



AMA Chapter #3798

**Chino Valley
Model Aviators, Inc.**

Official News Letter



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"

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SPARKY THORNTON'S BIPLANE



Sparky Thornton hadn't flown this plane for five years so he and John Stewart worked on it and got the tank and fuel system cleaned out for some neat flights. Nice scratch built biplane Sparky.

What is that mountain goat doing way up here in the clouds?

Gary Larson

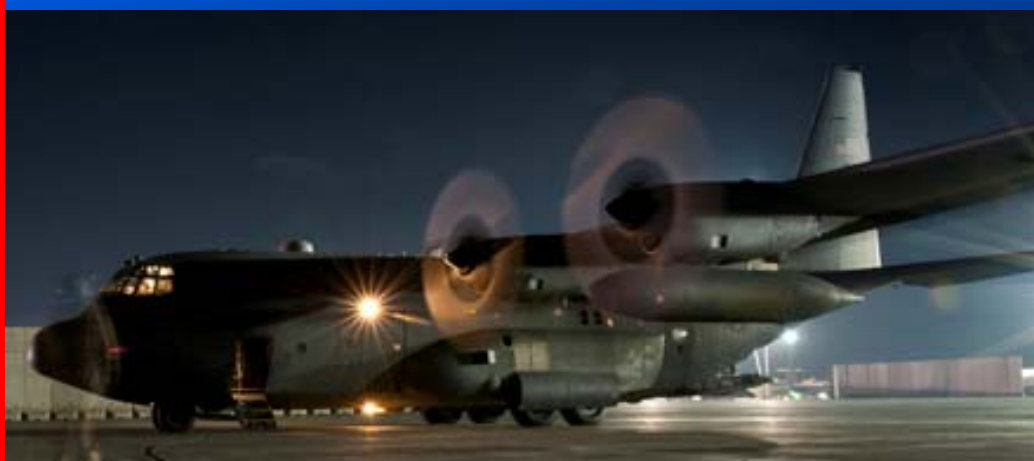
Farside Cartoonist

Support Our Local Hobby Shop

**VALLEY
HOBBY**

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

AC-130H HERCULES READY TO DEPART ON A NIGHT MISSION FROM BAGRAM, AFGHANISTAN



Oct. 25, 2012: Bagram Airfield, Afghanistan houses many versatile aircraft for wide ranging day and night combat missions.

(Air Force photo by Capt. Raymond Geoffroy)



Check Out Electric Ducted Fans

We have a couple of turbine modelers in our club and one that flies an EDF U-2. Why not start checking into building an Electric Ducted Fan? Flying Electric Ducted Fan jets will keep you on your toes. EDF jets are fast, maneuverable and just completely awesome! EDF jets perform well but also look great. There are many scale models available in a large range of sizes that vary in cost.

There are Disadvantages to know about before diving in to the world of EDF.

EDF jets are very rough on LiPo cells and the rest of the

power system. Your LiPo cells must be in great shape to handle the load. These types of jets are not nearly as efficient as prop planes. You can expect more performance at the same power level from a prop powered jet. Many areas and flying fields have noise restrictions since EDF jets are very loud and it will be important that you check out where you fly them, our field is a perfect place.

The Electric Jet components consist of an electric ducted fan unit, LiPo battery cells in various combinations, brushless motor, and an electronic speed control. The parts are just like any other

electric airplane power system.

The size of the fan to be used is best selected by the size and weight of the Jet. It's quite simple, larger jets will require large fan units. Fan units range in size and are listed by the nominal size of the fan diameter. Fans are best selected by knowing the approximate Ready to Fly (RTF) weight of the plane.

Most planes when purchased are setup to run only one size of fan. This further simplifies things as it would be best to select the recommended fan for fitment and power reasons. More on EDF's in next month's issue.

MARK YOUR CALENDARS

Check AMA Journal

Dec 1 Club Christmas party— Gabby's in Chino Valley.

Cold weather is coming so break out that kit and start building that special project.

CVMA MEETINGS



Third Wed. of every month at 7pm.

Prescott Airport

MEMBER PROJECT



Dennis O'Conner's Tiger 60 kit build, it flies very well.

CVMA MEMBERS Kick In Your Afterburner...



BUILD SOMETHING, BRING IT TO OUR NEXT MEETING!

CAN YOU NAME THIS PLANE?

Photo by Randy Meathrell



Answer on page 8

CVMA NEWSLETTER

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President — Jay Riddle

Vice President — Bob Noulin

Sec't./Treas. — Rick Nichols

Flight Instructor — John Stewart

Safety Officer — John Stewart

Board Member — Allan Collins

Board Member — Dennis O'Connor

Newsletter Editor — Bob Shanks

Jay Riddle's Big Yak



CLUB PILOTS AND THEIR AIRCRAFT



Randy Meathrell's patriotic Red, White and Blue EP.



Bob Shanks and his Stick.



Photo by Byron Cluckey



Don Ferguson's Fokker DR-1.



Don's DR-1 Pilot.



Dennis O'Connor and his Yak



Al Collin's big electric.



Randy Meathrell, Carol Meathrell, John Stewart, Sparky Thornton and Dennis O'Connor getting some sun and watching members fly.



Harvey Hunter trying to make up his mind to fly or not!



Allan Collins landing on our new runway.

New Runway



Chad Collins Electric Stick.



John Stewart's P-51 coming for a landing.

CLUB PILOTS AND THEIR AIRCRAFT



Dennis O'Connor's Skyraider

John Stewart and his gas chopper.



Don Ferguson and his Fun Bat. More pictures on page 7.



Harvey Hunt's Yellow T-28.



Sparky and John after a successful flight.



John and Sparky's daughter get the big bird ready to fly.



John Test Flies Sparky's Bipe.

John Stewart's P-51 Racer for this year's war bird races in August.



Don Ferguson's P-38.



No One Should Really Fly Alone

Article Adapted from Ben Owen, Milwaukee Area Radio Kontrol Society, Wisconsin

Our club does allow our members to fly alone and yes we have discussed this several times but here is a recent article from the AMA "Insider" publication for newsletter editors and club presidents.

Your editor doesn't like to fly alone because it simply isn't as much fun when other club friends aren't there. I think we all should think seriously before really flying alone but again it is your choice. Here's Ben Owen's article:

I once lost a big and expensive model on a test flight—a model that took many, many hours to build—sort of like the big and expensive 1/3-scale Extra 330L I am finally painting. On that day I was trying to get the engine to run right, put the antenna up, then down, etc. I made the mistake of taking off with it down. Still the receiver was working when a friend called that the antenna was not out; he could have been closer nearby to help prior to takeoff but I don't blame him.

Looking down to pull it out took too long and the model stalled and spun. My point here: it was way too soon for me after my first wife's funeral to even be out there. I should have asked for help? Yeah I know; it's a guy thing. We never ask for help right?

If you are in a situation without the full use of you facilities—maybe it is a personal loss, or the day was just too hot and you feel

like crap, or one is not thinking clearly—ask for help, or just take the model apart and go home to think about it. Make things move a little slower, give yourself time. Use situational awareness; when it is hot, the sun is too high, you are physically or mentally down, you know what I mean.

We have clubs so we can be friends and help each other. Two minds are truly better than one. There has always been a competitive spirit in modeling but don't let it get to the point of jealousy or back stabbing, we all lose when that happens. It helps no one.

We do have losses in this hobby; let's just try to minimize them. A friend recently lost his model, in a vertical climb; he lost it in the sun. He did throttle back before it hit. Maybe those expensive sunglasses they advertise would help. Or maybe, one of us standing idly by but not helping, including me, should have been out there standing by him and maybe we could have seen something he didn't and helped.

That's what a club is for. The excuses: it was the end of the day, it was hot, we were all tired, etc. I'm as guilty as anyone.

I can't always be on hand when someone flies and obviously, my so called "Safety Officer" brain was not working then. Let's make it a club rule: no one should fly without another pilot standing with him, watching for traffic, etc. Let's stop

the senseless losses.

If you see someone flying alone, walk out to be that pilot's caller at the flight line to tell him where the other models are in the sky, etc. Even if unasked, it always helps. We guys, we never ask for help right? There is no sin in just helping, unasked. It is what friends do.

And when someone comes out to be your observer, accept it for what it is. In the past, I've had a pilot move away when I walked out to be his observer. He actually walked away—he wanted to fly alone. Then I called out the model traffic he was about to roll and loop into and he thanked me. Accept a friend's help, because we all need it.

Make it a rule: no one flies alone!

SKIN CANCER

Jim Rice, retiring AMA District VIII vice president and Safety Committee Chairman had a diagnosis of a malignant melanoma last January and the ensuing surgery and recovery over the next six months. He has made a full recovery but cut back on his AMA activities, including resigning from his position as District VIII Vice President.

If there is a more compelling statement than his about the dangers of skin cancer I don't know where you would find it. Our hobby puts us high on the list of those susceptible to this disease. If you have not already read the full article in the September issue of Model Aviation, do yourself a favor. Pull it out and read it. Here's a link if you can't find the paper issue:

<https://library.modelaviation.com/ma/2012/9/1?page=48>



Randy Meathrell's scratch built Pronto:
Featured in September 2012 Issue of Model
Airplane News.

November Meeting Highlights

The meeting was called to order at 7:00 PM by Past President *Randy Meathrell*. The salute to the flag was led by **Bob Shanks**. There were 33 members in attendance.

New club members were introduced. We welcomed *Chris Williamsen* and *Frosty Wells* to the club.

Acting Pres. Randy explained that the President *Jay Riddle* AWOL with family in California and V.P. *Bob Noulin* was with family in Colorado for Thanksgiving.

Randy talked about former member *Steve Zingali*'s Flying Saucers that Steve donated for tonight's raffle and the Christmas Party Banquet.

Randy told the story of Steve being questioned by the local Prescott Police Department after flying off the parking garage one evening. He likes to put lights on them. The colored LED lights determine flying attitude. The police loved the idea.

Secretary/Treasurer *Rick Nichols* gave the Treasurers report, a motion

to approve was made by *Bob Shanks*, seconded by *Sparky Thornton* and approved.

Rick reminded the members of the Christmas Banquet coming up Dec. 1 at 6pm at *Gabby's Restaurant* in Chino Valley and that reservations are due in by Friday Nov. 23rd. So far we will have close to 50 attending. Rick reported on the prizes that will be given out at the Banquet and of the Gift Exchange.

We have hats available now for \$16.50 each, from Rick, or you can order wearing apparel from the link on our website.

Safety Officer *John Stewart* reminded us that we should be cautious of where people are standing when you are starting your airplane motors. Keep people clear of the Danger Areas. Bob Shanks added that you should not taxi into the pits and *Cinnamon Bandy* warned of the dangers of loose clothing around props, especially during the winter months. *Vic Block* reported that there are still Rattlesnakes out and

about.

John Stewart now acting as Flight Instructor reported that *Frosty Wells* will be soloed before the end of the year.

Our other Flight Instructor *Randy Meathrell* presented *John Walker* with his Solo Certificate and John thanked Randy for his patience and help and thanked the other club members who have helped him along the way.

Randy thanked *Connie Stewart* for the refreshments and the members showed their appreciation with applause.

The *Valley Hobby* Door Prize was a gift certificate won by *Bob Nabors*. *John Walker* won a \$50.00 Gift Cert from *Valley Hobby*. *Charlie Gates* won a new \$140.00 Helicopter donated by *Byron Cluckey*, *Don Ferguson* won a Steve Zingali Flying Saucer, *Chris Williamsen* won a parts box, *Glenn Heathold* won heat shrink tubing, *Connie Stewart* won 2 props,

Rick Nichols won 2 clamps, *Bob Shanks* won a wire stripper, *Frosty Wells* won a Allen Wrench set and a Z-bend tool, *Tom Wells* won Zip Ties, *Harvey Hunter* won a magnetic dish, *Dennis O'Connor* won 2 props, and *Frosty Wells* took the extra props nobody wanted to win.

Max Bandy showed a new product, a *Sweet Outie Quadcopter* and *John Stewart* demonstrated it. *Glenn Heathold* brought his Giant Beater made from spare parts, lumber and a big gas engine. *Rick Nichols* brought 2 FunBats and 1 BoobieBat. *Randy Meathrell* brought a FunBat, *Bob Shanks* showed his F-22 Foamy and his *Goldberg Electra* glider, *Don Ferguson* brought his D-7 German Biplane and *Dennis O'Connor* showed his great flying *Goldberg Tiger 60*. A motion was made to close the meeting and seconded. Meeting closed at 8:35pm.

Rick Nichols, Secretary/Treasurer



John gets his solo certificate.



Rick and his 3 FunBats.



Randy's Funbat



Max-Valley Hobby



Glenn and his gas powered design.



John flies the Quadcopter.



Bob's F-22



Don and his foam D-7 Fokker




Dennis and his cool Tiger 60.




Bob's Electra with an altitude sensor.

SHOP VALLEY HOBBY



Owners Cinnamon and Max Bandy.

Door prizes winner: Bob Nabors



DON FERGUSON'S FUNBAT SPARKS INTEREST



Don Ferguson found this design at "Bloody Micks" on line. It flies so well several members wanted the tiled plans. *Randy Meathrell sent them out to everyone* and on Saturday Oct 27 there were five Fun Bats buzzing each other in mock combat.

Hot Glue Gun a Great Tool

We all use CA for everything it seems. It is expensive but we often, or I guess I should say, I often forget about using the venerable hot glue gun. You can get a little one used for crafts very inexpensively and the package of refills are only about 5 bucks and last a long time.

Just as we do with CA or other glues, test it out on the various materials you are using to see if it will do the job. I have found it does well on some foams too and it dries very fast as it is hot when you apply it.

Hot glue has been often unfairly criticized because some ARF's in the past were not put together well. No doubt the assembly line type manufacturing uses hot glue and if not applied right it won't adhere well. This holds true for all our glues.

Make sure your surface is clean before you use it and be very careful your parts are aligned like you want them because the glue does set up quite quickly, more so now that is probably a bit chilly in your workshop. If you have a hot glue gun dig it out and experiment with it, save some CA bucks. See you at the flying field members.



SAFETY IS ALWAYS AN ISSUE

We recently had a mid air collision with a small Fun Bat foamie and a larger model. While mid air collisions don't happen often here's some useful information about "Blue Sky" separation. This is part of a AMA document but also applies to all models. Try keeping as much blue space separation as you can from other models.

The FAA work group has been using the term 'Blue Sky' for about three years and the FAA seemed to like the concept."

AMA document 540-D provides guidelines for RC operations in the NAS (National Airspace System). As Jim pointed out, there is a new advisory in that document that recommends using "Blue Sky" between you and full scale aircraft to avoid depth perception mistakes.

"Blue Sky" is a term used to explain the method used to increase separation between a model and a manned aircraft in the same vicinity. The modeler should maneuver the aircraft in such a way as to increase the amount of blue sky perceived between the model and the manned aircraft.

By increasing the blue sky separation, the question about depth perception is taken out of the equation and the modeler need not worry whether the model is closer to him than the manned aircraft or further away. Increasing the blue sky between the model and the manned aircraft automatically increases separation between them.

The above is some very good safety information for all of us. On some flying days your editor has counted as

many as 5 or 6 planes of all sizes flying so good separation is key to avoiding any mid air incidents.

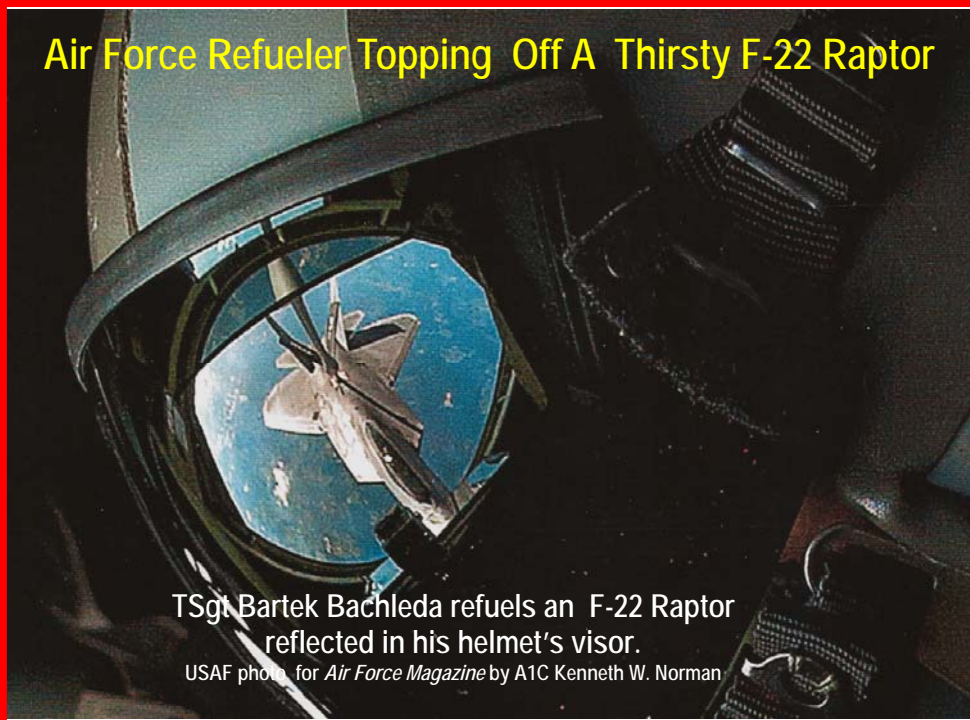
One member also mentioned that his club had a flight arrow for everyone to follow each day based on wind direction. We have talked about this but our wind varies so much on certain days and then with an up hill runway and our severe cross winds that can come and go we just can't depend on one way to take off and land on many days.

Perhaps when our new runway gets paved and is being used we will be able to do the flight arrow. The new runway is flat and heads into prevailing winds.



Here's an excerpt:

Air Force Refueler Topping Off A Thirsty F-22 Raptor



TSgt Bartek Bachleda refuels an F-22 Raptor reflected in his helmet's visor.

USAF photo for *Air Force Magazine* by A1C Kenneth W. Norman

NAME THAT PLANE: IT'S A GOODYEAR F2G-1D

The plane on page two is a Goodyear F2G-1. The Goodyear F2G "Super" Corsair was a development by the Goodyear Aircraft Company of the FG-1/F4U-1 Corsair design as a special low-altitude version of a fighter equipped with a Pratt & Whitney R-4360 twenty-eight-cylinder, four-row radial air-cooled engine.

Although often cited that the origin of the aircraft was as an interceptor of low-flying Japanese suicide aircraft, its actual beginnings came about in 1939 when the Pratt and Whitney company first proposed its enormous new engine. Thus the F2G lineage was tied to its engine design rather than tactical requirements.



John Stewart enjoying a sunny November day and his chopper on the club helicopter pad.

Hypersonic Business Jet to be Flying within Ten Years



The *HyperMach SonicStar* will be capable of a top speed of 2,664 mph, twice as fast as the Concorde. Plans call for it to fly at 62,000 feet allowing passengers to see the curvature of the earth.

Mr. Richard Lugg, HyperMach, Chief Executive, has high hopes the 3.1 Mach cruising speed of the HyperMach SonicStar Business Jet will be flying within ten years. Funds are reported to be secured by the British Department of Trade and Industry.

When you claim to have an engine design that will enable flights from London to New York in less than two hours, you need the right credentials to back you up. And when you also say your aircraft will fly at almost four times the speed of sound without creating a sonic boom and that it will produce a fraction of the emissions of current planes, you should be prepared for more than a little skepticism. For the man behind the HyperMach Sonic Star project, (Richard Lugg) none of this is a problem. You can read more at:

<http://www.theengineer.co.uk/in-depth/interviews/richard-lugg-aviation-entrepreneur/1012048.article>