



**Chino Valley  
Model Aviators, Inc.**



# Official News Letter

AMA Chapter #3798

IMAA Chapter 705

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[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"*

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## NEW CLUB WINDSOCK

### CVMA Wind Sock

**STRENGTH OF WIND FROM CHAIN ANGLE**  
 0 Degrees – Broken Notify Club President  
 30 Degrees – Fresh Breeze  
 45 Degrees – Gentle Zephyr  
 60 Degrees – Hurricane in Area  
 75 Degrees – Beware of Low Flying Trains  
 90 Degrees Welcome to the CVMA Field

**"I have  
measured  
out my life  
with coffee  
spoons."**

T.S. Lewis

## RICK NICHOLS' SCALE TAYLORCRAFT



Support Our Local Hobby Shop

**VALLEY  
HOBBY**

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



*From the Desk of CVMA President Jay Riddle*

One of our new members, *Alan McSwain* donated a Cigarette Waste Receptacle for the field (picture at far right).

After our discussion at our March meeting about having cigarette butts not disposed of in an appropriate manner, Alan stepped up and bought one for the club. Thanks so much Alan what a great donation to help keep our field looking pristine.

While a lot of our members don't smoke, the few that do and visitors that smoke will now have a place to drop their smoke butts. This is not an inexpensive item. We do really appreciate this Alan. At our march meeting we also

revisited our trash problem that does pop up every so often. If you bring snacks, coffee cups and other items you take it home.

Bring a small plastic bag and police the area even if the trash is not yours pick it up and put it in a bag to toss when you get home.

We used to have two trash cans we emptied every so often but since the city now has their dumpsters locked, taking your own trash home makes more sense. So members please take your broken props, and other trash home with you.

If you brought it you take home.

**FLY SAFE MEMBERS!**



Cigarette Butt Receptacle.

**MARK YOUR CALENDARS**

Check AMA Journal

April 13-14: Wings over Arizona Superstition Airpark Mesa, AZ

April 20-21: Warbirds over Tucson, Tucson RC Club

CVMA MEETINGS



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

Last Person to Leave the CVMA Field:

Please lock the gate.

We need to protect our club's assets.

CVMA MEMBERS Kick In Your Afterburner...



BUILD SOMETHING, BRING IT TO OUR NEXT MEETING!

**CAN YOU NAME THIS PLANE?**



Answer on page 5

**CVMA NEWSLETTER**

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President — Jay Riddle

Vice President — Bob Noulis

Sec't./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



Editor Bob's "The Real Thing".

Bob Steffensen's EP Glider.



Byron Cluckey's combat ship.

Jay Riddle's Yak.



Randy's famous Pronto.



Rick Nichol's "The Pulse".



Don Ferguson's foam F-16 look alike.

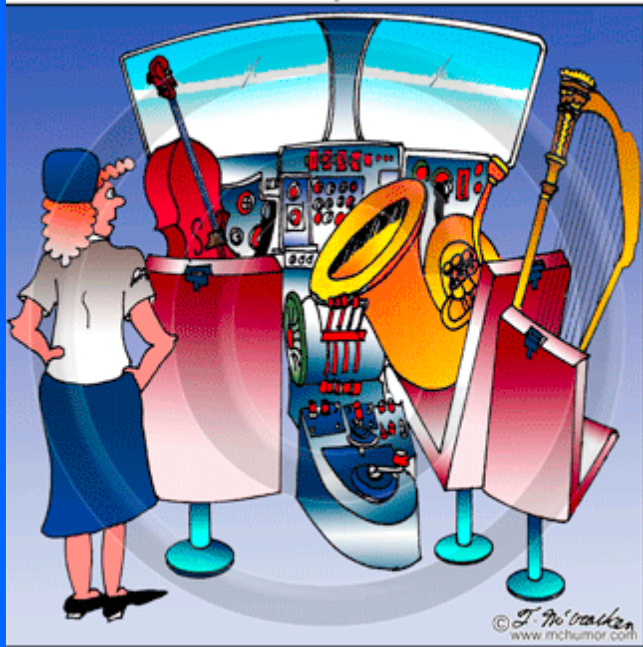


Chad Collins colorful plane.



Scott Workman's Hanger 9 aerobat.





"I guess we're flying by instruments."

## Boeing Phantom Eye



The Phantom Eye lifts off from its launch cart to accomplish its second test flight.

**Phantom Eye Flies Again:** Boeing's liquid hydrogen-powered Phantom Eye remotely piloted aircraft (RPA) demonstrator completed its second flight in February 25 announced company officials.

The Phantom Eye UAV climbed above an altitude of 8,000 feet during the Feb. 25 mission at Edwards AFB, Calif., and remained aloft for 66 minutes at a cruising speed of 62 knots before landing, according to the company's Feb. 26 release.

## RC SR-71 Blackbird



One of the most advanced spy planes used by the Air Force and the CIA was the mysterious SR-71 Blackbird. This impressive example was flown at the Oberhausen Jet-Meet in Germany. The pilot and owner of this scale model is Lothar Heinrich and the Blackbird is powered by twin Jet-Cat P200 producing more than 57 pounds of thrust.

This model has a wing span of 97 inches and is an impressive 177 inches long and weighs in at 77.6 pounds. Construction is basic balsa and plywood construction with fiberglass cloth and resin finish and this scratch-built SR-71 is one of only two flying Blackbirds approved for flight in the European Union (EU).

To duplicate the visual affect of afterburners in the model, a set of high intensity LEDs are located in the exhaust ducting. See it fly at:

[http://www.modelairplanenews.com/blog/2013/02/21/monster-scale-sr-71-blackbird-spyplane/#utm\\_source=MagnetMail&utm\\_medium=email&utm](http://www.modelairplanenews.com/blog/2013/02/21/monster-scale-sr-71-blackbird-spyplane/#utm_source=MagnetMail&utm_medium=email&utm)

*(Phantom Eye Cont.)*

The airplane "exceeded what it achieved" last June during its maiden flight when it flew at an altitude of 4,080 feet and remained aloft for 28 minutes, states the release. And unlike last year's flight when the Phantom Eye's landing gear was damaged during landing, the aircraft made "a picture-perfect landing" this time around, said Boeing.

"This flight, in a more demanding high-altitude flight envelope, successfully demonstrated Phantom Eye's maneuverability, endurance, and landing capabilities," said Drew Mallow, Phantom Eye program manager.

Boeing is self-funding development of the high-flying Phantom Eye, which is envisioned for intelligence, surveillance, and reconnaissance



# RANDY MEATHRELL'S PRONTO SPARKS RETURN LETTERS



*Editor's Note: Randy's Pronto was featured in the March issue of the AMA Model aviation magazine. The picture and story resulted in a nice note from a friend of the now deceased designer. Randy also received a request for plans from a modeler in Ontario, Oregon as well as the letter on right from South Carolina.*

Dear Mr. Meathrell,

I saw your Pronto in *Model Aviation* and it brought back many memories of the number of Pronto's I've had. None of which flew as well as Dave's. Unfortunately Dave Robelen died a few years ago. Dave was a good friend and he is really missed. He lived in Poquoson and worked for NASA here at Langley and had moved to Farmville after he retired.

Dave was one of the nicest people you would ever meet as well as one of the most knowledgeable on aviation you would ever meet. When Dave came out to the field the rest of us would stop what we were doing just to watch him fly. He was good and his planes were something else. The ones he built had a better balance between control throws and his entire set-up.

I never flew another Pronto that was like his. (I'm speaking of the Super Pronto, 4 channel) Many years ago, before Cad was available, I did an ink drawing for Dave of one of his designs which was sent to the magazine for the article he wrote on the Parakeet, a three channel biplane which flew like a four channel.

Dave was the first president of the now disbanded original Newport News R/C club. (There is another Newport News club now) One of our club events was a one class pylon race. Dave supplied us with the design which turned out to be a great sport plane. (I think better than the Pronto) I'm sending you a copy of that plane (the red lines are the mods I made to mine) called the Square Shooter. I took an old print I had and tried to get it on cad. It's in AutoCAD "dwg" format. If you need it in something else or would like a very good cad program which can handle AutoCAD format check out Draft Sight put out by Dassault. It's a free program and since I use AutoCAD every day I can tell you it is a good match. Hope you will enjoy it.

Best Wishes,  
W.O. Perkinson

Randy,

I saw the article and picture of your Pronto in March issue of *Model Aviation* and brought back a lot of good memories. I used to fly a Pronto with a Max 20 also. Flew it so much that stress over time caused the wing to fold. Then I left RC flying for a while. Now back into Electric RC, big as ever!

I was just curious if you knew of anyone that still had a set of plans for the Pronto that I could purchase? Love to scratch build one for electric version.

Thanks,  
Ron Linsler  
147 Millstream Road  
Lexington, S.C. 29072

## NAME THAT PLANE: THE ARMSTRONG WHITLEY

The Armstrong Whitley was the first allied military aircraft to fly over Berlin.

Flying at 367 km/h (230 mph), it was a rather slow plane that would become an easy target for German fighters. This may be one of the reasons why it soon would be used as a night bomber.

The Armstrong Whitley was also used for anti-submarine warfare, leaflet dropping and agent insertion.

Being the first modern style monoplane heavy bomber of the RAF, the Armstrong Whitley prototype flew in March 1936 and the aircraft actually entered service a year later, in March 1937. At the outbreak of the war there were 207 Whitleys in service in the RAF.

An Armstrong Whitley achieved the first Coastal Command sinking of a German U-boat in November 1941.

The Whitley was retired from all front-line service in late 1942 but it continued to operate as a transport for troops and freight as well as towing gliders.

A total of 1,737 Whitleys were produced.





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

## March 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*: 39 members were in attendance. New Members *Alan McSwain* and *Bob Wurth* were introduced.

*Rick Nichols* announced the death of member *Bob Nabors* wife Joyce. A card was circulated for members to sign.

*Rick Nichols* gave the Treasurers report. A motion to approve was made and seconded to accept the report.

President Jay asked the members if they had any safety concerns. The major problems seem to be pilots not taking off past the last flight station and Pilots making low passes over the runway. After much discussion we reminded the members that no low passes shall

be made over the runway. All low passes must be made north of the runway. This also applies to aerobatics. Exceptions may be made if radar speed runs are being made and all pilots are aware of this activity. Also, Landing Aircraft **ALWAYS** have the right of way.

*Randy Meathrell*, Flight Instructor presented a Solo Certificate to *Don Crowe*. Randy also reminded the members of the Pro Pylon Races this Saturday. Please come out and support the club and help if possible.

*Carol Meathrell* reported that she picked up a lot of trash at the field and she stopped counting when she picked up over **100 CIGARETTE BUTTS**. Take your trash home with you and Police your Cigarette Butts. Our field is not your trash can or ash tray.

The question of which runway to

use arose. The consensus was that the decision is Wind Driven with the majority of the pilots agreeing to a runway decision. Both runways may not be used at the same time.

Rick reminded members to Lock the gate when leaving. It has been left unlocked twice in the last month. This can result in loss of your flying privileges.

*Randy Meathrell* reported on a trip that was made on Monday 3-19-13 to Florence, AZ to check out the runway at the Florence airfield. They gathered information and were impressed with the work. A representative from the company that did their runway will meet with our Officers on Thursday 3-21-13 at our field to get a price quote.

*Max Bandy* brought his Phantom 5 Quad Copter with GPS and 3 axis stabilizer system that is now available at Valley Hobby.

*Jerry English* brought his Hoosier Cutout Foamie and his Fancy Foam Kit trainer plane. *Allan McSwain* brought his homemade FPV Micro Quadcopter. *Larry Parker* showed his Globe Swift from *Maxford* that he purchased at the AMA show in January. *Don Ferguson* showed his new electric Twin YS-11 Twin Airliner.

The Valley Hobby \$10.00 Door prize was won by *Glen n Heithold*. *Dennis O'Connor* won the \$50.00 Gift Certificate. *Don Crowe* won a Sukoi Airplane and transmitter. *Bob Noulin* won Epoxy, *Jerry Calvert* won the "Glue" and Z-Bend Pliers. *Jerry English* won a DVD, *Roger Calvert* won Glue. *Ken Shephard* won a foam combat airplane, *Bob Shanks* won a clamp. *Bill Lindenthaler* won foam padding and *John Walker* won a DVD.

Meeting closed at 8:55



Don Crowe gets solo certifi-



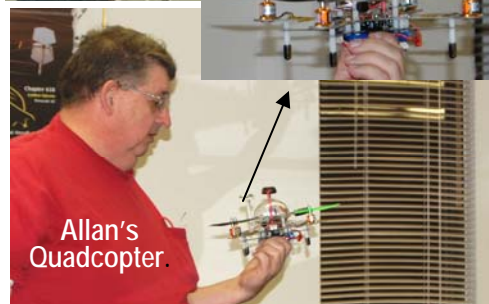
Max's Quadcopter.



Jerry's foam creations.



Don's twin EP airliner.



Allan's Quadcopter.



Larry's Globe Swift with lighted instruments.

Good March attendance



### SHOP VALLEY HOBBY



Glenn Heithold won the gift certificate, Bob Noulin (right), is our raffle master.



# Wind Blows out 23rd Annual War Bird Races

Great turnout.



Windy



Food vendor.



Carol Meathrell and Ruth Collins registered the pilots.



Chris Corbett flew his helicopter for the crowd.

Due to gusty winds Max Bandy's P-51 made several passes before landing on the alternate runway.



Jeff Jones wipes down his Spitfire.

We had 15 pilots show up for our races, but alas our northern Arizona weather had the last say and the races were curtailed. One heat was flown with all pilots having much difficulty getting their planes to land safely in gusting winds. The flag (far left) is stiff in the wind that was essentially a cross wind on all of our runways. Maybe next year will be better. Thanks to all who attended.

## SAFETY IS ALWAYS AN ISSUE

Our March meeting was had an excellent safety discussion (see Rick Nichols' minutes on page 6).

We must all remember to not lift off until the plane has passed the last flight station and it is centered on the runway. High speed low passes must always be done north of the runway.

Depending on wind conditions, the runway to fly off of will be decided by those at the field and can be changed as conditions change.

If on a flying day our field has a sky full of planes, and we have had as many as 7 or 8 planes flying over our expansive north area, it is always a good idea to ask a member to be your spotter. An extra set of eyes can see what is happening both right and left to aid you in your flight. Even if there are only a few planes flying

having a spotter is still a good idea.

This is especially true if your plane is new to you or if this is its first flight. Two of our members, *John Stewart* and *Randy Meathrell* are very good at assisting with first flights for trimming the aircraft. It's also a good idea to have an experienced modeler like John and Randy check the plane out to insure control surfaces are moving in the correct way and the plane is safe to fly. Poor linkages can result in crashes. Even if you know your aircraft has strong linkages, check them out every so often, pull hard on the elevators, rudder and ailerons to insure they are secure and double check internal linkages every so often. Make sure all your clevises are properly fastened and be wary of nylon or plastic clevises the they can dry out and the pin can break resulting in no control on that surface. Metal clevises are

best.

We all should read the safety column in our monthly AMA magazine *Model Aviation*. Mentioned in the April issue is an excellent safety item, no matter how experienced you are, always read [ALL the programming instructions](#) for new electronic devices you are installing in your model. Don't let your ego get in the way of safety no matter how experienced you are.

We have discussed here many times about not having a prop on your electric motor when setting it up. You don't want your model to suddenly come to life and jump at you or the wall of your shop when you turn on your receiver and the throttle control is reversed. This happened to a friend of mine in Alabama, his model imbedded itself in his shop wall! At least he was not hurt. Be safe members.

## COLLINGS FOUNDATION IN STOW MAINE A SCALE BUFF'S DREAM



B-24 and a Messerschmitt 262.

For over twenty years The *Collings Foundation* has recovered and restored many of the true landmark aircraft that built world aviation history. If you are going to be in the north-east plan on a visit.

They have historic aircraft from nearly 80 years of powered flight. Many of the aircraft are viewable to the public at airshows, events, and airports around the United States.

Many are still in flyable condition and travel to air shows all over the country. They also have a collection of historic autos. Here's their web site:

<http://www.collingsfoundation.org/menu.htm>

## IS YOUR AIRPLANE DESIGNED FOR WIND?

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence:

### Size:

In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

### Dihedral:

The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

### Wing Loading:

The higher the wing loading, the less an airplane will be affected when hit with a

gust.

### Aspect Ratio:

Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

### Power:

Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

### Lateral Control:

Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with ailerons while landing.

### Landing Gear:

Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

### Maneuverability:

This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

### Wing Mounting:

Generally, a low wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every preceding item is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences.

Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions.

Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60) kits embody all the right characteristics for windy flying.

"To learn to fly in wind, one must fly in wind!"

From the *Middle Point RC Flyers of Murfreesboro, Tennessee* in AMA "Insider"







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.