



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



AMA Chapter #3798

IMAA Chapter 705

February 20, 2014

Volume 17 Issue 2

www.chinovalleymodelaviators.org

"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
- CVMA T-28 Races 2
- Field Photographs 3 & 4
- Round Engines' Sound 5
- February Meeting 6
- Safety is Always an Issue 7
- Member Project 7
- Air Power Classics 8
- British Airways 9
- Arizona Electric Festival 10

JOHN STEWART'S SWEEPEE



John Stewart's "Sweepie" is a Tiger 60 by Carl Goldberg and has a 72 Saito 4 stroke engine for power with Jr servos and Futaba receiver.

"I resolved never to stop until I had come to the goal and achieved my purpose."

David Livingstone

(Finish that RC project)

Chuck Heberstreit's EP Miss Wind



Support Our Local Hobby Shop



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



RC Club Chatter: CVMA President, Randy Meathrell

This has been one of the nicest winters I can remember for flying our R/C models. We have had no real snowfall this winter and the winds and temperatures have been relatively mild. SO ... GET OUT AND FLY BEFORE THE SPRING WINDS KICK UP.

The February club meeting Show and Tell models highlighted the diversity in our great hobby. We had a gas powered Beater, a Fan

Fold Foam Blue Baby electric, a Cessna 310 twin engine model with running lights and a 7 foot span Flying Wing - all destined to be fun to fly.

Glenn Heithold once told me that one of the great things about this hobby is that each individual can enjoy their particular interest in the hobby and yet enjoy seeing others have fun with their interest. We have modelers flying

small Electrics to turbine powered speedsters, and every thing in between.

It is always a treat to show up at the field to see what the latest new model looks like! Take a second to enjoy our great hobby.

SEEYOU AT THE FIELD.



MARK YOUR CALENDARS

CVMA EVENTS

- Mar 15: T-28 Race our field
- May 10: Slow Combat
- Aug. 16: Regional Pro Air Races at our field
- Sept. 12-13 Steve Crowe Fun Fly

CVMA MEETINGS



T-28 Racers March 15, 2004

- * Registration 7:30 - 8:00 a.m. Races start @ 9:00 \$5.00 landing fee
- * If you were not at the February meeting and did not sign up to race please call or email Don Ferguson to let him know you will be flying. (928-) 778-3298 or (fergi31fun@q.com)
- * Come out and cheer on your favorite pilot

CVMA MEMBERS Kick In Your Afterburner...



BUILD SOMETHING, BRING IT TO OUR NEXT MEETING!

CAN YOU NAME THIS PLANE?



Answer on page 9

CVMA NEWSLETTER

Published Monthly

AMA Chapter # 3798

IMAA Chapter #705



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

CLUB PILOTS AND THEIR AIRCRAFT

John Stewart's "Space Walker"
The pilot went to the dogs!



X-8 on its maiden flight.



Randy and John pilot the X-8.



Chuck Heberstreits
Glassaire and his
prop molds.



A Jerry English creation.



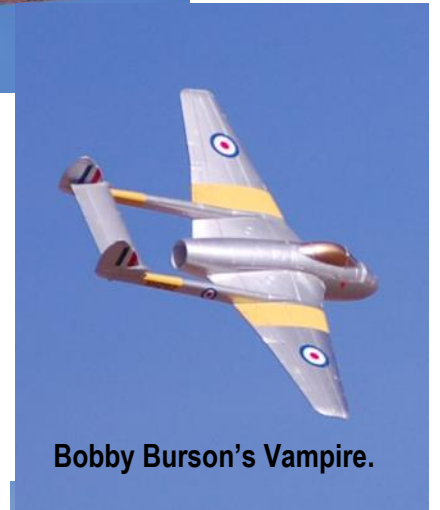
Rick's School Plane up and
then down!



Dennis O'Connor
and his P-47.



Don Ferguson's Slow Stick.



Bobby Burson's Vampire.



Graham Johnson's "Peak" from Nitro Planes.



CLUB PILOTS AND THEIR AIRCRAFT



Rick Nichol's original School Plane.



Sparky Thornton's Sopwith.



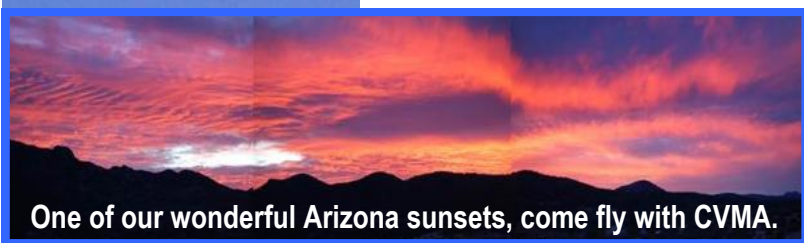
Craig Hale's WWII German FW-190.



Don Ferguson's Cargo parachute dropping plane.



Rick Nichols' Stinson overhead.



One of our wonderful Arizona sunsets, come fly with CVMA.

The Sweet Sound of Round Airplane Engines



For all the aviation buffs who were round engine drivers and love round engines:

We need to rid the world of those turbines, they're ruining aviation and our hearing.

A turbine is too simple minded, it has no mystery.

The air travels through it in a straight line and doesn't pick up any of the pungent fragrance of engine oil or pilot sweat.

Anybody can start a turbine. You just move a switch from "OFF" to "START" and then remember to move it to "ON" after a while. My computer is harder to start.

Cranking a round engine requires skill, finesse and style. You have to seduce it into starting. On some planes the pilots aren't even allowed to do it.

Turbines start by whining for awhile, then give a lady like poof and start whining a little louder.

Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG, a big macho FART or two, more clicks, a lot of smoke and finally a serious low pitched roar. We like that. It's a Guy thing.

When you start a round engine, your mind becomes fully engaged and you can concentrate on the flight ahead.

Starting a turbine is like flicking on a ceiling fan: Useful, but hardly exciting.

If you have started his round engine successfully your crew chief looks at you like he'd let kiss his sister.

Turbines don't break or catch fire often enough, and this leads to boredom, inattention and complacency.

A round engine, even at cruise power setting, looks and sounds like it going to blow any minute. This helps in keeping your attention on the task at hand.

Turbine don't have enough control levers or gauges to keep a pilots attention. There is nothing to fiddle with during long flights.

Turbines smell like a Boy Scout camp full of Coleman lanterns.

Round engines smell like God intended engines to smell.

YAVAPAI COLLEGE WEATHER STATION LOCATED NEAR OUR FLYING FIELD



The *Yavapai College Weather Station* is located near our field. You can use the site to check the hourly winds and conditions at the field before you drive out. Many of you do, the Chino Valley Hourly Accu-Weather web site is:

<http://www.accuweather.com/en/us/chino-valley-az/86323/hourly-weather-forecast/2133993?day=2&hbhhour=5>

Rick Nichols took this picture for the newsletter.



An F-15 Eagle in aggressor paint scheme shows its underside following air combat training with RAF Typhoons at Nellis AFB, Nev., (Feb 2014). (Royal Air Force photo)



Don Ferguson's EP Foam Cargo Plane complete with an operational cargo door that drops parachutes!

February General Membership Meeting

The meeting was called to order at 7:00 PM by President *Randy Meathrell*. The salute to the flag was led by *Bob Shanks*. There were 35 members were in attendance.

Guest tonight was *Paul Vogelburg*. A new member, joining tonight was *Bob Gunson*

Randy called a moment of silence in memory of *Rick Nichol's* School Plane.

Randy thanked *Glenn Heithold*, *Dennis O'Connor* and *Javier Valenzuela* for the great work they did in erecting the standoff safety fencing.

Steve Shephard has purchased weed killer and we will have a work party to spray the runway on Thursday February 28th, 9:00 am. We would appreciate your help. Flying after the work is done.

Jay Riddle reported on the new

cement project for an area to be used for the larger airplanes. After much discussion *Glenn Heithold* made a motion to go ahead with the project, seconded by *Len Brown* and passed. The cost of the project will be approximately \$2,400.00.

Randy gave a safety report telling of a member working on his Electric with the prop still on the plane and was rewarded with 53 stitches in his fingers. Always remove the prop when working on your electric. Also be sure to always use the female side of the plug on your batteries to avoid shorting out and causing a fire and damage. Other points were to be courteous to fellow flyers.

Safety Officer *Charlie Gates* reminded us to paint the tips of our props with a bright color to make them more visible. He demonstrated using white-out on prop. Randy gave

a suggestion for disposing of Lipo batteries. Cut the plugs off and soak in saltwater for a couple days and then check and make sure they are dead. They can then be safely discarded in the trash.

Our new event director *Don Ferguson* gave a report on the upcoming events for 2014. Schedules have been e-mailed out and a schedule is in this newsletter. There is also a schedule posted at the field.

Rick Nichols gave the Treasury Report and it was approved.

Randy presented *Mike Kidd* his Solo Certificate. Randy also thanked *Marcia Parker* for the refreshments.

Show and Tell

Rick Nichols brought his new Rascal, *Randy Meathrell* showed

the Skywalker X-8 Search and Rescue platform under construction, *Glenn Heithold* brought his new rebuilt Beater 3, *Jerry English* showed his Blue Baby and *Larry Parker* showed his Cessna 310.

Raffle

A \$25.00 Gift Certificate from *Tower Hobby* was won by *Jay Reynolds*. A *Valley Hobby* \$50.00 Gift Cert was won by *Steve Shephard*, *Rick Nichols* won a Slow-Flyer, *John Walker* won a tool set and *Dennis O'Connor* won a 2.4 GHz modification kit. *Jay Reynolds* won a clamp. *Ricky Flores* won a Socket Set, a P-40 Kit went to *Jerry English* and a tool bag went to *Ricky Flores*.

Respectfully submitted by *Rick Nichols*.

Meeting adjourned at 8:35pm.



Randy asks for a moment of silence for *Rick Nichols* School Plane.



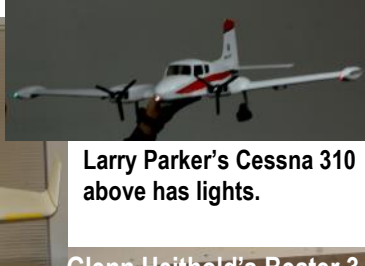
Jerry English's Blue Baby.



Randy and the X-8 Skywalker.



Rick's Rascal actually flies well!



Larry Parker's Cessna 310 above has lights.



Mike Kidd soloed.



Glenn Heithold's Beater 3.

SHOP VALLEY HOBBY

Please shop at our only local hobby store, Valley Hobby, they support our club so well.

Cinnamon and Max Bandy go all out for our CVMA members and local RC fans.



"That hardly seems fair!"

MEMBER PROJECT: JOHN WALKER'S X-8 Skywalker



Photo by Carol Meathrell

John Walker, far right, is part of the Sheriff's Posse and hopes to be able to use the X-8 for Search and Rescue as needed. Randy Meathrell and Bill DeRouche (L).

Building Tip

Use For an Old Bed sheet

A handy thing to have around when covering a airplane is a old folded king size bed sheet. It is soft and heavy enough to hold down a wing when stretching the covering over the ends or use it to prop up a fuse upside down when working on it.

SAFETY IS ALWAYS AN ISSUE

Last month, a member stumbled at the field and fell down skinning his nose. There was a ridge of cement between the rocks and cabana concrete (photo at right).

So our president *Randy Meathrell* got busy and hammered the lip of cement away and put some yellow tape on the edge to alert folks there is a step up from the rock to the cement.

The February issue of *Model Aviation* has a great safety point about not picking up your airplane from the front while it is running, a major safety violation and an invitation for a severe injury.

Apparently at a club recently a new

modeler picked up his running plane from the front. Some fliers present were so stunned they didn't say anything for fear of startling the new modeler and then causing an accident. When he sat the model down they all told him never, never pick up a running plane from the front!

The first instruction for a new flyer should always be about safety and then flying procedures.

The only time one should be in front of his or her airplane is at start up. All new fliers should have safety hammered home repeatedly. Many old timers have had to learn some of these safety lessons via bandages and stitches, something we don't want to happen to any of us.



Air Power Classics

Pe-2

Artwork by Zaur Eylanbekov



The Pe-2 dive-bomber was, by all accounts, one of World War II's best attack aircraft—fast, rugged, maneuverable, and deadly. The aircraft was designed by engineer Vladimir M. Petlyakov during his stay in a Soviet prison. He was a victim of Stalin's paranoia, arrested in 1937 on trumped-up charges of sabotaging the new ANT-42 bomber. Still, when given the task, Petlyakov delivered. The Pe-2 was so fast that it frequently eluded German interceptors.

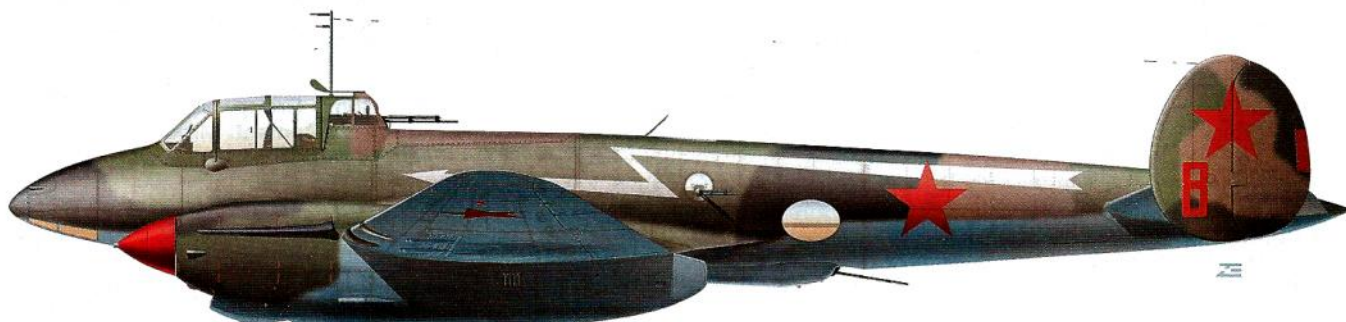
The aircraft that became the Pe-2 began life as the VI-100, a highly advanced bomber escort that flew in late 1939. Impressed by Luftwaffe dive-bombing success, however, Stalin ordered Petlyakov to redesign his fighter into a dive-bomber. Petlyakov complied—in a mere 45 days. The resulting all-metal, low-wing Pe-2 was lighter

than its nearest counterpart, the RAF Mosquito. Stalin put it into serial production in late 1940, and it thus was ready for combat when, in June 1941, Germany invaded. The aircraft showed excellent dive-bombing and ground-attack performance. Born fast, the Pe-2 became faster as it acquired more-powerful engines.

The aircraft was versatile, enjoying great success in roles of attack, reconnaissance, and night fighting. Aircrews developed deadly "sniper" accuracy for their dive-bombing sorties. The Soviet Air Force also developed so-called "carousel" tactics, in which bombers 1,500 feet apart would circle a target and then pounce, diving at angles of up to 70 degrees onto a ground target. After the war, a few Eastern Bloc air forces flew the Pe-2, known to NATO as "Buck." It went out of service in 1954.

—Walter J. Boyne

This aircraft: Soviet Air Force Pe-2 Bort 8 Red as it appeared in August 1945 when assigned to 34th Bomber Air Regiment in Nikolayevka.



In Brief

Designed by Vladimir Petlyakov ★ built at Kazan Aviation Plant ★ first flight Dec. 15, 1940 ★ crew of three—pilot, navigator-bombardier, gunner-radio operator ★ number built 11,400 ★ two Klimov M-105 liquid-cooled V-12 engines ★ armament two forward-firing and two rearward-firing 7.62 mm ShKAS machine guns (later, 12.7 mm guns) ★ ordnance load up to 3,250 lb of bombs ★ max speed 335 mph ★ cruise speed 265 mph ★ max range 930 mi ★ weight (loaded) 18,780 lb ★ span 56 ft 3 in ★ length 41 ft 6 in ★ height 13 ft 1 in.

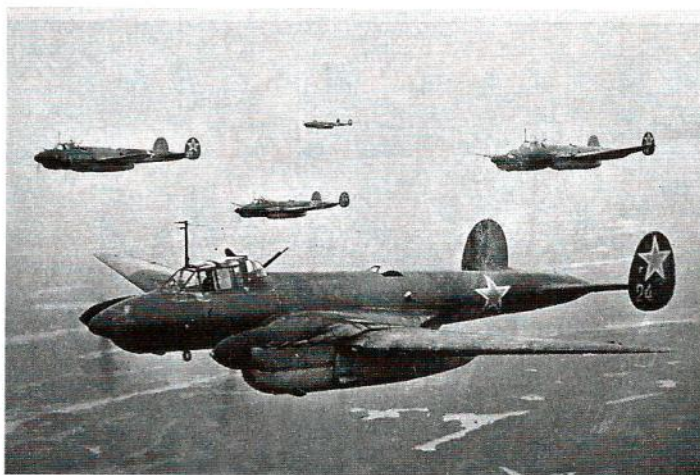
Famous Fliers

Notables: Maria Dolina, Nadezhda Fedutenko, Klavdia Fomicheva, Alexei Khripkov, Valentin Markov, V. E. Nestertsev, I. S. Polbin, Pyotr Stefanovski, A. Tsurtsulin. **Test pilots:** Georgy Baydukov, N. Fedorov.

Interesting Facts

Flown by unusually large number of women pilots ★ took the life of Petlyakov in 1942 crash ★ built in 17 variants ★ used against Soviets by Finns flying captured models (supplied by Germany) ★ nicknamed "Peshka"—"Pawn"—by Soviet pilots ★ made conspicuous contributions in battles for Moscow, Stalingrad, Kursk, and Berlin ★ assigned initially to front-line ground units ★ stalled at high angles of attack ★ equipped with ShKAS machine gun that could easily jam.

From the USAF *Air Force Magazine*



Pe-2 bombers on a mission over the Karelian Isthmus in the summer of 1944.

TASS photo by G. Chertov

NAME THAT PLANE: THE LIBELLULA — 1945

The M.39B Libellula (from Libellulidae, a taxonomic family of dragonflies) was a Second World War tandem wing experimental aircraft built by Miles Aircraft; a scale version of the M.39 design proposed by Miles to meet Air Ministry specification B.11/41 for a fast bomber. The M.39B was used by Miles to generate data from which the M.39 design was improved but the M.39 project was cancelled and the B.39B broken up.

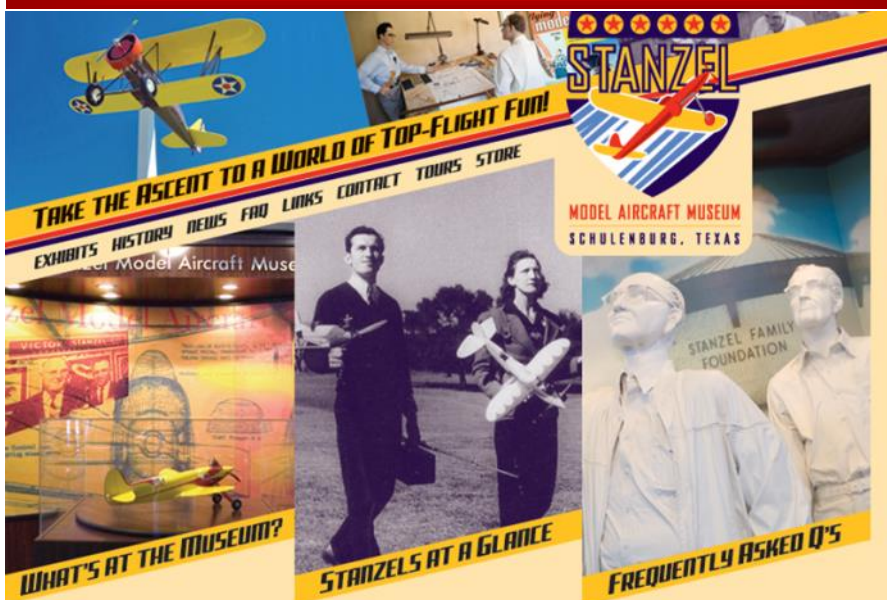
Though it had some problems, the earlier M.35 proved sufficient to show the idea had merits, and the larger M.39 was drawn up as a twin-engine design prepared to meet Specification B.11/41 which had been issued by the Air Ministry for a high speed bomber. The specification had been written for the P.1005 proposal by Hawker, powered by two Napier Sabre engines, estimated to achieve 400+ mph at 25,000 ft. and deliver a 2,000 lb. bomb load over 1,600 miles.

The P.1005 was cancelled after several delays on behalf of the Air Ministry and before Miles submitted his design to the Ministry in July. In November 1943 a full-size prototype (to use the serial RR910) was ordered, but not built. Until the intended (three) Power Jets with



2/500 turbojets were available the M.39 would have had two Rolls-Royce Merlin 60 inline or Bristol Hercules VIII radial piston engines. The M.39 would have a crew of three in a pressurized cabin. As well as the bomb-bay amidships, the M.39 would carry two fixed 20 mm cannon in the roots of the forward wings.

A Model Airplane Museum is located in Schulenburg, Texas



If traveling through Texas plan on stopping by the *Stanzel Model Airplane Museum* for a dose of some model airplane history.

In 1929 *Victor Stanzel* began building solid model airplanes and selling them to cadets and aviators across the United States. He then expanded his business, converting a spare bedroom of his family's Schulenburg farmhouse into a manufacturing center and ultimately creating a museum.

The "Gateway to the Rolling Hills" is Schulenburg, Texas located between Houston to San Antonio on I-10 or on State Highway 77.

British Airways: In-Flight Announcement

Shortly after a British Airways flight had reached its cruising altitude, the captain announced: "Ladies and Gentlemen, this is your captain. Welcome to Flight 293, non-stop from London Heathrow to New York. The weather ahead is good, so we should have a smooth uneventful flight. So, sit back, relax, and... OH MY GOD!" Silence followed.

Some moments later, the captain came back on the intercom "Ladies and Gentlemen, I'm sorry if I scared you. While I was talking to you, a flight attendant accidentally spilled coffee in my lap. You should see the front of my pants!" From the back of the plane, an Irish passenger yelled...

"For the luvva Jaysus...you should see the back of mine!"

ARIZONA ELECTRIC FESTIVAL



The 10th Annual Arizona Electric Festival was held in Phoenix. We had approximately 15 CVMA members attending. Our own Rick Nichols was one of the fliers.

The flying day on Saturday January 25th was superb with lots of fliers.

