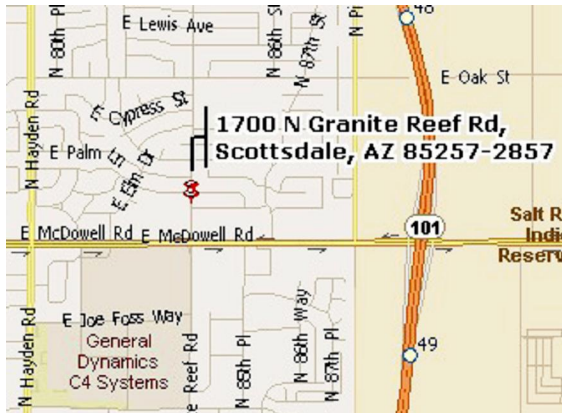


PHOENIX MODEL AIRPLANE CLUB

HAVING FUN WITH MODEL AIRPLANES SINCE 1937

VOLUME 15 NUMBER 9

September 2010



NEXT MEETING

Tuesday September 14th

07:00 PM

Room 10

Granite Reef Senior Center

1700 N. Granite Reef Rd.

**Please note the room number change
for this month**

NEXT CONTEST

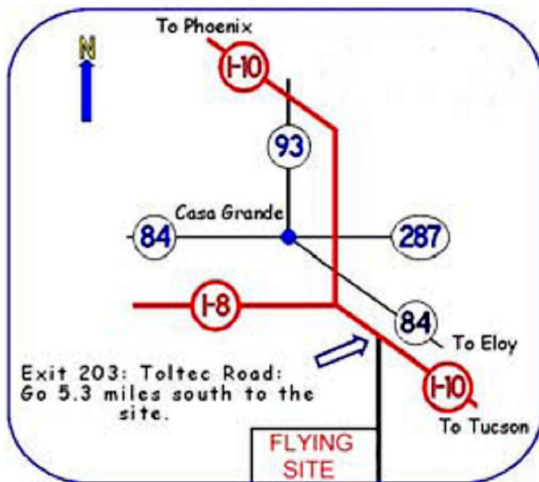
FALL KICK OFF

Sunday

September 19th

WEBSTER FIELD

ELOY



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FLYING ACES

PREZ SPEAKS

Status of Webster Field

For some months our concern has been the work being done on the surrounding fields. It looked like crops were about to be planted on all sides of our 1/2 X 1 mile field. We recently found out the soonest any of the adjoining fields would be put back into production would be about a year from now. Of greatest concern is that we can expect crops to be planted on the adjacent field to our immediate south at that time. While that is a downer, here is the good news.

Our landlord recently leased some 35,000 acres of land that includes land to the north, east, south and west of our present field. He suggested that if and when the crops that are planted to the south of our flying field become a problem; we can relocate further north or on the east side of Toltec Road. Here is the bottom line . if we find we indeed have a restrictive problem, we already have the ability to find suitable fields in the immediate area.

The electric fence surrounding our field will be removed in the near future. Until then, we are cleared to lower the wire to the ground so it does not encumber our ability to chase our models. The fence is no longer electrified. We can also rebuild the bridges on the north side of our field that were removed last year.

Lowering the electric fence. Insulators that hold the wire are affixed to the steel fence posts with a built in clamp. The clamping device has a simple knob to tighten it. Simply, loosen the knob and slide the insulator to the ground. Let's leave the fence along Toltec in place for now to include the gate fence. But the fence along our south side can be lowered to the ground, especially over the bridges. There is no need to cut the electric wire to lower it to the ground. Remember our benefactor will be rolling the wire up some day so let's not make work for him. We can also remove the barb wire strung across the southern bridges.

When the weather cools down, I will call for a work party to help with some of the things that need doing.

Keep smiling and look for that thermal.

Elmer

Dick Griswold

Model aviation lost a really good guy recently. Not too many of us who for the most part are free flighters probably never knew too much about Dick. Dick was from Tucson and was a big part of the SAM RC activities.

Dick served as the SAM Western States Vice President. As Ned Nevels recently reported on SAMTalk, "He and his wife Ann were fixtures at SAM Champs and SAM contests throughout the West and East regions of this country and Europe. He was one of those guys everyone could count on no matter what the circumstances."

During our SWR Contest Dick was the guy who put together the big barbeque every Saturday night. He brought a lot of happiness to everything he got involved with. Dick will be sorely missed.



COVERING WITH HEAT

What appears to be a little-used, or possibly little-known, technique for covering with Japanese tissue is a system that combines wet tissue, dope, and a hot Monokote Trim Seal Iron. This method produces excellent results and makes it possible to cover areas having much more severe compound curves than would be workable with wet tissue alone. Wheel pants are probably the most radical curved surfaces one will encounter, so for this reason, the following employs one of these as an example for demonstrating the method.

It might be noted that the wheel fairing is covered with a single piece of tissue, which when properly applied will have no laps, creases or slits whatsoever. The finish will be as smooth and even as a coat of paint, plus furnishing the added bonus of matching exactly the rest of the model's covering colorwise.

1. Place a small drop of dope on top of fairing. Lay covering on this spot and dry by running iron over it to serve as an "anchor" to withstand the strenuous pulling by hand that will follow.
2. Apply a narrow strip of dope (approx. 1/8" wide) on top from anchor point forward to nose. Wet tissue over this and pull hard by hand while dope and tissue are still wet, causing tissue to stretch and follow compound curve. Then pass the iron (set on high heat) over it, close to but not quite touching the tissue. This will shrink out any wrinkles caused by the pulling. When all is smooth, run the iron over it again, this time lightly touching the tissue to dry the dope and make the tissue adhere to the wood.
3. Use the same technique around the nose and underneath to the wheel opening. Same procedure from anchor point aft. This strip will now serve as the anchor for pulling when covering the sides of fairing.
4. Cover the rest of fairing using basic technique similar to that in No. 2 and No.3.

NOTE: On open frameworks, heat can be used for drying dope, allowing covering to be pulled together by hand in difficult areas before shrinking with water.

MORE TIPS:

- (1) Do not pre-dope wood surface.
- (2) Do not be afraid to really pull on tissue. (Don't even think about using domestic tissue.)
- (3) Avoid heavy-handed handling of iron - carefully pass over just above surface without putting any pressure on covering or structure when removing wrinkles.
- (4) Premature touching of tissue with iron will cause adherence to structure and wrinkles will be permanently ironed in place.
- (5) Work with small sections; avoid large "bites."
- (6) The secret lies in the pull-to-stretch/hot iron coordination.
- (7) The system works equally well on nose blocks, open frameworks, etc.

Al Cleave

Getting Rid of the Shakes

by Brian Jackson

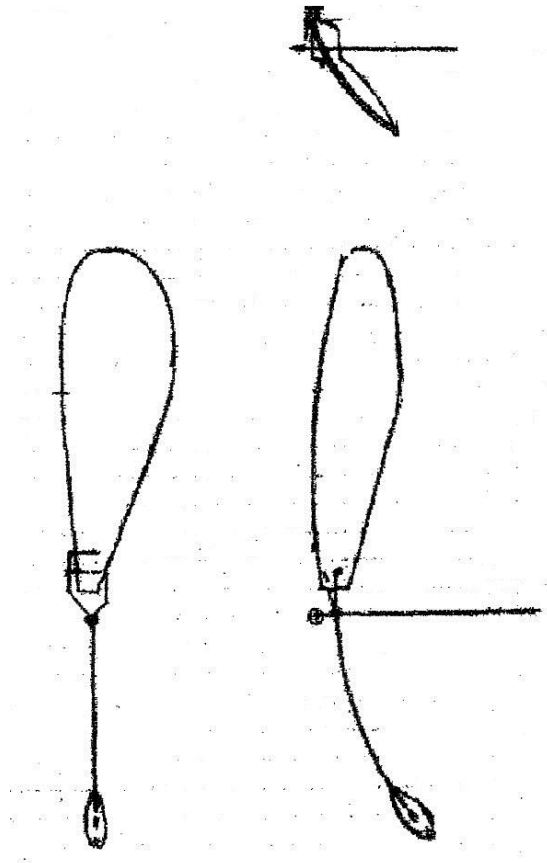
The following is from the English newsletter Bournemouth Model Aircraft Society, January 2009 issue.

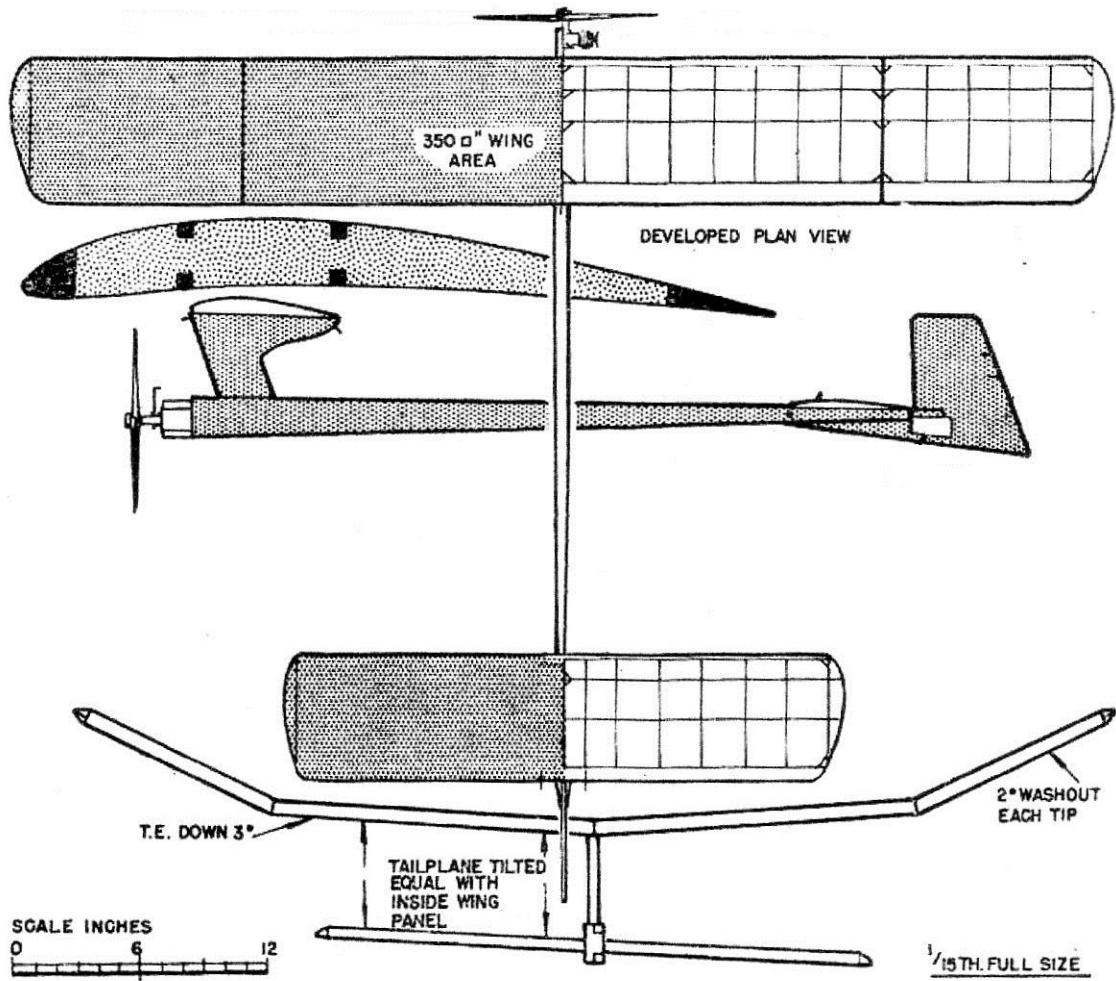
A rough guide to balancing a single blade propeller. The simple single blade propeller is probably the most time consuming to balance. The following notes are for guidance only, there's only a little math involved (a spot of weighing and a measurement or two). Thrust, drag and centrifugal force combine to give a complex resultant force from a rotating propeller blade. To counteract that force, a weight positioned to balance the rotating blade is used. There's probably a formula for this, but measuring the forces generated would need special equipment, so resorting to trial and error will have to do. The object is to get the propeller turning as smoothly as possible. This is not only pleasant to watch as the model climbs away, it means that most of the available power is being into thrust rather than being wasted by shaking the model. Balancing to achieve this is done in two stages, static balance and dynamic balance. Think of the propeller assembly as a set of scales. The blade side of the scales is a fixed weight (assuming the blade is covered and doped), so all adjustments must be made to the counterbalance side of the scales. The counterbalance wire should be long enough to give a reactive force equal to the thrust. If the wire is too short the balance weight will be heavy and it might be impossible to get a reasonable dynamic balance. Static balance needs little explanation, but it is important to check that the propeller assembly balances at all positions and not only horizontal. However it will have to be adjusted during the dynamic balancing. The wire used for the counterbalance should be fairly stiff. It does not have to bend during flight, and its job is to transmit the force generated by the balance weight. You might find it helps if the counterbalance wire is left a little longer than needed and the weight is drilled to suit the wire. This allows adjustment of the primary position of the Weight. To stop the weight moving, just twist a small piece of copper wire around the counterbalance wire and hold it in place with a spot of solder.

Once the static balance has been set up, it would be easy to assume that the propeller will turn smoothly under power; it would if it wasn't producing thrust. The trick is to counteract the thrust by tweaking the position of the counterbalance, adjusting the angle of the counterbalance wire, and perhaps the weight of the counterbalance as well. Unfortunately, the thrust is not in line with the prop shaft, so balancing it is a compromise.

The dynamic balance will have to be done with the nose block in place in the model and with a rubber motor that will be similar to the one you are going to use. Start with a few turns, about fifty should allow you to see the tendency to shake. Watch the rotating assembly closely; it should be possible to see whether the blade or the counterweight is throwing outwards (watch the winding loop, it will be describing a definite circle). If the blade is outwards, counteract it by bending the counterbalance wire a little forward. Now you have bent the wire, the assembly needs to have the static balance re-established. Repeat the winding, bending and balancing until the circle described by the winding loop is hardly perceptible.

If the counterweight is at first throwing outwards, bend the counterbalance wire slightly rearwards and repeat the previous stages. The bending of the counterbalance wire might seem to be the wrong way, however if you take the situation where the counterbalance arm is on the outside of the circle, this is due to the thrust being greater than the force from the counterweight. The opposite applies if the blade throws outwards. The three views of a typical single blade arrangement may help to explain the above.





George Fuller with his Dixielander

A Life of Aeromodelling

By George Fuller

The age I grew up in was at the time when the aeroplane really started to be developed and when a new aircraft took to the air, there were doubts whether it would fly. Test pilots were going into the unknown, not like today with computers - they know that the aircraft will fly. I have always been fascinated by aircraft. I can remember, as a boy, whenever an aircraft flew over, I would look up and shout "Hello, Amy Johnson", who was the hero of the day. I used to make mock-ups of aircraft out of orange boxes, sit in them, and act like a pilot.

As far as I can remember my very first encounter with model aircraft was at our local paper shop, they sold Japanese made, cardboard chuck gliders. The wings slipped through the fuselage and were very good. They cost around 2 penny. I would spend hours and hours throwing them up and modifying them by cutting wings and adjusting to get a better performance, obviously this helped me with learning about the theory of flight and how to trim for best performance.

I was born in Islington, North London, quite a down market area at that time. Things have changed a lot since then as our ex-Prime Minister Tony Blair has lived there in recent times.

Being very interested in aeromodelling I paid a visit to a new model shop which had just opened. In the window was an indoor model. A single-surface rubber model covered in red tissue.

That was it I was hooked. I rushed home to my mother for the money to buy balsa wood strips and tissue, but alas at 8 years old I could not build one and I went through a very frustrating period trying to build models.

My first 'nearly' built model was a Megows kit of a biplane. The reason I say 'nearly' built was I was so eager to fly it that I tried it with only the lower wing in position and, needless to say, the attempt ended in disaster and tears.

Along came the war and our house got bombed and I finished up in St. Albans, Herts. Nothing really happened regarding aeromodelling until peace was declared. I then helped to restart the Sfi. Albans Model Aero Club, who went on in later years to organize the famous All Britain Model Aircraft Rallies at Handley Page's Radlett aerodrome.

I was very lucky, one of my school teachers was a top class aeromodeller and the help and several models he gave me to fly were my pride and joy.

Time went by and restrictions were lifted and model kites and engines etc. started to come into the country once again. One of the kits I built was a Frank Zaic Floater, which was quite a large glider to me.

A top aeromodeller of the time was Ted Buxton and a new member of our club, who was a friend of Mick Farthing who had set the trend in this country with very light, Marquardt 52 wing sectioned, rubber models.

I can remember Ted, who by the way went to work in the USA in the late 40's and regretfully I have never seen since. He was one of my idols.

I tried to copy one of his models. I shall never forget his look when he saw it - it really brought me down to size!

I gradually improved my building, which was mainly lightweight rubber models and Wakefield (old F1B).

I worked in a model shop until I was called up for National Service, to the RAF, in 1948. After 2 years service I came out and met up with Ron Hinks, who later represented Great Britain in Wakefield and A2 glider teams.

I worked as his manager in his Luton model shop. Ron was also a partner in A.A. Hales Ltd who later produced Yeoman kits.

I got married and when my wife was expecting our son found that she couldn't help me with holding my models for winding or launching gliders, I decided to concentrate on power models.

I had gone for some weird designs in the early days, influenced by the continental designs, pendulum rudders etc. which I saw fly at the International meetings held at Eaton Bray Model Sportsdrome.

My first serious, successful power model was designed to be as simple as possible. It was called 'Stomper' and was featured in the February 1953 Aeromodeller.

It is still very popular down in Australia and comes within their Vintage class.

From the knowledge obtained from the Stomper came 'Zoot Suit', which got me a place in the 1953 British Team. I nearly won, but was pushed into 2nd place by Dave Kneeland from the USA (see November 2008 NEW Clarion).

Just for interest I timed Joe Foster's winning fly-off flight in the Wakefield competition the next day.

From the earlier designs I eliminated various snags etc. and developed the Dixielander,

which seemed to make winning a lot easier. This model worked out just right. At this time I was working for the Yeoman company, who kitted the design around 1959. As it was such a simple model to build and fly, it became very popular in the 1960's. This clipped my wings somewhat. I kept getting beaten by my own design!

There was an FAI version of the Dixielander built, but I failed to make it into the team. However, one of my fellow club members (the late Carl Simeons) flew one in the 1960 World Championships at Cranfield the year of the 'stalemate'. Incidentally I was our team manager that year.

(*This was the occasion on which 13 fliers achieved five 3 min, max's to qualify for the fly-off. After IZ rounds, over a 6 hour period, the fly-offs were abandoned with 5 fliers having managed a further 12 max's. The five were declared joint champions)

My FAI version was quite consistent; it jointly won one of our FAI comps when we both agreed to stop flying after 10 maxs! Needless to say the rules were changed the next year.

The Dixielander seemed to carry on winning and John West was one of our top fliers and swept all before him with a lighter version.

In 1965 I read that the US Nationals had been won with a standard Dixielander. At this period I had stretched the model in span and length and upped the power to 5cc. I called this version the E-Type Dixielander (E for extended). This version had 'gadgets' on it i.e. auto-rudder, VIT etc. It was quite potent, but never as good as the original. Because of the Dixielander's success at our Nationals I decided to go over and compete in the US Nationals in 1966, held at Glenview, Chicago.

At that period our motor runs were 10 secs, but when I got to the event I discovered that in the US the motor run was 15 secs.

On my first flight the model got very high and although modellers could still see it, the Naval timekeeper said he couldn't and clocked it off in the clouds after 3:52 (5:00 Max), so I finished up in 3rd place. That's life!

A moment I will always remember from Glenview is while I was trimming I had a DT failure and a young lad joined me in the chase. Luckily I got the model back. When we were walking back-he enquired if I was English and did I know his grandfather who had shoe shops in England.

I said "I don't think so, what was his name"? He replied "Scholl"!

I've never been too serious with the F1C class. Every time I thought I've cracked it another development came along. I did get back into the British Power Team in 1969 for the championships flown in Austria, flying my Trad Lad design. I managed to make the fly-offs, but overdid the glide adjustment and developed a stall which resulted in a 9th place.

A happy moment in my life was when my son Chris won the Open Power event at the 1969 British Nationals. Although I have won the other classes at the Nats, the Open Power had eluded me. I had the ~AA class down to a fine art and won that event 2 years in succession, then the rules were changed.

I had a rest from Aeromodelling for a few years to run a business, but the bug started to bite again and I started modelling again. I moved down to Devon in 1985 and joined the Bristol and West MAC.

It took a few years to get back into my stride, but in 1995 I finally won the Open Power event at the Nationals. Not only did I manage that, but I became Nationals Power Champion for that year also.

I was now flying a shoulder wing model, powered by a Super Tigre 5cc engine. I called the model 'Jazzzer'. In my humble opinion this is the most potent Open Power model I have ever flown.

One of the proudest moments of my life was when I was awarded the US National Free Flight Society (NFFS) 'Model of the Year' award in 1972, for the Dixielander. A great honour, especially considering the number of great US designs to choose from.

I was also awarded a plaque, in 1996, by SAM1066, as a tribute to the Dixielander design. I went to the very first British Nationals in 1947 and exactly 50 years later, in 1997, I won the Slow Open Power event, flying a modified Dixielander - something that can never be equaled and something that gives me a great feeling of satisfaction.

You can tell that I love Jazz and where my model names come from: Stomper, Zoot Suit, Dixielander, E-Type Dixielander, Mini-Dixielander, Trad Lad, Jazzzer, Mini-Jazzzer, and if my new design F1J flies to expectation I will call it 'Jazzman.'

My life in Aeromodelling has been so interesting and even helped me in business. Aeromodellers are a type of person you are pleased to associate with, regardless of politics and nationalities etc.

I have found wonderful kindness and friendship throughout the world.

**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)

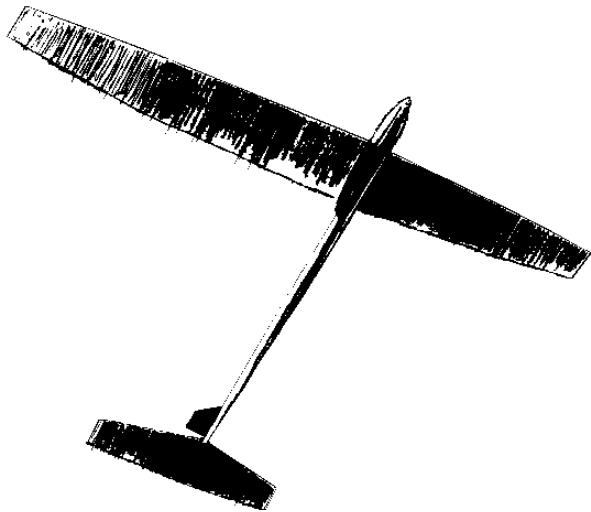
DAWN PATROL ENTRY FEE \$1.00 PER FLIGHT. Winner is highest 2 flight total. 9 second motor run. Two models per class permitted but only 1 model in air on official flight allowed. Official flight is timed to the ground before another official flight can be scored. Flights must be posted after each official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

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

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



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NEXT CONTEST

Fall Kick Off

Sunday

September 19th

Webster Field

Eloy

Phoenix
MODEL AIRPLANE CLUB

Steve Riley

605 La Casa De Prasa Dr. S.E.

Rio Rancho, New Mexico 87124