



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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MEMBER VIC BLOCK'S C-47 OVERHEAD



Vic's C-47 is from *Dynam Models*. The ESC is a 40A x 2 and uses 2 brushless out-runner motors (KV1100). Vic says "Full right rudder is needed to take off but in the air, it flies beautifully. With the 3 inch wheels, it touches down like a beautiful lady but you must keep some throttle till it slows down on the ground." *Dynam's* DC-3 uses single bladed props the C-47 (above) three bladed.

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

Support Our Local Hobby Shop

**VALLEY
HOBBY**

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

NIGHT LIGHTNING



A Lockheed Martin F-35A strike fighter streaks through the night sky above Edwards AFB, California, with afterburner on during night testing.

(Lockheed Martin photo by Tom Reynolds)



From the Desk of CVMA President Jay Riddle

Our meetings have really had an increase in attendance and one main reason could easily be the "Show and Tell" segment. We have some very creative members who are designing and building some unique RC creations. Not only are these innovative models generating a lot of interest at our meetings but our attendance at the field has increased. Of course our new runway has really helped.

As busy as some of the days have been everyone is getting to fly about as much as they like and folks are helping each other and assisting with flights. Our increased meeting attendance has spilled out to the field as it well should. Lots of test flying going on with our instructor *Randy Meathrell* doing the testing and *Jerry English* doing some way out very cool designs.

It is always interesting

listening to members at our meetings explain their unique and inventive ways of not only designing models but how they build them. This kind of club involvement is what it is all about. If you haven't had a chance to attend lately get out the pad and pencil, a couple of sheets of blue foam and design yourself a plane.

Don't forget to renew your 2014 membership.

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

Sect. /Treas. — Rick Nichols

Flight Instructor — Randy Meathrell

Safety Officer — John Stewart

Board Member — Allan Collins

Board Member — Steve Shephard

Newsletter Editor — Bob Shanks

CLUB PILOTS AND THEIR AIRCRAFT



Chris Myer's "Fishy" Chopper



Andy Younker's P51 war bird racer.



Chris Myhre's Chopper "eye balling" our club's fixed wing



Ray Stone's British designed RC model with a neat .65 4 stroke engine.



Bob Steffensen and his Corsair, Randy Meathrell test flew it.



John Stewart's Space Walker



John Stewart and Cinnamon Bandy ready Cinnamon and Max Bandy's Big Stick. John Stewart built this great flying monster! It has a big gasoline engine for power.



Max's Big Harley Stick is an "orange overcast!"



Jay Riddle's Big Yak



CLUB PILOTS AND THEIR AIRCRAFT

Rick Nichols' beautiful red electric stick.



Randy in the pilot box with student Pat Gale



Member Bob Wurth's beauty and she flies very well.



Rick Nichols gets his "Pete-N-Poke" ready to fly.

Members:

You probably have seen some of the Dollar Tree foam Fun Bats flying at the field. They have been built by our members. They are a better combat ship than slow sticks. We often plan some combat meets every so often so build one. See a board member about where to get the plans. They fly very well.



The Funbat

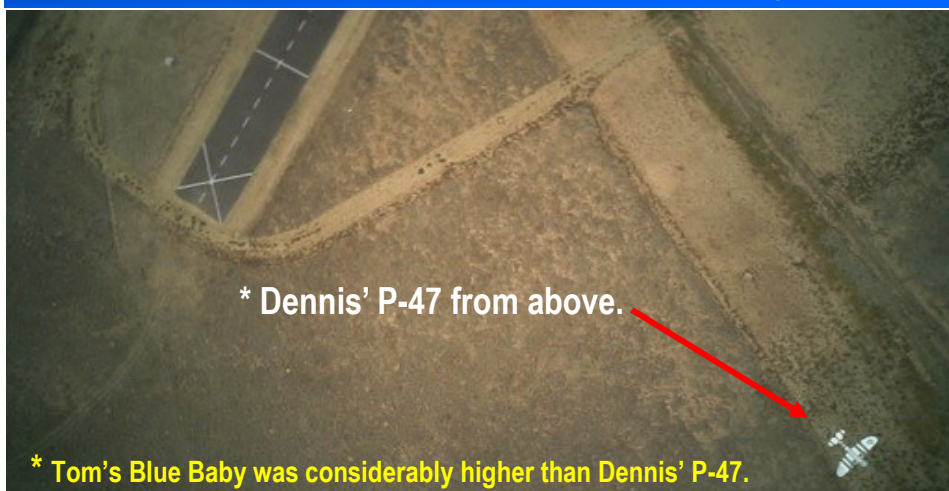


Airmen from the West Virginia Air National Guard's 167th Airlift Wing in Martinsburg load cargo on a C-5 Galaxy at JB Charleston, S.C.



(Air Force Magazine photo by SrA. Dennis Sloan)

Dennis O'Connor's P-47 from Tom Wells 'Blue Baby' Camera



* Dennis' P-47 from above.

* Tom's Blue Baby was considerably higher than Dennis' P-47.

NAME THAT PLANE: THE CURTISS AT-9 FLEDGLING

The Curtiss AT-9 Fledgling (better known as the "Jeep") was designed as a "hot" multi-engine trainer to prepare pilots for the P-38, B-26 and A-26. Designed to be a handful, it was, both on the ground and in the air in single-engine operation. One pilot once quipped that it "took off at 120 mph, flew at 120 mph and landed at 120 mph!" One is on display at the USAF museum in Dayton, OH.

The AT-9 advanced trainer was used to bridge the gap between single-engine trainers and twin-engine combat aircraft. The prototype first flew in 1941, and the production version entered service in 1942.

The AT-9 was not easy to fly or land, making it particularly suitable for teaching new pilots to cope with the demanding flight characteristics of a new generation of high-performance, multi-engine aircraft such as the Martin B-26 and Lockheed P-38. Production ended in 1943.

Learning to Fly in the Wind A Fun Rewarding Challenge

By Glenn Heithold

I arrived one recent Saturday probably about 9:00 to check out the new runway. I brought my old tail dragger Ugly stick. I think only two member flew before the wind came up and it was directly across the runway from the south.

At about that time most flyers packed up and left. I fired up the ugly and taxied in the cross wind down to the left toward the temporary flight stations and noticed that the runway was so smooth the tail wheel stayed on the ground with good traction allowing good steering in spite of the crosswind. The takeoff was really no problem and flew around doing some trimming as had just put the tail feathers back on after a not so smooth landing.

I flew several times and had a very good time practicing landing going both up and down hill with the brisk cross wind. Lots of fun. My point is the tail wheel now has traction and if I landed tail low where the tail wheel contacted the runway first it would straighten out the large crab created by the cross wind. Much easier than before now with a smooth runway.

I feel many members are missing a lot of fun by not flying in a little wind. It is a challenge but like many things the more difficult the more satisfying. I want to thank all who contributed to our runway improvement.



Building Tip

Fuel Proof that Firewall

The firewall or engine compartment of models powered by nitro and gas engines can incur fuel damage if left unprotected. Paint, epoxy, and CA can provide protection.

The paint can be sprayed or brushed on, and the epoxy should be thinned with a little rubbing alcohol and applied with a brush. Thin CA can be dripped on the surface and allowed to soak in, but thick CA should be rubbed in with your finger; of course, it's a good idea to wrap your finger in plastic.

For our members (your editor included) who love to fly slimers!



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

September General Membership Meeting

The meeting was called to order at 6:59 PM by President Jay Riddle. The salute to the flag was led by Bob Shanks. There were 44 members were in attendance. Guests tonight were Bob and Karen Coli-anni and past member Ron Krif-chen.

The Treasurers report was given by Rick Nichols and approved.

Safety officer John Stewart reported on the new fence wings. He reminded us not to arm our electric airplanes in the pits. John also mentioned that it is a good idea to have a spotter with you when you fly. During our Fun Fly all flyers will have a spotter.

Dennis O'Connor reported on the

Fun Fly. The wind forecasts are not looking good. If the winds are bad at 10:00 we will probably need to refund entry fees. He still needs volunteers and passed around a signup sheet. Pot luck will be around 5:00 Sat. night. Bring tables and chairs.

Charley Gates presented Flight Instructor Randy Meathrell with an AMA T-shirt labeled SAD. **Society of Aircraft Demolishers!**

Nominations for Officers for the 2014 year were opened. Nominated for President was Jay Riddle. Nominated for Vice President was Steve Shephard, Nominated for Sec./Treas. was Rick Nichols. Nominated for Safety Officer was Charlie Gates. Nominated for Officers at Large were

Don Crowe, Vic Block, Bob Noulin, Bill Lindenthaler and Bud Mellor.

Suggested Appointees for Flight Instructor was Randy Meathrell and Bob Shanks for Newsletter Editor. Ballots will be handed at the October Meeting for offices that have more than one person running for the same office.

Show and Tell

Bob Noulin showed his Hyperion F-3A Pattern Plane, Rick Nichols brought his Cub type plane from the beginning of R/C flying days.

Max Bandy showed his Toledo Special, Ron Krifchen showed his 120 inch wingspan sailplane, Foam Guru Jerry English showed his

foamies and his Harpy Cat pusher. Don Ferguson the other Foam Guru brought an F-35 and a DC-9. Don also brought his electric T-28 with a full size T-28 motor sound system. Larry Parker brought a Control Line string plane and demonstrated 2 R/C sound systems.

Bud Mellor thanked the members for all the help with the Pylon Races and he showed his PBY flying boat wing section that is in progress. Tom Wells told of the upgrades he is putting into his transmitter for telemetry.

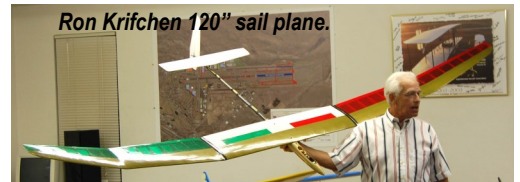
Treats provided by Barb Riddle. Meeting closed at 8:38 PM.



Bob Noulin's Hyperion.



Jerry English the Foam Guru.



Ron Krifchen 120" sail plane.



Max Bandy's Toledo Special.



Don Ferguson's DC-9, T-28 sound system rt. and his F-35 blue foamy.



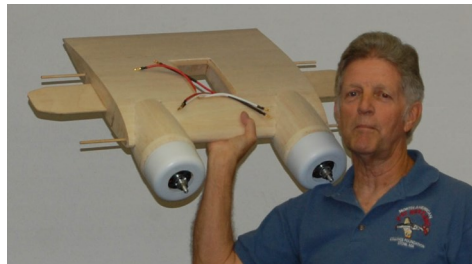
Rick Nichol's really old Cub project.



Larry Parker's finger sized control line.



Tom Well's telemetry radio project.




Bud Mellor's twin 90 PBY he is building.



Randy now a member of SAD.

SHOP VALLEY HOBBY

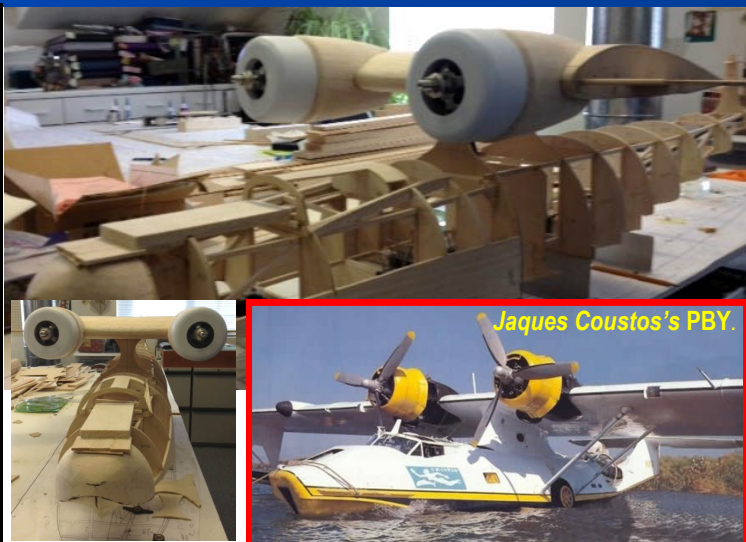



John Walker won the Valley Hobby foam glider airplane door prize.

MEMBER PROJECTS



Vic Block's great looking C-47, from Dynam models. Vic says a couple of things need fixed by Dynam. 1.The tail wheel isn't steerable. Vic wouldn't mind paying extra for that fix. 2.The main wheels are too small to leave much distance from props to the ground when landing. He drilled out the stock axles and replaced them. (See page one.)



Bud Mellor is building a very big PBV he wants to pattern after Jaques Coustos's, pictured above. It's white and trimmed in yellow. Bud brought the mounted two 90 size electric motors with 2 ea. 8 cell batteries (5lbs) for "Show and Tell". (see page six.) He says it will take him at least another year. She will be a big one. He plans to glass it and then paint it. You can see above his progress.



The shiny new "rainy" runway during our rainy war bird races.

SAFETY IS ALWAYS AN ISSUE

Our new safety fence did its job during our Pro War Bird races. As you can see the fencing at right is cut in several places. Our own Max Bandy's P-51 had a problem with the tail wheel and the plane veered right into our safety fencing.

This was much better than having it chop someone in the rear or shins in the pit area. Max's P-51 was powered by a .46 engine so it wasn't a huge plane.

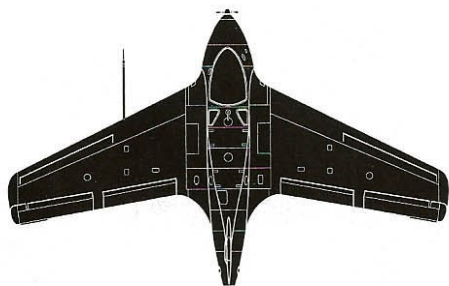
In another instance a modelers spinner came off and shot into our fence with pieces of the prop falling on top of the cabana. Again our safety set up was instrumental in preventing a serious injury or damage to other planes.

The picture at right shows how the fence is doing its job. Fly safe members.



Air Power Classics

Me 163 Komet



This aircraft: Luftwaffe Me 163B-0 PK+QL—V41—as it looked in May 1944, when assigned to Operational Test Detachment No. 16 and based at Bad Zwischenahn. It is painted in the colors of Manfred von Richthofen—the famed “Red Baron” of World War I.

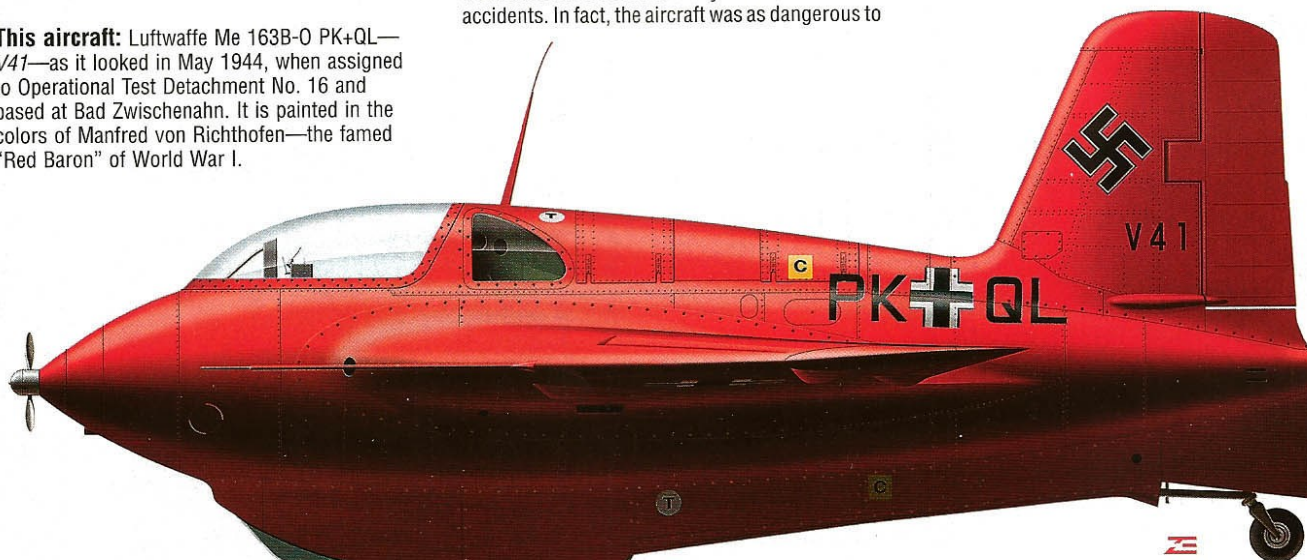
The German Me 163 Komet was the world's first and only operational rocket-powered fighter. The Messerschmitt aircraft was an odd system; it combined a design from the mind of aviation genius Alexander Lippisch with a remarkable liquid-fueled rocket from the vaunted Hellmuth Walter Co. Its great speed could have made it a tremendous bomber interceptor, but its operational value was diminished by extremely short flight durations—less than eight minutes of powered flight.

The Me 163 used swept-back wooden wings, split flaps, a tall vertical stabilizer, and an aluminum alloy fuselage. It had no undercarriage because it took off from a dolly and landed on a metal skid. The Walter engine was inherently dangerous and pilots wore special asbestos flight suits to shield them from the corrosive fuels. Many fliers were killed in accidents. In fact, the aircraft was as dangerous to

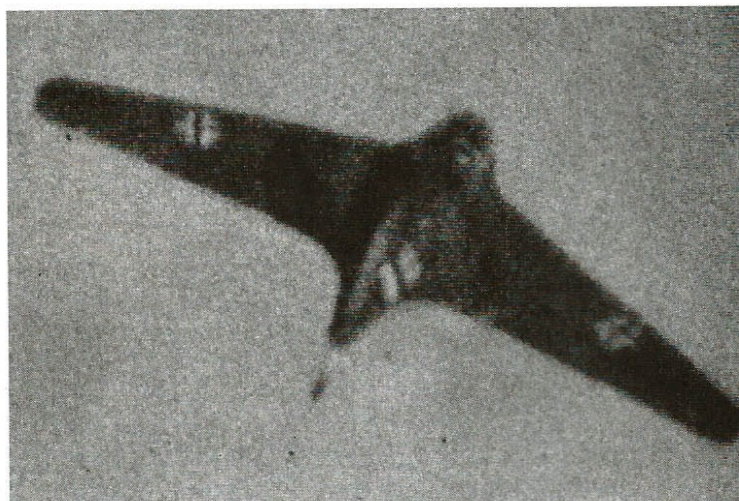
German pilots as it was to Allied bomber crews. For all that, the aircraft had excellent flying characteristics. And it was fast. In 1941, it hit 623.85 mph; this speed was unmatched until 1947.

As the Allied bomber offensive grew in scope and impact, the Luftwaffe moved to distribute Komet squadrons all over Germany to guard key targets. Tactics called for reaching high altitude, diving through a bomber formation, soaring upward again, diving again, and returning to base. In practice, shooting accurately from this flight profile was difficult, and the Komet, overall, proved to be operationally ineffective. Allied fighter pilots figured out the Komet's weakness and would simply wait until it ran out of power. Then they would attack.

—Walter J. Boyne



From the USAF Air Force Magazine



Me 163 being shot down, as seen from a USAAF P-47 gun camera.

In Brief

Designed by Messerschmitt ★ built by Messerschmitt, Junkers, Klemm ★ first flight Sept. 1, 1941 ★ crew of one ★ number built approx. 370 ★ rocket powered. **Specific to Me 163B:** one Walter HWK 509A-2 rocket engine ★ armament two 20 mm or two 30 mm cannon ★ max speed (operational) 596 mph ★ cruise speed 500 mph ★ max powered operational endurance 7.5 minutes ★ max range ~ 50 mi (with glide) ★ weight (loaded) 9,500 lb ★ span 30 ft 7 in ★ length 19 ft 2 in ★ height 9 ft 1 in.

Famous Fliers

Notables: Rolf Glogner, Fritz Kelb, Johannes Kiel, Herbert Langer, Robert Olejnik, Josef Pohs, Hanna Reitsch, Siegfried Schubert, Wolfgang Spate, Anton Thaler. **Test pilots:** Hans Boye, Heini Dittmar, Bernhard Hohmann, Rudy Opitz. Foreign: Eric Brown (Royal Navy), Gus Lundquist (USAAF).

Interesting Facts

Flown only by pilots who first made 100 successful flights in gliders ★ climbed at an astounding 16,000 feet per minute (initial rate) ★ lay immobile after landing, picked up with special retrieval trailers ★ used electrical power generated by small wind-driven propeller on nose ★ filled with toxic and highly dangerous fuel ★ carried jettisonable fuel tank ★ had engine that could be shut off to extend flight by gliding ★ enjoyed an actual firing window in combat of only 2.5 seconds ★ scored nine confirmed kills ★ built in Japan by Mitsubishi as the J8M.

How to Finish Blue Foam

By Don Ferguson



Don's great looking electric C-119.

Editor's Note:

As many of you know, Don has some pretty nice looking Blue Fan Fold foam models. The foam is inexpensive so he can experiment with designs he is interested in building. He builds models you don't often see. He also can create some very interesting designs of his own.

One can build a model in Blue Foam and test it, if it flies well then you can use Don's finishing technique he describes below.

When the building process has been completed.

1. Sand the entire project with a fine grit sand paper to eliminate any rough surfaces.
2. To take care of any large dents, dings or scratches, I use a mixture of Durham's Water Putty and Light weight Spackling compound. I mix with a ratio of 30% mixed water putty and 70% Spackling. Apply and fill in as necessary, let dry and sand smooth. (Durham is available at Ace Hardware, Spackling is available at Ace, Lowes and Home Depot).
3. Cover all surfaces with a coat of ordinary Latex primer using a sponge brush for application. This will help to keep brush strokes down and will start the sealing process of the foam.
4. When the primer is completely dry you can lightly sand to remove any blemishes. (do not sand through to the foam, if you do, re-coat with primer)
5. Seal all surfaces with Liquid Sheeting (WOW Planes) or Styrospray 1000 (Industrial Polymers) . I have ordered both on the web. Here are the web sites. wowplanes.com and industrialpolymers.com. By using one of these products you can achieve a smooth surface. To do this, mix equal parts of the A & B liquids. Use a sponge brush for application, a thin coat is all that is necessary, in this case a little will go a long way so you do not need to mix a large quantity. Keep the runs to a minimum buy moving and/or rotating the objects you are coating. The coating will be set in about 20 minutes and will harden to a nice hard shell. WOW planes has a video demonstrating this process. Be-sure to use in a well ventilated area.
6. When all is dry and you still have any imperfections you can fill with a automotive spot glaze putty. Apply, let dry, wet sand smooth with 320 - 400 grit. Remember to add a small amount of dish detergent to your water to prevent clogging of the sand paper. I mix in a spray bottle. (Wal-Mart has the spot glaze in the Automotive section or check out Auto Zone, OReily's etc.)
7. Prime all surfaces with your favorite brand of spray paint. or combo Primer/Paint. If not pleased with results let dry and wet sand with 400 - 600 grit and repaint. Paint with the desired color and brand of spray paint of your choice.