



Chino Valley Model Aviators, Inc Official News Letter



AMA Chapter #3798

IMAA Chapter 705

April 25, 2010

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"To create an interest in, further the image of, and promote the hobby/sport of radio controlled aircraft"

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EASTERN AIRLINES DC-7 RESTORATION FIRST RUNUP



RC flying experience is the knowledge that enables you to recognize a mistake when you make it again!

GRAHAM JOHNSON'S HANGER 9 EP TWIN OTTER

Photo by Byron Cluckey



Support Our Local Hobby Shop

FOR YOUR MODELING NEEDS
VISIT:

VALLEY HOBBY

The Safeway Center
Prescott Valley, AZ

TONY & DONNA PACINI

THEY SUPPORT OUR CLUB

Hangar 9's Twin Otter is a scale model of the UV-18 'Twin Otter' is the military version of the DeHavilland DHC-6. The trim scheme is based on the three UV-18B planes used by the US Air Force Academy cadet parachuting program which carry a pilot, copilot and up to 17 jumpers, and are the only three owned by the Air Force. Although this is a multi-engine model, the high wing design and clark Y airfoil improves low speed handling and provides stable flight characteristics.



STEVE'S STUFF

BY STEVE KILE CVMA PRESIDENT

Hey where is everyone hiding. Only about a dozen showed up for the meeting this month. I know it was cold and windy, but we always have good raffle prizes and show and tell is always fun. Please make time for next months meeting

We need to vote on the runway resurfacing plan using left over asphalt from other jobs, a lot more reasonably priced. I have contacted a company that is willing to do a section at a time with their left over asphalt. This is real asphalt and should be SMOOTH. The goal is to start with the area between

the pilot station area. This is the most used landing and taxing area. We will then work out to the ends of the runway.

Pylon races are scheduled so get your racer ready. If you didn't print out the club master schedule Randy Meathrell put together, the first pylon race is Saturday May 8.

We also want to thank member Rod Larson for his donation to the club of two spray guns. We have a lot of great members who continue to step up and offer items to sell and items to help us enjoy this great hobby.

Again we want to thank new member Jay Riddle for his wonderful donation of a bulletin board that is to arrive soon. We will be able to post flyers and items for sale. We will be able to use this as an additional venue for communicating with members. The new board is I believe aluminum and will be water proof. We only have a few members without computers so we can also post other flyers and notes of interest for those who come to fly. Dennis O'Connor built us a great pin board last year so members keep it up and fly safe we appreciate all of you.

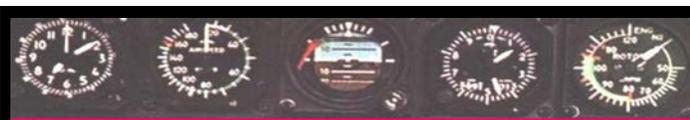
MARK YOUR CALENDARS

- May 8 First CVMA Pylon Race of 2010
- June 5 Biggest Little Air Show in Arizona Prescott Valley Park Flyers
- July Chino Valley July 4th Celebration and 2nd Pylon Race

CVMA MEETINGS



Third Wed. of every month at 7pm.
Prescott Airport



ENGINE FUMES

EDITOR COMMENTS by Bob Shanks

We need to acknowledge members who go above and beyond and support our club tirelessly. One such individual is member **Tom Root** who has built our new tables, taken down old fencing, researched how to beautify our field and is just plain there a lot not only flying but doing lots of jobs he sees that need to be done. So next time you see Tom give him a big thank you. We all need to do what we see that needs to be done, doesn't take a lot of effort in most cases.

We have noticed more spouses coming out to the field and watching the action and getting to know each other, this is always a good sign. I often joke with them a the "power brokers" but without good spousal support

where would we be in this hobby?

This has been a long winter that we haven't seen for a long time, not only here but in other parts of the country. We have had some wonderful flying days pop up now and again so keep your batteries charged and check them, recycle the ones that need this done so we can enjoy the spring. Yes its also windy but some nice days are here.

Also check your master calendar as we have our first pylon race coming up May 8, again weather permitting as we just never know when our wonderful cross winds will pick up. Be flexible, we may need to shift dates but be ready for some racing fun members and fly safe. Develop your own personal safety check list.

CVMA MEMBERS LIGHT UP YOUR AMBITIONS...



BUILD SOMETHING, BRING IT TO OUR NEXT MEETING!

SPRAY FOAM REPAIRS

Always check out our RC publication *Model Aviation* each month. I know most of you do but they often have some interesting items such as the recent "Safety Comes First" column in the May issue by **Dave Gee**.

An enterprising modeler repaired a damaged foam model with some spray foam. With the economy the way it is we need to keep repairing when we can. He does caution that "foam is not foam" so you may want to read the column and see if this technique might not be a viable one for you. My little foam T-6 racer is almost two years old and is getting heavier with repairs but hey it still flies. I never win but the yellow bomb competes!

CVMA NEWSLETTER

Published Once a Month

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President—Steve Kile

Vice President—Bob Noulin

Secretary/Treasurer—Rick Nichols

Flight Instructor—Dennis O'Connor

Safety Officer—Tom Root

Board Member—Gary Ewy

Board Member—Randy Meathrell

Newsletter Editor—Bob Shanks

"AT THE FIELD" PHOTOS



Steve Kile prepares his Patriot for takeoff.



Steve's Patriot zips by.



Tom's T-28 overhead.



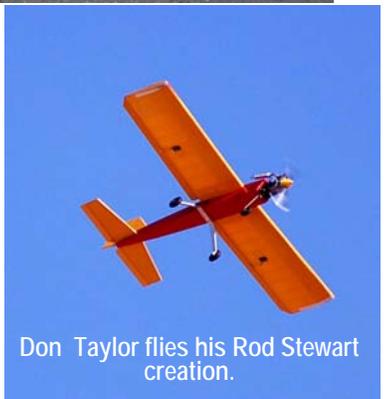
Tom Root's T-28 lands on its mains.

Steve Kile and Terry Steiner work on the P-51's gear



Byron Cluckey's Electric Stick.

Steve Kile's P-51 from the tail as it taxis out for take off.



Don Taylor flies his Rod Stewart creation.

MORE "AT THE FIELD" PHOTOS



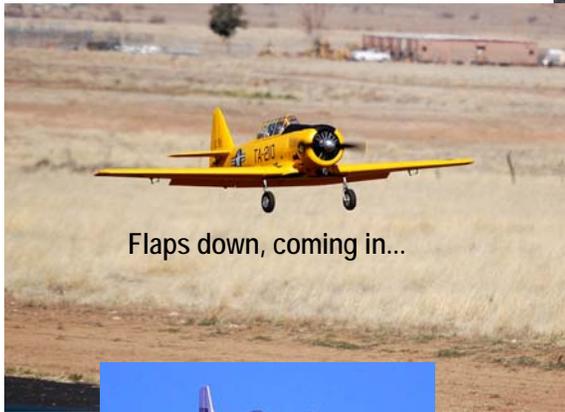
Dennis O'Connor and his Corsair ARF.



Prop Grave Yard



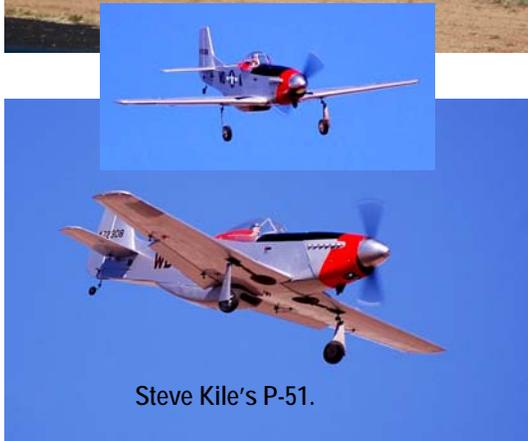
T-6 cockpit with pilots.



Flaps down, coming in...



John Stewart's big T-6.



Steve Kile's P-51.



Oh, Oh, did a Hun shoot out Steve Kiles' P-51 Canopy?



The "Need for Speed" Glenn Hethold.

MEMBER JAY RIDDLE HAS A WORLD CLASS WORKSHOP



Jay dwarfed in his shop.



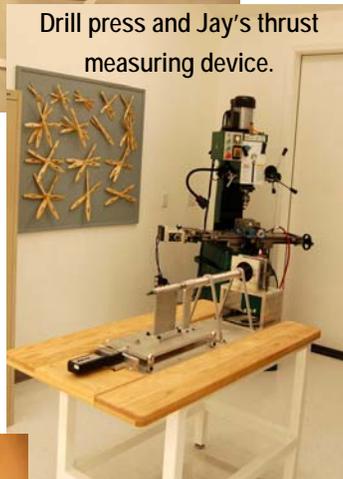
CNC computer set up.

Member Jay Riddle has a workshop to make any modeler drool all over himself! He has virtually everything one would need to build just about any RC endeavor in his 2200 sq. ft. shop. His workshop supplied with state of the art tools.

Give him a call if you're going out to the Inscription Canyon area of Williamson Valley. Several of us spent one entire morning there discussing models and building.



CNC cutter cutting out a rib.



Drill press and Jay's thrust measuring device.



Jay's T-28 ready for more paint.



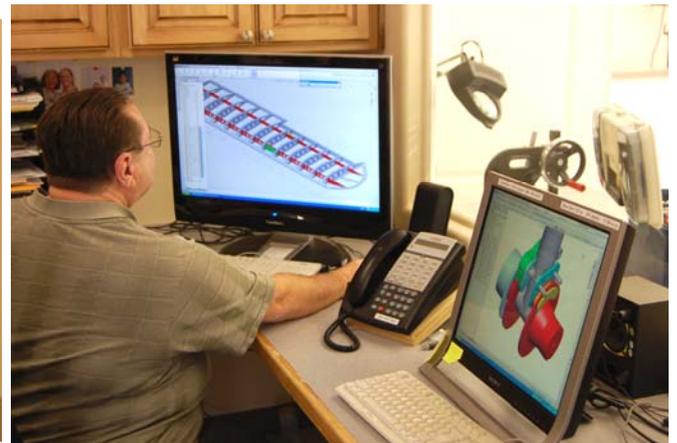
Work bench adjacent to vacuum forming station.



Drill press.



Jay Riddle has quite a paint booth.



CVMA MEETING HIGHLIGHTS - APRIL 2010



The meeting was called to order at 8pm by President **Steve Kile**. There were 16 members present.

Safety Officer Report: Safety Officer **Tom Root** indicated that a recent close call happened at the field when a plane taxied into the pit area and suddenly went to full throttle. The plane was only a foot or so from the pilot and it ran into his pants leg. This stalled the engine and the pilot wasn't injured. Since the transmitter's throttle was set at the idle position and no one was on his frequency, it isn't known what caused the throttle to advance. This is an example of why we have a club rule to stop the engines on the runway and parallel to the pit area. There could have been a serious injury if this had been a large gas engine or electric motor.

Events: **Randy Meathrell** reviewed his list of all upcoming events. He also mentioned that a group known as *Osher Life Time Learning Institute* (OLLI) made up of senior citizens came to the flying field this past Tuesday to check out RC modeling. This is a national group that meets at Yavapai College

here. **John Stewart** provided some buddy box flight training to a couple of the people which they greatly enjoyed.

Fun Fly - Dennis O'Connor mentioned that a decision at the last meeting while he was on vacation would have a big negative impact on our September Fun Fly. The club only allocated \$50 for the pilot prize raffle drawing and this is way too low for anyone to even consider driving up here for Phoenix. As a result, he is willing to sell a new 26cc gas engine to the club for only \$150 (valued at \$330) for this prize. **Randy Meathrell** made a motion to purchase the engine and it was seconded and approved by all that attended.

The general prize for the open raffle hasn't been selected. A ready to fly model from the hobby shop is a strong candidate if the price is right.

It was also suggested that a "tail gate" swap meet be included at the fun fly. There would be a fee (about \$5) for sellers like we had last year. This will also raise funds for the club. Everyone agreed this was a good idea.

Estate Sale - **Randy** explained that the wife of **Vern Godfrey** wanted to sell her late husband's RC equipment. He brought 3 transmitters to the meeting

that were being sold for \$20 each. Half of the proceeds would go to the club and the other half to Vern's wife. One was sold at the meeting.

A Club Only Fun Fly - Dennis O'Connor asked the membership if they would be interested in a local fun fly like they used to have with various flying events (timed loops, poker landing event, looping with a cup full of beans, etc.). Most of the members have never participated in such an event and suggested that we describe the detail events in our newsletter to see how much interest there might be.

Asphalt runway improvement **Steve Kile** mentioned that he has been talking with a paving company that would be willing to give us a big discount on paving our runway. He indicated to Steve that he commonly has excess asphalt from larger jobs. This excess could pave anywhere from 50 to 100 or so feet of runway at a time. Since he's willing to roll it as well and can taper the edges, it sounds like a way for us to upgrade the runway incrementally. This is also the only way we can fund the project. The issue that was discussed was that if we want to go forward with this project, we

probably should consider cancelling the project of laying down 60 tons of tree gravel. More details to come.

Show and Tell **Randy Meathrell** showed his newly completed SE5 WWI electric model fabricated from fan-fold foam

Tom Wells showed a "kit" version of the SE5 model that he created with his CNC machine. This used the plans that Randy had but with lots of enhancements. He asked the membership how many would be interested in building one of these models if he was willing to cut out more models. About 5 people in the audience were interested as Randy says the plane "ready to fly" without a receiver but with the other electronics would only cost about \$40.

Graham Johnson showed a *Hanger 9* DeHaviland Twin Otter large electric model (83" wingspan)

Dennis O'Connor mentioned that "*SUMO*" Glue is a great new glue and much better than *Gorilla Glue*. It's also easy to sand and sets up fast.

Meeting was closed at 8:45 pm respectfully submitted by **Bob Noulin** Vice President.



Graham Johnson's Hanger 9 Otter, see cover, she flies very well.



Tom Wells and the SE-5 kit.



Tom Wells tells how he cuts out the SE-5 with his CNC Cutter.



Randy's finished SE-5, very cool.

Photos by Tom Jeffrey

VALLEY HOBBY RAFFLE



Bill Lindenthaler won a Master Caddy from Valley Hobby.

P-51 A GREAT PROJECT BIG OR SMALL

Your editor shot this picture of a full size P-51 on a low hot pass at the Valle, AZ air show last summer. Plan on attending this summer, we will be there again this summer plan on coming with us.

747 AT TAKE OFF— RARE ANGLE OF VIEW**FORMER CVMA MEMBER LIVES IN HUSTON, TX AREA - STILL BUILDING BIG ONES**

Former CVMA member Dave Spencer now lives in the Houston, Texas area and keeps in contact with your editor. I've never deleted him from my mail box. He sent me these two shot of his latest aerobatic models. He's flying a 110" Yellow Yak and a Blue 88" Edge.

He really misses Arizona and our area and would like to eventually get back here. If you know Dave you can e-mail him at diamondave@comcast.net. Thanks Dave for the shots, cool airplanes my friend.

SAFETY IS ALWAYS AN ISSUE

If you didn't read the minutes from our meeting today the one safety item concerns a plane taxiing back into the pit that suddenly had a jump to full throttle. The pilot stopped the plane with his leg and didn't get injured. The thought was radio interference as his throttle was at very low idle. **Remember members this is why we always stress coming back to the pit area stopping the plane parallel to the pit area not pointing into the pit.**

Thankfully no one was hurt. If the plane had of shot into the

pit area and some pilot had his back to the runway working on his plane he wouldn't see the plane coming.

I received an e-mail from member **Jack Hardy** with a web site showing a very injured young woman who was walking in the park and was hit by a helicopter. The clip also showed a couple of modelers loading up there helicopters and planes and leaving. This is what gives our hobby a bad name and helps to ban us from parks and even getting a flying field. I couldn't help wondering if these guys even where mem-

bers of AMA, probably not. With the advent of park flyers, we really have no control over where some of these folks are flying and many are probably not aware of the need to belong to the AMA. You see these in parks all over the country some are allowed some are not, a potentially serious problem for our hobby.

Again a reminder, **arm your electrics at the table or in the pit area and not under the cabana** and keep the prop aimed away from you. One procedure many of us use is to

keep our thumb or finger over the throttle insuring it is indeed completely off.

I had elaborated in this column about a friend in the club I belonged to in Alabama who armed his aircraft and it jumped to life and ended up stuck in his workshop wall.

Last year we had several folks with cuts and bandages due to the very sharp electric props so as the season warms up don't get complacent. Develop a safety procedure much like the full size aviators use before flying.