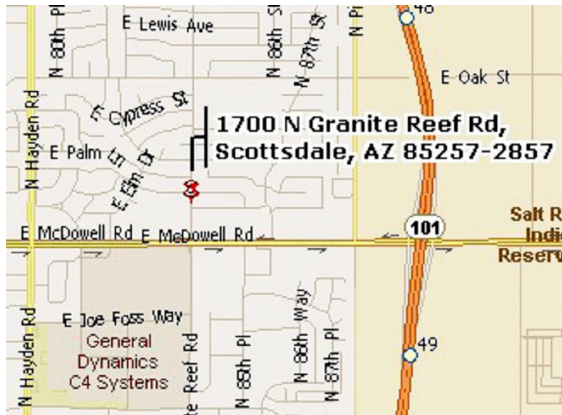


PHOENIX MODEL AIRPLANE CLUB

HAVING FUN WITH MODEL AIRPLANES SINCE 1937

VOLUME 17 NUMBER 2

February 2012



NEXT MEETING

THURSDAY

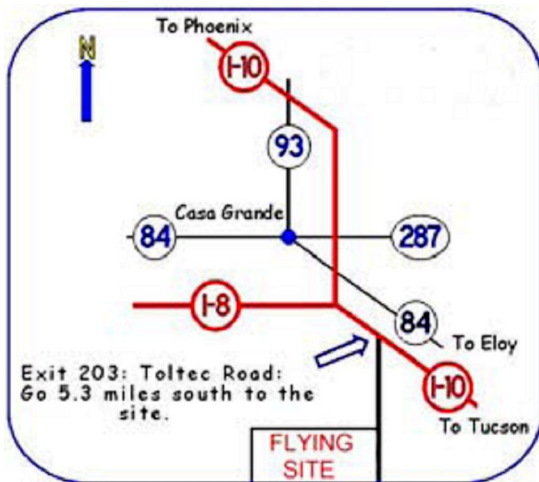
Feb. 16th

07:00 PM

**Granite Reef Senior Center
1700 N. Granite Reef Rd.
Scottsdale, AZ**

NEXT CONTEST

**PRESIDENT'S CUP Feb. 19th
WEBSTER FIELD
ELOY**



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FLYING ACES

PREZ SPEAKS

After many years, Steve Riley has decided to pass the baton to a new News Letter editor. During the recent SWR Contest, smooth talking Steve snuggled up to Bruce Grawburg and convinced him there was nothing more rewarding than to run the news letter. First, a hearty thank you to Steve. He has been there for me, more than any of you could imagine. I am not sure where he gets all the energy, but he has really done a bang up job. I would normally say ~~we are~~ going to miss you. But I won't this time, because he has been double timing it securing a new indoor site and setting up a new contest for us. There has been a load of behind the scenes work to secure the site. Thanks a ton Steve! For Bruce, thank you for picking up another job to support the club. The exact hand off date is still being worked out between the two of them.

During the SWR, we learned the hard way that Eloy Police can run a very efficient ~~speed trap~~. If you weren't stunned by it you are lucky. They posted a Police vehicle (white SUV) immediately across from the TA Truck Stop entrance. The speed limit in that area is 25 mph. It changes to 35 mph as you pass the entrance to the golf course going south. My fine is \$230 for travelling 39 mph. The 25 mph speed limit sign is not readily visible. To date I know of more than 25 folks that got a ticket. The highest fine I've heard about was over \$400 for travelling 49 mph. Two guys received two tickets with fines of over \$400. The golf course and the truck stop folks have both told me they have received complaints from patrons. I estimate our free flighters will be paying Eloy approximately \$5,000! I am building a case to present to the Eloy City Council, but so far the police are not friendly. Check you speed!

Starting with the February contest we will be using a new scoring system. The software to support it was developed by Bruce Grawburg. He and I back tested it against 2011 contest results. Bruce built it so we could use it with the same scoring factors used for the past few years or we could incorporate a slightly different approach. The TFFC at their annual meeting voted in favor of adopting the new approach for 2012. At the next PMAC meeting we will take a final vote among ourselves. My strong recommendation is we adopt the new system. It is explained elsewhere in this news letter.

Elmer Nelson

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THURSDAY
Feb. 16th
07:00 PM
Granite Reef Senior Center
1700 N. Granite Reef Rd.
Scottsdale, AZ

PROPOSED NEW SCORING SYSTEM

After three months of development, we now have a new scoring system to use for 2012. The new system is very similar to our old system with two changes. The points that will be awarded for max flights and for achieving more flight time within each category vs other models in that category will be awarded one (1) point. Also the points awarded for flying three official flights will earn two (2) points. This reduction in points reduces the wide range in total points among competitors. The other major change is five (5) bonus points that will be awarded for each additional modeling discipline that the competitor flies during a given contest. The three modeling disciplines are glider (hand launched, catapult launched and tow line), rubber powered models, and engine/motor powered models (includes gas and electric power).

The new system was back tested extensively against our contest results for 2011. The back testing showed the points spread among contestants is reduced. It also shows that the contestant who elects to fly in more than one discipline improves his chances to move up the contest ladder. Thus this becomes an incentive to fly in more disciplines. It is my experience that flying in more than one discipline is more time consuming than limiting one's effort to just one. Thus the bonus points helps balance the difference in total time one can rack up in a given contest when flying more than one discipline vs flying just one. The table below shows how the points earned under the new scoring system differs from our old one. The back testing shows that only 5% of the 2011 points would have been earned from bonus points while 95% of the points would have been earned from the flying time flown.

	New System	Old System
Flight time	53%	33%
Each max flight	20%	30%
Three official flights	22%	37%
Each additional discipline (first discipline = 0)	5%	
Total	100%	100%

The bonus points option can be abused. To reduce this, we need to legislate against such things as folding up a paper glider and throwing it a couple of times to log time in the hand launched glider event. Another example is to fly something like a Delta Dart model as a Mulvihill. With a little thought we can include easily understood guidelines for all of us to follow. Bottom line, flying in an additional discipline should be done in a sportsman like manner.

I sent the back testing information to the top nine people on our 2011 Contest Ladder and asked for their personal reaction to the change. All felt they could support it. One of the nine had several reservations about the effectiveness of the changes. Three others would like to see one or two of each individual's lowest scoring contests thrown out of the final annual standings.

At this time, the Tucson Free Flight Club favors the new system. At our next PMAC meeting we will take a vote to adopt the change.

Bruce Grawburg has spent a lot of time developing this system and deserves our unqualified thanks.

Elmer Nelson

2012 Southwest Regionals AMA/SAM/NFFS/FAC Free Flight Results

[x] = number who flew /CA etc = State of residence

1/2A Gas [54]

1st Bob Hanford / OK
2nd Dan Berry / AR
3rd Ray Boyd / CA

A Gas [4]

1st Steve Hesla / AZ
2nd Jeff Carman / CA
3rd Dan Berry / AR

C Gas [3]

1st Dan Berry / AR
2nd Steve Hesla / AZ
3rd Vaun Coker / CA

D Gas [3]

1st Jeff Carman / CA
2nd Ken Kear / AZ
3rd Steve Hesla / AZ

Classic 1/2A Gas [8]

1st Bob Hanford / OK
2nd Don DeLoach / CO
3rd Dan Berry/AR

Classic AB Gas [4]

1st Dan Berry / AR
2nd Steve Hesla / AZ
3rd Glenn Schneider/ CA

Classic CD Gas [1]

1st Jeff Carman / CA

1/4A Nostalgia [5]

1st Bob Hanford / OK
2nd Ken Kaiser / CA
3rd Glen Schneider/CA

Early 1/2A Nostalgia [3]

1st Dan Berry / AR
2nd Glenn Schneider / CA
3rd Bob Hanford / OK

1/2A Nostalgia [8]

1st Bob Hanford / OK
2nd Don Kaiser / CA
3rd Dan Berry / AR

A Nostalgia [5]

1st Jeff Carman / CA
2nd Gene Wicks / IL
3rd Jack Murphy / UT

B Nostalgia [5]

1st Ken Kaiser / CA
2nd Don Kaiser / CA
3rd Bob Hanford / OK

C Nostalgia [7]

1st Don Kaiser / CA 1620 sec
2nd Glen Schneider/CA
3rd Bob Hanford / OK

Nostalgia Cabin [1]

1st Jean Andres / AZ

.020 Replica [3]

1st Ken Kear / AZ
2nd Jeff Carman / CA
3rd Jerry Murphy / CO

Old Time Gas Pylon [4]

1st Dick Nelson / AZ
2nd Eric Strengel / CA

3rd Bob Harper /CA

Old Time Gas Fuselage [4]

1st Eric Strengel / CA
2nd Bud Romak / CA
3rd John Riese / CA 135

P-30 Rubber [8]

1st Don DeLoach /CO
2nd Clint Brooks CA
3rd Chuck Stewart / AZ

Mulvihill Rubber [2]

1st Roger Gregory / CA
2nd Grant Carson / TX

Moffett Rubber [3]

1st Roger Gregory / CA
2nd Paul Andrade / CO
3rd Jim O'Reilly / KS

Nostalgia Rubber [4]

1st Paul Andrade / CO
2nd Bud Romak / CA
3rd Dan Keegan / NV

Nostalgia Wakefield [3]

1st Don DeLoach /CO
2nd Paul Anfrade / CO
3rd Dan Keegan / NV

Small Rubber Stick [4]

1st Don DeLoach / CO
2nd Clint Brooks / CA
3rd Jean Andrews / AZ

Large Rubber Stick [8]

1st Carl Redlin / CA
2nd Herb Kothe / CO
3rd Don DeLoach / CO

Small Rubber Fuselage [6]

1st Jim O'Reilly / KS
2nd Jean Andrews / AZ
3rd Grant Carson / TX

Large Rubber Fuselage [3]
 1st Bud Romak / CA
 2nd Roger Gregory / CA
 3rd Clint Brooks / CA

Twin Pusher [4]
 1st Carl Redlin / CA
 2nd Jim O'Reilly / KS
 3rd Jean Andrews / AZ

Jimmie Allen [4]
 1st Herb Kothe / CO
 2nd Roger Willis / AZ
 3rd Jim Seamster / AZ

Half A Wake [1]
 1st John Patton / AZ

Hand Launched Glider [7]
 1st Ken Bauer / CA
 2nd Mark Covington / CO
 3rd Tim Batiuk / CA

Catapult Glider [6]
 1st Tim Batiuk / CA
 316 sec
 2nd Dan Berry / AR
 3rd Lee Hines / CA

Classic Open Towline Glider [3]
 1st Mark Covington/CO
 2nd Enes Pecenkovic / AZ
 3rd Tim Batiuk / CA
 389

A1 Towline [2]
 1st Jack Murphy / UT
 2nd Ted Firster / CA
 150

E36 Electric [5]
 1st Don DeLoach / CO
 2nd Dan Berry / AR
 3rd Mike Rosebarry
 532

Electric A & B Combined [2]
 1st Bernie Crowe / CA
 2nd Don DeLoach / CO

Tomboy [1]
 1st Mike Myers

2012 REGIONALS FAI RESULTS

Peter Brocks C.D.

F1A		1	2	3	4	5	6	F/O	Total
1	Mike McKeever	180	180	180	180	180	180	300	1380
2	Jim Farmer	180	180	180	180	180	180	289	1369
3	Pierre Brun	180	180	180	180	180	180	266	1346
4	Ken Bauer	180	180	180	180	180	180	240	1320
5	Don Zink	180	180	180	180	180	180	232	1312
6	Brian Van Nest	180	178	180	180	180	180		1078
7	Joey Farmer JR	180	180	180	172	180	180		1072
8	Billy Farmer	175	180	172	180	180	180		1067
9	Enes Pecenkovic	180	180	180	160	180	180		1060
10	Peter Brocks	180	180	180	180	180	131		1031
11	Dave Oldfield GBR	180	180	180	115	180	180		1015
12	Risto Puhakka	180	180	180	120	176	157		993
13	Jimmy Farmer JR	180	178	180	86	173	180		977
14	Lee Hines	180	137	112	166	180	178		953
15	Jim Parker	180	89	171	153	153	180		926
16	Jasminka Pecenkovic	158	158	180	180	127	121		924
17	Dean Clark	180	11	145	180	DNF	DNF		516

F1B	1	2	3	4	5	6	F/O	F/O	Total
1 Walt Ghio	180	180	180	180	180	180	300	312	1692
2 George Batiuk	180	180	180	180	180	180	300	310	1690
3 Blake Jensen	180	180	180	180	180	180	300	296	1676
4 Jack Emery	180	180	180	180	180	180	300	238	1618
5 Thomas Ioerger	180	180	180	180	180	180	275		1355
6 Roger Morrell	180	180	180	180	180	180	261		1341
7 Dick Wood	180	180	164	180	180	180			1064
8 Rich Rohrke	180	180	157	180	180	180			1057
9 Mike Woodhouse GBR	180	180	137	130	180	180			987
10 Paul Crowley	180	180	169	180	4	DNF			713
11 Elmer Nelson	180	DNF	DNF	DNF	DNF	DNF			180

F1C/P	1	2	3	4	5	6	F/O	Total
1 Glenn Schneider F1P	180	180	180	180	180	180	300	1380
2 Bob Hanford F1P	180	180	180	180	180	180	277	1357

F1Q	1	2	3	4	5	6	Total
1 Bernie Crowe	180	180	180	180	123	180	1023
2 John Oldenkamp	180	180	170	180	180	109	999
3 Mike Pykelny	40	176	180	180	180	180	936

F1G	1	2	3	4	5	F/O	F/O	Total
1 Blake Jensen	120	120	120	120	120	180	185	965
2 Roger Morrell	120	120	120	120	120	180	145	925
3 Walt Ghio	120	120	120	120	120	180	132	912
4 Tiffaney O'Dell	120	120	120	120	120	180	123	903
5 Rich Rohrke	120	120	120	120	120	140		740
6 Paul Crowley	102	120	120	120	95			557
7 Mike Pykelny	120	120	120	105	85			550
8 Peter Brocks	63	120	120	120	DNF			423
9 Dick Wood	65	DNF	DNF	DNF	DNF			65

F1H	1	2	3	4	5	F/O	Total
1 Mike McKeever	120	120	120	120	120	178	778
2 Brian Van Nest	120	120	120	120	120	154	754
3 Lee Hines	120	120	120	120	120	148	748
4 Ken Bauer	120	120	120	108	120		588
5 Ed Skorepa	70	120	120	120	114		544

F1J	1	2	3	4	5	F/O	Total
1 Bob Hanford	120	120	120	120	120	215	815
2 Tony Robertson	120	120	120	120	120	196	796

2012 Southwest Regionals
SAM RC Results

Event / Name	Plane	Area	Engine	Time	Flyoff
<u>A Ignition LER</u>					
1	Rick Holman	Lancer	McCoy 19	595	
-	Ed Hamler	Playboy Jr.	358 Elfin 2.49	DNF*	
<u>B Ignition LER</u>					
1	Rick Holman	Lanzo Bomber	McCoy 29	950	
2	Ed Hamler	Korda Diamond	450 Forster 29	674	
3	Don Bishop	Lanzo Bomber	550 McCoy 29	443	
4	Fred Foster	Kloud King	670 O&R 29	417	
<u>C Ignition LER</u>					
1	Ed Hamler	Westerner	1024 McCoy 60	1080	12:03*
2	Bob Angel	Lanzo Bomber	1206 McCoy 60	1080	8:28*
3	Rick Holman	Lanzo Bomber	1206 McCoy 60	1080	6:50*
4	Phillip Stephans	Lanzo Bomber	1206 McCoy 60	814	
5	Don Bishop	Lanzo Bomber	1100 McCoy 60	0	
<u>A Glow LER</u>					
1	Rick Holman	Stardust Spcl.	Nova Rossie 15	840	
2	Ralph Cooke	Airborne	490 Fox i5	LOF	
-	Mike Myers	Airborne	490 OS 20	DNF*	
<u>B Glow LER</u>					
1	Rick Holman	Stardust Spec	Nova Rossie 21	960	8:31*
2	Phillip Stephans	Airborne	490	960	7:38*
3	Don Bishop	Lanzo Bomber	670 K&B 49	914	
4	Bob Angel	Stardust Spec	660 Torp 29 X flow	480	
5	Ralph Cooke	Airborne	810 Saito 40	478	
<u>C Glow LER</u>					
1	Ed Hamler	Westerner	910 Torp 40	1012	
2	Rick Holman	Lanzo Bomber	900	977	
3	Ralph Cooke	Airborne	810 Saito 45	627	
4	Fred Foster	Playboy Sr.	806 Fox 35	111	
-	Don Bishop	Lanzo Bomber	900 K&B 65	DNF*	
<u>Pure Antique</u>					
1	Bob Angel	Lanzo Bomber	1206 McCoy 60	1200	
2	Rick Holman	Lanzo Bomber	1206 McCoy 60	1166	
3	Fred Foster	Kloud Kin	670 O&R 20	374	
4	Ed Hamler	Korda Diamond	450 Forster 29	169	
5	Don Bishop	Lanzo Bomber	1206 McCoy 60	0	
-	Eut Tileston	Westerner	951 O&R 60	DNF*	
<u>Antique Glow</u>					
1	Phillip Stephans	Airborne	490	1099	
2	Ralph Cooke	Airborne	810 Saito 45	LOF	
<u>Ohlsson Sideport</u>					
1	Bob Angel	Clipper MK-1	678	840	
-	Fred Foster	RC-1	1008	DNF*	
-	Eut Tileston	Westerner	952	DNF*	
<u>Brown Jr.</u>					
1	Bob Angel	—			6:45
2	Phillip Stephans	Folly			5:44
-	Mike Myers	Kloud King		DNF*	
-	Luther Peters	Black Hawk		DNF*	

Event / Name	Plane	Area	Engine	Time	Flyoff
<u>Texaco</u>					
1	Phillip Stephans	Lanzo Bomber	1206 OS 40	13:59	
2	Ralph Cooke	Airborne	810 Saito 45	13:03	
-	Fred Foster	RC-1	1008 O&R 60	DNF*	
-	Ed Hamler	Korda Diamond	450 Forster 29	DNF*	
-	Eut Tileston	Westerner	902 O&R 60	DNF*	
<u>1/2 A Texaco</u>					
1	Luther Peters	J2 Cub		1609	
2	Bob Harper	--		1227	
3	Phillip Stephans	Lanzo Bomber	288	1219	
4	Eut Tileston	J2 Cub	241	1169	
5	Fred Foster	Hayseed	311	790	
<u>1/2 A Scale Texaco</u>					
1	Luther Peters	J2 Cub		322	
-	Eut Tileston	J2 Cub		DNF*	
<u>Electric Texaco</u>					
1	Phil Pearce	Lanzo Bomber	630	36:43:00	
2	Dave Harding	Stardust Spcl	1050	28:48:00	
3	Bob Galler	Record Hound	720	27:40:00	
4	Charles Applebaum	Lanzo Bomber		27:20:00	
5	Steve Moskal	Playboy Sr. Cab	790	25:06:00	
6	Vic Newton	Lanzo Bomber	630	21:21	
7	Luther Peters	Stardust Spcl		19:33	
8	Richard Dick	--		11:43	
<u>Electric LMR</u>					
1	Vic Newton	Lanzo Bomber	630	1200	
2	Phil Pearce	Lanzo Bomber	630	1155	
3	Richard Dick	Playboy 67"		964	
4	Steve Moskal	The Answer	700	931	
5	Dave Harding	Stardust Spcl		0	
-	Luther Peters	Stardust Spcl	Hacker Geared	DNF*	
<u>Speed 400</u>					
1	Phillip Stephans	Lanzo Bomber	288	1284	
2	Dave Harding	--		1259	
3	Phil Pearce	Airborn		1028	
4	Ed Hamler	Kerswap	290	940	
5	Bob Galler	Dallair Sportster		871	
6	Richard Dick	Viking	540	714	
7	Bob Harper	--		640	
8	Luther Peters	Behle Giant		511	
9	Mike Myers	Bay Ridge Mike		225	
<u>Wakefield Class Electric LMR</u>					
1	Dave Harding	Jack North 80% Wakefield		682	
2	Luther Peters	Zipper		664	
3	Phil Pearce	Cleveland Gull		622	
-	Eut Tileston	Cleveland Gull		DNF*	
<u>Spirit of SAM</u>					
1	Luther Peters	Crusader		18:23	
2	Dave Harding	Jack North 80% Wakefield		15:37	
3	Phil Pearce	Albatross		15:28	
<u>Electric Gas Replica</u>					
1	Vic Newton	Playboy Pylon		960	
2	Steve Moskol	Comet Sailplane	180	916	
3	Phil Pearce	Simplex		651	
4	Bob Galler	So Long		577	
5	Luther Peters	Zipper		518	
6	Richard Dick	Dodger		0	



Dennis Donnelly and his grandson Arron



John Patton, past Prez of the club and Greg Tutmark, AMA and SAM FF C.D.



Toby Blizzard and Al Lidberg. They have done more than their share of work on the Regionals over the years.



As long as your having fun Elmer, that's the important thing
Nobody works harder for this club than this guy. Our club President, Elmer Nelson.



NEXT MEETING

THURSDAY Feb. 16th

07:00 PM

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Scottsdale, AZ**

NEXT CONTEST

PRESIDENT'S CUP

Feb. 19th

2012

**WEBSTER FIELD
ELOY**

Phoenix
MODEL AIRPLANE CLUB

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