



AMA Chapter #3798

**Chino Valley
Model Aviators, Inc.**

Official News Letter



IMAA Chapter 705

August 26, 2013

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"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
- Pro War Bird Races 4
- Member Projects 5
- Meeting Highlights 6
- Safety is Always an Issue 7
- Workshop Tip 7
- Air Power Classics 8
- Runway Paving 9

RUNWAY GETS A SMOOTH SURFACE AFTER 5 YEARS OF PLANNING



Our runway in paving process. The owner, Dan Grady, is driving the paving machine. Expanded pit area also paved. (See page 9)

In response to how he checked the weather, "I just whip out my blue card with a hole in it and read what it says: 'When color of card matches color of sky, FLY!'"

— Gordon Baxter

RANDY MEATHRELL'S EDF A-10



Randy Meathrell's very realistic EDF A-10. Is he taking some pot shots at our old runway?

Support Our Local Hobby Shop

**VALLEY
HOBBY**

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



From the Desk of CVMA President Jay Riddle

If you haven't flown off our new smooth runway you are missing quite a treat. The great looking runway and field is due in large part to the 54 members out of our total membership of 110 who contributed money for the asphalt paving project.

Some contributed large sums of money and others dug deep and contributed what

they could but they contributed.

We also must say thank you to all those who contributed not only money but their sweat ethic to get the safety fencing in place in time for our war bird races.

The old WWII quote from Sir Winston Churchill seems very appropriate. "Never was so much owed by so many to so few."

Our highly successful war bird races are a direct result of these 54 members.

It's members like these that make a good club great. Way to go!



MARK YOUR CALENDARS
Check AMA Journal

September 20-21: CVMA
Steve Crowe Fun Fly



CVMA MEETINGS

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

CHINO VALLEY MODEL AVIATORS LIKE US ON FACEBOOK

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
- 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



Chino Valley Model Aviators RC Regional 2014 Pro War Bird Races August 24th



What a great bunch of hard core war bird racers.



The Chino Valley Model Aviators club, located about 10 miles north of Prescott Arizona, has hosted an R/C Pro Warbird Pylon Race for the past 3 years.

Our event draws flyers from Arizona, as well as California, Nevada, Utah and New Mexico. We even had a gentleman drive from Texas one year to race in our one day event.



"I feel the need, the need for speed!"



Chris Miller (L) and team prepared some great food for the CVMA event



Tanner Pacini prepares.



Photo by Georg Koester from the Phoenix.



Rounding the pylon.



Cinnamon Bandy handled the flags.



A family of spectators keeps dry.



Andy Younker (L) and Chris Corbitt final check.



Gold Class: 1st Place Tony Lopez
2nd Place Chris Corbitt
3rd Place Steve Steward



Silver Class: 1st Place Craig Pitcock
2nd Place Jerry Calvert
3rd Place Bill Adams



Bronze Class: 1st Place Marty Treat
2nd Place Dean Child
3rd Place Andy Younker

Jay Riddle's Big Yak

CLUB PILOTS AND THEIR AIRCRAFT



Member *Charlie Gates* and his Juka with small scorpion epoxied in place. His plane now has a "sting."



Craig Hale's little blue biplane.



Visiting modeler *Dan Avilla* flew his jet along with and visiting jet modelers from Sur-



CHINO VALLEY MODEL AVIATORS LIKE US ON FACEBOOK



Editor *Bob's* English Hawker-Tempest



Rick Nichols the uses starting table in its new place.



Al Collins and *Jay Riddle* work on *Jay's* plane.



Ray Stone explains his plane to *Cinnamon Bandy* and *Terry Steiner*.



By the time you read this the runway project will be complete. There was a lot of time spent in the planning of this project, researching materials and obtaining bids from paving companies. Your runway committee, mainly *Jay Riddle* and *Alan Collins* traveled a lot of miles to observe completed work and work in progress of different products used in paving.

After the members that attend our monthly meetings approved a final plan for the project a request was sent out to all 110 members for donations of money to make this happen. 50 of our members replied with generous donations of what they could afford to give. Thanks to those of you who donated to this project we now have a beautiful runway that will last many years. Our goal was around \$28,000.00 and we made our goal.

On August 6th we had a work party to ready the airfield for the paving work and also weed removal in preparation of our August 24th Pro Pylon Races and our September 21 Steve Crowe Fun Fly. Thanks to *John Stewart, Steve and Ken Shephard, Charlie Gates, Larry Parker, Dennis O'Connor, Gary Martin, Don Ferguson, Jim Adolf, Bud Mellor, Tom Wells, Byron Cluckey, Vic Block* and *Rick Nichols* the work was done in fine fashion.

This is a club that the members can be proud of, and that is because of the members that we have and especially the many that step up to participate whenever called upon.

Rick Nichols, Secretary / Treasurer

MEMBER PROJECT



Editor Bob Shanks' Hawker-Tempest, a foam ARF from Nitro Planes, see page 4 too.

NAME THAT PLANE: DOUGLAS X-3 STILETTO

The twin-turbojet X-3, the only one built, was designed to test features of an aircraft suitable for sustained flights at supersonic speeds and high altitudes. A secondary mission was to investigate the use of new materials such as titanium and to explore new construction techniques.

The X-3 made its first test flight at Edwards Air Force Base, Calif., on Oct. 20, 1952, and flew supersonically in June 1953. Unlike the X-1, X-2 and X-15, which were released in mid-air from a "mother plane," the X-3 operated in a more conventional manner by taking off from the ground. Engine development difficulties forced the use of lower powered engines than originally planned, prohibiting the X-3 program from achieving its design potential; however, data gained from the X-3 program was of great benefit in the development of the F-104, X-15, SR-71 and other high performance aircraft.

Difficult Forces To Master

The Four Forces of Flight





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

August General Membership Meeting

The meeting was called to order at 7:05 PM by President Jay Riddle. The salute to the flag was led by Bob Shanks. There were 44 members were in attendance.

Rick Nichols gave the Treasurers report. Report was approved as read.

President Jay Riddle opened discussion on the new runway layout. There was about 20 minutes of open discussion. A motion was made by Glenn Heithold, seconded by Bill Mills to use the runway as is for a 60 day period and then discuss changes and new safety rules

Randy Meathrell conducted a drawing for 2 Mahogany Wright Flyers and one F-111. The eligible members for the drawing consisted of members who have donated funds to the runway project. John

Walker and Joe Kinchen won the Wright Flyers and Len Brown won the F-111. Thanks to all who donated to our runway project.

Bud Mellor needed a couple of workers for the Air Races this weekend and he filled his needed positions.

Rick Nichols explained that at this meeting we need to appoint a nominating committee for the election of 2014 officers.

Bob Shanks and Randy Meathrell were chosen for this task. Nominations of officers will occur during the September meeting and Election of Officers will be scheduled for the October Meeting.

Jerry English brought a Hobby King Fidget, a Drongo, an F-8 Bearcat, a Yak and a Pitts Challenger. Also Jerry brought his modified transmitter.

Bob Shanks showed his Fun-Bat, Rudy Arp brought his Yak 54.

Bud Mellor brought a box full (about 6) antique control line airplanes.

Jay Riddle showed the Ugly Plane he bought at the last meeting and auctioned it off to Greg Daebelliehn.

New member Craig Hale showed his Fun Bat, his Comet and his Bi-Plane.

Bill Lindenthaler won the Valley Hobby \$50.00 Gift Certificate. Rick Nichols won a Power Planer, Ken Shephard won a large Yak type airplane. John Walker won a Video Library and Bob Noulin won a Flashlight. Rudy Arp won a magnetic parts holder, Bill Mills won a Power Supply, Bob Steffensen won a Tool Box and Jerry English won a set of used worn out tires.

Meeting closed at 8:55 PM

Rick Nichols, Secretary/Treasurer



RAFFLE

The \$10.00 Valley Hobby Gift Certificate. Door Prize was won by Greg Daebelliehn. Greg also won a Video.

SHOW AND TELL

Don Ferguson brought his new C-119 Foam built plane with a 55 inch wingspan.



SHOP VALLEY HOBBY



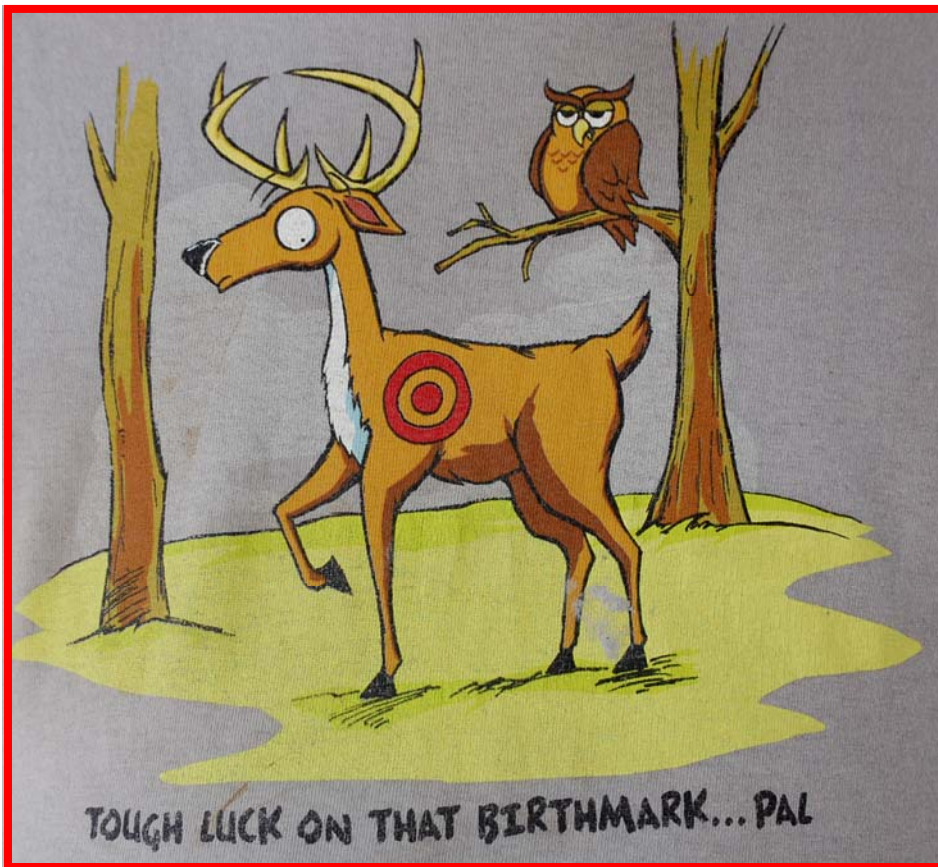
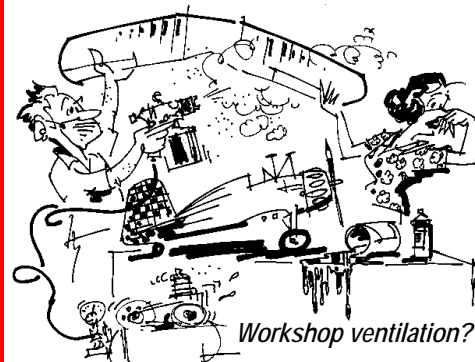
Valley Hobby door Prize was won by Greg Daebelliehn.

BUILDING TIP: Removing Epoxy

Removing epoxy from yourself safely is easy, just use white vinegar. It's smelly, but safe, and very cheap!

Rubbing alcohol also works very well without the vinegar smell. You can also use the alcohol to dilute your epoxy to brush on in your engine and tank compartments, this is an excellent fuel proofing method.

Another household item that can be used to remove epoxy from yourself is simple hand lotion, smells good too!



The shiny new runway during our war bird races.

SAFETY IS ALWAYS AN ISSUE

With a large crowd and planes flying in near 160 mph we certainly needed to be aware of safety. A big thank you to member *Judge John Walker* who brought out a really nice and as they say "cool" first aid tent.

He had all the necessary supplies with a cot and everything needed in case we needed it. Thankfully after a busy day of races no one was injured.

We did have a four stroke engine back fire and shoot off the spinner that hit the safety fence protecting the flyers assembling models and getting ready to take their planes out to the starting line.

We also have netting installed in

front of the bleachers just in case an errant plane would head that way. With the rainy wet weather we could've had some accidents but everyone was quite well aware of safety.

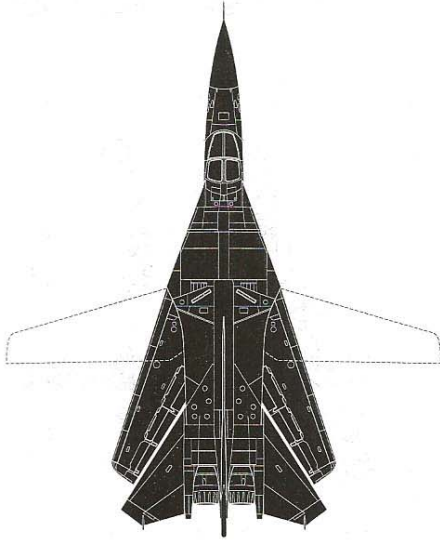
Our safety officer, *John Stewart*, along with others did a safety check on all planes competing in the races.

We would like to thank everyone who helped, especially the spouses *Ruth Collins, Barbara Riddle, Therese Shephard* and *Carol Meathrell* who helped man the registration table. No job was little, everyone who helped contributed to an extremely safe but very damp race day. Thanks to all who helped and whose names I don't have.



Air Power Classics

F-111 Aardvark



The F-111 Aardvark, born in controversy and initially plagued by accidents, became the best all-weather interdiction aircraft in history and also served well in a variety of other roles. It was the first variable-geometry aircraft to enter active US military service, and its wings could sweep back from 16 to 72.5 degrees.

In the beginning, the aircraft was known as the TFX (Tactical Fighter Experimental). In the early 1960s, the Air Force declared a need for a new supersonic strike aircraft, and the Navy issued a similar requirement for a fleet defense interceptor. Secretary of Defense Robert S. McNamara, ignoring advice of military leaders, ruled that the two services would have to get along with a single, common aircraft for both missions. The F-111 used large quantities of special high-strength D6AC steel. It featured side-by-side

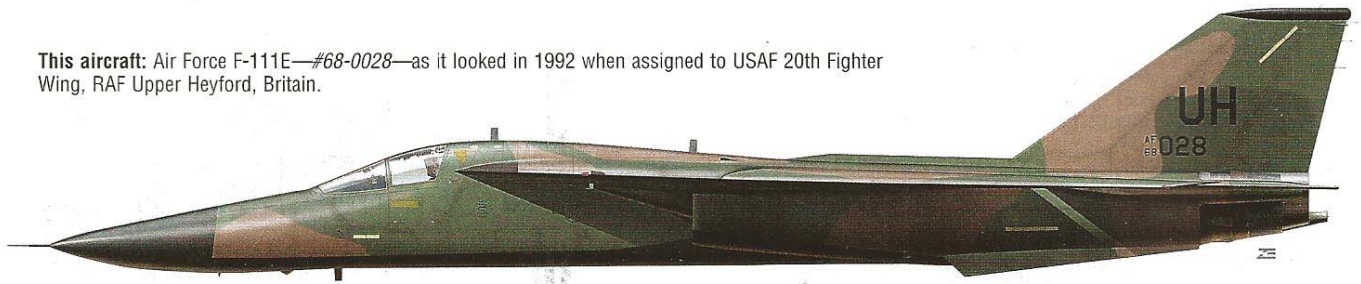
seating for the two-man crew. The F-111 also had an advanced AN/AVQ-26 Pave Tack electronic system for flight at extremely low level, at night, and in poor weather.

Everything about the proposed aircraft bred contention. It was planned as a Mach 2 multi-role, multiservice tactical fighter-bomber aircraft capable of low-altitude penetration. Achieving these goals required massive engineering work, which caused long delays and huge cost overruns.

The Navy, when it got the chance, dropped its F-111B version. Still, the Air Force variant proved itself many times over—in Vietnam, Libya, and the 1991 Gulf War. The EF-111 “SparkVark” variant was a smashing success. Even Strategic Air Command had a nuclear variant, the FB-111, which served well despite initial SAC reservations.

—Walter J. Boyne

This aircraft: Air Force F-111E—#68-0028—as it looked in 1992 when assigned to USAF 20th Fighter Wing, RAF Upper Heyford, Britain.



In Brief

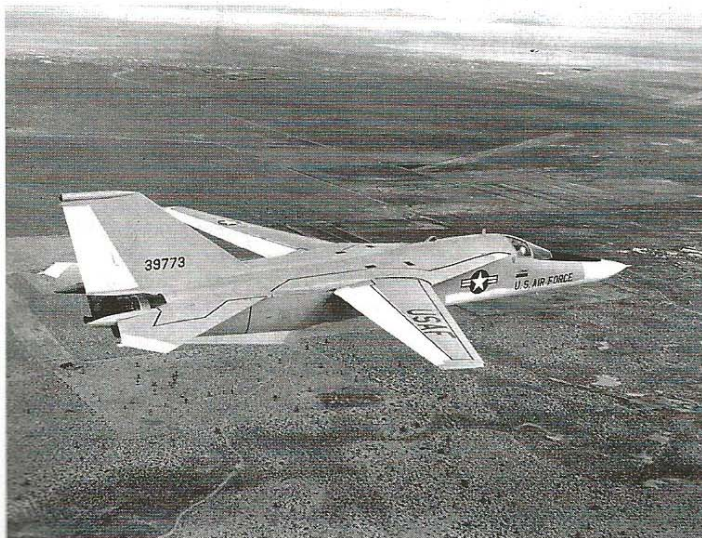
Designed, built by General Dynamics ★ first flight Dec. 21, 1964 ★ number built 563 ★ crew of two (pilot, weapon systems officer) ★ two Pratt & Whitney TF30 turbofan engines. **Specific to F-111F:** armament one 20 mm M61A1 cannon ★ load up to 32,500 lb of nuclear or conventional ordnance ★ max speed 1,452 mph ★ cruise speed 470 mph ★ max range 2,971 mi ★ weight (loaded) 82,800 lb ★ span 63 ft spread and 32 ft swept ★ length 73 ft 6 in ★ height 17 ft.

Famous Fliers

Notables: Fernando Ribas-Dominicci (KIA), Paul Lorence (KIA), Richard Brown, Michael Cool, Ivan Dethman, Charles Foster, Arthur Huhn, Brad Insley, Thomas Lennon, Ron Levy, Carl Poole, Christopher Russo, Robert Venkus, Sam Westbrook III. **Test pilots:** Dick Johnson, Val Prahl.

Interesting Facts

Called “Aardvark” many years before USAF adopted nickname at aircraft’s retirement ceremony ★ needed no drag chute or reverse thrust to slow down after a landing ★ achieved one of the best operational safety records of any aircraft in USAF history ★ sported a two-man cockpit module, which served as an emergency escape and survival shelter on land or water ★ played key role in 1972 Operations Linebacker and Linebacker II in Vietnam ★ carried the brunt of Operation El Dorado Canyon raid against Libya in April 1986 ★ F-111F flew 46 percent of US laser guided bomb strikes in 1991 Gulf War ★ in the Gulf War, scored an unofficial kill of an Iraqi Mirage, which flew into the ground trying to engage.



An F-111A with wings forward for lower-speed flight.

Runway Paved and in Use



Finally after a lot of work by our members our runway has a nice 500' smooth asphalt layer on the flat end. The top of the hill is now an over run.

Thanks to 54 of our 110 members for their donations to make this possible.



Runway just striped waiting for fencing.

Here the runway, a bit wet during our war bird races, shows the new safety fencing in place. The bright green is a nice "safety" color and looks great.



Cracks sealed reading for paving.



Sweeper gets rid of all small debris.



Oil spay: a paving base for asphalt.



AB base for extended pit area.



AB base for extended pit area being rolled in preparation for asphalt.



Asphalt being applied.



Two views high and at runway level.



Don Ferguson was one of the first members to fly off this smooth runway!