



Chino Valley Model Aviators, Inc Official News Letter



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IMAA Chapter 705

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

Inside this issue:

- President's Column 2
- Engine Fumes Column 2
- Construction Tip 2
- CVMA Photos 3 & 4
- Del Rio School 5
- Meeting Highlights 6
- Safety Column 7
- X-8 UAV 7
- Cartoon 7

All the calculations show it can't work. There's only one thing to do: make it work.

*Pierre Georges Latécoère,
Early French Aviation Entrepreneur.*

Support Our Local Hobby Shop

VALLEY HOBBY

The Safeway Center
Prescott Valley, AZ
MAX & CINNAMON BANDY
THEY SUPPORT OUR CLUB

HAPPY THANKSGIVING CVMA MEMBERS

When turkeys revolt...



MULTIPLEX ELECTRIC FUN CUB

Rick Nichols' Fun Cub with tundra tires has flaps. This little foam ship hovers in a head wind.





From the Desk of CVMA President Jay Riddle

Our club supports the activities at *Embry-Riddle Aeronautical University* and will again be opening our field to a team who designing an autonomous UAV for competition on the east coast next year.

For the past four years we have also assisted their advanced aeronautical design class as well. Some of their aircraft, after intensive wind tunnel testing and work both in the classroom and fabrication laboratory, have flown fairly well while others have not but again it's the process these students go through designing

and building their creations.

What's remarkable is that they only use RC radio equipment for flying. Construction must be of materials used by full size aircraft designers.

So instead of balsa ribs they use aluminum. Instead of plastic film covering the students are working with carbon fiber and other plastic materials.

It's easy for RC flyers to criticize some of these creations but through their mistakes they are gaining a tremendous

amount of information and learning that design and building aircraft requires a lot of blood sweat and frustration.

They learn that the Reynolds numbers associated with wind tunnel testing really don't apply well to models requiring that tail surfaces must be increased in size.

A common error has also been wide gaps in ailerons, rudder and elevator control surfaces. We know this causes flutter and insufficient control. They are learning with our help.

MARK YOUR CALENDARS

Dec. 3 Annual Christmas party at Chino Valley's Gabby's Restaurant.

CVMA MEETINGS



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

ENGINE FUMES

By Bob Shanks



For those of you attending our meeting this month, you know your editor, also now the safety officer, was sporting a splint on his middle finger of his left hand.

Yes after over 25 years of tinkering with RC and control line models I accidentally and stupidly stuck my finger in a .60 sized engines 11x7 prop. I was even behind the plane where I was suppose to be.

This brings up a point stressed often that we must all be very careful around all engines, electric and gas when getting ready to fly.

Especially dangerous are electric props as they are thinner and razor sharp.

There is devices out there that allow modelers to arm and disarm electrics using a plug. A modeler I knew in Tucson had an extremely large electric glider that would not fly until he put in an electric type of plug on the side of his planes fuselage.

Next month's edition will feature one of those commercially available systems.

Don't forget our Christmas Banquet Dec. 3. Have a blessed and wonderful Thanksgiving.

CVMA MEMBERS LIGHT UP YOUR AMBITIONS...



BUILD SOMETHING, BRING IT TO OUR NEXT MEETING!

CONSTRUCTION TIP

When taking an airplane apart for repair, put all the parts into a clear freezer bags with the name printed on the outside. This will save time in looking for the parts needed, as the airplane repairs are being completed.

Some freezer bags have a spot for the name to be printed on and, if you put in a piece of the airplane's covering color in the bag or a note, this will speed up the ID.

From he Woodland Aero Modelers, Downers Grove, IL.

CVMA NEWSLETTER

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President — Jay Riddle

Vice President — Bob Noulin

Sect. /Treas. — Rick Nichols

Flight Instructor — Randy Meathrell

Safety Officer — Bob Shanks

Board Member — Allan Collins

Board Member — Dennis O'Connor

Newsletter Editor — Bob Shanks

CVMA PILOTS AND THEIR AIRCRAFT



Bob Noulin's Big Stick

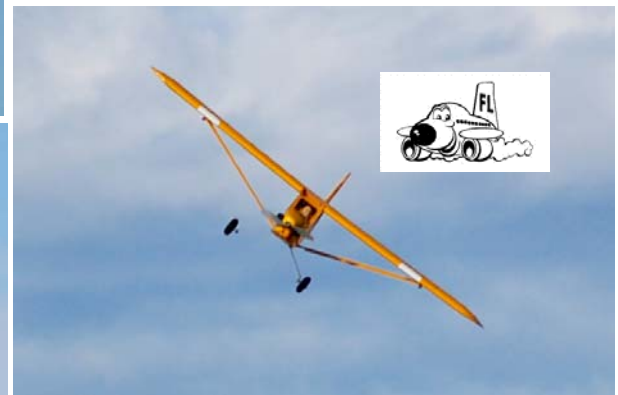
Rick Nichol's Electric Cub



Editor Bob and his Slow Stick combat bird.



Photos by Rick Nichols



Rick Nichol's Multiplex Fun Cub (on page one too!)



Rick readies his cool little Fun Cub.

BRIEF REVIEW OF CVMA PHOTOS FROM 2011



Graham Johnson's Fantasy Racer



Jay Riddle's T-28 Barbie wing walker.



Bald Eagle visits our field.



Scale rules the sky.



Randy Meathrell's Spitfire



Eric Sauley's big gas Yak.

Max Bandy's cool flyer.



Cinnamon Bandy's parrot kite

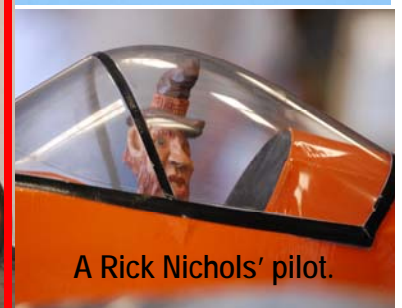


Cool foam EDF.

Don Ferguson's P-39



Arizona Centennial Copper Chopper from the Valle, AZ air show.



A Rick Nichols' pilot.

CLUB MEMBERS HELP STUDENTS BUILD FOAM PLATE AIRPLANES AT CHINO VALLEY DEL RIO SCHOOL

Mass launch of Del Rio school gliders.



A variety of elementary students from grades 1 to 4 over a two day period, at Chino Valley's Del Rio's after school program, had a blast cutting out foam plate gliders.

Members *Tom Jeffery, Rick Nichols, Bob Shanks, Randy and Carol Meathrell* assisted the students. Pennies were used as nose weight.

These little planes fly remarkably well.



Simulator kept Randy busy.



Rick and Tom help students.



Follow the lines!



Randy brought his simulator for all to take turns using. This was very popular.

CVMA MEETING HIGHLIGHTS - NOVEMBER 2011



The meeting was called to order at 7:02 PM by President Jay Riddle. The salute to the flag was led by Bob Shanks.

Guests introduced were **Charlie Gates** and **Mark Turner** who applied for membership. There were 43 members present. Rick Nichols gave the Treasurers report, a motion to approve was made by **Randy Meathrell**, seconded by **Bob Nabors** and approved.

Jay reminded the club of our new rule that you may now fly Solo and mentioned our new safety officer and his getting his finger cut in a prop.

Glenn Heithold questioned our rule about taking off after

passing the flight stations citing electrics and smaller planes taking off straight out and not complying with the rule. After a lengthy discussion the board will visit this rule and report back at the January meeting.

Stephen Rayleigh and his associates from Embry Riddle brought their UAV to present to the club with the intention of being able to test fly the airplane at our field.

It was stipulated that Steve would need to join CVMA and also AMA. After discussion the club gave its blessing to their project. They intend to begin testing in January and may be using the field 2 – 3 times a

week. They will eventually compete in a National Competition in June of 2012 on the east coast.

RAFFLE

Roger Calvert won the **Valley Hobby Shop** Door prize Gift Certificate. Roger also won the coveted Transmitter Glove, **Jerry Calvert** won a set of Allen wrenches and a package of mixing cups, **Sparky Thornton** won Epoxy Glue, **Del Gale** won a screwdriver set, **Rick Nichols** won some x-acto blades and **Bob Nabors** won a foam combat airplane donated by V.P. **Bob Noulin**.

President **Jay Riddle** presented **Max and Cinnamon**

Bandy with Honorary Membership cards with thanks from the club for their support. Max will be making a monthly report on new products that are available from **Valley Hobby**.

Valley Hobby's Vaughn showed his new Addition 3-D airplane, Flight Instructor Randy Meathrell showed the new Kadet airplane and radio that is the new flight trainer. **Bob Noulin** showed his CAP 232 plane and **Rick Nichols** brought his new Pitts Bi-plane. **Jerry Calvert** showed his beautiful modified P-52 racer with great new decals.

Thanks to Ruth Collins for the great Pumpkin Cheesecake. YUMMY!



Club hat's still available.



Addition boxed ready to sell.



Bob Noulin and his CAP-232.



Vaughn talks about the Addition 3D.



Randy with club's new trainer.



Jerry Calvert's P-51.

SHOP VALLEY HOBBY



Roger Calvert won the door prize as presented by Cinnamon Bandy with Bob Noulin our Raffle Master.



Shock absorber and environmental ideas that failed: using recycled springs from box spring mattresses.

X-8 UAV ADVANCEMENTS



Electric power for RC autonomous use in commercial settings is making huge leaps forward. This little helicopter is will be a tremendous help to private and governmental entities.

The Draganflyer X8 helicopter is a miniature aircraft for commercial/industrial aerial video and photography. The unique design utilizes eight main horizontal rotor blades and allows the Draganflyer X8 helicopter to hover efficiently and maneuver rapidly using differential thrust. Eight efficient, electric motors allow the Draganflyer X8 to carry heavier and more advanced payloads and includes many safety features.

Utilizing eight main horizontal rotor blades driven by eight powerful efficient brushless electric motors the Draganflyer X8 has the largest payload capability of all the Draganflyer versions.

This allows the Draganflyer X8 to carry a select variety of digital SLR cameras and various 1080p video cameras.

SAFETY IS ALWAYS AN ISSUE

This year has had some outstanding flying days, warm and not so insanely windy but cold weather is coming. While not as cold as our RC friends in the frozen north, we do need to dress warmly in layers so when our Arizona sun heats up a bit we can take off some of our layers.

Invest in a box of hand warmers, they are inexpensive and usually carried by *Costco*. Keep one in each jacket pocket. Some flyers use glove shells with the fingers cut out when flying too.

Cold air is much denser

than warm air, so your summer-time mixture setting will probably be too lean. You may need to turn the needle valve out 1/8 to 1/4 turn on your liquid fueled engines and let them warm up a bit longer before you fly.

Batteries will not store as much electricity when they are cold as when warm. If you have marginal batteries in warm weather, don't use them for cold weather flying. Get some new ones. Flying with marginal batteries in warm weather is not too smart; it is absolute suicide in cold weather. Put your flying batteries near your vehicles

heater so on the way out to the field the batteries won't get too cold.

Recycle your batteries and double check your NiCad's, they do seem to fail when least expected. Balance your lipo batteries and monitor individual cell voltage.

Your editor has volunteered to be the safety officer or safety contact for our club. Since I write the safety column too it makes sense.

We have discussed some of the safety aspects of using CA glue in past issues. A reminder for those new to our club or

area is in order. While our altitude is not that high ranging from around 4,000 to 5,000+ feet. Remember CA may have been packaged at a lower altitude so be very careful when cutting off the end of the bottle. Don't have it aimed at your face.

Getting CA in one's eyes would be a disaster none of us wants to think about. Your editor has had a few suddenly spurt out, many don't but be cautious. Always be cautious when using CA and invest in some CA un-cure for your workshop