray guns. My touch up gun cost less than \$10 and works great. A newer design with a gravity feed cup cost a little bit more but is not my first choice - doesn't spray as much material and is damned awkward to set down - must hang it from a nail or something.

I used a widget called the Preval sprayer. I found mine at a local NAPA car parts store - US \$ 5-6. On my latest diesel Kerswap, I put 3 coats of thin butyrate on the wing and tail and managed to use up about 3/4 of the propellant in one Preval. The advantage is that this thing is quite convenient and easy to clean - much less trouble than lighting off the compressor, snaking the hose outside, cleaning up, etc, The etc.

Al Lidberg



NEXT MEETING

Tuesday May 11th
07:00 PM
Room 09
Granite Reef Senior Center
1700 N. Granite Reef Rd.

NEXT CONTEST

Hot Stuff
Saturday
May 15th

Webster Field
Eloy

Phoenix
MODEL AIRPLANE CLUB

Steve Riley
605 La Casa De Prasa Dr. S.E.
Rio Rancho, New Mexico 87124