

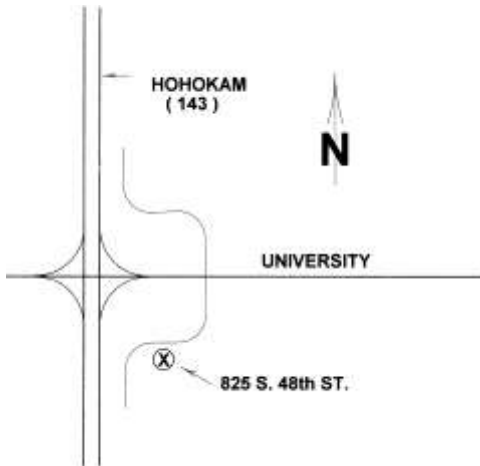
# PHOENIX MODEL AIRPLANE CLUB

HAVING FUN WITH MODEL AIRPLANES SINCE 1937

VOLUME 13 NUMBER 11

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

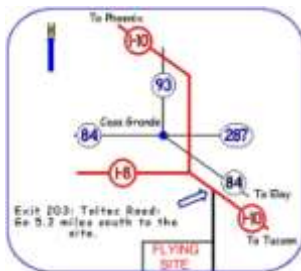


**NEXT MEETING**  
**November 18<sup>th</sup>**  
**10:00 AM**



825 South 48<sup>th</sup> St.  
Tempe

**NEXT CONTEST**  
**November 16<sup>th</sup>**  
**Eloy, Arizona**



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# PMAC / TFFC Fall Contest Schedule

November 16<sup>th</sup>

December 17<sup>th</sup> & 18<sup>th</sup>

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](http://www.aalmps.com/9info.htm)

Or contact Al Lidberg at (480) 839 8154



## **Bill Langelius**

January 1935 – October 2008

Bill moved to Phoenix in 2002 from Long Island, New York and immediately joined PMAC. From the start, Bill demonstrated an eagerness to pick up free flight after a long absence that many of us had during the middle years of our life. Those who took the time to know Bill found him to be a man of depth. Dick Nelson of Tucson reflected on Bill with this sentiment “He was a real individualist, a person unlike anyone I have ever met. He did it his way and I felt close to him, even though we were miles apart in our endeavors. He would go out of his way to help anyone. I will miss him.” Dick Wood has commented on his breadth of thought. Dick often had lengthy conversations with Bill over the most obscure subject. Simply put, Bill was well read and prepared to debate anyone over almost any subject.

His brother Bob commented that Bill’s early life was consumed by his interest in airplanes. He was raised on Long Island close to the Grumman and Republic aircraft factories. During WWII, P-47s and Grumman Ducks were rolling off the nearby assembly lines. As Bob states, a P-47 beating up the neighborhood was a common sight. The sound of that big R-2800 on the nose of the P-47 is a sound one never forgets! His early model building started then. His Uncle Joe was an accomplished modeler and brought young Bill into the Long Island City “Prop Spinners” club. Most notable of many great members was Bob Hatschek who mesmerized Bill. Through this association, Bill began designing his own models. This was something he carried on here. Over the past few years, he gradually developed his very successful Robot 1/2A gas model. In fact, he flew this bird very successfully at our last contest just a couple of days before his passing.

During the Korean War, Bill attended Hofstra College, but left to join the Army. He trained in fire control for the new atomic cannon. His knowledge of ballistics was nurtured and led to a lifetime of scientific inquisitiveness that never left him. Bill had a near photographic-memory and could recite formulas, chemical equations, airplane specs and such data. This background led him into marketing computer software for several different companies. Bill loved fishing, boating, shooting, modeling and interacting with close friends. Bill often spoke of salt water fishing off Long Island. Golfing was a life long passion and he played to a single digit handicap for many years. Bill loved building his own clubs and often spoke about the attributes of specific shafts and club heads. He was a great rifleman and shot exceptionally well. Along the way he also picked up an exceptional knowledge of birds. During trips to Eloy he would point out the various hawks and discuss their characteristics. We here in Arizona only saw a portion of Bill’s great depth and knowledge.

Bill is survived by his daughter Lisa Marie Langelius and grandson William Langelius-Thompson, his brother Bob Langelius, Bob’s three children and his special friend of many years, Bonnie Curry. We miss you Bill.

*Elmer Nelson*

**From the Pres: 10/26/08**

## **Transporting a Chase Bike**

At the 10/25/08 Eloy contest, some folks were quite interested in the motorcycle carrier that I'm now using.

Through the years, I've used at least 6 methods for transporting a chase bike to the field. They include:

~Metal hoop-like carriers that had a hook to fit on a car bumper.

~A bolt-on steel rack that came with the little lawn mower engine scooter we adopted about 30 years ago. That one has been in the family since 1957. Once or twice, we even just put the little bike in the truck of a car!

~A trailer – one of the 4' square frame trailers sold by Harbor Freight and Home Depot.

~Steel motorcycle racks.

~Aluminum rack.

The hoop racks and the bolt-on rack both required some method for securing the small motorcycle upright and this was a lashed up compromise at best. The small trailer will carry 2 bikes easily; but it's so short that backing up becomes very difficult because the trailer could not be easily seen through the mirrors until it was all crossed up. I still have the trailer but haven't used it for about 4 years. A steel rack works well but at 95 lbs it was not at all easy to install, and I bought a hydraulic lifting table to be able to handle the steel rack by myself. Because it was so heavy, we had a tendency to leave it on the truck at the field. It didn't take long however for people, including me, to trip over the securing bar that sticks out straight behind the truck. This happened, painfully, every time we used a steel rack. The aluminum rack is the latest and by far, the best approach. Its total weight is about 35 lbs, making installation and removal very easy and quick – just unload the bike, then one person can remove the rack and put it under the truck! We used the rack on the recent trip to Muncie and it worked very well.

Here are pictures of the rack with a little Honda CT70 bike on board and unloaded. Note how the ramp just hooks on the end of the rack.

Observers also noted how rigid this rack is when mounted on the truck. By the way, the rack mounts to a 2" square trailer hitch receiver. In the absence of any special arrangement, such a rack could move around and it doesn't exactly give the car/truck driver confidence to see the load moving! This rack comes with an anti-tilt bracket at no extra cost which I'm sure will do the job although it requires a wrench to tighten/loosen machine screws each time the rack is used. Rather than use that bracket, I already had an anti-tilt, locking hitch pin:

The hitch pin is threaded and it screws into a very large nut that is placed inside the rack's main steel member – the gray part running toward the top of the picture that plugs into the vehicle's hitch receiver. When the pin is tightened with a wrench, the rack plus motorcycle acts like an extension of the truck – no movement. Before the lock is added, the tubing sleeve slides onto the pin, also contributing to eliminating movement. You can also see lock and its key.. Note the hole at the end of the steel bar – that's where the bike's securing strap hooks on.

Here's the info on sources:

~ The rack: at [http://www.amazon.com/MOTORCYCLE-CARRIER-RAMP-dirt-trailer/dp/B001GUJV62/ref=pd\\_sbs\\_auto\\_2](http://www.amazon.com/MOTORCYCLE-CARRIER-RAMP-dirt-trailer/dp/B001GUJV62/ref=pd_sbs_auto_2)

which is the same model AMC-400 rack from Discount Ramps.com LLC, 760 South Indiana Ave, West Bend, WI 53095 888-651-3431

The price is \$119.00 and there is an additional charge of \$39 or so for shipping. The rack will accommodate a much larger bike; up to 400 lbs and 6' long with 5" wide tires. BTW: the steel racks were \$300 or so about 4 years ago, and at that time their aluminum racks were about \$450!

~ You'll need 2 tie-down straps for the bike handlebars and the supplier recommends also using 2 small straps to tie the wheels to the rack.

~An anti-tilt locking pin is about \$25 and is available from trailer hitch suppliers. Local hitch folks can install a 2" hitch receiver on your vehicle. You won't need the wiring for trailer lights that they usually include in such a job but it could be handy for a trailer.

~I also use a serious cable lock on the bike, tying it to the rack.

Please call on me for additional information if needed. / AL



## Ghost Riders Contest

Eloy

10-25-08

This contest was actually two events – the distribution of a lot of Bill Langelius’ model airplane materials and the flying contest. As most of you know, Bill passed away after suffering a massive heart attack just three days after our last contest. His obituary is included in this news letter. One of Bill’s wishes was that his model materials be distributed free of charge to his friends he flew with here in Arizona.

As most early mornings seem to go at Eloy, we had strong southerly breezes that kept flying down until about 9:30 AM. We took advantage of the down time to set up a couple of tables and set out much of Bill’s materials. Included were over 60 gas engines (many in excellent condition), balsa wood, several gallons of engine fuel, many small hand tools, starter motors, power panels, starting batteries and the list goes on and on.

Many members commented on the fact that Bill will indeed be missed.

Once the breeze subsided, flying got under way. Typical of Eloy, the thermals were there if one took the time to wait for them. Jean Andrews put up a string of max flights in OT Stick and was the only one to max out. Since Dick Nelson was CD, he limited his own flying to just one flight in OT Class C gas. As a result, hard charging Mike Keller garnered sufficient points to displace Dick at the top of the contest ladder and become the new combined clubs leader. Congrats Mike. It was also good to see one of our newer members on the board for the first time. Ralph Hotz has several models under construction but flew his new electric model at this contest. It was also good to have Dan Sobala back from his summer in Oregon (can’t understand why he just doesn’t stay here all summer!) In all we had twelve active entries and at least as many friends and on lookers. All in all – a good turn out. The table of results follows. See you for November’s Turkey Trot contest on November 16th.

2008  
Contest Ladder  
Summary

	2/24/2008	3/15/2008	4/20/2008	5/17/2008	9/14/2008	10/25/2008	11/16/2008	12/6&7/08	Total
Mike Keller	64	64	70	80	41	106			425
Dick Nelson	141	97	64	36	45	10			393
Elmer Nelson	86	66	40	49	53	14			308
Peter Brocks	97	0	53	82					232
Shig Saimo		60		75		58			193
Jean Andrews	17	0	37	34	30	71			189
Tom Gaylor		24	12	24	45	14			119
Roland Lovejoy	18	25		21	19	18			101
Bill Langelius	19		37		27				83
Ben Nead, SR	24		18	37					79
Kent Prescott	14			34	22				70
Christian Gaylor		12	22	27					61
Randy Burros	31		26						57
Enes Pecenkovic					40				40
Dick Strang			37						37
Joey Farmer	35								35
Dan Sobala	32								32
Dick Wood				28					28
Mike Bower				25					25
Jim Farmer	24								24
Tom Miller	12				12				24
Briana Keller		19							19
Ed Augst			12						12
Ralph Hotz						10			10





**NEXT MEETING**  
**November October 18<sup>th</sup>**  
**Tempe**

**NEXT CONTEST**  
**November 16th**  
**ELOY**

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