



AMA Chapter #3798

**Chino Valley
Model Aviators, Inc.**

Official News Letter



IMAA Chapter 705

October 20, 2013

Volume 16 Issue 10

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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Chris Corbitt's Helicopter Aerobatics



Chris performed at our fun fly and when he's flying everyone stops to see the wild chopper aerobatics few RC chopper pilots can do. Great flying Chris!

**The engine is the
heart of an
aeroplane, but
the pilot is the
soul."**

Sir Walter Raleigh 1922

Support Our Local Hobby Shop

**VALLEY
HOBBY**

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

JOHN STEWART'S SPACE WALKER



John's big gas powered Space Walker on final approach to our new smooth runway.



From the Desk of CVMA President, Randy Meathrell

I am still not sure how I came to be elected as your 2014 Chino Valley Model Aviators club president, but I will try my best to do a decent job. Thank you for your confidence in me.

I want to thank all the outgoing officers for an excellent job this past year. First off I want to thank outgoing President Jay Riddle. During Jays 3 years as President we have:

1. Obtained new tables under the
2. Cabana and on the flight line.
3. Got a new Transmitter Impound and Electric Charging Station.
4. Resurfaced our Runway (Best model field in Northern Arizona)

Of course none of this would have been possible without a strong cadre of supporting officers. These officers were:

Vice President **Bob Noul** has provided raffle prizes for all of our meetings and also maintained the club web site. Bob was elected as a member-at-large for 2014.

Secretary/Treasurer **Rick Nichols** has been the backbone of this club for 7 years and always has a handle on finances, AMA membership status and club meeting minutes. Rick has graciously (grudgingly) accepted the job for another year.

Newsletter Editor **Bob Shanks** has been doing the club newsletter for the past 8 years and continues to produce one of the best newsletters in the country. Bob has received the nationally recognized **Carl Goldberg Vital People Award** from the AMA for his outstanding work.

Safety Officer **John Stewart** has attempted to keep us from hurting ourselves from spinning propellers and sharp knives during the past year. We had no major accidents during the year.

Members-at-Large **Steve Shephard** and **Allan Collins** help to keep the President and officers up to date on club actions both on and off the flying field. They are the eyes and ears of the club.

The next time you see any of these individuals go up and shake their hand and let them know how you appreciate all the time and effort they have given on your behalf.

Remember; don't run out of Airspeed, Altitude and Ideas all at the same time while flying.

MARK YOUR CALENDARS **Check AMA Journal**

December 7: CVMA
Christmas Party at Gabby's

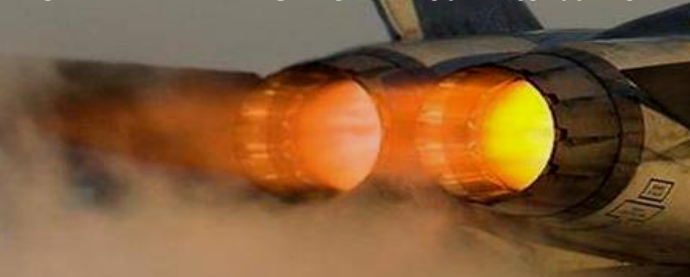


CVMA MEETINGS

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 — Randy Meathrell
Vice President — Steve Shephard
Sect. /Treas. — Rick Nichols
Flight Instructor — Randy Meathrell
Safety Officer — Charlie Gates
Board Member — Bob Noul
Board Member — Don Crowe
Newsletter Editor — Bob Shanks

CLUB PILOTS AND THEIR AIRCRAFT

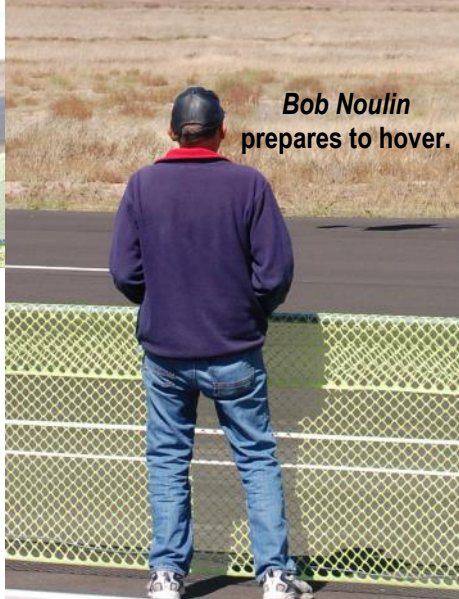
Chris Myer's "Fishy" Chopper



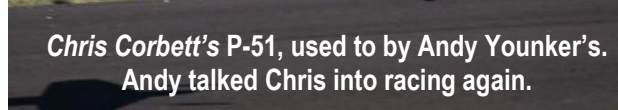
Joe Kinchen's little Taylorcraft.



Bob Noulin prepares to hover.



Chris Corbett's P-51, used to by Andy Younker's. Andy talked Chris into racing again.



Vic Block and his Apprentice



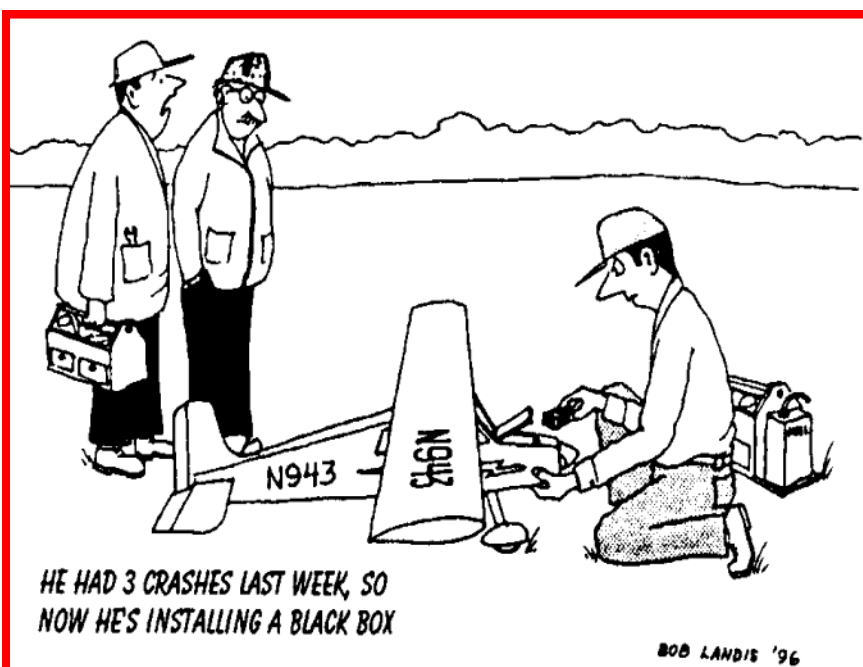
Chris Corbett giving his chopper a rest!



Charlie Gates EP foam Juka .

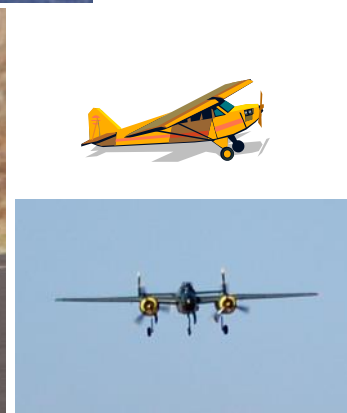
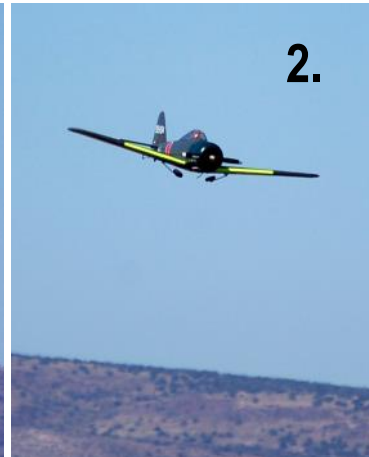


Club's Kadet trainer. See Randy Meathrell if you need flight training.



Jay Riddle's Big Yak

CLUB PILOTS AND THEIR AIRCRAFT



In this sequence:
Glenn Heithold lines up
his scale Japanese
Zero and drops the
gear for landing. Your
editor used his Nikon
“burst” setting taking a
picture every second.



Gear is up as Glenn makes a pass
over the runway before landing.

Vic Block's B-25, a nice foam rendition.



Freedom Launch



Seven C-17 Globemaster IIIs, 11 KC-10 Extenders, and four C-5B Galaxies from the 60th Air Mobility Wing at Travis AFB, Calif., prepare to launch in succession at Travis AFB, Calif., Sept. 11, 2013. The 22-aircraft "freedom launch" took place on the 12th anniversary of the 9/11 terror attacks, with the first C-17 taking off at 8:46 a.m., the same time that American Airlines Flight 11 crashed into the North Tower of the World Trade Center in New York City 12 years earlier. (Air Force photo by Ken Wright)



American Helicopter Society International Student design winner Kiran Ganesh from India won an honorable mention for his tailless, rotor-in-wing Kurara.

Aviation Week and Space Technology Sept. 2, 2013

Becoming a Student to Learn RC Requires a lot of Work: Be Ready for Your Instructor

We should all be lifelong learners, so being a student not only applies to the newbie who has never flown an RC airplane but also the seasoned veteran who wants to learn how to sheet a foam-covered wing or design a model.

Get ready for your instructor. Ask what you should read or know.

• Be Prepared

Yes, this is the Boy Scout motto and it does apply here. It is your responsibility to do your homework. Read your club's rules closely or other written information that is given to you. It is a waste of flying time for you and your instructor to rehash what should already be second nature to you.

• Learn the Lingo

A stall is not to keep a horse in and a flare is not something to light the sky. Eventually, you will know the correct meanings of these terms.

Try to shortcut what you can by reading and listening. There are plenty of references. They might be in your flying manual and other local resources. If not, there is a ton of material for beginners on the AMA website.

So if You are a Prospective Student Start here:

The Newcomer's Guide:

www.modelaircraft.org/files/education/docs/newcomerguide.pdf



THE HORTEN HO-229

The Horten Ho 229 - sometimes wrongly designated the (Gotha Go 229") maintains a certain level of celebrity status in the world of military aviation, essentially becoming the first production-worthy form of any aircraft categorized as a true "flying wing" that is an aircraft not relying on any sort of vertical tail surfaces to achieve flight and maneuverability.

The 229 was the first to incorporate rudimentary radar absorbing "stealth" technologies into its frame work according to some historians - quite the accomplishment in forward thinking for 1944/45 - making heavy use of swept-back wings before they became the norm of the jet age.

The 229 was truly a marvelous German design way ahead of its time. Only a handful of prototypes were constructed out of wood.

Though a production order was in the works in 1945. The end of World War 2 stopped the 229 from ever contributing to the German war effort. This leaves the reader to his/her imagination as to the impact the 229 would have had in the skies over Europe in WWII.

Engine Tips

Reasons Why Engines Lean Out & Quit

1. The high-speed needle valve is too lean.
2. The muffler pressure line came off.
3. The fuel filter has opened up (the halves are loose).
4. There's a split in the fuel line, usually at the fuel tank.
5. The fuel tank is foaming, causing air bubbles in the fuel line.



*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 7:00 PM by President Jay Riddle. The salute to the flag was led by **Bob Shanks**; 35 members were in attendance.

Rick Nichols gave the Treasurer's report. Motion to approve was made and seconded. Report approved as read.

New member tonight was **Bob Colianni**.

Nominations for officers were re-opened for voting at this meeting. Nominated for President was **Randy Meathrell**, Vice President **Steve Shephard**, Sec./Treas. **Rick Nichols**, Safety Officer **Charlie Gates**. A motion was made and seconded to elect the slate of officers as presented.

ers as presented.

There were 4 members running for Board Members, **Don Crowe**, **Vic Block**, **Bob Noulon** and **Bill Lindenthaler**. A closed ballot was distributed and the members elected **Don Crowe** and **Bob Noulon** as Board Members at Large.

President **Randy Meathrell** appointed **Bob Shanks** as Newsletter Editor. There is a vacancy for Flight Instructor. Randy will finish out his current students.

The field flight stations were discussed. The majority decided to use the center section of fencing for 6 (six) numbered flight stations. The East and West fenced areas will be used as pit areas. The exception to

this is these areas may be used as instructional areas by the Club Instructor and Student when deemed necessary.

Rick welcomed the new officers to the board and thanked **Jay Riddle** for his 3 years of service to the club. Randy also thanked Jay and told of all of the accomplishments and improvements to the field during Jay's tenure as President. **Rick** presented President Randy with a new club Gavel.

Jerry English brought his Foam Fanjet and his foam Seaplane. **Larry Parker** showed his new Four Star that he built from a kit and **Tom Wells** showed his Hobby King transmitter muff for winter flying.

Randy Meathrell won the Valley Hobby \$10.00 Gift Cert. Door Prize. **Frosty Wells** won the \$50.00 Gift Cert., also a plug wrench and a Tube Bender. **Rick Nichols** won a Tower Hobbies \$25.00 Gift Certificate. **Peter Jones** won an electric starter, **Bill Lindenthaler** won a glow driver and a package of 10mm Shrink Tubing. **Charlie Gates** took home a fuel tank, **Jerry English** won a Float Plane, New Vice President **Steve Shephard** won a Storage Case, **Tom Wells** won a tool box and New Officer at Large won a Glow Wire Plug.

Rick Nichols told the members that he will soon be sending out invitations to the Club Christmas Party that will be held on Dec. 7th, at Gabby's Restaurant in Chino Valley.

Watch your E-Mail for this Invitation. It is important that you remit money as soon as possible along with your choice of entrée'. There will be no tickets available at the door. This is always a fun evening for all that come.



New board members (L to R): **Charlie Gates**, Safety; **Rick Nichols**, Sec./Treasurer; **Randy Meathrell**, President; **Steve Shephard** Vice President; and members at large, **Bob Noulon** and **Don Crowe** not shown.



Rick Nichols presents the gavel to new President **Randy Meathrell**.



The new
CVMA
President's
gavel.



Larry's EP Four Star



Jerry's EDF



Jerry's Pusher



Tom's transmitter muff.



SHOP VALLEY HOBBY



Randy Meathrell won the \$10 door prize from **Max Bandy** of Valley Hobby.



VIC BLOCKS' MITCHELL B-25



Vic's foam Mitchell B25 bomber from HC Hobby looks and flies great. Vic says it was shipped from Australia. It needed some elevator trim when it took off and was real exciting for a few moments.

When landing, it must continue to have throttle till all wheels are planted on the ground. He says it weighs about 3 and a half pounds and handles the wind pretty well. It has great decals and good detail like guns and accurate paint. The retracts add to the realism too. Vic says he loves the lights on the wing tips. It sure will look good at dusk. It has counter rotating props making it smooth and controllable. Vic says he needs about 50 percent expo to calm his control!

Thanks to Randy Meathrell's help, the first flight was a success.



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

SAFETY IS ALWAYS AN ISSUE

We have been using our new fencing set up now for a couple of months. It looks good but one safety issue we should all concentrate on when flying is positioning ourselves near others flying. Try to fly in the center boxes as close as you can to whomever is flying so when you state your intentions they will hear you.

Our current instructor, *Randy Meathrell* tries to fly at one end or the other with students, depending on the wind so they can have a view and access to the entire runway when learning to take off or land.

As you can see in the picture at right, member *Chuck Colwell* is in the far center box with another pilot in the box next to his left, having all pilots from now on stay in the center box is a good safety procedure.

We all know that engine noise can be a problem so position yourself accordingly to hear others as you fly.

Having a number of pilots flying at once, usually no more than 5 or 6 can make for a crowded flight line and sky so use your own common sense and judgment. If it is too crowded, wait a few minutes and fly later when it is not as crowded.

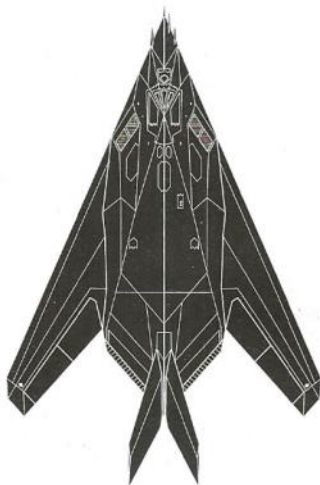


We have talked before in this column about some of our members with hearing difficulties so be aware of your flying friends. Your editor wears hearing aids as do a number of our members. Again, common sense, position and awareness of who is flying is the key.

We welcome our new safety officer, *Charlie Gates*, who also wears hearing aids. If you don't know Charlie introduce yourself too him. He has a full size aircraft pilots license so understands aviation well. He is also an avid flyer at our field. **FLY SAFE!**

Air Power Classics

F-117 Nighthawk



The F-117A Nighthawk, the world's first operational stealth combat aircraft, was one of history's best-kept military secrets. Lockheed's single-seat, twin-engine ground-attack fighter was conceived in 1975, first flew in 1981, and became operational in 1983, but it was not made public until 1988. Developed to meet a USAF need to attack high-value targets without being detected by enemy radar, "the Black Jet" became world famous for its work in the 1991 Gulf War.

The F-117 was of conventional aluminum construction, with a specially designed canopy and precisely serrated edges on doors and panels. It achieved stealth principally by deflecting radar returns and using radar-absorbent material, but the design also suppressed infrared signals from its engines and exhausts. It was painted black and

flew only at night. F-117 designers relied heavily on stock parts, and its development phase was especially short. The first YF-117A, serial #79-0780, made its maiden flight only 31 months after the full-scale development decision.

The F-117 was not "invisible" to radar, and could be detected, but it was extremely difficult to track. In fact, some believe the Iraqis never successfully tracked it in 1991. The F-117 performed brilliantly in Desert Storm, flying unseen and untouched through the fire-hose shower of Iraqi anti-aircraft fire in the war's early days, although one was shot down during Operation Allied Force in 1999.

It was retired in 2008, not for loss of capability but mostly because of cost.

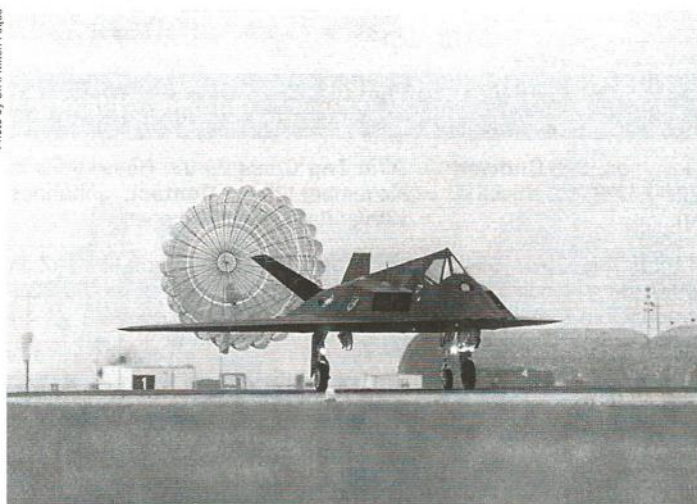
—Walter J. Boyne

This aircraft: USAF F-117 Nighthawk—#85-0825—as it looked in 1991 when assigned to the 415th Tactical Fighter Squadron, based at Tonopah Test Range Arpt., Nev.



From the USAF Air Force Magazine

Photo by SFA, Mitch Fuqua



An F-117 Nighthawk stealth fighter touches down at Aviano AB, Italy, Feb. 21, 1999.

In Brief

Designed, built by Lockheed ★ first flight June 18, 1981 ★ number built 64 [five demonstrators] ★ crew of one ★ two General Electric F404 engines. **Specific to F-117A:** armament none ★ load up to 5,000 lb of a variety of munitions (Mk 84, GBU-10, GBU-12, GBU-27, GBU-31, BLU-109, WCMD, AGM-154 JSOW, AGM-158) ★ max speed 617 mph ★ cruise speed 550 mph ★ max range 930 mi ★ weight (loaded) 52,500 lb ★ span 43 ft 4 in ★ length 65 ft 11 in ★ height 12 ft 5 in.

Famous Fliers

Notables: James Allen, Bruce Carlson, Howell Estes III, Greg Feest, Ralph Getchell, Ward Juedeman, Bryan Knight, Bill Lake, Kenneth Levens, Chuck Link, Roger Locher, John Mills, Ross Mulhare, Lloyd Newton, Michael Short, Michael Stewart, A. J. Tolin, Alton Whitley, Dale Zelko. **Test pilots:** Harold Farley, Dave Ferguson, Skip Holm, Tom Morgenfeld.

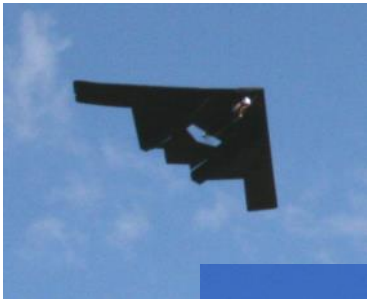
Interesting Facts

Exhibited radar cross section of only .269 sq ft ★ stemmed from faceted-panel stealth theory concept of Pyotr Ufimtsev, a Soviet mathematician ★ carried no radar of its own ★ given call sign "Bandit," leading F-117 pilots to call themselves "Bandits" ★ flown by 558 pilots, each with his own "Bandit" number ★ saw first combat in 1989 in Operation Just Cause, Panama ★ in Gulf War, flew 1,271 sorties, dropped 2,000 tons of bombs, and struck 1,669 targets ★ shot down only once, over Yugoslavia on March 27, 1999 ★ nicknamed "Black Jet" by USAF pilots and "Shaba" (Arabic for "ghost") by Saudi airmen ★ featured in films "Interceptor" (1993), "Executive Decision" (1996).

CHINO VALLEY MODEL AVIATORS ANNUAL FUN FLY SEPTEMBER 21 & 22



Photos by
Carol Meathrell and
Steve Shephard.



Our Fun Fly had 28 registered pilots and according to our CD Dennis O'Connor the wind was about the same number too! We had 4 pilots from the Phoenix area and as you can tell from the pictures a very large crowd of spectators.

