



# Chino Valley Model Aviators, Inc. Official News Letter



AMA Chapter #3798

IMAA Chapter 705

April 24, 2013

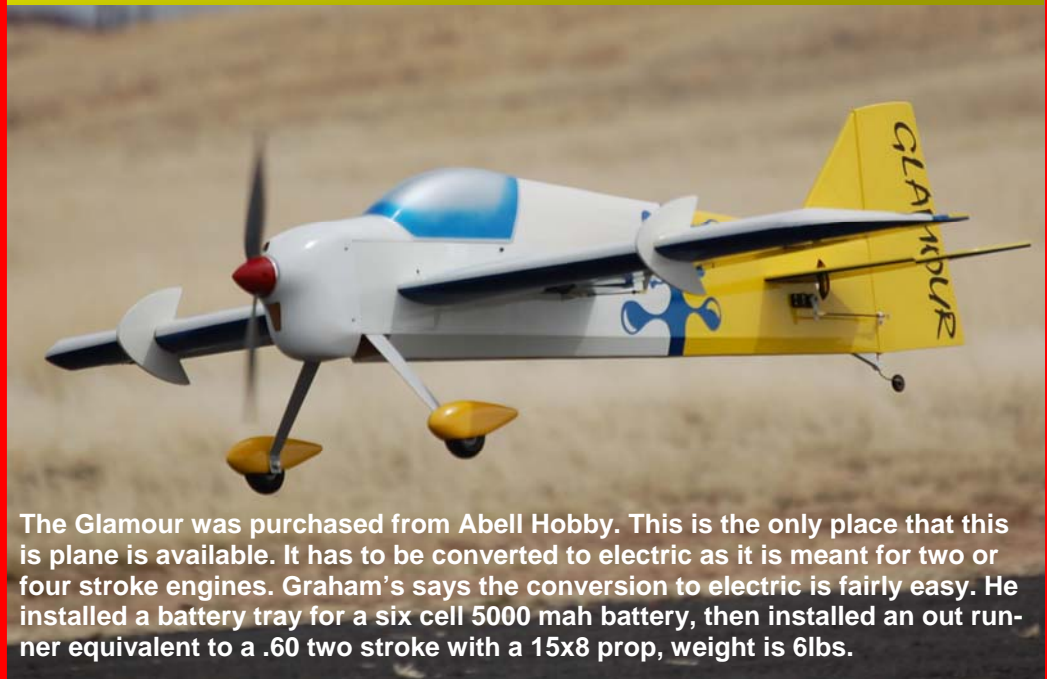
Volume 16 Issue 4 [www.chinovalleymodelaviators.com](http://www.chinovalleymodelaviators.com)

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

### Inside this issue...

- President's Message 2
- Name That Plane 2
- Field Photographs 3 & 4
- Building Tipi 5
- April Meeting Highlights 6
- Lockheed UAS Helicopter 7
- Lost P-40 in Sahara Desert 7
- Air Power Classics 8
- Field Rules 9

## Graham Johnson's 55" WS Glamour EP 3D



The Glamour was purchased from Abell Hobby. This is the only place that this is plane is available. It has to be converted to electric as it is meant for two or four stroke engines. Graham's says the conversion to electric is fairly easy. He installed a battery tray for a six cell 5000 mah battery, then installed an out runner equivalent to a .60 two stroke with a 15x8 prop, weight is 6lbs.

**" Will the person who borrowed my map of New Jersey please give it back so we can land"**

(Actual quote on board a charter flight.)

## DENNIS O'CONNOR'S CORSAIR WWII RACER



Dennis' airplane is a Hanger 9 ARF, Corsair 60 with retracts and is powered by a Gas Dle 20. Unfortunately Hanger 9 has dropped all their 1/7th scale airplanes. Dennis also has a P-47 he found on RCU and plans on using a Dle 20 in it also.

Support Our Local Hobby Shop



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



*From the Desk of CVMA President Jay Riddle*

Our April meeting was one of the best we have had recently. We now have 104 members and we seem to have a consistent 30+ attending our meetings.

We were all encouraged by the results of the runway committees work on getting our runway covered in a smooth surface.

We have the funds now after a period of a couple of years slowly building up our runway and field im-

provement funds.

Randy Meathrell gave a great progress report on the runway improvement project if you didn't attend our April meeting.

We will be looking at some work a Phoenix company did near Sky Harbor Airport and also will be getting a bid from a local company, *Grady Excavating* on a new fiberglass reinforced paving material.

Your board will then as directed, pick the best op-

tion.

By enlarging the pit area and moving the flight stations to the lower end of the runway we will have a more level landing and take off area.

We plan to put the flight stations farther from the runway and a bit closer to each other.

We will have all this completed before our war bird races and fun fly later this year.

**MARK YOUR CALENDARS**

Check AMA Journal

August 24: War bird Races

CVMA Field

September 20-21: Steve Crowe Fun Fly

CVMA Field

**CVMA MEETINGS**



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

**DON'T FORGET**

The Prescott Valley RC club that flies at Tim's Toyota in PV has a swap meet at their field Saturday April 27.

**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**

Published Once a Month

AMA Chapter # 3798

IMAA Chapter #705



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

Red star floater.



Dane O'Brien helps Bob Worth with his big Taylor-Craft.



Dane O'Brien's Edge 540.



Jeff Jones Cub flying very un-Cub like



Jerry Calvert's P-51 racer.



Dennis O'Connor's Corsair war Bird racer.





Jay Riddle's Big Yak



# CLUB PILOTS AND THEIR AIRCRAFT



Roger Calvert's design.



Peanut gallery



Max Bandy and John Stewart check out the Fly Baby



Tom Wells' blue foam floater

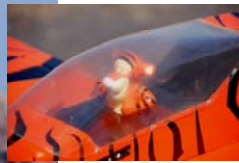


Rick completes another successful flight.



Bob and Rick's Taylor Craft day.

A cool tiger scheme.



Joe Kinchen's Beaver.







"OK, but if sentient robots *don't* rise up and enslave humanity, what sort of careers might you be interested in?"

## HOW TO PREVENT COVERING FROM PEELING UP

If you are having problems with your model's covering peeling up at the edges and it will not iron down, CA glue can fix it. You can use a regular super glue dispenser to wick CA like a pen along the overlapping MonoKote joint to seal it permanently. After the glue has dried, I wipe off the CA haze with a damp cloth and I am finished.

If done carefully, this works great and even glow fuel will not peel it up. This can also be used to spot the corners of the lettering any pin striping. If you make a mistake you can clean it up with acetone on most non-fabric coverings.

Always wear safety glasses when using CA glue as it can easily splash or flick into your eyes.



## MEMBER PROJECT: RICK NICHOLS PETE' N POKE



## NAME THAT PLANE: J-29 TUNNAN

This unusual RC airplane, the *J-29F Tunnan* is 1/4.8 scale rendition, is made with *Airex/Fiberglass/Carbon-Fiber* laminated materials for construction. It weighs in at 32 pounds and uses a 27-pound thrust PST1300 turbine engine for power. The Swedish Air force markings are those used from the late 1950's.

The *Tunnan* was built by *Mike Selby* for this year's *25th Anniversary Top Gun Competition* to be held May 1-5 at the *Lakeland, FL Paradise Field RC Flying Facility* owned and operated by *Frank Tiano*.

For you members who subscribe to *Model Airplane News*, you can find this picture and write-up in the June 2013 (page 42) issue just out.

The article doesn't say where Mike is from but it does tell how it took him over 18 months to build between engineering, making molds and building the prototype used in the sneak preview magazine article about *Top Gun*.

There is little other information about the plane except how Mike built it and the fact it has no decals on the plane. The graphics are all painted using laser-cut masks, with the exception of the squadron patch.

The squadron patch is homemade using *Pro Decal* dry transfers. The plane will be flown in *Top Gun* in the Team Class with *Ray Johns* piloting.

The plane will be kitted in Slovenia by *Mibo Kits*. It won't have the detail that Mike built into his.



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

# April 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. Forty members were in attendance. New Member *Donald Manning* was introduced. Visitor was *Dave Ramsey*.

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

Safety Officer *John Stewart* was absent. *Bob Shanks* said things were going well. Its RATTLESNAKE season so be alert when going into the field to retrieve your airplane.

*Randy Meathrell* reported on the March Air Races that were blown out and thanked the members that came to help.

*Dennis O'Connor* reported that he has the AMA Sanction for the

September Steve Crowe Fun Fly.

*Bud Mellor* said that the racing pilots would like us to save a March 2014 date for them to have races.

New member *Alan McSwain* has purchased a second cigarette butt receptacle for the field. Alan got a big round of applause in his absence.

*Bud Mellor* has a bunch of electronic resistors etc. that are free for the taking.

*Bob Noulin* reported that Valley Hobby donated 2 transmitters for the raffle tonight.

*Randy Meathrell* gave a progress report on the runway improvement project. We will be looking at some work a Phoenix company did near Sky Harbor Airport and also will be getting a bid from Grady Asphalt on a fiberglass reinforced paving.

The members present voted to

approve the expenditure on the best possible option. Six or eight of the members pledged extra monies to do the project in a proper way.

*Chuck Colwell* showed his working twin glass panel instrument panel that he will be installing in a Cessna 182 that he is building.

*Rick Nichols* showed his Ercoupe that is under construction. Steve Shephard brought his Phoenix pattern plane that he acquired from the estate of club member *Joe Bollender* that recently passed away.

*Jerry English* showed his new BD-5 foamie and a Hobby King Zephyr.

*Roger Calvert* brought a scratch built Control Line P-51 type airplane powered by a Cox .049 Baby

Bee engine.

*Larry Parker* built himself a Fun Bat and showed it.

*Don Ferguson* bought a Hawker Sea Fury racer from Rock Hobby. Great looking ARF.

*Dennis O'Connor* showed his Hanger 9 P-47. Dennis says it flies great.

The Valley Hobby \$10.00 door prize was won by *Glenn Heithold*. *Bill Lindenthaler* won a Simulator Program. *Roger Calvert* won the \$50.00 Valley Hobby Gift Certificate. *Frosty Wells* and *Jay Reynolds* won a Transmitter.

*Len Brown* won Epoxy Glue, *Charlie Gates* and *Rick Nichols* each won a clamp and *Jerry Calvert* won airplane collector cards.

Meeting closed at 8:43PM  
*Rick Nichols*, Secretary/Treasurer



Chuck's instrument panel



1Flytallies@Gmail.com



Steve's Phoenix



Forty members and 9 wives a Great turnout



Dennis' P-47 War Bird



Rick's Ercoupe



Jerry's Zephyr



Don's Sea Fury



Larry's Fun bat



Jerry's BD-5



## SHOP VALLEY HOBBY



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





## Lockheed/Kaman K-Max Heavy Lift UAV Helicopter Supports the Marines



## P-40 Lost for Over 40 Years found in Sahara Desert



A Kitty hawk P-40 that crashed in the Sahara desert on June 28, 1942 [has been found in remarkably good condition](#) by Polish oil company employee Jakub Perka. Perka was exploring the desert west of the Nile 200 miles from the nearest city when he found the downed plane. It was damaged from the crash landing and bears scars from flak encounters, but other than that, the single-seater fighter plane appears to have been frozen in time by the desert heat.

The identification plates were undamaged, so military historians were able to identify it as a Royal Air Force plane piloted by Flight Sergeant Dennis Copping. Copping was part of the RAF's 260 Squadron fighting German General Erwin Rommel's forces' advance towards Egypt.

On June 28th, Copping was ordered to fly a damaged but functioning Kittyhawk to another airbase in Egypt for repairs. He went off course and was neither seen nor heard from again. Plans are to bring the plane back to England for restoration.

## SAFETY IS ALWAYS AN ISSUE

We need to all handle our lithium batteries with care. Since the only thing that is recommended and safe for putting out a lithium battery fire is sand, we are going to get a couple of buckets of sand for the field to keep under the cabana out of the weather yet easy to access in case of a fire. Keep a bucket of sand available in your workshop as well.

Keep in mind you should never charge a lithium battery unattended, they are not like a nickel cadmium or nickel-metal hydride batteries. Keep your workshop and home safe. Also store them in a heavy metal container for transportation and access at

home.

This is the season that rattlesnakes are emerging, so keep your eyes peeled for these stealthy creatures. Last summer members were unlocking the gate and there curled up was a rattlesnake. Be very aware and keep your head down and your eyes open when walking around the field, especially if out picking up an airplane that landed off the runway. We often focus on our plane and charge out to get it and just look at where it went down. By watching the ground you also will avoid gopher holes and large stones.

At our general membership meetings we always discuss safety issues at the

field. If you have an issue, bring it to the attention of our safety officer *John Stewart*. You can also email potential safety issues to our president so the board will be aware.

We seem to review repeatedly the same safety issues here and for good reason, we can all get rather complacent about safety. Complacent attitudes can lead to injury. Nothing is worse than being careless around props.

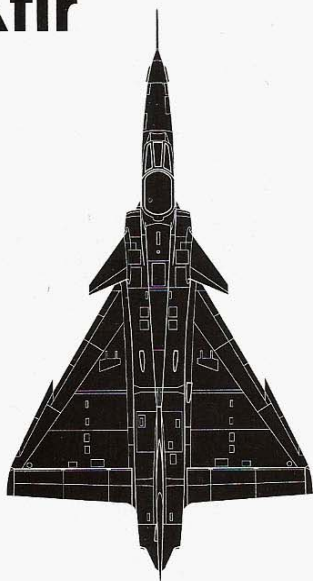
As the flying season and weather warms up make sure your workshop is in order, clean and organized. You would be surprised at how many accidents occur in a workshop. Be safe

## THE KFIR WOULD MAKE A NEAT FOAM OUTLINE ELECTRIC

# Airpower Classics

Artwork by Zaur Eylanbekov

## Kfir

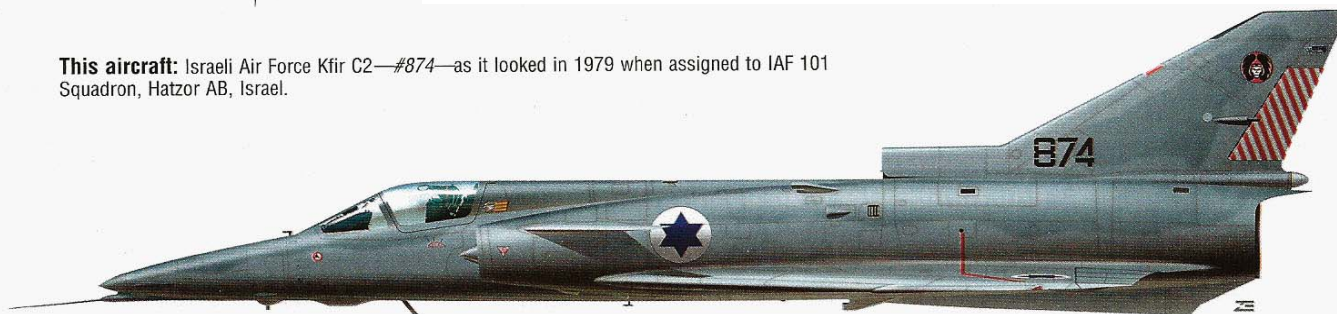


The Israeli Kfir (Hebrew for “lion cub”) proved itself over more than two decades to be among the world’s most capable multirole fighters. It has been called—without a shred of disrespect—a kind of “frankenplane,” featuring a modified French airframe, US engine, Israeli electronics and bits and pieces from other sources. This odd confluence of technology and a bit of skullduggery resulted in a superb combat aircraft, flown by Israel and five other air arms.

In the first two decades of Israel’s existence, the primary source of its front-line fighters was France providing the Dassault Ouragan, Mirage IIICJ, and Mystere IIIC. French-Israeli relations deteriorated after the June 1967 Arab-Israeli War. Though victorious, the Israeli Air Force lost 60 airplanes and needed new combat aircraft. France had imposed an embargo on Israel but a brilliant national effort to adapt the Mirage III design to Israeli needs had the Kfir emerging in 1973.

A subsequent and more ambitious effort led to the Kfir C2 variant. After 25 years service as a CAS and front line fighter it was retired from active Israeli service in the late 1990’s.

**This aircraft:** Israeli Air Force Kfir C2—#874—as it looked in 1979 when assigned to IAF 101 Squadron, Hatzor AB, Israel.



DOD photo by PHC Robert L. Lawson, USN (Ret.)



Two US Navy F-21A Kfir aircraft in formation near NAS Fallon, Nev.

### In Brief

Designed, built by Israeli Aircraft Industries ★ first flight June 1973 ★ number built 212 ★ crew of one or two (trainer) ★ armament two 30 mm cannons, up to 13,000 lb of ordnance ★ **Specific to Kfir C2:** one General Electric J79 turbojet engine ★ max speed 1,520 mph ★ cruise speed 680 mph ★ max range 215 mi ★ weight (loaded) 36,000 lb ★ span 26 ft 11 in ★ length 51 ft 4 in ★ height 14 ft 11 in.

### Famous Fliers

**Ace:** Giora Epstein. **Test pilot:** Dani Shapira. **Other notable:** Carroll LeFon (retired USN captain), died in crash of a Kfir operated by a commercial firm. (Israeli security practice for the most part prevents disclosure of pilot names or activities.)

### Interesting Facts

Designed as an interceptor, but used as a CAS aircraft ★ supplanted in air superiority role by F-15 and F-16 ★ flown by US Navy, Marine Corps as aggressor aircraft ★ scored a single aerial victory—the downing of a Syrian MiG-21 in June 1979 ★ operated by the air arms of Colombia, Ecuador, and Sri Lanka ★ produced without a valid airframe license from Dassault ★ flown by Airborne Tactical Advantage Co., US commercial firm contracting with the US military.





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.