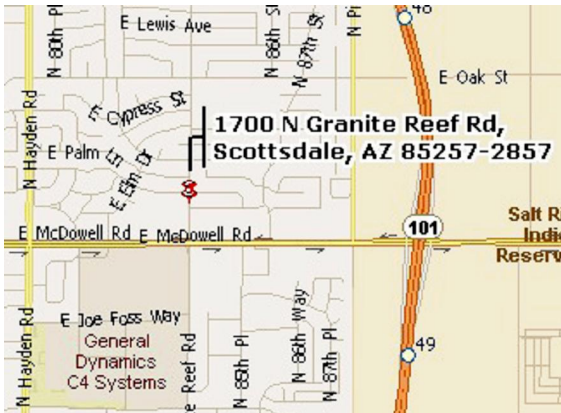


# PHOENIX MODEL AIRPLANE CLUB

HAVING FUN WITH MODEL AIRPLANES SINCE 1937

VOLUME 15 NUMBER 8

AUGUST 2010



## NO AUGUST MEETING

### NEXT MEETING

Tuesday September 14<sup>th</sup>

07:00 PM

Room 09

Granite Reef Senior Center

1700 N. Granite Reef Rd.

### DAWN PATROL

See schedule inside.

### NEXT CONTEST

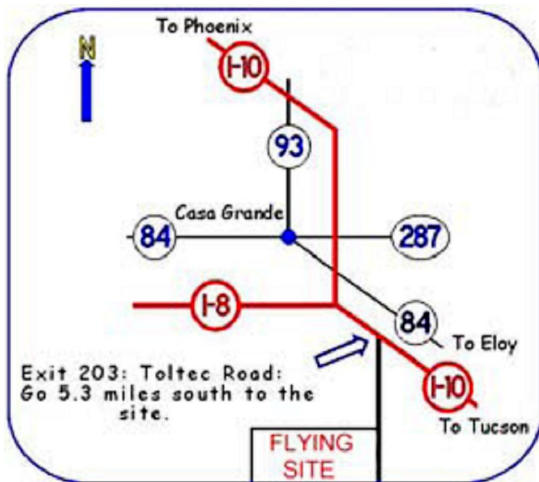
#### FALL KICK OFF

Sunday

September 19<sup>th</sup>

WEBSTER FIELD

ELOY



### CLUB OFFICERS

*President:*

Elmer Nelson (480) 460 1366

*Vice President:*

Tom Gaylor (480) 892 0338

*Secretary:*

Bill Sewel (623)-551-8678

*Treasurer:*

Elmer Nelson

*Newsletter Editor:*

Steve Riley (505) 615 8112

steveriley@cableone.net

Alan Petersen

*Webmaster*

alan@apetersenpaintings.com



# FLYING ACES



Bridget Brocks photo

The PMAC F1E gang at the 14 rounder in Denver.  
Tom loeger was the winner, Peter Brocks (far right) was second  
and Richard Wood was third.



Now then, what was your complaint about our flying field again ?  
Photo from a British newsletter

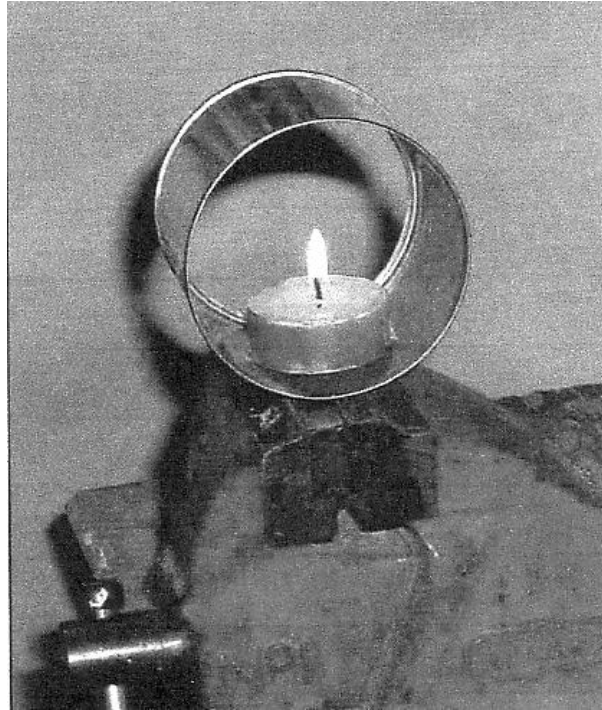
### **DAWN PATROL**

Two dates left in August to do testing / trimming.

Sunday August 15<sup>th</sup>

Saturday August 28<sup>th</sup>

## SOLUTIONS



A lot of O.T. rubber models have wing tips made from bent bamboo or cane and some have longerons with pretty severe bends in them. Mike Holloway from England has this solution. The *amazing bean can bender*.

Solder a tab onto the empty can so you can clamp it in a vice. Place a ~~tea~~ candle inside. Soak the parts to be bent and then bend them over the outside of the can.

## BEAT THE HEAT

Arizona summers are long and hot. There are some great contests in much cooler places. There were 4 of us at the 14 rounder in Denver where the summer temperature runs around 20 degrees cooler than Phoenix or Tucson.

The F1E contest in Flagstaff is another opportunity to cool off.

Every year the Magnificent Mountain Men have a big contest in September. Besides the normal AMA, NFFS, and FAI events they have some Flying Aces events. And a very good BBQ on Sat. night. If you are only going to travel once this summer, I recommend this one.

I have included the flyer for the F1E contest and the Flying Aces part of the Denver contest. Details on the AMA and FAI events can be found on the web site <http://www.themmmclub.com> or call Don DeLoach (719) 964 7117

I have also included the flyer for the San Valeers All Nostalgia Annual.





## **2010 ARIZONA F1E CHAMPIONSHIP**

**Aug. 27, 2010 AT FLAGSTAFF, ARIZONA**  
**AMA Sanction No. 10-1757 and America's Cup Sanction**

**Location:** The North Sheba Crater and the Merriam Crater are about 25 miles east of Flagstaff. Both are cinder cones or old volcanoes. Take Exit 207 or 211 off I-40, get on Townsend Winona Road and then follow Leupp Road (see map). This exciting, pretty site has been used for hang, para and R/C gliders. Both "hills" are about 900ft above the bottom which is then about 5,600ft above sea level. The prevailing wind is from the SW. This is the best flying from the North Sheba Crater. For winds from NE we intend to fly from the north side of the Merriam Crater.

**Entry:** The fee is \$20.00 for Open/Sr, Juniors (under 15) fly for free, AMA membership required

**Awards:** Engraved glass mugs through 3<sup>rd</sup> place

**Flying:** On Friday, Aug. 27, we will meet at 9:00 AM at the "Welcome Rock" at the bottom of the East slope of North Sheba Crater. The first round will start at about 10:00 AM. We will fly 5 rounds. The rounds will be 1 hour but will be adjusted to fit the conditions. The site for northerly winds at Merriam Crater is about 5 miles from the North Sheba site to the North. This is a warm-up contest for the 2011 F1E Team Selection Finals on Aug. 28-30 at this site.

**Important Information:** The dirt roads in the flatter areas at the bottom of the hills can be driven with any vehicle. The surface is like very fine gravel - firm but soft, sandy in some areas. The ground drains well from rain and does not stick. Regular cars can be driven to the bottom of all F1E launch sites. Many roads have "washboards". Some roads going uphill can be carefully used with a 2-wheel drive car for a short distance. We have to be very careful not to damage roads. Retrieval bikes can only be used in a very careful manner especially on the sandy, soft inclines. The CD will decide where cars or motorbikes can be used. Retrieval in some areas of the slope can only be done on foot. Sturdy shoes or boots should be worn. Raingear maybe needed. Please note that there are no facilities (food, water) close-by – please plan ahead! A rented, portable toilet will be at North Sheba. We are sharing the area with para and hang gliders. Please look out for them when they are flying and landing.

**Hotels, Camping:** There are many accomodations in Flagstaff. The closest Motel 6 is at 2010 E Butler Avenue at Exit 198 of I-40. The phone no. is 928.774.1801. From this motel it is about 25 miles to the flying site. Dry Camping at North Sheba Crater is possible.

**Contest Director:** Peter Brocks  
9031 E Paradise Dr  
Scottsdale, AZ 85260

brocksarizona @ cox.net  
480.614.6183  
AMA 84018

# FLYING ACES

## ***Mountain States Scramble IV***

at the

### **Rocky Mountain Free Flight Championships**

**Flying: Sept. 4-6, 2009 - Denver, Colorado**

**>> AMA sanctioned - 2010 license required <<**

FAC Scale\*   FAC Peanut Scale\*   FAC Jumbo/Giant Scale\*   FAC Power Scale\*  
FAC Dime/Pseudo Dime Combo (Saturday)   WWI Combat (10:00 AM Saturday)  
Greve/Thompson Mass Launch (12:00 PM Saturday)  
FAC Golden Age Civil/Military Scale Combo (Sunday)  
FAC Two-Bit + One Rubber (Sunday)  
WWII Mass Launch (10:00 AM Sunday)

*(\* = fly any day)*

**Scale Judging:** Friday afternoon, September 3rd, 4:00 - 7:00 PM, Extended Stay Deluxe, 1<sup>st</sup> floor meeting room. 14095 East Evans Ave, Aurora CO, 80014 (303) 337-7000 (Iliiff Ave at I-225, 3 blocks north on Blackhawk Dr.).

**Entry Fee:** \$30 covers all FAC events and includes unlimited entry in AMA, SAM, FAI, and NFFS events as well. Please pre-enter! Go to [www.themmmclub.com](http://www.themmmclub.com) for entry blank and mail check (made out to MMM club) to Don DeLoach, 831 E. Willamette Ave. Colorado Springs, CO 80903.

**Banquet:** Saturday night, \$25 for premium 4-meat BBQ feast with sides and drink. Cash bar. Hickory House Ribs 10335 S Parker Rd. Parker, CO 80134 (303) 805-9742 (½ mile south of Lincoln Ave. on Parker Rd./Hwy 83).

**Directions to the Field:** The beautiful 27,000 acre MMM flying site is located about 20 miles ESE of downtown Denver. It is seven miles east of E-470 on Quincy Road, and one mile east of the "T" intersection of Quincy at Watkins Rd. Look for the entry gate on the south side. Call or e-mail for gate lock combo and *lock the gate behind you at all times.*

**Lodging:** Extended Stay Deluxe, 14095 East Evans Ave, Aurora CO, 80014 (303) 337-7000 All suites! Mention MMM Group for rate of \$49.99. 25 min. from field, 20 min. from banquet. Super 8, Parker, CO. \$70-85. 20 min. from field, 5 min. from banquet: 720-851-2644.

#### **Contest Director**

**Don DeLoach**, 719-964-7117 (cell), [ddeloach@comcast.net](mailto:ddeloach@comcast.net).

**SAN VALEERS 23rd ALL NOSTALGIA ANNUAL  
LOST HILLS, CALIFORNIA\* NOVEMBER 6-7, 2010**

*C.D. Terry Thorkildsen 805/495-6135; Co C.D. Tom Laird 310/544-7606*

**CAT 2- 3 MIN. MAX. THIS IS A NFFS NATIONAL CUP CONTEST  
(Combined with old timer SCIFS/SCAMPS Contest the Same Weekend, SCIFS CD Dave  
Wagner 818 342-8201**

<u>SATURDAY</u>	<u>SUNDAY</u>	<u>BOTH DAYS</u>
8:15AM – 4:30PM	8:15AM - 3PM	
1/4 A NOSTALGIA	A NOSTALGIA	NOSTALGIA CABIN combined Any cabin design & engine size including Payload (dummy optional) must ROG & Must Have Front Windshield
1/2 A NOSTALGIA	B NOSTALGIA	ONE DESIGN EVENT: ½ A Country boy with TD .049/.051 or any legal nostalgia engine.
C NOSTALGIA	Vintage FAI (8:00start) (rules per freeflight.org)	1/2 A EARLY BIRD  NOST RUBBER/Wakefield COMB
NOSTALGIA GLIDER (A1/A2) Proxy Towing OK		COMBINED ONE DESIGN GAS MODELS (All previous eligible designs)

**DAWN PATROL HOURS:**

7AM - 8:15AM	7AM - 8:15AM
(Small Gas .001-.051/ Large Gas .052-.65)	(Small Gas .001-.051/ Large Gas .052-.65)

\*\*\*\*\*

**\*\*Holland Hornet .051\*\*** awarded by Raffle (1 ticket for each event entered or \$3 ea, or \$5 for 2)

EVENT PRIZES: MERCHANDISE \* ENGINES\*KITS\*BALSA\*ETC., TROPHY FOR JR. HIGH TIME

ALL MODELS CHECKED AND WEIGHED LESS FUEL, BEFORE FIRST FLIGHT(Except 1/4 A & 1/2 A)

DAWN PATROL ENTRY FEE \$1.00 PER FLIGHT. Winner is highest 2 flight total. 9 second motor run. Two models per class permitted but only 1 model in air on official flight allowed. Official flight is timed to the ground before another official flight can be scored. Flights must be posted after each official flight. Failure to post an official flight will negate all succeeding flights.

ONE DESIGN 1/2A COUNTRY BOY EVENT PRIZES: \$45 FOR 1<sup>ST</sup>, \$30 FOR 2<sup>ND</sup>, \$15 FOR 3<sup>RD</sup>

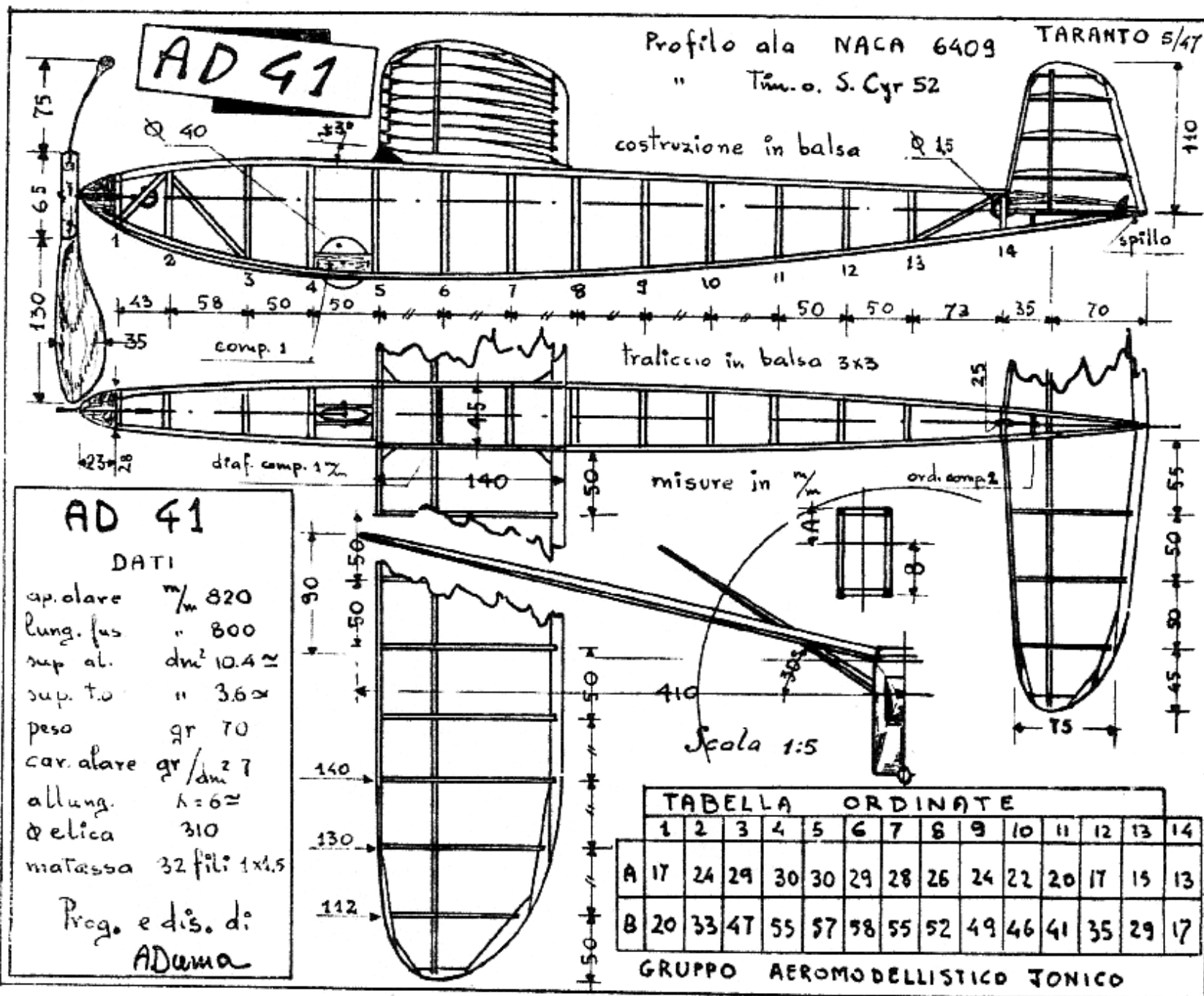
NOSTALGIA RUBBER: Designs from 1943-1956, Maxes: 2 min, 3 min, 4 min, & all flyoff flights 4 min max  
ENGINE RUNS ALL EVENTS & 1 DESIGN: First 3 Flights 10 Seconds HL 13 sec VTO, all Flyoff Flights will be 7 Secs HL and 9 secs VTO, all other rules per NFFS Rulebook 2007-2008 for CAT 2. DAWN PATROL no max, 9 sec motor run timed to the ground. (see www.faipower.com for vintage FAI rules)

NFFS RULES LIST NO. 2007-2008. BUILDER OF THE MODEL RULES APPLY, BUT CAN FLY DECEASED FLYER'S MODEL PER NFFS RULES. NO RE-ENTRY.

Entry fees: Registration \$5.00, SR. & OPEN: \$5.00 per event, Jr's: \$3.00 All EVENTS ARE JSO

The AD-41 by Antonio Duma.

It was published in December of 1947 in an Italian model magazine. Back in the Nostalgia era, many rubber powered models had a retracting landing gear. This one seems to have a fixed wheel that would only be used for landing and not for takeoff. If it was rigged with a D.T. there are no details on this either.





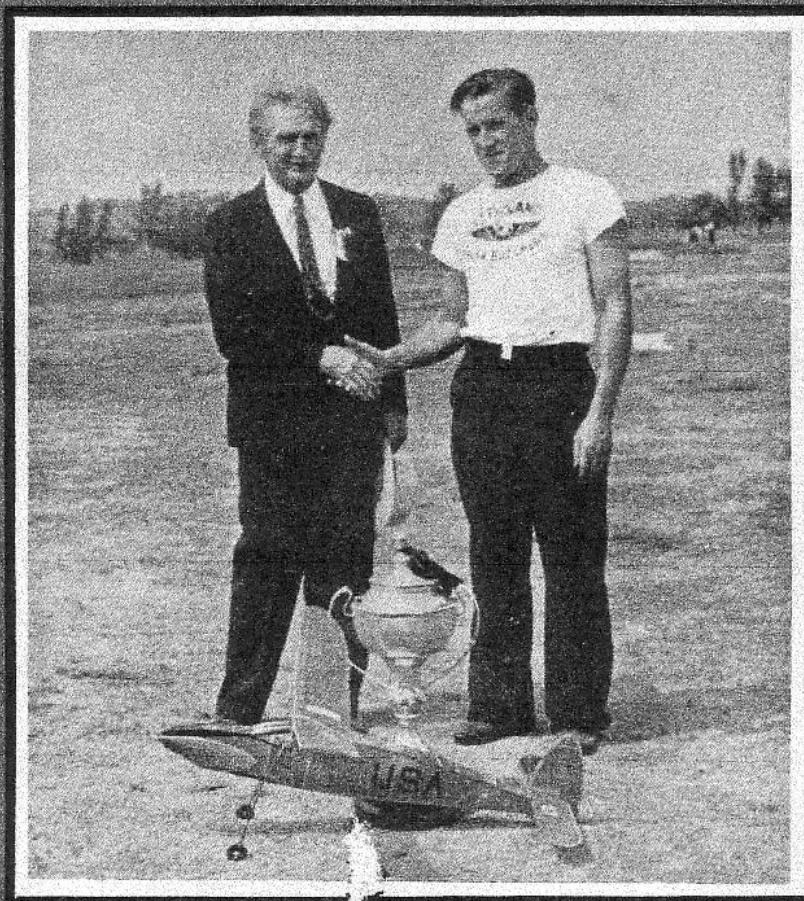
FAI competition was quite different 70 years ago. Here is the story of the 1939 Wakefield Cup flown under very tough conditions. Normal New York temperature in late July is from 85 to 90 degrees.

# AERO MODELLER

OCTOBER - - 1939

Vol. IV - - No. 47

PRICE - - SIXPENCE



FULLY ILLUSTRATED REPORT OF WAKEFIELD CUP  
AND MANY OTHER COMPETITIONS  
ENTRY FORM FOR PHOTOGRAPHIC COMPETITION IN THIS ISSUE





## WAKEFIELD CUP

*On left we show Len Stott's model, "Flying Minutes," taking off, and on right Bob Copland's model just getting away. Below is Dick Kornd's model taking off on its winning flight.*

**G**OOD-BYE and good luck! With all the best wishes for a successful and happy trip, the 1939 British Wakefield Cup Team left Waterloo via Southampton for New York, on Wednesday, July 26th.

Mrs. Thurston, who had made a special journey in order to see the team off, presented each member with a red carnation and a black cat mascot for luck. There was also a good crowd of photographers and well-wishers.

The boys were all feeling very fit and looked exceptionally smart in their new S.M.A.E. blazers.

At Southampton the team had to face another battery of Press cameras, and an old north country friend, Joe Kenworthy, was present to see them off.

The voyage was uneventful, the weather improving, and as we neared New York the temperature soared up towards the 100 mark and we realised that our greatest problem would come from this direction.

This was evident from the great amount of time the boys spent down below in sweltering heat, prewinding and testing their rubber. A torque-testing device was made by Messrs Copland and Faulkner, and many interesting curves were plotted from the figures obtained.

The officers on board the Aquitania expressed a desire

to see our models so we arranged an exhibition in the writing room. They were keenly interested and spent an hour examining them. In return they arranged for us to be conducted on a tour of the ship's engine room, etc., an offer of which we took full advantage, and had a most enjoyable time below decks.

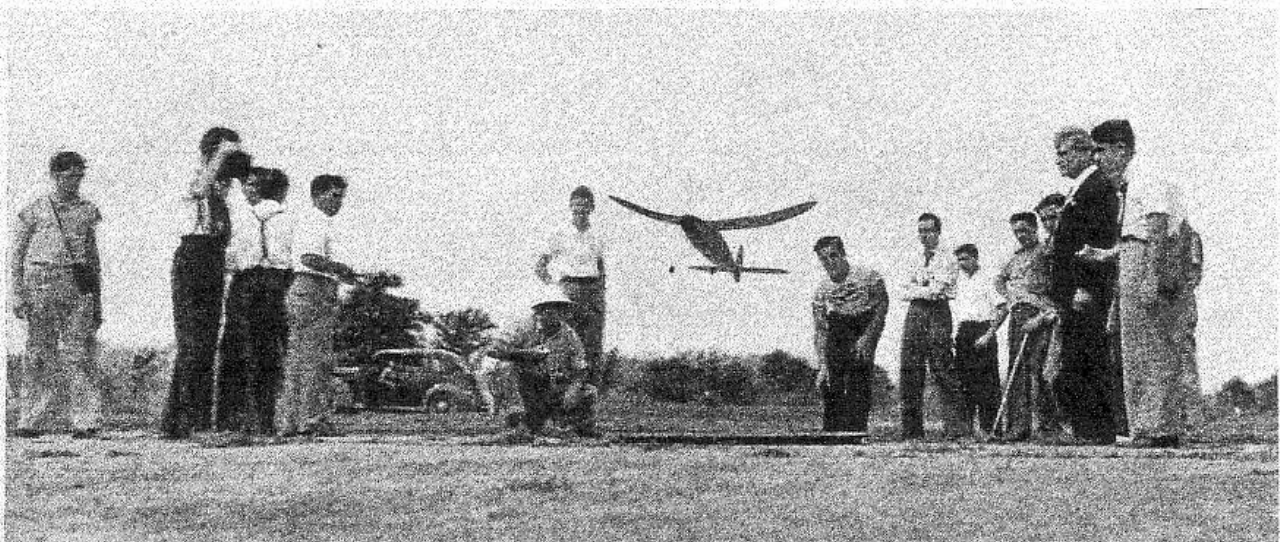
We arrived in New York on Tuesday, August 1st, and were met by the organisers of the contest, Irwin and Nat Polk, also by our old friend Frank Zaic, Mr. Lieu, Henry Moller and others, who escorted us to the Hotel New Yorker where provisional bookings had been made.

This was indeed a huge hotel, and in fact it was one of the largest and tallest in New York, being forty storeys high, and containing 2,500 rooms.

From our windows on the 18th floor we had a magnificent view of the city and the Empire State Building, which is the tallest in the world.

We learnt on the Thursday morning that Irwin Polk had suddenly been taken ill and had to be rushed to hospital and have an operation for appendicitis. As he was chiefly responsible for the organisation of the affair his brother had to carry on. We hope that by the time we go to Press he will be well on the way to complete recovery.

As the organisers had arranged no official programme until Friday the 4th we spent the next few days in sight seeing accompanied by Frank Zaic and Henry Moller. During this period a visit was made to the New York World's Fair, the Empire State Buildings,



## COMPETITION

Report by

**LEN STOTT and  
NORMAN LEES**

and other places of interest. Two days before the contest, Hill and Faulkner were taken ill with a form of 'flu. The doctor was called in and they were confined to bed. The rest of the party were put on an antiseptic gargle course as a precautionary measure. On Saturday morning, the day prior to the contest, arrangements had been made to take all the competitors out to the flying ground, which was about 15 miles out of New York.

On arrival at the proposed flying ground it was immediately seen this was far from ideal, and an inspection of the spot allocated for the contest proved this to be quite impossible as it was sandwiched between a dense wood and the airship hanger. The remainder of the airport was under long grass except for the runways used by the full-sized machines, which of course could not be made use of. The alternative to this was the golf course attached to the aerodrome, which was equally unsuitable owing to being studded with numerous trees and shrubs.

The officials accompanying the team protested strongly against the unsuitability of both sites, receiving full support from the British and American contestants, including the proxy flyers.

After considerable pressure the organisers made an attempt to fix up an alternative site, but due to lack of available time before the contest this effort was unsuccessful, and there was no alternative but to use one of the sites mentioned.

After a meeting of the contestants and officials it was decided the golf course possessed fewer disadvantages than the aerodrome. According to English standards even this ground would be considered unsuitable for an ordinary club competition, much less an international contest.

Whilst awaiting the return of the officials, the boys had a flip round the city in one of the "blimps." This was an interesting experience, each airship taking up six passengers for each flight.

The day was broiling hot and a few of the more adventurous American boys put on more turns than was wise whilst test flying, and a few machines were even lost to sight in the clouds. Apart from one model which was fortunately not in the competition, the others were returned. Later in the evening, as the temperature dropped a little, our own boys got out their models and were soon putting in some good practice.

It was evident that our methods and ideas were totally different to those of the Americans. They almost all favoured short, thick motors which literally tore the



models up, whilst our boys had longer motors and a steadier climb.

Under these conditions the flights obtained by the English team showed up very favourably, and the Americans freely admitted their apprehension for the contest.

We returned to New York about seven-thirty, and were just in time to hear the weather forecast for Sunday. This was bad from our point of view—becoming warmer, calm at first, wind increasing later in the day. This proved itself to be an accurate forecast.

Later in the evening came the check-up and weigh-in of the models. This proved something of an ordeal, lasting until 2 a.m., with Messrs. Houlberg, Cosh, York, Faulkner and Lees doing yeoman service in various capacities, the latter working with his slide rule until he fell asleep.

Quite a number of foreign models did not comply with the Wakefield rules and required numerous alterations. Korda's, for instance, was underweight, the cross section of his fuselage was small and his tail area too large. To overcome these faults he had to make the necessary adjustments, and submit his model for another re-check in the morning.

The great day arrived, and before we left New York for the contest the temperature was almost 90 degrees, and on our arrival at the field it was stifling hot as there was no wind whatever. In fact it was a similar day to that experienced at Gouyancourt, in France, last year. A fly tent was erected by the English team to protect their models from the sun, and after another weigh-in, the contest was soon under way.

In the draw for positions, New Zealand was first, followed by America, Great Britain, France, Canada and South Africa. As the New Zealand entry was scratched, the first machine to take off was that of America's No. 1 man, Dick Korda.

With a great "zip" his machine took off and climbed almost vertically, in tight circles. It attained a good height under power, and, still rising, it was evident it had contacted a thermal. Within a few minutes it was over a thousand feet, and soaring up with each turn.

In the meantime, Charlie Gibson, flying proxy for Fred Almond, who unfortunately could not make the trip,



wound up for his first flight, but broke his motor with only three-quarters of the turns on. By the time N. Lees was called upon to wind up, Korda's time was announced over the microphone as 22 minutes, and still soaring round in circles, almost over the take-off board—a heartbreaking sight for us.

We realised we were up against it, and when Lees rubber broke, this was blow No. two with a vengeance.

As Pacham had his model ready, he went off No. 3, but unfortunately, his machine was faultily adjusted, and failed to rise above about 100 feet, his time being 82 seconds.

By this time Korda's machine was still up in sight, having clocked 34 minutes and broken Bob Copland's world record.

The Canadian entry of Fred Bowers had also connected a thermal, and turned in a flight of 12 minutes.

Things were certainly not going too well, and when Copland took off we were hoping for better things. His model, however, took a different direction to Korda's, and made a normal flight of 165.4 seconds. About this time, Korda's model began plunging down, and eventually landed within half a mile of the field after a wonderful flight of 43 minutes 29 seconds.

Spurred on by this achievement, Len Stott began winding for his first flight, and consternation was pretty complete when his motor broke in the middle. This was a most unexpected blow as we had carried out exhaustive tests on our rubber prior to the competition, and could only be explained by the terrific heat of the day.

It was now the turn of Gibson and Hill, but they could do no more than 128 and 80 seconds respectively. The Frenchman, Giovanni, whose machine was being flown by Shoebroom, had just clocked 9 minutes, the third best flight of the day.

Len Stott now took his first flight which was something of a gamble, due to the fact that the nose-former of his 'plane had been knocked out when his motor broke. Our luck was still out, however, his 'plane made a normal flight of 150.75 seconds, thermals at this time being conspicuous by their absence.

A break was made for lunch, but this was brief, and the contest was soon on its way again.

Our greatest blow came now; a stiff breeze sprang up and the sky became overcast. It was obvious that it was impossible to improve on Korda's time. In fact, the Americans were so sure of victory that Korda was freely photographed with the cup—this before the second and third flights were made.

Copland made the best flight of the second round with 308.5 seconds, followed by Stott with 211.5 seconds.

The times generally decreased as the day wore on and the best flight in the last round was 195.4 seconds by N. Lees.

From the foregoing it can be plainly seen the contest was over after the first flight.

Once again the Wakefield Cup had been won by one outstanding thermal flight, and whilst not in the least begrudging the Americans their victory, one was left with a feeling of dissatisfaction that this trophy should be won in this manner.

There were showers of congratulations for Dick Korda, who is one of the best, and has been consistently successful for many years.

We attended a banquet on Monday evening at the Hotel Ambassadors, where the prize-giving took place.

Bernard Macfadden presented the trophy to Korda and also handed over a cheque for 250 dollars to be distributed amongst the American team. There were many notable people present, including representatives of the Air Force, Navy, American Airlines, and Lord Wakefield's American representative, Mr. Hughes.

On Monday morning both teams were conveyed in a bus to American Airlines, in Newark, New Jersey, and had a very enjoyable trip in an airliner. This lasted an hour and we were permitted to visit the cock-pit in threes and watch the ship being controlled by the two pilots.

From here we visited the Kresge Store, in Newark, where we had lunch, and were appointed members of the Kresge Aero Club. The numerous speeches after lunch were very interesting, and Casey Jones, who runs an aeronautical training school invited us to have a look round his school. The leaders of each team were presented with Standard petrol engines.

Tuesday was spent in another visit to the World's Fair, and after lunch we called at Forest Hills and were introduced to Mayor La Guardia.

We left New York on the "Queen Mary" on Wednesday noon, and by this time were ready for a little relaxation. The crossing was most enjoyable, and as we neared England we began to feel more normal—and considerably cooler.

The Wakefield was again over, and though we had gained no honours on the field, we were far the richer in experience. The lessons we learned should be of great value to the team who will compete for the trophy in 1940.

### WAKEFIELD INTERNATIONAL CONTEST, 1939

HELD IN NEW YORK, U.S.A.

Dick Korda (United States) ... ..	950.2
Fred Bowers (Canada) ... ..	272.66
M. Giovanni (France) ... ..	217.53
Robert Copland (England) ... ..	211.8
Norman Lees (England) ... ..	168.87
Robert Chaillie (United States) ... ..	159.83
Leonard Stott (England) ... ..	152.41
Levalle Walters (Canada) ... ..	150.83
Vincere (France) ... ..	126.35
Edward S. Booth (Canada) ... ..	125.86
Charles Gibson (England) ... ..	98.1
Reg. Parham (England) ... ..	98.0
Tournadre (France) ... ..	96.94
Chabot (France) ... ..	90.03
Phil Dalgetz (South Africa) ... ..	83.83
Ralph Baker (United States) ... ..	81.8
Chinaud (France) ... ..	64.66
Ronald Hill (England) ... ..	64.66
Ted Foti (South Africa) ... ..	59.53
James Thames (United States) ... ..	58.53
Barthelmy (France) ... ..	57.01
Spango (South Africa) ... ..	54.73
R. B. Leslie (South Africa) ... ..	45.83
J. Bohash (United States) ... ..	41.63
J. Dilly (Canada) ... ..	31.23
P. A. Connolly (South Africa) ... ..	30.5
Roy Nelder (Canada) ... ..	24.16
Earl Stahl (United States) ... ..	20.3
Endeau (South Africa) ... ..	4.0





**NO AUGUST MEETING**  
**NEXT MEETING**

Tuesday September 14<sup>th</sup>  
07:00 PM  
Room 09  
Granite Reef Senior Center  
1700 N. Granite Reef Rd.

**DAWN PATROL**  
See schedule inside

**NEXT CONTEST**

Fall Kick Off  
Sunday  
September 19<sup>th</sup>

Webster Field  
Eloy

**Phoenix**  
**MODEL AIRPLANE CLUB**  
Steve Riley  
605 La Casa De Prasa Dr. S.E.  
Rio Rancho, New Mexico 87124