



**Chino Valley
Model Aviators, Inc.**



Official News Letter

AMA Chapter #3798

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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A third grade teacher, said, "Joey, quit looking out the window, because when you grow up, no one will pay you to sit there and look out the window.

"Well, I guess I showed her. I retired as an airline Captain."

Support Our Local Hobby Shop



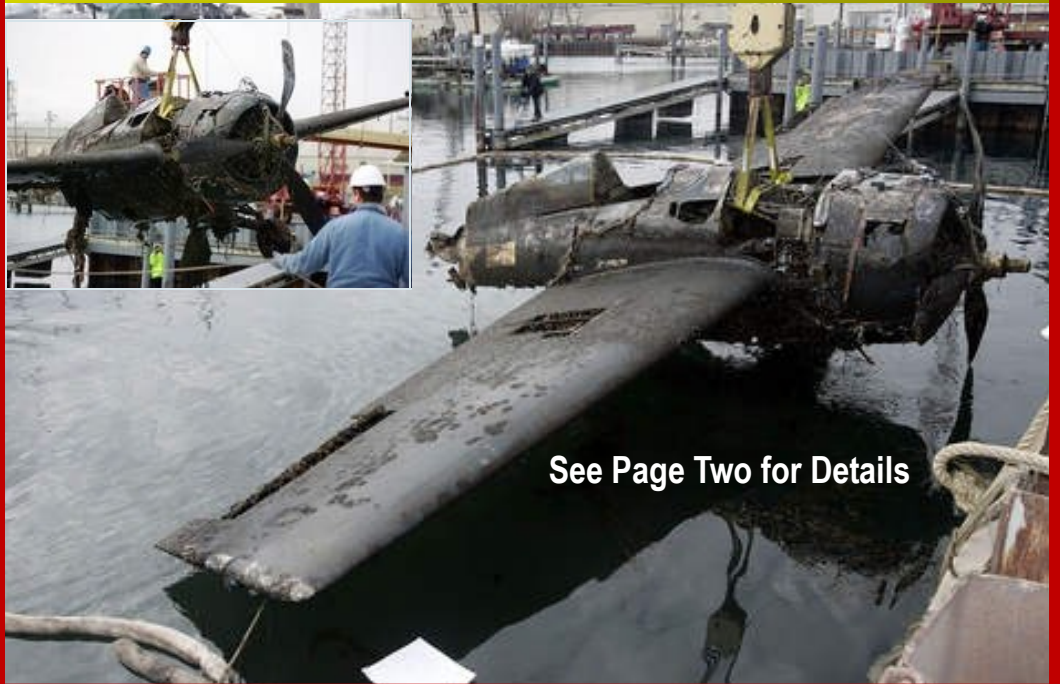
The Safeway Center
Prescott Valley, AZ
MAX & CINNIMON BANDY
THEY SUPPORT OUR CLUB

LAKE HAVASU BALLOON FESTIVAL SKY DIVER



Your editor recently went to the 3rd annual Balloon Festival held in Lake Havasu City. Here's a silhouette of a sky diver in a tandem jump with a jet contrail as a background.

NAVY FM-2 WILDCAT EMERGES FROM THE MUCK



See Page Two for Details



From the Desk of CVMA President Jay Riddle

After our February meeting and my discussion concerning drones, I thought I would briefly spell out what is happening within the FAA. This is an almost daily changing environment. The FAA is in the process of making rules and regulations for the commercial use of UAS for things like aerial photography and videography.

UAS-(unmanned aerial systems) can be autonomous flying aircraft, but in large part are radio controlled airplanes and helicopters ranging in size from small electric multi-rotor camera platforms to larger conventional RC helicopters capable of carrying larger Hollywood production type cameras.

The RCAPA-(radio controlled

aerial photography association) meets all of the requirements to hold a seat on the UAS ARC. The ARC is an aviation advisory rulemaking committee to the FAA. This committee is supposed to be open to public discussion, in this case pertaining to the use of UAS/RC aircraft for commercial aerial photography, among other uses. The RCAPA would be the only voice for the small business stakeholders on the UAS ARC but this FAA group will not give the RCAPA a seat on the rules committee.

With only large corporate interests holding seats on this ARC, the interests of the small business stakeholders will not be heard and any rules and regulations created will end up being unfair to anyone

who already has an R/C aerial photography/videography business or who has an interest in starting a small business doing aerial photography with any type of RC aircraft, large or small. This will limit, as an example, realtors from using these platforms for business pictures.

So what's to happen to small RC helicopter businesses? Lots of unanswered questions and more questions are emerging each day. I will try to keep abreast of the fast changing issue and how it may or may not affect us here at our field.

The drone issue is an exploding one not only here but international. Of course the AMA is vitally interested in how all of these groups will affect the future of RC. We will keep you posted members.

MARK YOUR CALENDARS

Check AMA Journal

March 1: Scale Masters Superstition Park Mesa, AZ

March 8: Tucson Jet Rally TIMPA field.

March 23: CVMA War Bird Races, our field.

CVMA MEETINGS



Third Wed. of every month at 7pm.

Prescott Airport

NAVY WILCAT FM-2 RAISED FROM WATERY GRAVE

Salvage experts raised a rare Navy FM-2 Wildcat fighter from the floor of Lake Michigan near Chicago. *The Naval Aviation Museum Foundation*, plans to restore the aircraft.

On Dec. 28, 1944, the Wildcat's engine failed during takeoff on a training sortie from the aircraft carrier *USS Sable*.

The fighter rolled off the deck; although the pilot, Ensign *William Forbes*, was able to swim free, the Wildcat sank in roughly 200 feet of water 68 years ago.

A recovery crew pulled the FM-2 largely intact—except for the tail—from the water's depths on Dec. 7, 2012.

CVMA MEMBERS Kick In Your Afterburner...



BUILD SOMETHING, BRING IT TO OUR NEXT MEETING!

CAN YOU NAME THIS PLANE?



Answer on page 7



CVMA NEWSLETTER

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President — Jay Riddle

Vice President — Bob Noulin

Sect. /Treas. — Rick Nichols

Flight Instructor — Randy Meathrell

Safety Officer — John Stewart

Board Member — Allan Collins

Board Member — Steve Shephard

Newsletter Editor — Bob Shanks

Jay Riddle's Big Yak



CLUB PILOTS AND THEIR AIRCRAFT

Rick Nichols' Fun Bat



In this shot Don's plane has 2 complete wings.

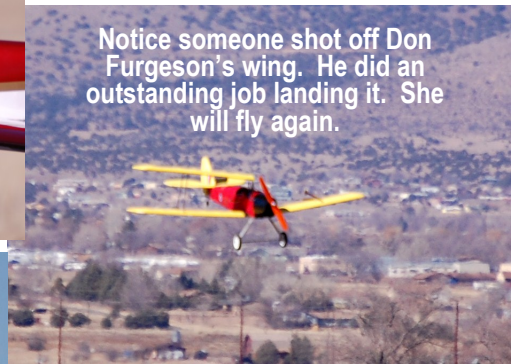
Don Furgeson's foam Triplane.



Bob Noulin and his 3D aerobat.



Notice someone shot off Don Furgeson's wing. He did an outstanding job landing it. She will fly again.



Club trainer in action.



Dennis O'Connor's Tiger 60.



Charlie Gates Bridi from the 80's.



Graham Johnson gets his plane ready.



"You may be disappointed if you fail but you are doomed if you do not try."

Lake Havasu Balloon Festival Loaded With Fun



A-26 Scale Headed for Top Gun



Your editor receives articles from time to time from the Air Age Magazine group, publishers of *Model Airplane News*, this one struck his scale heart. Enjoy members!

Frankie Mirandes is no stranger to impressive scale aircraft and had been competing at the Top Gun Scale Invitational in Lakeland, FL for several years. For our upcoming "Road to Top Gun" special feature in *Model Airplane News*, Frankie was the first one to share his newest Top Gun 2013 project with us. Frankie says that taxi tests and flight testing are starting shortly.

The A-26 Invader will be test flown in primer first and then the detailing process will start after the airframe checks out as airworthy. The A-26 was built using enlarged 1/8-scale **Don Smith A-26 plans** to produce the new 144 inch wing span version. It features traditional, all-wood construction being "glassed" with various fiberglass cloth weights, then it was primed with Lacquer for a base finish. Ramón Medina is the builder with 1,700 hours into the project so far. Everything is custom built to match the real aircraft. Twin Moki 150cc radial engines are used for power. The retracts are custom designed and built and all JR radio gear is used for guidance. The engine cowling molds are being worked on now. The selected paint scheme will be "Brown Nose Bear" in Olive Drab finish. His plan is to use epoxy paint to complete scheme.

The A-26 Original Olive Drab "Brown Nose Bear"



What's the Only US Aircraft Named After a Military Person?

There was only one US airplane named after a famous military individual. This aircraft is an American twin-engine medium bomber manufactured by North American Aviation. It was used by many Allied air forces in every theater of WWII as well as many other air forces after the war ended.

This aircraft saw service across four decades. By the end of its production, nearly 10,000 models had been built. These included a few limited variations such as the US Navy and Marine Corps' patrol bombers and as a US Army Air Forces' photo reconnaissance aircraft.

The North American B-25 Mitchell.

BUILDING TIP

Here's a tip on installing Robart pin hinges. This modeler was using them on his T-34 Mentor. He could never get both sides perfect, no matter how carefully he measured, so he came up with this neat trick to make them perfect.

On the stabilizer (in this case three hinges on each side) he marks out where he wants the holes, then clips off 1/4 inch of T-Pin tip and, using pliers, push the short pin into the stabilizer where marked. He leaves about 1/8 inch or less sticking out.

Next he makes sure the elevator is perfectly aligned with the stabilizer then he presses the two together.

The pins left a mark on the elevator (or rudder) where to drill the holes. This might work for CA hinges but one should try it first by experimenting on some old balsa or a some spare parts from an old model.

This building tip comes from Dave Raczka of *Brauer's Aviators*, Pendelton, New York.

This tip was published by the AMA in their monthly newsletter to club officers "*The Insider*".





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

February General Membership Meeting

The meeting was called to order at 7:00 PM by President Jay Riddle. The salute to the flag was led by Bob Shanks. 30 members were in attendance.

Prospective member Jeremy Rabine introduced himself and Past Member Ron Krifchin told the members about the Glider Flying Field on Robert Road in P.V.

Rick Nichols gave the Treasurers report, a motion to approve was made and seconded to accept the report.

Bob Shanks talked about safety issues and the handling of dogs that members bring to the field. Dogs should always be on a leash and kept away from the flight line and cabana

area. Members MUST pick up after their dogs.

Jay addressed the trash issue again. Members are leaving coffee cups, paper, broken airplane parts at the field. We discussed having trash cans. The best solution is if you brought it here, take it home with you. The officers should not have to be responsible for picking up trash.

Randy Meathrell talked about the upcoming War Bird Air Races to be held at our field on March 23. He outlined the jobs that need to be done and has almost covered them with volunteers. He hopes that members will help out on the day of the races to fill in any vacancies. We discussed a shade for the bleachers. Steve Shephard will look into a solution. The members thanked Carol

Meathrell for furnishing the goodies for tonight's meeting.

Don Crowe showed his Turnigy Transmitter, Bob Noulin brought his new Aeroworks ProX260 that he has equipped with a gyro stabilization system made by Eagle Tree. He explained how the system works in 2-D and 3-D modes.

Steve Shephard brought his Pocket Airplane. Rick Nichols showed his Taylorcraft that he obtained at an auction for \$10.00.

Don Ferguson brought 2 Mig 25s made of fanfold foam and Dollar Tree foam.

Vic Block brought a B-25 ARF that he got from Australia and a Albatross Bi-Plane.

Larry Parker showed his new

Maxford PT-19. Jerry English showed his foam Drongo airplane and his Trainer Type Airplane.

Steve Shephard won the \$10.00 Valley Hobby Door Prize and also won the GLUE. Bob Steffensen won a \$50.00 Valley Hobby Gift Certificate, don Ferguson won a motor and speed control set.

Bill Lindenthaler won a Slow Stick Airplane. Rudy Arp won 2 videos and rubber bands. Don Crowe won electrical shrink tubing. John Walker won Zip Ties and Charlie Scropano won a clamp.

There was some general discussion on our field lease and runway repairs.

30 members present. Meeting closed at 8:50 PM



Steve's pocket plane.



Randy and Don with Mig 25's



Vic's Albatross



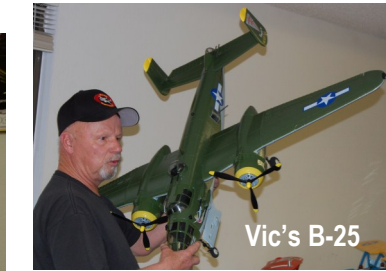
Max gives Steve a Gift certificate



Bob's ProX260 with a gyro.



Rick's Taylorcraft



Vic's B-25



Larry's PT-19



Jerry brought two foam creations.



SHOP VALLEY HOBBY



Owners:
Cinnamon and
Max Bandy.

F-35 AF-1 Achieves 500 Flight Hours



Lockheed Martin photo by Matthew Short

The second Lockheed Martin F-35 Lightning II stealth fighter, known as AF-1, joined the 500 flight hour club recently during its 272nd flight. It joins AF-2 which passed the milestone June 26, 2012. The conventional takeoff and landing (CTOL) fighter began flight operations when it made its inaugural flight Nov. 14, 2009. The F-35A flight test program has completed more than 43 percent of its overall test plan. Overall, the program's three variants have achieved nearly 5,900 flight hours by 55 aircraft in the System Development and Demonstration (SDD) and Low Rate Initial Production (LRIP) programs.

Headquartered in Bethesda, Md., Lockheed Martin is a global security and aerospace company that employs about 120,000 people worldwide and is principally engaged in the research, design, development, manufacture, integration and sustainment of advanced technology systems, products and services.

NAME THAT PLANE: NAVY TBD DEVASTATOR

The TBD Devastator was the US Navy first monoplane torpedo-bomber, and it embodied many new features. Combat tactics changed little from the biplane era, however. An effective torpedo attack requires a slow and steady approach, and this made the Devastators easy targets. Once the TBD had braved fighters and ships' guns of all calibers, the success of its attack depended on whether the torpedo ran true and if it actually exploded against the target. US wartime torpedoes were notoriously ineffective.

Although Devastators sank one Japanese carrier at Coral Sea, the Battle of Midway in June 1942 saw the TBD force wiped out without inflicting damage on the Japanese. Only five of the 41 TBDs involved in the battle made it back and the battle left fewer than 20 TBDs in the inventory. By August 1942 they were withdrawn from the front line. Apart from the fact that it was slow the Devastator's main drawback was its lack of defensive firepower.



SAFETY IS ALWAYS AN ISSUE

We deal with a lot of aerosol substances that can not only make the family want you to leave the house, but also have an adverse effect on your health. A doctor familiar with lung problems says that if you can smell it, you should be wearing a mask. Many RC builders do wear masks when handling paints and glues but in the winter, it can be much more of a problem. In a closed shop you should be extra mindful of fumes.

Make sure your shop has some sort of ventilation. It may not be possible to open the door much in the winter, so some sort of exhaust fan is a necessity. Make sure your shop is properly ventilated. If your house also happens to have the hot water

heater in the garage as many garages in Arizona do, be extra careful of flammable fumes. We don't want to see anyone's garage or home burned down due to fumes in the workshop starting a fire or causing an explosion.

A123 battery systems make one of the best LiFe chemistry batteries on the market and Life's in general are almost ideal for use in larger, RC fuel-power aircraft. As a result one can get somewhat complacent when it comes to onboard batteries because they have proven to be extremely reliable.

One of the great things about LiFe batteries is that they have a flat discharge curve. That means that, throughout a vast

majority of the time, they are in use from a few minutes after they are taken off charge until they are very nearly drained, they put out the same voltage. That range is between 6.5 and 6 volts over roughly 90% of their available capacity. That means our onboard electronics see a constant voltage during every flight.

So if you use LiFe batteries, make sure you have investigated how to use them and monitor how well they are holding up.

This information was obtained from AMA's *Insider* publication for club officers. There is much to learn, more than there is space here so research them if you plan on using LiFe batteries.



Well, my friend Jack sat down and all I said was 'Hi Jack'

Highly Modified C-130H Renamed Stinger II

US Air Force Photo



An AC-130W Stinger II gunship from the 73rd Special Operations Squadron at Cannon AFB, N.M., flies over New Mexico's Melrose bombing and gunnery range, Jan. 10, 2013.

In May 2012, the MC-130W Dragon Spear was renamed the AC-130W Stinger II. The primary mission of the AC-130W Stinger II is armed "Overwatch". While similar to the AC-130's missions, Stinger II is primarily focused on performing reconnaissance over friendly positions and may directly deliver ordnance to precise targets to support ground forces.

The aircraft is a highly modified C-130H featuring improved navigation, threat detection, countermeasures, and communication suites. General Characteristics

Contractor: Lockheed

Power Plant: Four Allison T56-A-15 turboprops; **Speed:** 300 mph. **Ceiling:** 33,000 feet. **Range:** 2,700 nautical miles. In-flight refueling extends this to unlimited range. **Date Deployed:** November, 2010. **Unit Cost:** AC-130W, \$110 million each.

Big Thank You to Our Flight Instructor Randy Meathrell

Like a fine tuned clock our instructor is always ready to help new folks learn to fly. He also, along with former instructor John Stewart, is willing to test fly members new creations.

Randy tirelessly communicates via email on a regular basis to all members as well. We all owe him a big thank you.

Occasionally, new flyers have stood him up but he still sticks by them and all who want to learn to fly RC.

His efforts are what makes this club such a great one to belong to and enjoy this hobby.

Thank You Randy!

Make Your Own Decals, Numbers, and Graphics

Have you ever wanted to place a graphic or numbers on your model but find cutting them out of MonoKote just too much effort? Try tracing paper available at craft or office supply stores.

Here's how to do it with a computer and scanner:

1. Scan your artwork and save it.
2. Print it on thin tracing paper.
3. Cut it out and stick in on your airplane by spraying the back of the tracing with adhesive.

If you want to waterproof the finished product simply spray it with clear spray paint before you place it on your airplane. Unlike a commercial decal with a totally clear background, the tracing paper will be barely visible, but it's not that noticeable.

As always do some experimenting first to see if it works and is up to your standards.



We need to review our safety rules on a regular basis. Here's our field guidelines.

Review to insure we have a very safe 2013.

C.V.M.A. FIELD RULES

1. All R/C Pilots must have a current AMA License in their possession.
2. All R/C Pilots must follow the AMA Safety Code and CVMA Rules.
3. Pilots, Student Pilots or spotters only allowed in the pit area.
4. Pilots flying 72 MHz frequency's must obtain a frequency pin while flying and display their membership or AMA card on the frequency board. Pilots flying 2.4 radios are not required to obtain a frequency pin.
5. Take-offs using the main direction of the runway must occur after passing the last pilot station on either side. Takeoffs that can be safely made in a general direction away from the pilot stations and the Ramada are permissible.
6. Positively NO unattended children in the pit area.
7. All Spectators must remain behind the pit area safety fence.
8. All efforts must be made to fly within the approved flight area shown on the field map. Absolutely no flying behind the pilot side of the runway.
9. All aircraft will be started in the pit area with the engine facing towards the Ramada.
10. Electric Powered aircraft are to be armed in the pit area. Arming an electric airplane (for test purposes) in the Ramada area is only permissible if the propeller is removed from the aircraft.
11. No Taxiing is allowed in the pit area. Once the engines are started and tuned, carry or push the aircraft to the taxi area entrance. When the runway is clear, call out your intentions to the other pilots. Calling out your intentions also applies to touch and goes and full stop landings. When flying, R/C Pilots must stay in the flight station.
12. Guest Policy. Any member bringing a guest must accompany the guest at the field. After 3 flying visits the guest shall become a member of the club. Visiting guests must obey all CVMA and AMA rules.

All club members are responsible to ensure that the rules and regulations are enforced. Please advise any pilot who is observed flying in an unsafe manner.