



**Chino Valley  
Model Aviators, Inc.  
Official News Letter**



AMA Chapter #3798

IMAA Chapter 705

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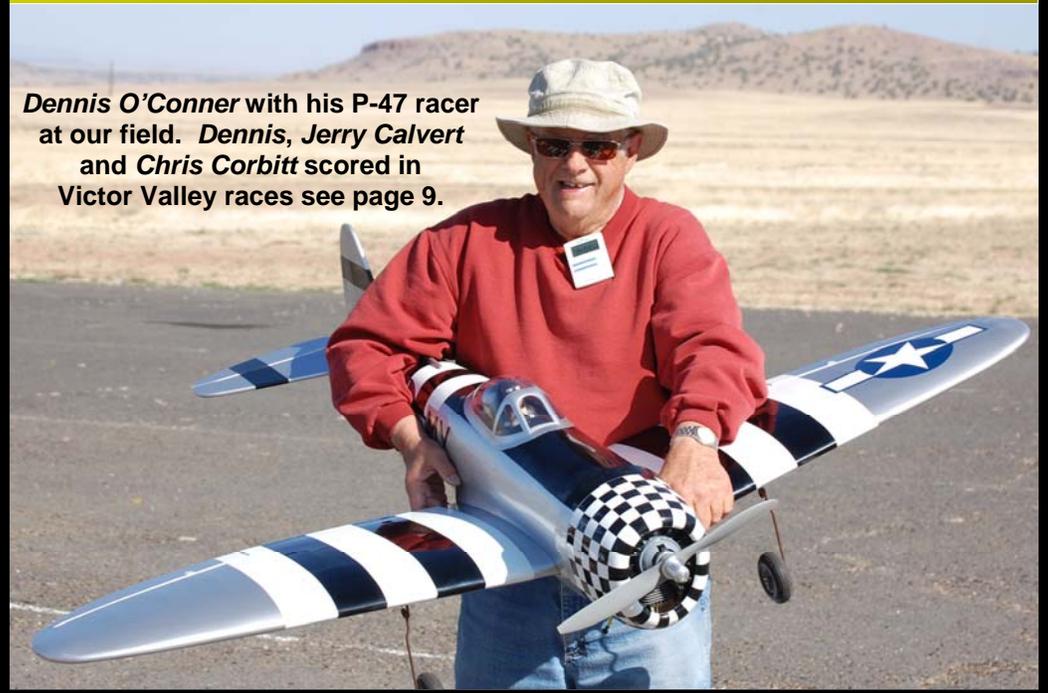
*"To create an interest in, further the image of, and promote the hobby/sport of radio controlled aircraft"*

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**Members Win at Hesperia, CA Warbird Races**

*Dennis O'Conner with his P-47 racer at our field. Dennis, Jerry Calvert and Chris Corbitt scored in Victor Valley races see page 9.*



**Your RC motivation is when you put on your work clothes and get to work.**

**Retired Lockheed Martin Aeronautical Engineer, CVMA's Randy Meathrell, Talks to ERAU's Advanced Design Class**



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 "Show and Tell" segment at our monthly meetings is quite popular. Almost everyone brings a model that may be complete or in process but you don't have to bring a model.

Bring anything that pertains to modeling such as an article you read, if its good possibly bring extra copies for those interested.

A series of pictures depicting some modeling activity or process could be interesting. I know we have had video clips used in the past but static pictures also provide something for a member to study for a moment and think about. Having the pic-

tures available after the presentation allows a number of members the chance to thumb through and select items of interest at their leisure after the meeting or during the break.

We have some creative modelers in our club that could talk about a building technique they have developed concerning a problem or a unique way of doing a particularly difficult task that a modeler has simplified.

Technical problems concerning radio set up, model set up of linkages, etc. could be the setting for a question answer session. After a brief presentation questions can be asked. This

does happen occasionally when someone brings a specialized gadget or device for a model or building. I guess what I'm saying is get creative members and present something interesting besides just a model.

Perhaps at the end of our show and tell we could hand out a ballot and have everyone write down the one that was their favorite or even by a show of hands vote. Let's expand our "Show and Tell". I'm just brain storming so let me know what you think.



**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

**IF YOU BRING IT OUT TO THE FIELD...YOU TAKE IT HOME**  
**KEEP THE FIELD LOOKING CLEAN BY PICKING UP YOUR TRASH**

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

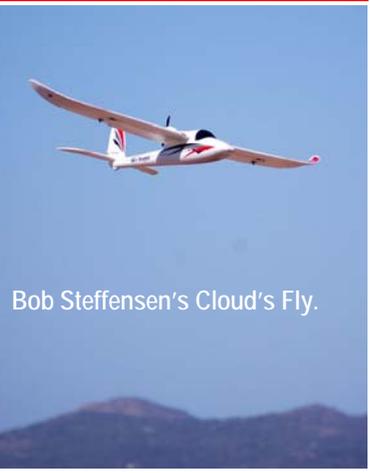
# CLUB PILOTS AND THEIR AIRCRAFT



This sculpture depicts the 9/11 tragedy in New York.



The new Chino Valley Shooting Facility is now adjacent to our field. In this picture you can see our storage shed in the distance.



Bob Steffensen's Cloud's Fly.



Larry's Extra coming right at the camera!

Larry Parkers Extra 330.



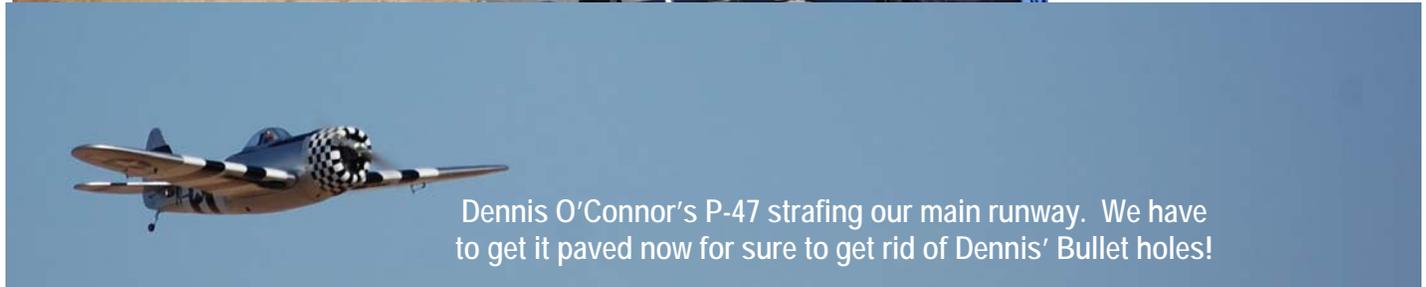
Steve Shephard scrutinizes Larry as he sets up his Extra.



A Glenn Heithold design.



Randy Meathrell's pattern ship.



Dennis O'Connor's P-47 strafing our main runway. We have to get it paved now for sure to get rid of Dennis' Bullet holes!

Jay Riddle's Big Yak



# CLUB PILOTS AND THEIR AIRCRAFT

## MEMBER PROJECT WORTHY OF NOTE: Steve Zingali is a Past Member Now in California



The "Z" Man



Steve's "Captain America"



Steve Zingali is always thinking creatively. His electric blue foam Captain America (L) at 48" tall. Also pictures is his electric "Z" Man at 48" he also has another one that is 72" tall, (far left) and they both fly great. What a sight in the sky. Also shown is his daughter above as a perspective to show just how big his "Z" man really is. We miss Steve's expertise and great ideas.



Joe Kinchen's EP Beaver

Zack with his Kadet Seniorita. Zack is member Jay Reynolds' grandson.



## Embry-Riddle UAV Design Class

For the past 4 years our club has had the opportunity to assist ERAU's aeronautical advanced design class. Some designs have flown well, others not so well. Watching the class compete for design selection and then follow up with wind tunnel tests and other related class activities is always amazing to watch as these young minds mature in aeronautics.

It is easy for those in the RC hobby to be hyper-critical if a design doesn't fly but the process these students take is the key here. They have to use full scale fabrication materials too, not RC balsa etc. If a design does fly well, one never knows about our fickle northern Arizona weather, that is just frosting on their academic cake.

Sometimes getting to interact with parents here for graduation in May as they come out to our field is always a nice benefit as well. They didn't get to test this design.

This year's design as is sometimes the case is pushed up against end of semester activities time crunch. They were not able to use our field plus we have had some windy weather this spring. Again, the design process is key.



Jay and Randy examine this year's effort.



ERAU's fabrication laboratory.

## How to Remove Engine Stains

One problem for fueled engines is the stain that builds up over time. This is for those of you who still flying glow fueled models, our club has many that fly both.

If you have a motor that was not stored with some after-run oil squirted into its cylinders and it is seized and badly stained, just soak it for a period of time in an old crock pot with some anti-freeze. You can even turn on the crock pot to low to help remove the stains. You can brush the stains off with an old tooth brush and little elbow grease.

### NAME THAT PLANE: BLOHM & VOSS BV-141

Back in the late 1930s when it appeared that the Nazis would rule the world, Germany decided it needed an observation plane that had great visibility to scout out targets. The BV, was submitted by Blohm und Voss as BV 141, it had an asymmetrical layout: a tail boom with a radial engine on one side, and a shorter crew compartment (complete with camera) that was almost entirely windscreens on the other side.

There were three prototypes built in 1938, the last one armed with two 7.92 mm machine guns firing forward and two firing rearward. The manufacturer also added racks for four 11 a-pound bombs.

The initial aircraft were considered underpowered, so an additional five BV 141s were built with more powerful engines. Trials began in late 1941, and stopped in 1943 due to its low speed (compared with Allied fighters and bombers) and because the Luftwaffe needed more fighters to protect the Fatherland against around-the-clock Allied bombing.

One of aviation's true oddities the BV 141 performed surprisingly well, but never saw operational service.





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

# May 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 John Stewart. 38 members were in attendance.

Visitors *John DeBroske* and *Bill Derouchey* were introduced.

Rick Nichols gave the Treasurers report, a motion to approve was made by *Max Bandy* and seconded by Allan Collins to accept the report.

Safety Officer *John Stewart*

reminded pilots to be sure spectators and people aiding in starting aircraft are not in front or beside the prop.

Jay told the members of the grading that is being done on the property to the south to build a 360 degree enclosed police training range.

Jay reported that *Allan Collins* accompanied him to Phoenix to check a asphalt sealing job. The work will not be sufficient to help with our runway. The only fix is to pave it.

There was discussion on ways to raise money to have

enough to pave the runway. The committee is still working on options.

*Rick Nichols* brought his completed Ercoupe, he is waiting for Crash, oops, Randy to return from vacation to do the maiden flight.

*John DeBroske* brought his beautiful PT 596 R/C boat and told of the PT boats service during WWII.

*Glenn Heithold* showed his newly rebuilt Beater.

*Don Ferguson* shared another scratch built foam twin turbine DHL Cargo Jet.

The Valley Hobby \$10.00 door prize was won by *Walt Findlay*. *Bill Lindenthaler* won a Flight Stand. *Sparky Thornton* won the \$50.00 Valley Hobby Gift Certificate. *Don Ferguson* won a Z-Bender tool, *Charlie Gates* won a loaded flight box, *Don Ferguson* and *Peggy Lindenthaler* won THE GLUE, *Bob Nabors* won a cut off saw, *John Walker* won a flight stand and *Peter Iannone* won a vice.



Good attendance



Don's DHL



Glenn's rebuilt Beater



Rick's Ercoupe



John's PT 596

**SHOP VALLEY HOBBY**

Walt Findley won the Valley Hobby door prize.

## The Final F-4 is Regenerated and Leaves Davis-Monthan AFB to Become a QF-4 Target Drone



The final F-4 regenerated from storage in the Air Force's aircraft boneyard at Davis-Monthan AFB, Ariz., departed the base on April 17, 2013, for Mojave, Calif., for conversion to a QF-4 target drone, announced base officials. Here, the regenerated aircraft prior to its departure from Davis-Monthan on that day.

The storage facility is the Aerospace Maintenance and Regeneration Group (AMARG), which has grown to include more than 4,200 aircraft and 40 aerospace vehicles from the Air Force, Navy-Marine Corps, Army, Coast Guard, and several federal agencies including NASA. (See article at right)

Guided bus tours are available for the general public. This is a tour worth taking if you are in the Tucson area.

## AMARG Aircraft Storage Facility Davis-Monthan AFB Bone Yard



Immediately after World War II, the Army's San Antonio Air Technical Service Command established a storage facility for B-29 and C-47 aircraft at *Davis-Monthan AFB*. Today, this facility is the *Aerospace Maintenance and Regeneration Group (AMARG)*, which has grown to include more than 4,200 aircraft and 40 aerospace vehicles from the Air Force, Navy-Marine Corps, Army, Coast Guard, and several federal agencies including NASA.

Military units throughout the world may withdraw parts and aircraft. The government earns additional income by selling aircraft to our allies.

The chief reasons for selecting *Davis-Monthan* as the site for this storage center were Tucson's meager rainfall, low humidity, and alkaline soil. These conditions make it possible to store aircraft indefinitely with a minimum of deterioration without constructing concrete or steel parking ramps.

## SAFETY IS ALWAYS AN ISSUE

Fire is, in fact, a chemical reaction that depends on three properties that need to be present at the same time in order for combustion to occur. Just like the engine on your airplane, you need some sort of fuel or combustible, a heat source for ignition and for sustaining combustion, and oxygen. Remove any one of these three items and, like your engine, the fire will stop.

The type of fuel being consumed in the fire will determine the classification of the fire.

**Class A:** This includes solids such as wood, paper, and plastics (not metals).

**Class B:** Any flammable liquids or gases such as fuel, oil, thinners, or paints.

**Class C:** Electrical equipment fires.

**Class D:** Metals such as aluminum and magnesium usually in shavings or metal dust.

Knowing the type of class of fire will help determine what type of extinguisher should be used on the fire. For example, a water-filled fire extinguisher that you would put on a wood fire could cause an oil fire to spread or cause additional damage in an electrical fire if the electrical equipment is still plugged in.

Keep your workshop clean and as orderly as you can when repairing or

building.

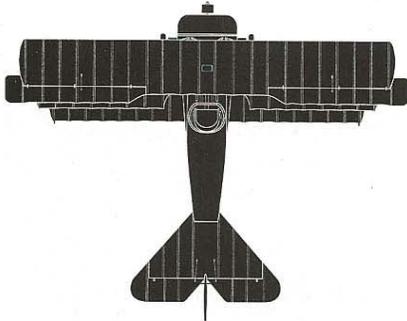
Have some sand for a possible LiPo fire and insure your hot glue gun and soldering iron's are unplugged. Make sure you don't use flammable materials in or near where your hot water heater is located.

Please insure your workshop has adequate ventilation for glue and paint fumes and be doubly careful where you place your soldering iron when using it. Having it too close to your project or work space is inviting a possible burn.

Have some type of fire extinguisher in your workshop. A typical workshop fire extinguisher is a CO2 and is usually in a red cylinder.

# AIR POWER CLASSICS

## Dr I



Imperial Germany's DR1 was one of World War 1's most famed fighter aircraft. Built by Fokker Flugzeugwerke, the "Dreidecker" airplane was procured in only small numbers but nevertheless was prominent in the great air battles of spring 1918.

The aircraft was conceived in a kind of knee-jerk response to the introduction in early 1917 of Britain's Sopwith Triplane, which soon dominated Germany's Albatross over the Western Front. The DR1 design was typical Fokker fare; it had a welded steel-tubing fuselage and cantilever wooden wings. The short-span, narrow-chord wings were stoutly built with parallel main spars and inter-plane struts to prevent flexing. The fixed landing gear had a fourth airfoil surface. The DR1 was highly maneuverable and had a high rate of climb, but it was slow in level flight and was worryingly prone to breaking up in the air.

Baron Von Richthofen first flew the DR1 on Sept. 1, 1917, and shot down an enemy aircraft. He thought it was superior to the Sopwith and argued for buying large numbers as soon as possible. Before long, however, the aircraft began to suffer wing and engine failures, and production halted. It was one of the war's best dogfighters, but Germany withdrew it from front-line service in favor of the faster Fokker D VII, in the summer of 1918.

*Walter J. Boyne*

**This aircraft:** Imperial German Air Force Dr I as it appeared in spring 1918 when assigned to Jagdgeschwader 1, Jasta 11 in France. It was flown by Manfred von Richthofen—the famed "Red Baron"—who was JG 1's commanding officer.



Art Work by *Zaur Eylanbekov* as published in the *Air Force Magazine*

### In Brief

Designed, built by Fokker Flugzeugwerke ★ first flight July 5, 1917 ★ crew of one ★ number built 320 ★ one Le Rhone/Oberursel Ur.II 9-cylinder rotary engine ★ armament two 7.92 mm Spandau LMG 08 front-mounted machine guns with 1,000 rounds of ammunition ★ max speed 115 mph ★ range 185 miles ★ weight (loaded) 1,292 lb ★ span (top wing) 23 ft 7 in ★ length 18 ft 11 in ★ height 9 ft 8 in.

### Famous Fliers

**German aces:** Manfred von Richthofen, Werner Voss, Heinrich Gontermann, Kurt Wolff, Hermann Goering, Lothar von Richthofen, Ernst Udet, Adolf Ritter von Tutschek. **Test Pilot:** Anthony Fokker.

### Interesting Facts

Designed by Reinhold Platz, a professional welder ★ featured in films "The Blue Max" (1966), "Von Richthofen and Brown" (1971), "The Red Baron" (2008) ★ named "Dreidecker," German for "triple decker" ★ plagued by poor workmanship, which caused several notable fatal crashes ★ fitted with wing-tip skids to prevent ground looping ★ took off after a run of about 50 yards ★ continues to be flown in replica form ★ used staggered wings to offer better visibility ★ mentioned by Charles Schulz as opponent to Snoopy's Sopwith Camel in cartoon strip, "Peanuts."



Triplanes of Jasta 26 at Erchin, France, during World War I.

## Club Members Score in Victor Valley RC Flyers Race

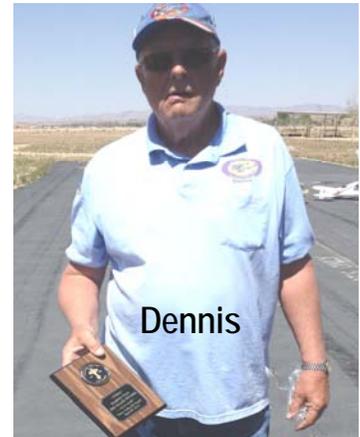
Members (left to right below) [Chris Corbett](#), [Jerry Calvert](#) and [Dennis O'Connor](#) all received award plaques (far left) at the April 20 Warbird races held at the *Victor Valley RC Flyers* field in Hesperia, CA. Photos below by *Bud Mellor*.

[Jerry Calvert](#) took first place in Silver, [Dennis O'Connor](#) second place in Bronze and [Chris Corbett](#) took first place in Gold with the fastest time. [Glenn Heithold](#) and [Andy Younker](#) both lost planes in the competition. Andy's grandson Ethan also competed. There were racers from all over the west, California, Utah and Arizona.



Chris

Jerry



Dennis

## 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 un-