



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



AMA Chapter #3798

IMAA Chapter 705

June 24, 2013

Volume 16 Issue 6 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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Granite Mountain Fire

Photo by member *Tom Wells*



See Page Eight

A massive fire in Prescott had numerous aircraft fighting the fire. The DC-10's can carry 17,000 gals of fire retardant. More pictures on page 8. CVMA member Tom Wells caught some outstanding pictures of the air tankers. Heavy smoke blocks the sun in this shot.

"Space isn't remote at all. It's only an hour's drive away if your car could go straight upward."

Sir Fred Hoyle, Astronomer

Support Our Local Hobby Shop



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

RICK NICHOLS ERCOUP



See Page Four

Rick's Ercoup looks very scale complete with its pilot.



From the Desk of CVMA President Jay Riddle

NEW Runway update.

As all of you know, our club has decided to build a new runway. Things are now moving in the right direction. *Alan Collins* and *Rick Nichols* have opened a new bank

Account specifically dedicated to our new project. For those of you that have committed to help with the new runway, you can give your money directly to Allan or Rick.

As soon as all the funds are available, we will start construction. This is a long overdue project and we will all benefit from it.

I would like to thank each and every one of you for your contributions. It is this kind of dedication that makes good clubs great.

The new runway faces into the wind a lot more often than our current runway and is flat too. We may have to shift it a few degrees to the north due to

the new shooting range going in adjacent to our field just for safety and to keep from over flying it.

This is not a major problem and is easily solved. Getting the current cabana out there is not as difficult as it seems either. We already have a road cut out to the runway as many of you know.



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

LAST ONE TO LEAVE THE FIELD...LOCK THE GATE

The gate has been left open 3 times in the last month. **THINK AS YOU LEAVE!**

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



Don Fergusons' twin DHL ducted fan.
Photos by Rick Nichols.



Photos of Bob's T-28 by Rick Nichols



Rick scale Taylor Craft touching down



Bud Mellor and his EP foamie.



Chuck Colwell with his wife Bernie.



Bud Mellor's P-51B war bird racer.



Randy Meathrell's EP Spitfire.



Mom in blue cap watches John explain.



John Stewart with Aleck, Andrew and Victor. John says they will learn quickly. They have high interest with mom's backing. They train Tuesday, Thursday and Saturday's.

Jay Riddle's Big Yak

CLUB PILOTS AND THEIR AIRCRAFT

MEMBER PROJECTS WORTHY OF NOTE:

Rick Nichols' Ercoup and Bud Mellor's Big P-40



The Ercoup motor is a 10 size electric with a 1800 mah battery for power. Wingspan is 60 inches and it weighs 37 oz. with battery ready to fly. Because of the fragile frame, most of it being built from 1/16 sq. balsa Rick had to use Ultralite covering. This is a thin cover but he says is surprisingly easy to iron on. He did not use a heat gun for any part of the covering. Randy Meathrell trimmed the plane out so it flies great.



The P-40 is a Top Flite ARF weighing in at 11+ pounds. The power plant is a JBA 15 gas engine, Bud's first gas power plant. Bud says "I like the gas price, no slime and no glow starter. It is a heavy model but didn't have nasty snap tendencies. Power on landings seem to be the way to go. It does have flaps so I'm in for a learning curve. Hope we, the P-40 and I, survive the process!" Members Glenn Heithold and Dennis O'Conner helped on the maiden flight.

More pictures from the field.



Marvin Jones' ducted fan



Dennis O'Connor's P-47 in a close-up high speed pass.



T-28 in a high speed pass.

EMBRY-RIDDLE'S MAY 2013 ADVANCED DESIGN CLASS



Photos by ERAU Professor Jim Helbling



Professor Helbling: "We ended up a bit too tail heavy and with the added ballast, a bit underpowered. It flew for about 6 seconds before rolling left into some brush. The last picture is the only shot that we have of it in flight." Test was at the ERAU Casa de Aero field.

BUILDING TIP: Routing Servo Wires

A method for fishing servo wires through wings, especially ribbed wings, is to go to the hardware store and get about three feet of the smallest beaded chain you can find. It's like the pull chain of your ceiling fan, only smaller.

Drop this chain in your servo bay, and rock the wing back and forth. The chain will find its way down like water. Tie a string or your wire to it, and pull it right through.

NAME THAT PLANE:

BIGATTI 100P

Ettore Bugatti built only one airplane in collaboration with *Louis de Monge* on what was to be the last major project for either man. Only one was built.

The *Bugatti 100P* – an art-deco masterpiece – was one of the most elegant airplanes ever designed. It was also the most technologically-advanced airplane in 1940.

If it had flown in the summer of 1940, it would be seen today as an historically-significant aircraft; elements of the plane's most notable features, well established by mid-1937, predate the development of the best Allied fighters of World War II. The original airplane – restored but not airworthy – is too fragile to tour, limiting its exposure to those few who visit the *AirVenture Museum* in Oshkosh, Wisconsin.

The inset picture is the recreation they hope to fly.

Harris Hawks at Our Field Caught in An Aerial Dance



On Friday June 7, two Harris Hawks were observed flying and dancing in the air about 1/8th of a mile near the end of our runway. They have been seen before and are no doubt nesting nearby. What a treat to see the two cavorting in the air providing some aerial acrobatics right from nature. Your editor was fortunate to catch them with his 200mm telephoto lens. Also observed was a high speed dive by one of them with wings folded pulling up just before crashing into the ground to grab a mouse for lunch.



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

June General Membership Meeting

The meeting was called to order at 7:00 PM by Vice President Bob Noulin. The salute to the flag was led by John Stewart. There were 41 members were in attendance.

New members *Milt Vought*, *George Walker* and *Gary Martin* introduced themselves and seldom seen member Peter Jones was in attendance

Rick Nichols gave the Treasurers report

Safety Officer *John Stewart* reminded pilots to be sure and call out which direction you are landing in. Uphill, Downhill etc. It is good practice if other pilots on the line acknowledge the calls.

Randy Meathrell reported that he has two students at this time. He also reported that we will have T-28 races on July 13, 2013 and Combat on July 27, 2013. Max at Valley Hobby has reduced the price of T-28 airplanes by \$20.00 for those who wish to buy an airplane to race.

Randy also reminded us that on August 24 we will be hosting the Pro Warbird races again.

Our first Guest Speaker *Dean Bloyd*, a WWII B-17 Pilot who fought in the Battle of the Bulge in 1944 gave a very interesting talk about his young life and his experiences in the Army Air Force. Dean also had books for sale, *Flack at 12 O'clock* that

some of the members purchased.

Will Munson, our second guest speaker, a Ground Machine Gunner who also served during the Battle of the Bulge told of his experiences during his journey to Europe on the QE-1 with 16,000 of his fellow servicemen on board and of his combat experiences during the war.

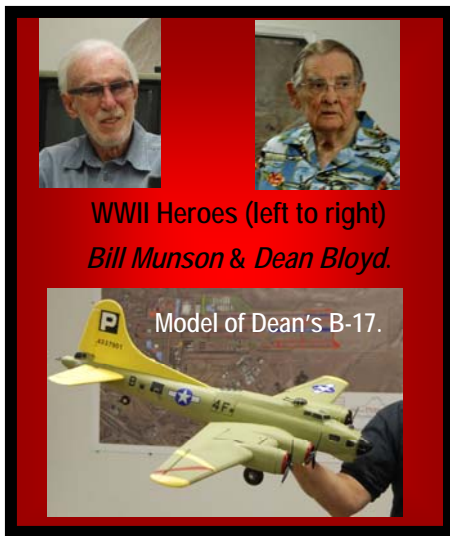
We were honored to have such great and honored speakers at our meeting tonight.

Bob Noulin brought his 3-D Foamy, *Randy Meathrell* showed his, or Jay's ? A-10 Warhog, *Jerry English* brought his Big Heavy Blue Baby and a

foam Airmobile. *Dean Bloyd* brought his B-17 bomber that he will be flying soon.

The Valley Hobby \$10.00 door prize was won by *Bob Shanks*. The \$50.00 Valley Hobby Gift Certificate was won by *Larry Parker*, *Rick Nichols*, *Ken Shephard*, *Rudy Arp*, *George Walker*, *Peter Jones* and *Peter Iannone* all won vintage R/C magazines, *Bill Lindenthaler* won a box of propellers and *Tom Wells* won a bottle of Crown Royale.

Thank you to Sue, *Sparky Thornton's* daughter, for the great refreshments during break. We really appreciate them.



WWII Heroes (left to right)
Bill Munson & Dean Bloyd.

Model of Dean's B-17.



Bob Noulin's Foamie acrobat.



Jerry English and his foam creations.



New sign to our field. Thanks Rick.



Randy and Jay's A-10.



SHOP VALLEY HOBBY

Editor *Bob Shanks* won the \$10 Valley Hobby door prize.

B-52 Stratofortress Stands Ready for the Call



A lone B-52 stands ready for the call outside its hanger in the moonlight. The first flight was in April of 1952. There were 744 built. It has been modified a number of times to keep it a current front line airplane.

Only the B-52H is still in the Air Force inventory. A total of 102 "H" models were delivered to the Air Force in 1964. The exact number of those that are operational is unknown, probably classified. This has turned out to be one of the most durable and versatile aircraft in the U.S aviation military inventory. Indeed, a very history setting machine.

CVMA Has a Field Mascot



One lone Pronghorn makes a regular stops near our runway as if he is watching those crazy CVMA fliers. *Carol Meathrell* dubbed him "Lightning".

SAFETY IS ALWAYS AN ISSUE

We discuss safety each month here and hope some of what we bring to you sinks in and becomes part of your RC routine.

Your editor reads the AMA magazine's safety column each month for ideas. In the May issue the writer *Dave Gee* had a picture to identify. I correctly ID'd the plane as an F-4 Phantom. In our communications I shared with him our newsletter. His return back to me was that we must have an outstanding club. I emailed back that we do indeed.

In my travels and association with 5 other clubs I've noted that some clubs seem to have more than their

fair share of grumpy members and those that seem to cause trouble or are so anal about rules no one seems to enjoy this great hobby.

Mr. Gee's comments really sunk in and made me realize we do have a very safe club with lots of cooperation and help. I can't remember when I last saw any grumpy folks at our field.

So what's my point? Simply summarized we have a safe club in part because we all cooperate with each other, there is a give and take with lots of positive support.

No club needs any trouble makers, it ruins the hobby and enjoyment of building and flying RC.

We are going through a rough patch now trying to improve our runway and field so let's all keep the cooperation and positive problem solving approach to getting our field in tip top shape.

Another key to our success is the fact that Chino Valley is so supportive of what we do. Some clubs seem to always be at odds with some aspect of their local support base. Let's continue to let the town know how much we appreciate the field.

Having our secretary/treasurer living in Chino Valley and a part of the town is another important key. We need to all thank *Rick Nichols* for his tireless work with the town.

GRANITE MOUNTAIN FIRE SUPPRESSION EFFORTS



All Photos by CVMA member *Tom Wells*



The Granite Mountain area of Prescott had a major fire with 460 homes evacuated. With well over 700 fire fighters from around the country here saved countless homes and undoubtedly lives as well.

Watching the various helicopters and aircraft flying dangerously low was amazing. The DC-10 carries over 17,000 gallons of fire retardant and can lay a 50' path three fourth of a mile.

Member Tom Wells home was in the area and he took some outstanding pictures.

Job well done Tom. No homes were lost but over 7,000 acres of beautiful mountain pines are gone.

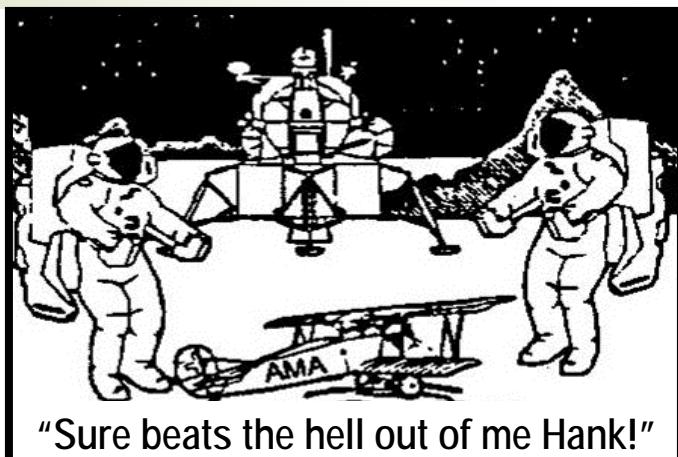


DC-10 flying very low — outstanding flying.



This house saved by DC-10.





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.

Attention all club members:

All CVMA members are responsible to ensure that these rules and regulations are enforced. Please advise (diplomatically) any pilot who is observed flying in an unsafe manner.