



Chino Valley Model Aviators, Inc Official News Letter



AMA Chapter #3798

IMAA Chapter 705

January 25, 2012

Volume 15 Issue 1

www.chinovalleymodelaviators.com

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

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Resolution for 2012:

I would not waste my life in friction when it could be turned into momentum.

Frances Willard - Educator

Support Our Local Hobby Shop



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

SCALE VS THE FULL SIZE

A Chris Myhre photograph



Member *Chris Myhre's* scale electric powered RC Euro copter AS350 Omniflight medical helicopter is in the foreground and in the background is the full size sister ship; the Native Air medical helicopter taken at *YRMC East Campus, Prescott, Valley*. The model's fuselage is by RC Aerodyne. The telephoto lens compresses everything, (forced perspective) so the helicopters aren't that close.

U-2 ELECTRIC DUCTED FAN

Photo by Byron Cluckey



Editor Bob Shanks foam 63" WS electric U-2 ducted fan from *Phase III*. Power comes from a 1650 milliamp LiPo. Bob repainted it for enhanced durability and better looking scale. He used *Model Master* enamel (this is a foam safe paint) and sealed it with *Lustrecoat* flat clear sealer. Once up to altitude it soars well.



From the Desk of CVMA President Jay Riddle

The board tweaked the field rules and handed them out at this month's meeting. They are also posted on our web page now too. The one main change is to allow take-offs across the runway from the pit area as long as they can be done safely.

The other main addition is a caveat that all club members are responsible to ensure that the rules and regulations are enforced. We all are in essence safety officers. All members who see unsafe acts are encouraged to advise the pilot making the

unsafe action. We also emphasized at this month's meeting that members point out the unsafe act in a diplomatic and polite way.

All members should review the rules on a regular basis. The changed rules are posted at the field and will appear in this newsletter's February issue. There are no big rule changes.

Rick Nichols has reviewed some other club rules and found one club in California with 42 rules, now that seems like over-kill to our 12 rules!

A lot of hard work has been going on at the field on our new runway. Allan and Ruth Collins along with Bob Noulin and others have put in some long hard days. There were a lot of rocks and weeds that needed to be cleared along with rolling and dragging. A big thank you is in order to everyone who has been helping get this runway useable.

Of course the ultimate goal is to have it paved and hopefully we will be able to achieve that as a future goal.

MARK YOUR CALENDARS
Jan. 26—29 Mesa, AZ
8th Annual Arizona
Electric Festival
Site: Superstition
Airpark.

CVMA MEETINGS



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

ENGINE FUMES

By Bob Shanks



Ok members, the hectic rush of the holidays are now history for 2011. So get busy in your workshop and build that project you have been thinking about for a long time but just hadn't started it yet.

There aren't many modelers these days building from scratch so tackle a scratch project. **These do take more time, planning and forethought.**

Once everything is cut out, that in itself can be a major project, begin by listing what should be built first. If you have the luxury of instructions from another modeler or the one who built the prototype you are lucky but don't give up.

Develop what should be constructed first, second etc. By making a procedures list you can save yourself some problems.

Tackle each portion of the model as if it were a model or a single project. **Careful thought must be given to constructing from scratch** so really spend some time examining the plans and developing your building procedures. Use the Internet and see what other RC modelers have done with the project.

Once you have your procedures developed and everything cut out it should be similar to building a kit you purchased. ARF's are nice but so is scratch building.

CVMA MEMBERS Kick In Your Afterburner...



BUILD SOMETHING, BRING IT TO OUR NEXT MEETING!

CONSTRUCTION TIP

If you forget to use a barrier cream or latex gloves to prevent your hands from getting sticky when using epoxy, don't use alcohol, acetone, or other solvents to clean them.

Besides being harsh on your skin, those chemicals always leave a sticky residue no matter how many times you wipe your hands.

Instead use hand lotion to remove the epoxy residue. Just wash your hands with the lotion, rinse it off and the wash again with regular hand soap. It works like a charm and your hands will smell great! *(AMA Tips and Tricks)*

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



Rick Nichols Little Pitts

Don Taylor's Rod Larson design.



Rick Nichols' Fun Multiplex Fun Cub



Dick Mastin practicing.



Allan Collins and his big aerobat.



2012 Chino Valley Planned Activities

- April 1st T-28 Pylon Race (April 14)
- May 1st Combat Contest (May 12)
- June 2nd T-28 Pylon Race (June 23)
- July Fun Fly & Swap Meet (July 7)
- August 2nd War Bird Race (Aug 25)
- September Fun Fly (Sept 8)
- October 2nd Combat Contest (Oct 6)
- December Christmas Party (Dec 1)
- As Needed - Embry Riddle Student Project Support
- As Requested - School and Library Programs

CVMA PILOTS AND THEIR AIRCRAFT



Graham Johnson's Fantasy Racer

Rick Nichols' Electric Pitts

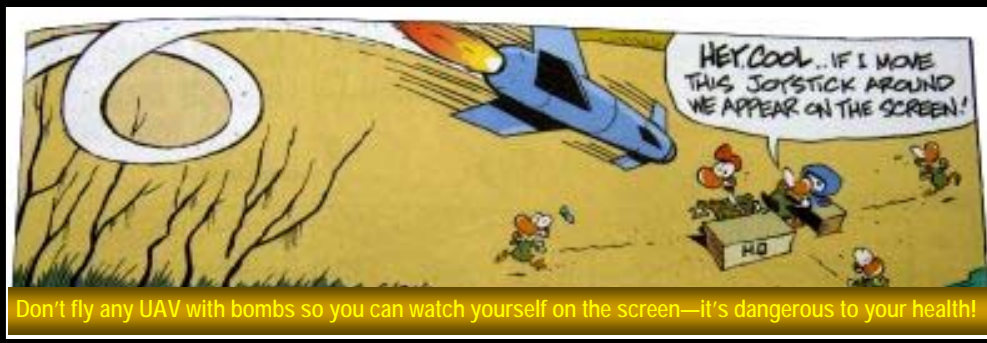


Dennis O'Connor's Big Bipe with DA-55 gas power.



Graham Johnson's Electric aerobat





BUY A COOL CLUB SHIRT

You can buy a number of different club clothing items at www.chinovalleymodelaviators.anythingshirts.com/.

Our secretary/treasurer wore the shirt pictured below to our club Christmas banquet. Check out the hats too along with a whole host of other items. Buy something for your spouse for their support of this great hobby.



ARM SAFE PREVENTS INJURY FROM ELECTRIC RC MODELS

Electric models keep getting bigger so we all should consider using this relatively inexpensive arming safety device available for about \$15. The picture below is from the company's web site you can find at <http://www.sharprc.com/catalog/index.php>. I'm sure *Valley Hobby* would be able to get it for you as well. This is a simple device you could also build yourself.

Even the smaller models can inflict a lot of damage when they suddenly come to life because of an error with the throttle setting or other accidental start up. The wiring diagram below shows It's a very simple but effect safety device.



EP B-25 Constructed of EPO Plastic Foam Devoid of Beady Look: A Worthy 2012 RC Project



This electric model from *Nitro Planes* has some good reviews. The newer "Epo-Flexy foam" is highly durable and looks good. Check out this Nitro Planes site: <http://www.nitroplanes.com/93a325-1400-b25-green-kit.html>.

The model was listed at \$156 in December. The regular price is \$250. This is worth checking out members.

The wingspan is 58" and has retracts and working navigational lights. The wings are removable for easy transportation. Power is provided by twin brushless motors that run in counter-rotating directions to offset torque effects. It also comes in a Ready to Fly (RTF) version. This sport scale plane even includes the scale mild gull wing that is often overlooked.

January Meeting Highlights



The meeting was called to order at 7:00 PM by President Jay Riddle. The salute to the flag was led by Bob Shanks. Guests introduced were Jerry English and Don Manning. Steve Rezek rejoined our club tonight after a long absence. There were 42 members present.

Rick Nichols gave the Treasurers report, a motion to approve was made by Chuck Colwell, seconded by Randy Meathrell and approved. Bob Noulin gave an update on our CVMA website and changes that have been made.

Rick Nichols passed out the new updated Field Rules and explained the changes to the members present. The new rules are posted on our website and in the display case at the field.

Rick also explained our new CVMA on-line store that has Club wearing apparel that can be custom

ordered for each member. It also has a link from our CVMA website. The Website address for our club is, chinovalleymodelaviators.com.

Safety Contact for our club, Bob Shanks commented on a few safety issues and reminded members to be especially aware when children are present. Max Bandy reported on a new 2.4 radio gizmo that is being offered by Great Planes.

SHOW & TELL: Bob Noulin brought his new Aeroworks ProX260 that he bought while on vacation. Chris Myer showed his Virio 1/2 scale MD 500 E model helicopter. It draws 9000 watts at peak output and will weigh 25 to 30 lbs. Rick Nichols brought his new foam B-1 Bomber. Charles Gates showed his antique reed transmitter that was built around 1952. Randy Meathrell showed his scratch built Pronto 3 channel electric that he is

reliving his childhood with. Max Bandy brought his electro-stick on floats and will fly it at Lynx Lake. Glenn Heithold showed his Sun-downer. Vic Block showed his Cessna 172 trainer and last but not least Terry Steiner brought his Great Planes something. My pen ran out of ink and I can't remember what it was. It was a great night for Show and Tell!

Dennis O'Connor reported that our newsletter got an honorable mention in the AMA 75th anniversary contest. Thanks to Editor and wordsmith Bob Shanks for his fine work. He deserves a "Pilotzer Prize". E-Fest is coming the weekend of the 28th and Randy will be taking 5 passengers down in his van. Bob Shanks thanked Randy for the work he has done putting our event schedule together for this year. It is posted on our website and in this newsletter edition. (See page 3)

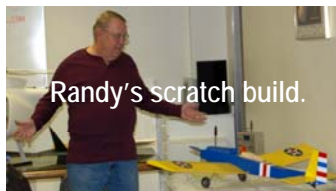
Bud Mellor reported that the club was in need of a light starting system for our Warbird Races and our T-28 races. We need about \$385.00 to purchase the system. The hat was passed and enough contributions were given to take care of the purchase. Thank you members, That's what it's all about.

RAFFLE: The door prize went to Randy Meathrell, a Gift Certificate from Valley Hobby. Randy's wife Carol nicely drew his winning ticket.

Jerry Calvert won the coveted transmitter hand warmer. Rick Nichols took the Glue, Roger Calvert won a cutting board. Bob DeVore (Mr. P-51) won foam wrapping, Mark Turner took home a 4 in 1 instillation tool, Greg Daebelliehn won an aluminum sanding stick and Jay Reynolds won fuel.

A round of applause was given to Barbara Riddle for the great refreshments. Randy Meathrell reported that he now has 5 students and the club trainer has not been crashed yet. Meeting closed at 8:34 pm.

Rick Nichols, Secretary/Treasurer



Randy's scratch build.



Chris' helicopter.



Rick's B-2



Bob's big gasser.



Max and his pontoon stick.



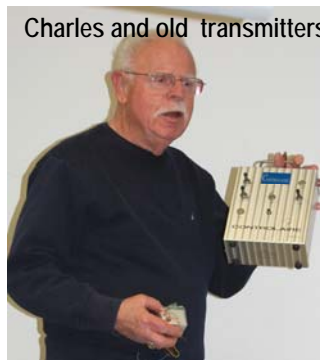
Terry's Stick.



Max explains new radio system.



Bud explains warbird race.



Charles and old transmitters



Glenn's Sundowner.

SHOP VALLEY HOBBY

Carol & Randy Meathrell won the door prize gift certificate from Valley Hobby.

Fi-156 Fiesler Storch from WWII A Complex Modeling Project



Photo by *Randy & Carol Meathrell*, of the Storch at USAF Museum, Wright Patterson AFB, OH



Your Editor's 63" Maxford Electric Storch at our field.

One of the best STOL aircraft ever designed is the storied WWII German Fi-156 Fiesler Storch or in English "Stork".

The fabric-covered Storch observation monoplane served the German Forces throughout World War Two wherever the Germans saw combat. With ten times the life expectancy of the Bf 109 fighter, the Storch ("Stork") proved to be a rugged Short Take Off and Landing (STOL) airplane that gained the respect of all its pilots.

The Storch was first flown in 1936. Using a fixed slat over the leading edge of the wing and slotted camber-changing flaps along the trailing edge, the Storch achieved incredible short take-off performance. In a light breeze the Storch could take off in just 200 feet (60 meters) and land in about 66 feet (20 meters).

The Fieseler Storch was the last dogfight victim of the western front. Pilot Duane Francies and his observer, Lieutenant William Martin, of the 5th US Army Division, spotted a Storch circling below them while looking for ground targets in their Piper Cub. Diving on the Storch, the two men opened fire with their Colt .45s and the plane spiraled to the ground.

After a short gun battle, Francies and his observer took the two Germans into custody. Lt. Martin was awarded the Air Medal for his part in the fight, but Francies would have to wait until the story was reported in Cornelius Ryan's book "*The Last Battle*," to finally be awarded the Distinguished Flying Cross. The USAF was 22 years late. Apart from being the last Luftwaffe plane lost in the west, this Storch was also the only enemy plane downed by pistol fire during WWII.

Specifications: Engine: One 240-hp Argus As 10C-3, 8-cylinder inverted-V piston engine; Weight: Empty 2,050 lbs., Max Takeoff 2,921 lbs., Wing Span: 46ft. 9in., Length: 32ft. 5.75in., Height: 10ft. 0in, maximum speed: 109 mph Cruising Speed: 81 mph, Ceiling: 15,090 ft., Range: 239 miles, armament, one rear-firing 7.93-mm (0.31-inch) machine gun on pivot mount. Nearly 3,000 were built. There are only 4 airworthy Storch's flying today.

SAFETY IS ALWAYS AN ISSUE

Well it's a new year and a good time to remind folks about thinking "Safety".

The basic beginning for a safety discussion has to be your workshop. Review your workshop layout and tool access. When sanding grinding or even painting use safety goggles. Review all plans and instructions before starting a project too even if it is a simple looking ARF.

Check all your batteries and recycle as needed, if in doubt buy new flight batteries for your planes. Store your LIPO batteries at a storage level about

50% of charge. To dispose of your old LIPO, NICAD, NMH batteries, take them to the battery store to protect the environment. If you fly fuel make sure your fuel is stored properly and if it looks bad in the spring dispose of it properly as well.

With a cold winter and few flying days sprinkled out between family outings and the holidays, one can get a bit complacent about safety at the field. So review your personal safety procedures and we all should have one, i.e., your procedure to check your plane, radio and all gear for the flying day.

Check and dispose of your wooden, or carbon fiber props that look damaged or cracked. Make sure your spare props are properly balanced.

One should review the AMA safety protocols posted at the field and also review our club rules.

We all should also make sure we do a range check with our planes. We don't seem to do that as often as we used to since the advent of 2.4 radios but one should always range check. The 2.4 radio systems all have the range check procedure in the manuals. For new

airplanes, a range check is imperative before the first flight.

We regularly visit starting procedures and propeller safety. Your editor has had a few stitches and lost part of a finger nail being careless helping another modeler get his plane out to the runway.

All our models, planes and helicopters demand clear safety procedures at all times members. These are not toys. Also be very careful where you fly, our field is the best place or another AMA sanctioned field.

THINK SAFETY for 2012.

2012 AMA CALIFORNIA EXPO JAN 6-8 ONTARIO CA CONVENTION CENTER



Three CVMA members attended the AMA annual EXPO held at the Ontario, CA Convention Center; *Jay Riddle, Rick Nichols* and *Chuck Colwell* along with their lovely wives.

There were tens of thousands of RC enthusiasts at the show purchasing models and checking out the latest in model aircraft technology. There is always a lot of experts at the show for modelers to listen to and question. A full weekend of learning and camaraderie for RC modelers. Plan on attending next year members.

Rick Nichols and Jay Riddle check out some very cool EDF jets at the AMA Ontario show.

Photos by *Chuck Colwell*

This YP-59 has excellent scale detail and was built by *Austin Goodwin*, weighs 21 lbs.



A WWII war bird with lots of awards.



The photo left is of a big 1/3 scale Cub made by *Aeroworks*. The photo left below is of *Kim Dennis* with the *Aeroworks* big P-51.



The scale detail above and left in this XPS is a scale entry from the AZ Jet Rally and received the award for engineering excellence. A big thanks to *Chuck Colwell* for the notes and pictures.