



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



AMA Chapter #3798

IMAA Chapter 705

July 20, 2013

Volume 16 Issue 7 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
- CVMA Rule of the Month 4
- Member Projects 5
- Meeting Highlights 6
- Safety is Always an Issue 7
- Workshop Tip 7
- Air Power Classics 8
- CVMA Pylon Race s 9

DENNIS O'CONNOR'S P-47 THUNDERBOLT



Dennis' engine is a DLE 55 gas. The retracts are the recommended Robart s. Weight is 23 lbs. with a 1350 square inch wing area. Flies identical to the little 60 size Corsair he flies for racing. A *Top Flight* ARF. Believe it or not this color scheme is WWII correct.

"We don't like surprises in this business because surprises kill people."

— *Bill Gray*, USAF test pilot, quoted in *Flying Magazine*, April 2013

MARVIN JONES' QUADCOPTER



Marvin's quad copter has a camera in the center and is photographing our field.

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

At our July meeting we collected runway fund pledges totaling \$9,170.00. This brings our Runway Fund to a total of \$26,180.00. We are still a bit short of the total funds needed to pay for the project as planned. We still have members pledges that have not been paid yet so please get them in members.

Some members did not pledge donations but if you would like to help with the project you can mail whatever you can to: CVMA, P.O. Box 3616, Chino Valley, AZ

86323.

We are tentatively starting on the runway paving work Monday July 22, 2013 weather permitting. Flying stations will be removed in the pit area and the field will be closed to flying during this time. Hopefully the paving can all be done in one day.

To those who have contributed to the runway fund you have our heartfelt thanks. This work will keep our field in good shape for a long time to come.

For every \$50.00 that a

member wants to contribute now, we will put a ticket with your name on it in a jar and we will have a drawing for two beautiful mahogany airplane models like the one on display at our July meeting.

We still are short on total money needed so don't be shy. If you didn't contribute, we can still use your help so send in whatever amount you can.

A big thank you to everyone who has contributed to this important project.

MARK YOUR CALENDARS

Check AMA Journal

July 27: CVMA Combat meet.

August 24: CVMA War bird Races

September 20-21: CVMA

Steve Crowe Fun Fly

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

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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

Don Ferguson's Mig-25 Foxbat



Bob Worth's Rascal.



Don Ferguson's F-117.



Jim Adolf's Funster.



Jim Adolf's tundra wheeled Cub

Rick Nichols launches Byron Cluckey's foam Fun Bat.

Max Bandy's Space Walker.



Tom Wells Blue Baby.



Jay Riddle's Big Yak



CLUB PILOTS AND THEIR AIRCRAFT



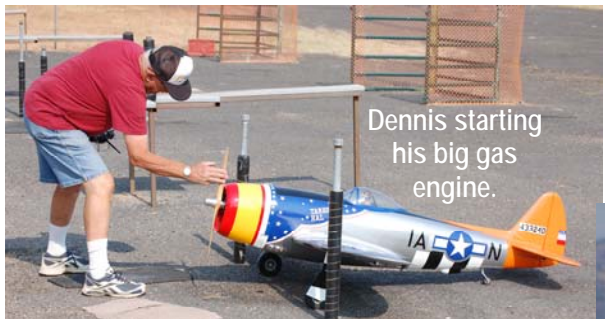
Charlie Gates' foam Juka.



Dennis O'Connor's beautiful P-47 dancing with the clouds.



Don Ferguson's Mig25 armed with missiles coming at you.



Dennis starting his big gas engine.



Chris Myhers' 10" micro Taylorcraft flies like a big model.



Bob Shanks' Helium MG2



CVMA Rule of the Month

Rule # 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.

COOL MEMBER PROJECTS :



Chuck Heberstreit's Racer

Member Chuck Habestadt's airplane has a 131 inch span and per the F1 racing rules weighs in at 25 pounds, that is the minimum. Per the rules. His engine is 80cc. He started with a Zenoah GT80 piston ported engine building his own reed valve case. The engine runs on 40% nitro. For this engine airplane combo, he makes his own carbon fiber props and this one uses a 20x20. It turns around 11,000RPM's straight and level. One clocking made on average 185mph on the eagle tree telemetry. According to Chuck, this airplane flies like a trainer.

He says it is gentle and a pleasure to fly at 200+. The long wingspan makes it akin to a glider. He has to land dead stick because the pitch of the prop at idle is still over 90mph but touches down at around 55 so a long runway is necessary.

He would like to fly it at our field but is concerned about stopping before the runway ends. There is no throttle on this F1 class and it takes off in 50 to 100 feet!

This is a different aspect of our hobby. For more information about the plane and races he has entered, contact him at his email:

chuckh@infomagic.net



Steve Zingali's Euro Jet

Here is former member *Steve Zingali's* (now in California) new 22" blue foam Euro Jet. He built two test models, the first test model was clocked at 65 MPH. If any of you would like a kit contact Steve at his email address:

ZsPlanetGarage@cox.net

Steve has put these kits together and is selling them for \$35. The kit comes with everything but the electronics and battery. Buy one put it together and drop your radio equipment and go tear up the sky at our field.

The plane has a 2208/9 motor he obtained from China that puts out 2300kv. The pusher prop is a 6 X 4. He uses a 20 amp ESC from China also. Power can be 1400 to 1600 Mah Lipo's

Many of you probably remember Steve when he was living here. His handle is *UFO Steve* because of his round saucer plane with LED lights he flew one night off the parking garage in down town Prescott. The police thought it was a neat model even after some local UFO reports.



NAME THAT PLANE: JAPANESE SHINDEN J7W

Shinden means "Magnificent Lightning". This fighter was a WWII Japanese aircraft built in a canard design. The wings were attached to the tail section and stabilizers were on the front. The propeller was also in the rear in a pusher configuration.

Developed by the Imperial Japanese Navy as a short-range, land-based interceptor the J7W design was in response to B-29 Superfortress raids on the Japanese home islands. For interception missions, the J7W was to be armed with four forward-firing 30 mm cannons in the nose.

The Shinden was expected to be a highly maneuverable interceptor but only two prototypes were built. The "J" designation is for land based.

Boneyard B-52G Fleet Shrinks



The Air Force had 24 out-of-service B-52G bombers in its Tucson aircraft boneyard, as of March 1, 2013 that still counted as deployed heavy bombers under the rules of the New START agreement with Russia. The Air Force is cutting up these retired B-52G airframes to eliminate them from the nuclear bomber inventory.



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

July General Membership Meeting

Safety Officer *John Stewart* reminded pilots that electric airplanes are not to be armed in the Cabana Area. Arm only in the pits. Pilots should have their airplanes, transmitters, batteries and chargers labeled with their names and contact information. You can use the mailing labels we all receive from the Veterans organizations several times a year to do this.

Max Bandy brought 5 airplanes to auction off tonight with all proceeds going to our runway fund, thanks Max.

Randy Meathrell brought 2 Mahogany airplanes to raffle off to members who have donated to the runway fund. For each \$50.00 donation increment a ticket will be put into the drawing with the donors name on it, i.e., \$100.00 two tickets \$200.00 four tickets, etc.

Allan Collins explained the plans for the runway resurfacing and pit expansion. There was discussion among the members and it was voted to use the plans that were explained. *Marvin Jones* made a motion to proceed with the work, seconded by *Chuck Colwell*. The members voted to proceed with the work. There were no NAY votes. *Dave Ramsey* from Grady's Paving was at the meeting and we signed a contract to have the work done. Weather permitting the work will start on Monday July 22.

FYI: There was \$9,710.00 in runway donations collected at this meeting. Added to the previous donations the runway fund is now at \$26,180.00. There are still around \$1,700.00 in donations that were pledged that we have not received yet and unknown donations that were promised but no exact amount was pledged. We are

very close to the moneys needed to finish our project. If you have not made a donation and are able to do so, don't be shy. You may mail your contribution to.

[CVMA P.O. Box 3616, Chino Valley, AZ 86323.](mailto:CVMA.P.O.Box3616,ChinoValley,AZ.86323)

Bob Shanks brought his new Hawker Tempest and his new Helium MG2 Glider. *Max Bandy* brought 2 fuselages with old escapements in them to show the members he later raffled them off too for the runway fund. *Jerry Calvert* showed his Stiletto Racer.

Max brought a total 5 airplanes he donated for the runway fund raffle off. *Don Crowe* bought a racer airplane for \$70.00. *Jay Riddle* got a plane for \$60.00 that needed some recovering. Max will donate 2 rolls of covering and *Don Ferguson* offered to cover it for

him.

Bob Noulin bought a plane for \$50.00 and *Rick Nichols* got the 2 junk fuselages with the old escapements for \$20.00.

The raffle totaled \$200.00 which Max donated to the runway fund.

Bud Mellor reported on the Warbird Races coming up on August 17 and reminded members of their work assignments.

The \$10.00 Valley Hobby Gift Certificate Door Prize was won by *Connie Stewart*.

Larry Parker won the \$50.00 Valley Hobby Gift Cert. for the 2nd month in a row. There were 15 other winners of raffle prizes at the meeting.

See you all at our fun filled combat meet July 27.



Max auctions off planes for the runway fund.



Bob's electric Helium glider And Hawker Tempest.



Randy's Mahogany runway fund models.

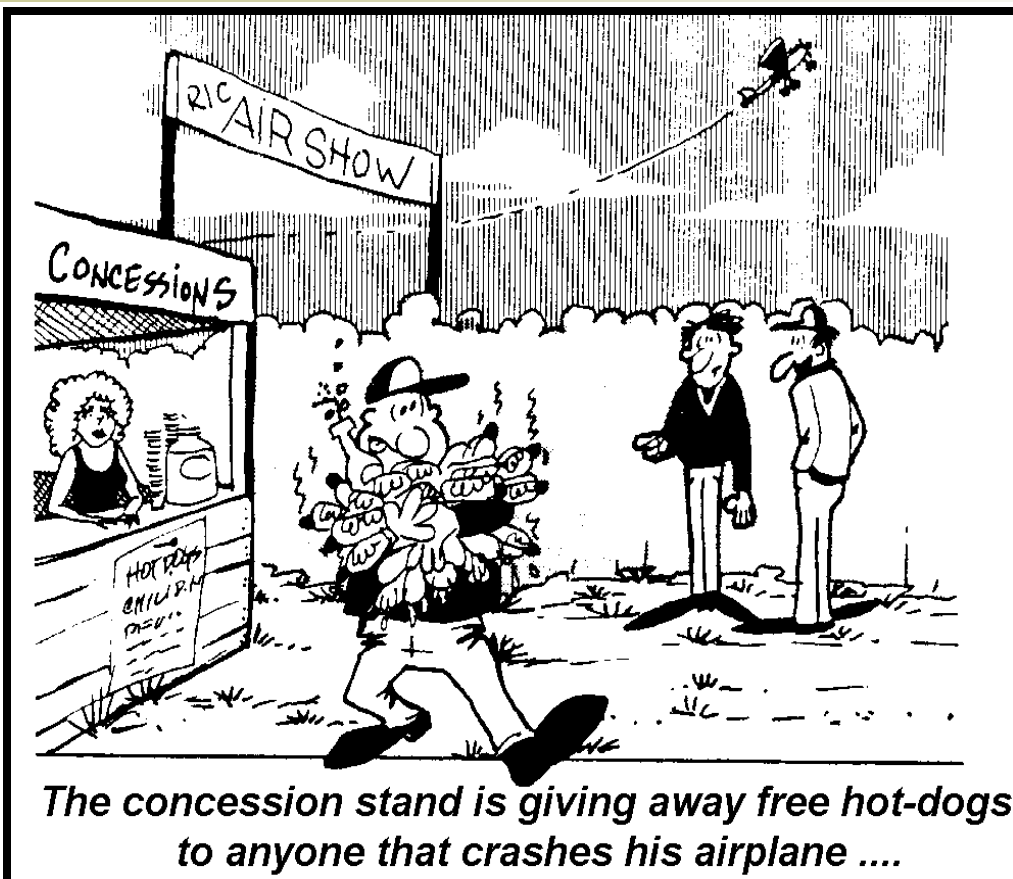


Jerry's carbon fiber Stiletto.

SHOP VALLEY HOBBY




John and Connie Stewart won the \$10 Valley Hobby door prize.



Workshop Tip

Need an extra workbench, yet don't have the space for a permanent one?

How about an ironing board? If it has a padded top (if you choose), is adjustable for height, and you can even sit down while covering or doing close-up work. Best of all, you can fold it up and put it away.

Even if you have a nice work bench or benches in your shop it seems, from time to time, we all need some extra work space to place a part or an A padded ironing board is just the ticket to expand your work area.



SAFETY IS ALWAYS AN ISSUE

We have had a lot of discussion about not arming your electric in the cabana area so think as you assemble your plane as to where you will test the motor, **ONLY IN THE PITS** and pointed away from anyone. You can also use the stands to test as well.

Your editor has added a new item, "The Rule of the Month" (see page 4). Rather than publishing the entire rule list each month I will highlight just one rule. My hope is that each rule then will be the focus of the reader to think about the next time he or she flies.

One member mentioned at his old club they had a rule when charging a

lipo battery to have it in a lipo sack. We have a metal table and ceramic tile but should anyone want the added safety of using a lipo sack please do so. If we did have a lipo fire the bag would protect those working on their batteries and attending to their chargers in the charging area. Something to think about members. We don't need a rule for this. As usual, safety should be common sense. We should also have a bucket of sand handy should we ever have a lipo fire. Never use water.

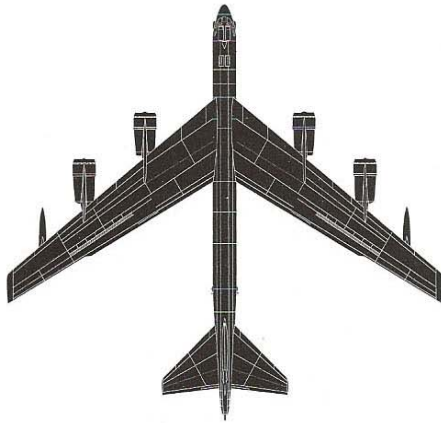
Of course one should never charge a lipo unattended at home. Your editor has a concrete block with a cap on it and only charges it when in his shop

working. One can charge batteries the day before flying so they will be ready when arriving at the field. However, to add to the life of your batteries you should put them on the storage setting when not flying. Most chargers have this storage setting you can select. The storage setting is about 50% of a full charge.

In the recent AMA journal, there was a picture of a plane and instead of a prop it had a round table saw blade. This really highlights how dangerous our hobby can be if we don't pay attention to that sharp churning prop at 2,000 to 10,000 rpms. When flying we all should be thinking about safety.

Air Power Classics

B-52 Stratofortress



The huge, long-range B-52 bomber indisputable rates as the most capable and versatile warplane in history. From the Cuban Missile Crisis and Arc Light and Linebacker II in Vietnam to the Gulf War, Iraq War, and Afghanistan today, the Boeing Stratofortress has been the indispensable combat aircraft. The B-52 is now in its sixth decade of service. First employed as a high-altitude deliverer of free-fall nuclear weapons, it has been constantly evolving in tactics, weaponry, and missions to meet every challenge in many different flight regimes.

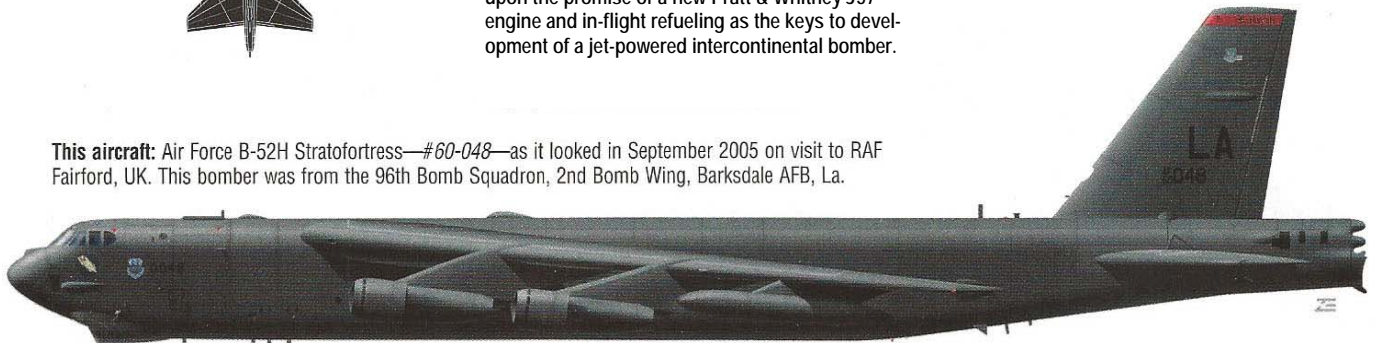
The all-metal, shoulder-wing B-52 defined the concept of an aerial platform, for new equipment, modifications, and changes in tactics have kept it as a first line weapon. A Boeing team created the basic design in October 1948. The team seized upon the promise of a new Pratt & Whitney J57 engine and in-flight refueling as the keys to development of a jet-powered intercontinental bomber.

First deployed in 1955, the B-52 experienced some initial technical problems but rapidly became the primary bomber in the Strategic Air Command fleet. Production concluded in 1962 when the final B-52H—the last model—rolled off the line.

Numerous upgrades and refittings have kept it combat-worthy. It can perform strategic attack, close air support, air interdiction, offensive counterair, and maritime operations. In fact, never in history has a single combat aircraft served so well, for so long, in so many ways. The B-52 will remain in front-line service until 2040.

Walter J. Boyne

This aircraft: Air Force B-52H Stratofortress—#60-048—as it looked in September 2005 on visit to RAF Fairford, UK. This bomber was from the 96th Bomb Squadron, 2nd Bomb Wing, Barksdale AFB, La.



A Boeing B-52 takes off.

In Brief

Designed, built by Boeing ★ first flight April 15, 1952 ★ number built 744 ★ crew of five (commander, pilot, radar navigator, navigator, EW officer) ★ armament early models, four .50 cal guns; H model, one 2 mm gun ★ **Specific to B-52H:** eight Pratt & Whitney TF-33P-3/103 turbofan engines ★ armament one 20 mm gun, eventually removed ★ max load 70,000 lb of nuclear and/or conventional munitions (guided or gravity bombs, PGM, ALCM) ★ max speed 650 mph ★ cruise speed 525 mph ★ max range 8,800 mi ★ weight (loaded) 488,000 lb ★ span 185 ft ★ length 159 ft 4 in ★ height 40 ft 8 in.

Famous Fliers

Air Force Cross: James McCarthy, John Mize. **Combat record:** R. J. Smith (506 missions). **Notables:** William Eubank, Robert Huyser, Curtis LeMay, Earl O'Loughlin, Joseph Pitts. **Test Pilots:** Chuck Fisher, Tex Johnston, Guy Townsend. **Others:** Dale Brown (novelist), Robert Certain (President Ford's minister), Tom Jones (astronaut).

Interesting Facts

Nicknamed "Buff," for Big Ugly Fat Fellow (in polite terms) ★ featured in many films ★ begun as a scaled-up B-29 bomber with six turboprop engines ★ stripped of tandem seating at insistence of Curtis LeMay ★ carried the X-15 on experimental flights in the 1950s ★ modified for low-level tactics ★ became key aircraft in SAC's "Chrome Dome" airborne alert concept in 1961 ★ dropped its first bombs in Vietnam War in June 1965 ★ flew more than 126,000 combat sorties over South Vietnam ★ delivered 40 percent of all weapons in 1991 Gulf War ★ flew 16,000-mile round-trip mission to launch 35 ALCMs at the opening of Desert Storm ★ set record for nonstop, around-the-world flight in 1957 nonrefueled nonstop flight of 12,532 miles (1962) ★ two B-52s can monitor 140,000 sq mi of ocean surface in two hours.

CVMA



T-28 Pylon Races

Cinnimon Bandy's T-28

The results from the recent T-28 Pylon race had CVMA Member *Chris Myher* in 1st, Speedworld member *J. Hinkel Jr.* in 2nd place and Phoenix resident *Tony Lopez* winning a fly off for 3rd place against *Randy Meathrell*.

First time pylon racers included *Max and Cinnimon Bandy*, John *Stewart* and *Larry Parker*. A total of 15 pilots participated and there were no crashes during the race. Weather was perfect and we plan to hold another race in October so go get a T-28 at *Valley Hobby* and practice your pylon turns!



Photo by Chuck Colwell



Photo by Chuck Colwell



Chris Myher concentrates on his turns. He won first place.



Pilots ready their planes.



Lap counters at work!

