



AMA Chapter #3798

**Chino Valley  
Model Aviators, Inc**

# Official News Letter



IMAA Chapter 705

June 20, 2012

Volume 15 Issue 6 [www.chinovalleymodelaviators.com](http://www.chinovalleymodelaviators.com)

*"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
- Field Photos 3 & 4
- CVMA Mascot 5
- Meeting Highlights 6
- Washing Machine Charlie 7
- Safety Column 7
- Choosing Your Battery 8

*"My first shock was when I touched the rudder. The thing tried to bite its own tail. The next surprise I got was when I landed; she stalled at a hundred an ten miles an hour."*

*Jimmy Haislip on his first flight in a Gee Bee.*

### Support Our Local Hobby Shop



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

## JAY RIDDLE'S GAS POWERED YAK



Jay's plane is a 30% *Carden Yak-54* by *Hangar 9* with a 89 inch wingspan. The engine is a DA-50. The wing servos are JR 8711 403 inch oz of torque one in each wing. The elevator servos are JR 8611A 320 inch oz of torque one on each elevator and one JR8611A on the rudder. The electrical system is powered by three Fromeco Lion 2600 ma batteries. The third battery is running the ignition system. Member *Al Collins* was a great help to Jay getting this bird flying.

## LONG TIME MEMBER AND ACE CVMA PILOT JOHN STEWART GETS MARRIED

*Proudly and lovingly Mr. and Mrs. John and Connie Stewart hold up their marriage paper work for friends and family. John and Connie exchanged vows at the Saint Germaine Catholic Church in Prescott Valley Saturday May 26.*





## From the Desk of CVMA President Jay Riddle

Well it's history now, we passed the dues increase, read more on page 6. The yearly dues are now \$75 a year up from \$50. Your board now pays dues as well. New dues take affect in 2013!

The names listed below did an outstanding job showing up at the field for our work party and putting in such great effort. Nine members out of 100 club members. They really pitched in and worked hard.

### Work Party Participants:

*Glen Heithold*

*Randy & Carol Meathrell*

(Brought Donuts and Water)

*Don Ferguson*

*Charles Gates*

*Tom Wells*

*Rick Nichols*

*Ken Shephard*

*Steve Shephard*

These folks ALL deserve a big **WELL DONE!**

Last month's meeting had one of the greatest turnouts in club history, a total of 48 members with a spirited discussion about our proposed dues structure. We also had one of the largest "Show and Tell" programs in recent history,

a total of 14 airplanes!

This program is a highlight of each meeting where members get great new ideas and can see how its done.

We really have to thank our wives for all the wonderful snacks. Each month a different spouse steps up without being asked and volunteers to bring us break time goodies, this is much appreciated. See you at the field!

### MARK YOUR CALENDARS

Check AMA Journal

- June 23 CVMA Pylon Race  
July 7 Annual CVMA fun Fly and Swap  
Aug. 25 War Bird Race  
 CVMA Field

### CVMA MEETINGS



Third Wed. of every month at 7pm.

Prescott Airport

## ENGINE FUMES

By Bob Shanks



We have a great club of friendly flyers but we also have a club that has a severe case of what this editor calls "organizational apathy". We seem to have the same 8 to 10 folks that step up and get involved in just about everything.

And yes we do have a number of members who are retired and are just in that mode of relax do the hobby and have fun. We also have a number of members who are still working, your editor for one, although part time.

So what's the answer? If anyone out there has a way to get our membership more actively involved

please let the board know what can be done differently than we are now doing.

Along these same lines we must point out one member who is seen everywhere and doing everything in our small club. That member needs a lot of accolades his name:

*Randy Meathrell.*

Randy is always coming up with innovative ideas from the Internet and other sources and sending them out to members. One of really great interest to your editor is the site on a foam F-22 Raptor. What a great combat ship and its easy to build and can be painted easily to look like anything you want it to look like. It is highly maneuverable too.

## CVMA MEMBERS Kick In Your Afterburner...



BUILD SOMETHING, BRING IT TO OUR NEXT MEETING!

### PROP BALANCE TIP

**Here's an easy way to balance a propeller. Some modelers balance a prop by removing part of a blade tip.**

**The better way to balance a propeller is by sanding the back (flat side) of the heavy side near the tip. You can also balance by applying clear dope, colored dope, or CA to the lighter blade.**

**The CA can be sanded for smoothness.**

### CVMA NEWSLETTER

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President — Jay Riddle

Vice President — Bob Noulin

Sec't./Treas. — Rick Nichols

Flight Instructor — Randy Meathrell

Safety Officer — Bob Shanks

Board Member — Allan Collins

Board Member — Dennis O'Connor

Newsletter Editor — Bob Shanks

Marvin Jones Boomerang

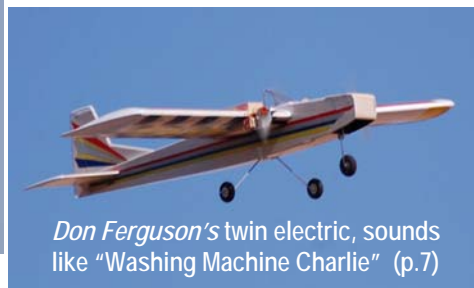
# CVMA PILOTS AND THEIR AIRCRAFT



Swainson's Hawk checking out our field.



Scott Workman gets his Andy Younker built G-62 powered Lanier ready and flies it after a week long repair session from last years flying bumps and scrapes. Nice job Scott.



Don Ferguson's twin electric, sounds like "Washing Machine Charlie" (p.7)

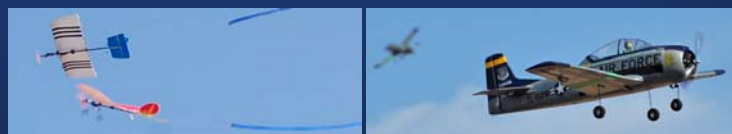


## 2012 Chino Valley Planned Activities

- June 2<sup>nd</sup> 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



Bob Noulin and his Ultra Stick



# CVMA PILOTS AND THEIR AIRCRAFT



*Byron Cluckey's Bixler*

Rick and his electric Sportster.



Graham's colorful Radian glider.



Graham Johnson gets his T-28 ready.



Tom Jeffrey's Corsair strafing the CVMA field!



Vic Block's yellow glow bird.



Jay Riddle examines his electric stick.



Tom's Corsair on a low pass.



"ONLY ONE CARRY-ON."

### Member Joe Kinchen's EP Foam P-38 Looking for Bogies over Chino Valley



This is a 58" WS foam P-38 sold by *Banana Hobby*. Motors are two Brushless 1100kv with twin 30 amp ESC's. She flies with one 11.1V 2200mAh Li-Po Battery for power.

### "Lightening" the CVMA Mascot



The last couple of weeks this same scraggly Pronghorn has been hanging out at the end of our alternate runway watching us fly. Your editor managed to get this shot with his 200mm telephoto lens. *Carol Meathrell*, Randy's wife, named him "Lightening".

### Glenn Heithold's "Zero" WWII Racer



Strafing run, hey Glenn I thought this was a racer?



Glenn has raced this 60" Zero at *Speed World* in Phoenix and will race it here at our WWII races Aug. 25. His model is a *Hanger 9* Zero with a DLE20 gas engine. He removed the covering and glassed the bottom of the wing out to the wheel wells. Three battery packs, receiver, ignition and retracts. She weighs 9 pounds.

Randy Meathrell's scratch built Pronto.



# June 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**. We had 32 members in attendance.

New members **Don Crowe** and **Ken Shephard** were introduced. **John Stewart** and his bride Connie were welcomed back from their honeymoon.

**Rick Nichols** gave the Treasurers report, a motion to approve was made by **Jay Riddle**, seconded by **Randy Meathrell** and approved.

President **Jay Riddle** informed the members of the improvements that are being made to the parking area allowing members to park closer to the cabana.

Jay told the members that a dues increase was badly needed and asked **Rick Nichols** to read the proposed changes to our By-Laws that need to be approved in order to increase the dues.

Rick informed the members of the various options that have

been discussed by the board to be able to fund the repairs that are continually needed on our runway. A dues increase for all members was the best option that we could find that would be fair to all.

As required by our by-laws this vote was published in our May Newsletter for vote at the June meeting. A vote was taken and there were 21 votes in favor of the change with 1 vote opposed. Our dues are now \$75 per year.

President Jay and the members thanked **Barbara Riddle** for the refreshments that were enjoyed during our break.

**Max Bandy** reported that **Valley Hobby Shop** is now carrying 4 new lines of aircraft: **Freshow Aeroworks RC**; **AMR Red Wing RC** and **Fancy Foam**.

Max also reported that he is carrying light systems that can be mounted on RC airplanes for night flying and that night flying is a

weekly event on Saturday evenings at **Barryfast Park** in Prescott Valley. Max has a new employee, Jeremy. Stop by and meet him.

**Randy Meathrell** announced that there will be T-28 Pylon Races starting at 8:00 am this Saturday, June 23. This will be the last pylon event of the year. July 7 will be our Fun Fly and Swap meet. Randy thanked the 7 members that showed up at the field for the clean-up party last Friday and also the 5 members that helped with drilling and placing the RR ties for the new parking area that is being laid out.

The door prize of 3 bottles of CA donated by Valley Hobby was won by **Walt Findlay**.

In our regular raffle, **Allan Collins** won a set of socket Allen wrenches, **Bob Daniels** won a knife set, **Ken Shephard** won an SE-5

foam airplane kit. **Alec Barry** won a Z Bender, **Jay Reynolds** won a fuel pump, **Bob Shanks** won a Sanding Block, **Scott Wemple** won a AMA video and a GLOBEE, **Steve Shephard** won a foam combat airplane, **Ray Stone** won a clamp and **Rick Nichols** won a foam YAK airplane kit.

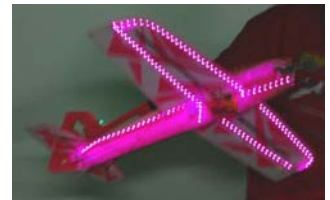
**Randy Meathrell** brought his new pink Sequence pattern airship made by Great Planes, **Bob Shanks** brought his F-22 fighter that is under construction. **Alec Barry** brought his lighted foam airplane and explained the lighting system and **Don Ferguson** brought his dollar tree foam Fokker DR-1 tri-plane. A very interesting array of airplanes were brought by members tonight.



Bob's F-22



Alec's night flyer.



Randy's Pattern ship.




Don's DR-1.

SHOP VALLEY HOBBY



Owners Cinnamon and Max Bandy



Walt Findlay won 3 bottles of CA for our door prize.



## WASHING MACHINE CHARLIE



One of the main tasks of WWII fighters on New Guinea was to perform the neutralization of Japanese airstrips. There was one Japanese pilot called 'Washing Machine Charlie'. He flew a beat-up old twin-engine dive-bomber, the model called a Betty, and that thing sounded just like a washing machine! Charlie was a royal pain because on one of his nightly runs along the beach he had bombed an Army supply and ammo dump, causing severe supply problems. Finally a P38 shot him down.

## JUST FLY THE AIRPLANE!

You're out flying your gas-powered Decathlon and you have a lot of wind and if you have some trees near you, you will have turbulence, your airplane is bouncing all over the sky, going up and down like an elevator and now you're faced with making a landing. "Whaddya do now?" You guessed it, "just fly the airplane." And being the brave soul you are, you fly again, but this time, the wind shifts and you now have a 90° crosswind.

There are two basic methods for landing in a cross wind. The slickest way is to drop a wing into the wind and use opposite rudder to maintain a straight heading to the runway. Many RC pilots never learned to do that since it takes more coordination many have, especially at our golden ages. Another way is to simply crab the airplane enough to offset the wind and maintain my heading to the runway and then, just before touch down, straighten it out.

Horrors, some will say. Well heck, it works for most pilots, maybe some bad landings, but not doing a cross-wind landing at least. Practice this 5 mistakes high.

Actually, if you've seen some of videos of crosswind landing airliners make, they use the crab method so you're not alone in this.

Whichever system you prefer cross-control or crabbing, forget about the wind, forget about the turbulence, just concentrate on flying the airplane, and the rest will take care of itself even at our golden ages!

*A-340 Rainbow Affect*



## SAFETY IS ALWAYS AN ISSUE

We occasionally mention safety in the workshop and this is a reminder to always lay down your tools, screw driver, x-acto knife, pliers, etc. before handling whatever you were working on.

One of our members sliced his arm up by keeping an x-acto knife in his hand while he adjusted what he had just finished cutting. Yes you guessed it his hand slipped and the very sharp x-acto blade did a nice number on his other arm.

Keeping your shop in reasonable disarray as you work

on a project is always a good idea. Keep the floor swept and replace your tools where you normally keep them so you won't be wondering where you laid that screw driver down when you need it again.

Again we need to mention to stay clear of props. Be especially careful of rear or middle fuselage mounted propellers. Those models can be launched from the top or from the side of the wing with a side toss. Remember electric props are much sharper too.

Does foam have a grain? Well it appears it does. In one

of the clips our Activities Director sent out the commentator was using foam and he mentioned to make sure to cut with the grain running properly or your model will be "floppy". There is more strength when cut against the grain. This may not be for all foams of course but be aware of this grain problem. Check your foam closely by simply bending it at different angles. One way will be stiff. The safety aspect is the requirement we build models that we can control safely.

Now if you are using some of the foam board, it is covered

and even with the covering it is quite light so this won't be a problem. The best outlet for this foam board is *Hobby Lobby* on Hwy 69 between Prescott and Prescott Valley.

Whenever you test fly a new airplane or have one of our members help you always check for loose screws, loosened hinges and possible weakened glue joints after the first flight.

Our members have been good about clearing the field for a new test flight, this sure helps the nerves.

**Fly safe members!**

## RICK NICHOLS 'PETE-N-POKE'



This is **Rick Nichols** Great Planes Pete -N-Poke Sport 20. He has an OS 40 engine on it, wingspan is 59.5 inches. Fuselage length is 47 inches. He built it about 2 years ago and every now and then he gets the courage to get it out and fly it. It is one of Rick's superb builds. The covering is well done. She flies great too, nice job Rick.

## DISPOSE OF YOUR RC BATTERIES PROPERLY

Many states and sanitation districts have banned, or are in the process of banning, batteries of all kinds from the waste stream. Make sure you check your local regulations before disposal.

If at all possible members, do as your editor does, I make a pile of my old batteries and then take them to one of the battery stores locally and recycle them properly.

Please don't just toss these very toxic LIPO and NICAD batteries. I don't even like to dispose of regular type flashlight batteries in the trash. Do some checking first to see what your disposal company says. It is easy to stop by a battery store and bring in your bag of old batteries so they can dispose of them correctly.

## CHOOSING THE PROPER LITHIUM BATTERY (LIPO)

Our club Activities Director, **Randy Meathrell** sent out information on choosing a Lipo battery. We will try our best to edit this down to some key information for those of you flying electrics or for those of you starting fly electric models. Some of us who have been flying electrics need to make sure we know what we are doing too!



Here are the factors to consider when choosing a battery pack. Think about these points:

1. **Voltage**
2. **Capacity (milliamps or think of it as fuel.)**
3. **Weight**
4. **Physical size**
5. **Connector**
6. **Discharge rate**
7. **Charging rate**

### Voltage

All lithium polymer cells have a nominal voltage of 3.7v per cell. When fully charged a LiPo cell should be 4.2v and when discharged it should never be below 3v.

### Capacity (mAh)

This is usually the biggest or most obvious rating shown on the LiPo pack and is measured in mAh (milliamp/hour) or Ah (Amp/hour). The capacity is an important factor to consider. Think of capacity as the amount of fuel in your tank. The more mAh the more fuel.

### Weight

It's tempting to choose the biggest and most powerful batter your model can handle. Always double check the model's CG (center of gravity) to help you decide on the right battery weight. The larger the battery the more weight.

### Physical Size

For a battery to be right for your model it must fit within the model's battery compartment. Not all batteries are the same size.

### Connector

There are many sizes for the main electrical plug for your battery. One of the most popu-

lar is the Dean's plug. You will most likely have to do some soldering.

### Discharge Rate

Discharge is the amount of power the battery can supply your power system. The "C" rating is the multiplication of the capacity i.e., a 20C battery can discharge at 20 x2,000 mAh or 40 amps. Use a watt meter to measure the demand of your system. The "Burst" rate is the amount of power the battery can discharge for a short period usually 10-20 seconds. A higher "C" rating will last longer if run at a lower "C" rating.

### Charging Rate

Most batteries are rated at a 1C charge rate. For example a 2200mAh LiPo pack with a charge rating of 2C you would not want to charge it at a rate of more than 4.4 amps. The slower rate is always better for the health of your battery.

### Charging Safety

Always use a LiPo battery charger. Don't charge above 4.2v per cell. **NEVER** leave a charging battery unattended. **NEVER** allow the battery's voltage to fall below 3v per cell. **NEVER** charge a battery inside a vehicle. Store your batteries at 60% of capacity. Cycle your packs at least once a month and dispose old batteries at a recycling center.