



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



AMA Chapter #3798

IMAA Chapter 705

March 25, 2014

Volume 17 Issue 3

w.chinovalleymodelaviators.org

"To create an interest in, further the image of, and promote the hobby/sport of radio controlled aircraft"

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JOHN STEWART'S PETE-N-POKE



John Stewart's Great Planes P-n-Poke modified to the Scout version (single seat) powered by a Saito 56.

When asked by a spectator how much money RC flying takes:

"Why, all of it!"

**Member Len Brown Says:
"How our Limey members pilot their gliders."**



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

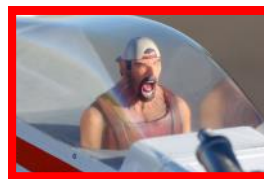
Some very important decisions were made at the March Chino Valley Model Aviators monthly meeting. The Solar charging system at the field was starting to show its age and several options had been examined. It was decided that the existing Harbor Freight system would be repaired with the purchase of 3 more solar panels at a cost of \$150.00. This temporary fix will keep the charg-

ing station running until the proposed \$1600.00 deluxe system can be installed next year.

The club members have decided to expand the cabana area to accommodate increased activities at the field. A relatively low cost ready-made 30 foot cabana has been identified, and work has started on preparing the area east of the existing cabana. Existing fencing and trash will be removed at an

upcoming cleanup day. A concrete slab will be poured once the land has been leveled for the new structure.

The flying field is still open for flying during the renovations so come on out and enjoy the nice weather.



MARK YOUR CALENDARS

CVMA EVENTS

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

CVMA MEETINGS

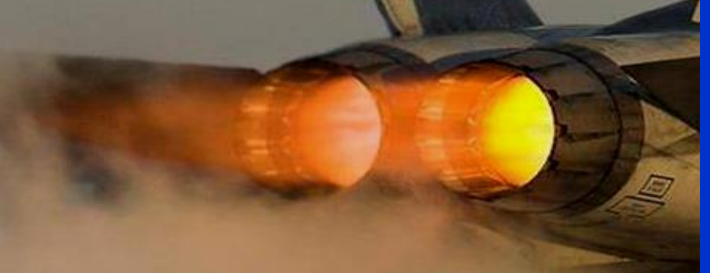


Third Wed. of each month at 7pm.
Prescott Airport



**New Field Sign:
Last person out
lock our gate
Please!**

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

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IMAA Chapter #705



- President — Randy Meathrell
- Vice President — Steve Shephard
- Sect. /Treas. — Rick Nichols
- Flight Instructor — Mike Kidd
- 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!



Saturday 22 February was a busy day at the field.



Don Ferguson's parachute, see top of page 5.

Bob Noulin's little foam electric.



Jay Riddle's EDF Haboob.



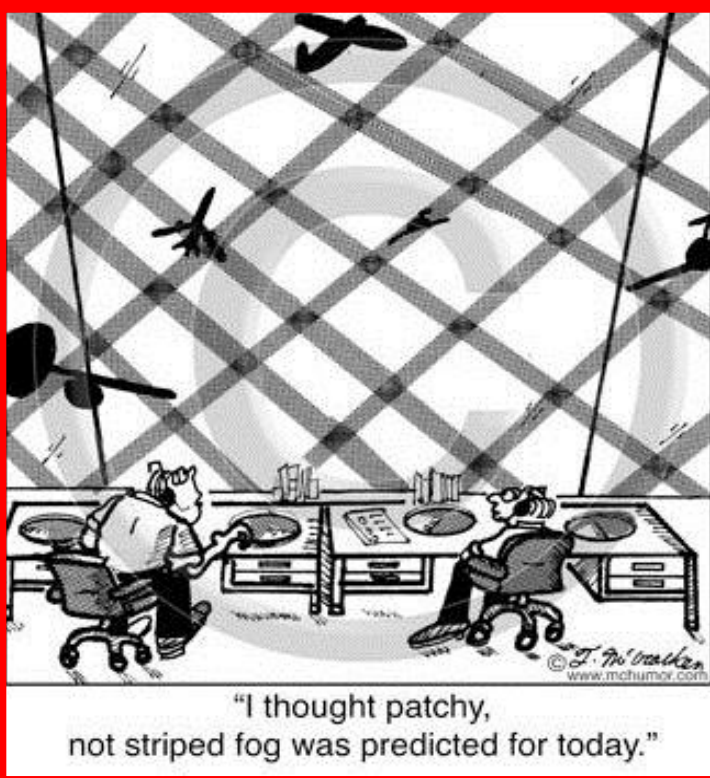
Adam Reynolds EP foam P-38.



March Pylon Races at the Mercy of Arizona March Winds



Our March 15 races well attended but the wind took over after only two heats. Races will be another day.



Air Force Capt. Philip Gunn participates in a flyover during the burial ceremony of retired Brig. Gen. Robinson Risner on Jan. 23, 2014, at Arlington National Cemetery. Capt. Risner was the Air Force's 20th ace and survived more than seven years of captivity as a prisoner of war in Vietnam.

March T-28 Pylon Race a Brisk Affair But Well Attended

Pilots and their lap callers concentrating.



Lap counter in operation.



Pylon wind indicator.

Our March 15th Pylon Race was a blustery affair with 15-20 mph winds. We had 12 pilots register with three official heats before calling it off. The five dollar runway fee was returned but a number of the pilots donated their fee to the club. It still was a blast of fun.

A big thank you to member *Don Ferguson*, his work organizing this is greatly appreciated.

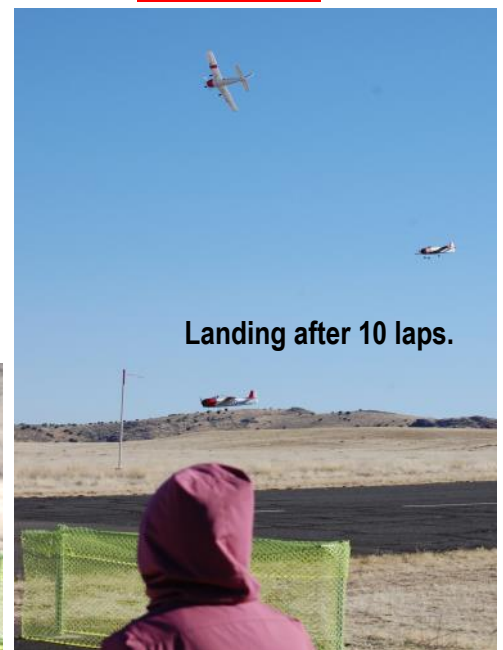
THANKS DON!



It gets crowded around the pylon!



Safety hard hats in use.



Landing after 10 laps.



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

March 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 Barb Riddle. There were 34 members were in attendance.

Guests tonight were *Richard Voner* and *Pam Kitt*. New member, joining CVMA tonight was *Dan Avilla*

Randy announced that we will have a clean-up party 3-21-14, 9:00 AM. Also announced, we have new batteries for the charging station and 3 new Solar Panels. Sedona is having a Fly In on May 2-3-4 and it would be good if the members that are able to support their club.

Jay Riddle explained the plans for the new concrete and cabana. A motion was made to rescind the motion made at last months meet-

ing approving the work. The motion was seconded by Don Crowe and passed. After much discussion *Marvin Jones* made a motion to approve the new proposed project with a maximum cost of \$10,000.00. The club will provide \$2500.00 initially and repay Jay Riddle as we can over the next 3-5 years. The motion was seconded by Vic Block and passed.

Rick Nichols reported that the town has proposed plans to add a R.V. park near our field and run electricity to the new police range adjacent to our field. This may make it feasible to have electricity ran to our field in the future.

Randy thanked *Don Ferguson* for his work as Activities Director and for putting on the T-28 races. Don has his CD Rating now. May 10 will be our next event. A combat day with a swap meet.

Charlie Gates our Safety Officer reported that he has observed a lot of safe flying. He reminded everyone to stay out of the way of the danger areas of a propeller on the flight line. Especially for observers.

V.P. *Steve Shephard* asked us not to leave flight boxes and airplanes on the tables in the cabana and the flight line. The tables are for assembling your planes and not for storage. Others need to use the tables when they come to fly and cannot do so if they are full of parked equipment. Flight Boxes and tools can be stored under the tables when not in use and airplanes can be parked along the fence outside the pits, or in the marked pit areas.

Randy announced that *Mike Kidd* is our new Flight Instructor. Randy also thanked *Terri Shephard*

for the refreshments.

SHOW & TELL

Randy Meathrell brought his Cloud Glider, *Chuck Colwell* showed his Goldberg Bi-plane he is building, *Larry Parker* brought his new Extra 300-A and *Don Crowe* showed his AeroSky 3D plane.

RAFFLE

A \$25.00 Tower Hobby Gift Cert was won by Walt Findlay. Ricky Flores won a Slo-Stick Plane and a screw driver set.

Mike Kitt won the \$50.00 Valley Hobby Gift Certificate, *Jerry English* took home a Piper Cub Airplane. *Jay Riddle* won 2 X-acto knife sets, *Len Brown* took home a Magnetic Parts Tray and *Mike Kitt* won a tape measure. Minutes submitted by Secretary/Treasure Rick Nichols.

Meeting adjourned: 8:45 pm.



Chuck's big Goldberg Bipe.



Larry's cool Extra 300A.



Randy's new Cloud Glider.



Don Crow's nice AeroSky 3D.

Meeting Photos courtesy of *Rick Nichols*

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.

Even the Full Size Birds Taxi with Full Up Elevator!



Vintage Wings of Canada's Supermarine Spitfire Mk XVI taxis out in the thick grass and uneven ground with a technician on the tail and full up elevator to avoid a nose-over should she hit a rough spot.

2.4 ANTENNA ORIENTATION



There still seems to be confusion on how to best orient the transmitter antenna on 2.4Ghz radios.

The stubby 2.4 antennas rotate at the base from horizontal to vertical as well as 360 degrees on their axis, resulting in an almost infinite number of ways to point.

Both JR and Futaba systems use multiple, short antennas and both recommend they be oriented 90 degrees to each other as pictured above.

Electric Flying at Our Field

Members, Give All Electric Flyers a Helping Hand:

Help out the club by charging your batteries before coming to the field. With the increase in electric power for our models we need to slowly upgrade our charging station and system, it can't keep up very well. Charging your batteries the night before flying is a good idea. Help out, charge at home before coming to the field.

SAFETY IS ALWAYS AN ISSUE

When thinking about where our field is located and its distance from town and first aid help it is imperative we stress safety. On weekends and holidays an injured individual may have to go all the way into Prescott for help.

The emergency room in Prescott takes precious time. This happened to your editor. Here is where having a friend help you get into town can be important. Flying alone is OK but what about safety? Always think safety before going out to fly.

Safety will determine in large part where our hobby goes in the future. This concept is discussed in the lat-

est issue of *Model Aviation* (April). Active RC modelers should read this safety column on page 101. That safety column in our monthly magazine should be one of the first you turn to and read by all those in our hobby.

We all have seen probably three or four of the quad copters at our field, they could have a very major impact on how our hobby is perceived by the public.

Having our secretary/treasurer as a member of the Chino Valley Chamber of Commerce is a big plus for the club and has been discussed here before.

Rick insures the leadership of Chino Valley all get invited to our field activi-

ties and we spend time with these folks when they visit the field. Next time you see a strange face at the field introduce yourself, it could be one of Chino Valley's shakers and movers. As far as that goes we all should be friendly to new faces and our club is getting a good reputation for this friendly approach.

Your editor has visited a number of fields since being a member of AMA and other clubs and has noticed some clubs are good at this friendly face approach while others aren't.

Some clubs are friendly but don't project that to the public so they can be misperceived as not friendly. So say "howdy" to the next stranger at the field.

Air Power Classics

Lockheed's U-2 Dragon Lady



Artwork by Zaur Eylanbekov

The Air Force's U-2 Dragon Lady spyplane is one of the most famous and successful aircraft of all time. Lockheed produced the long-range, high-altitude reconnaissance craft to meet an urgent need to overfly heavily defended Soviet territory and snap photos of missile emplacements and other military targets. These flights led to the May 1, 1960, downing of a U-2 flown by Francis Gary Powers, who was captured, tried, imprisoned, and subsequently released by the Soviets.

The U-2, designed by the renowned "Skunk Works" under the supervision of Kelly Johnson, emerged from a series of 1950s-era programs. It is a single-engine, all-metal, single-seat aircraft with an ultralight structure, very-high-aspect-ratio wings, and a bicycle-style and wing-tip-strut undercarriage. Because it takes the airplane so long to descend from its very high flights (70,000+ feet), a pilot must wear a "space suit" at all times. At first, film from U-2 cameras had to be developed on the ground. Successive versions brought more-sophisticated

construction, change in dimensions, and continuously improving reconnaissance equipment. All versions have been difficult to fly. There have been many losses.

The U-2 was initially operated by the CIA (with USAF pilots) and then by the Air Force directly. In 1962, its photographs revealed Soviet missile installations in Cuba, and Maj. Rudolf Anderson Jr. was shot down and killed on one of the Cuban overflights. The U-2 routinely overflew the Soviet Union, communist China, North Vietnam, and Cuba. It has served in every US combat area for half a century. Plans call for it to remain in action for years to come.

—Walter J. Boyne

This aircraft: Air Force U-2S—#80-1069/BB—as it appeared in October 2011 when deployed to Osan AB, South Korea.



In Brief

Designed, built by Lockheed ★ first flight Aug. 4, 1955 ★ number built 90 ★ crew of one ★ endurance up to 12 hr ★ **Specific to U-2S:** one General Electric F118-GE-101 turbojet engine ★ no armament ★ max speed 500 mph ★ cruise speed 440 mph ★ max range 4,600 mi ★ weight (loaded) 41,000 lb ★ span 103 ft ★ length 63 ft ★ height 16 ft.

Famous Fliers

Shot down: Rudolf Anderson Jr. (KIA), Francis Gary Powers. **Other notables:** Pat Halloran, Steve Heyser, Hsichun Hua, Jack Ledford, Leo Stewart, Gimo Yang. **Test pilots:** Darryl Greenamyer, Ray Goudey, Skip Holm, Tony LeVier, Bob Matye, Bob Schumacher, Bob Sieker.

Interesting Facts

Finished second to Bell X-16 in original competition ★ assigned original service life of two years ★ known as Bald Eagle, Dragon Lady, Aquatone, Oilstone, Senior Year ★ flown for CIA by "sheep-dipped" USAF pilots ★ began operations under cover as "weather research" aircraft ★ proved JFK's famous "missile gap" claim was bogus ★ brought down (May 1, 1960) by shockwave from explosions of 14 SA-2 missiles ★ obtained first photos of USSR missile sites in Cuba ★ flew within 10 mph of high or low speed stall for much of the flight ★ requires a pilot, calling out attitude and air-speed from a chase car, to land ★ flew from aircraft carriers (USS *Kitty Hawk*, 1963; USS *Ranger*, 1964, and USS *America*, 1969) ★ operated by USAF, CIA, RAF, and Taiwan ★ faced early opposition from Gen. Curtis LeMay, who had no interest in aircraft without guns or standard wheels ★ used new low-volatility, low-vapor pressure fuel that would not evaporate at high altitudes ★ given "U" designation to denote a "utility" aircraft—a deliberate deception.

From the USAF *Air Force Magazine*



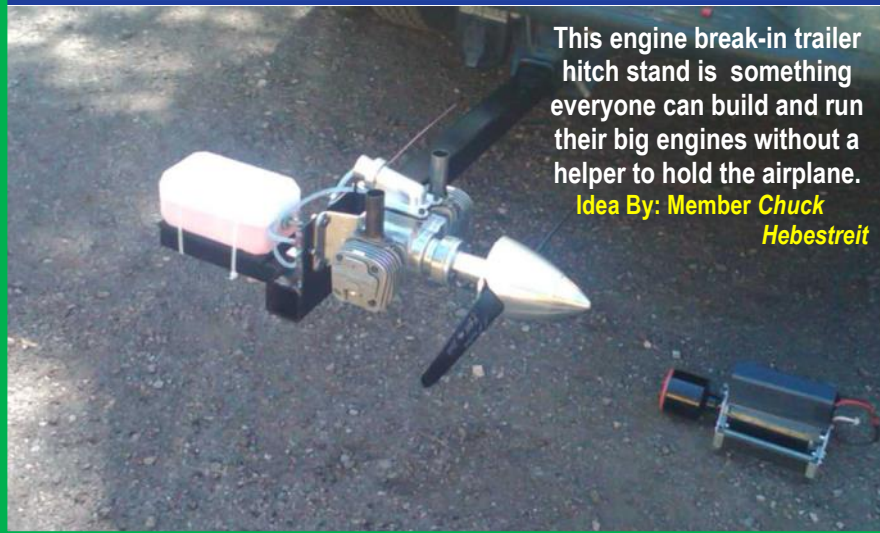
U-2 pilot Francis Gary Powers (right) with U-2 designer Kelly Johnson in 1966, four years after Powers' release from the Soviet Union, where he was imprisoned for spying.

NAME THAT PLANE: THE DORNIER DO-335 PFEIL



The Dornier Do-335 Pfeil ("Arrow") was a World War II heavy fighter built by the Dornier company. The two-seater trainer version was also called Ameisenbär ("anteater"). The Pfeil's performance was much better than other twin-engine designs due to its unique "push-pull" layout and the much lower drag of the in-line alignment of the two engines. The Luftwaffe was desperate to get the design into operational use, but delays in engine deliveries meant only a handful were delivered before the war ended. This was the fastest piston engine fighter of WWII.

Innovative Engine Break-in Method



This engine break-in trailer hitch stand is something everyone can build and run their big engines without a helper to hold the airplane.

Idea By: Member *Chuck Hebestreit*

MEMBER PROJECT: Al Collins' Edge 540



This is Allan Collins' very nice gas engine powered project.

DATA:

The Plane is 3D Hobby Shop's new 92inch Edge 540. It is powered by Desert Aircraft's new DA-70 twin cylinder engine. The servos are all Hitec High Voltage at 486 inch oz. of torque. The plane's weight is 17 3/4 lbs.



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