



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



AMA Chapter #3798

IMAA Chapter 705

April 25, 2014

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www.chinovalleymodelaviators.org

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

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FIELD IMPROVEMENTS UNDERWAY



Member *Chris Corbitt's* father *Wes* is a master at running tractor and excavating equipment. What great job he did for our field redesign project.

"I fly because it releases my mind from the tyranny of petty things . . ."

Antoine de Saint-Exupéry

Bryan Jones 60" Wing Span Electric YB-49



She is very stealthy.

Support Our Local Hobby Shop



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



RC Club Chatter: CVMA President, Randy Meathrell

It has once again been noted that the gate to the flying field has been left open when the last person has left the field. This oversight, forgetfulness and stupidity has got to STOP.

PLEASE..PLEASE..PLEASE don't let this continue to happen. Think of the possible consequences: Theft of our solar panels, theft of our beautiful tables, graffiti, driving on the just updated runway destroying the sur-

face. This and more could happen.

We should all be responsible members of the club, PLEASE start acting like it. Accept the responsibility of insuring that the gate is closed and locked if you are the last person out.

If you are the next to last person out, remind the last person of their responsibility. We have a quality facility to fly our models and the scheduled improvements will make it even

better. Let's not let some one destroy all this by being careless.

Again, **PLEASE** close the gate if you are the last person out!



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

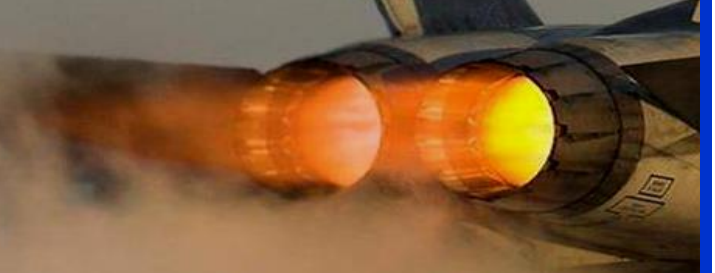
CVMA MEETINGS



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

When flying, always call out your intentions for safety.

CVMA MEMBERS Kick In Your Afterburner...



BUILD SOMETHING, BRING IT TO OUR NEXT MEETING!

CAN YOU NAME THIS PLANE?



Answer on page 8

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!



I'm in a thermal.



Bruce Warren helps Walt Findley get his biplane ready to fly.



Andy Yonkers's orange whirly bird.



Jay Riddle's Haboob



Bob Wurth's Sky Bolt



Randy Meathrell's Yak-54.



Ray Stone's Blue Baby.



Larry Parker helps Bob Wurth with his Sky Bolt.



Randy Meathrell launches Byron Cluckey's little foam glider.



Larry Parker's Rascal.



Randy Meathrell's Edge 540.



Frosty Wells T-34.



Adam Reynolds foam P-38.



Dennis O'Connor's P-47.



Bryan Jones YB-49.





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

April 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*. 35 members were in attendance.

Guest tonight was *Ricky Flores* dad. New member Grant Jensen told the members of his Large Scale Models.

Jay Riddle told of the progress of the construction at the field. A motion was made by *Randy Meathrell*, seconded by *Don Crowe* to add the expense of approximately \$1500.00 for the purchase of a new solar panel system for the new cabana. The motion was passed.

Randy thanked *Wes* and *Chris Corbitt* for the work that they have and will be doing with the new cement areas. We will find a better means of thanking them in the future.

Steve Shephard and *Mike Kidd*

have been working on spraying the weeds that are causing the runway to erupt. It is an ongoing problem. The next step is to heat the bumps with torches and pound them back down with a power tamper.

May 10 is our combat event. *Don Ferguson* is out of state and cannot run the event. Don has the whole event mapped out; it should take only 4 hours or so to complete the event. A volunteer was asked to step in and take the event over. A show of hands was asked for to get a volunteer and nobody raised their hand.

Steve Shephard reported that the gates have been left unlocked on two more occasions. Besides being unlocked members are leaving the numbers on the combination. Steve also again asked the members to remove their planes and boxes from the assembly tabletops after putting their planes together. After your plane is assembled it belongs in the pit areas

and the boxes stored under the tabletops.

Rick Nichols read the Treasures report. A motion was made to approve the report, seconded and approved.

Safety Officer Charley Gates reminded the pilots to call out all of their taxiing, take off; landing intentions along with which direction they will be executing the actions. Also be loud and clear in announcing your intentions to crossing and re-crossing the runway. Look both ways before doing so. *Charlie* noted that the pilots have been doing very well with safety issues.

Rick Nichols reported that he was amazed that out of a audience of 35 members that not one would volunteer for the task of running the Combat Event in *Don Ferguson's* absence.

Randy thanked *Barb Riddle* and *Milt Vought* for the refreshments.

YAK, *Jerry English* showed his new Fun-Bat, *John Walker* showed his Tin Can Pepsi WWII airplane and told the story of how he acquired it from our deceased WWII past member and Flying Ace *Steve Crowe*, he donated it to our club.

President *Randy* showed his Foamy YAK and his new Electro- Stick that he converted to a Tri-Gear airplane. *Mike Kidd* brought his Bixler design foamy. The re-built Fi-156 German Storch was shown belonging to your Newsletter editor *Bob Shanks* and *Craig Hale* showed his Foam Spitfire and Air hog glider. Thanks *Craig* for donating the twin engine foamy to the raffle.

Raffle

The door prize of a battery went to *Milt Vought*. The Honorable *John Walker* won the Valley Hobby \$50.00 Gift Certificate.

Tom Wells won the beautiful X-acto set. *Ken Shephard* won the Slo-Flyer Airplane. *Sparky Thornton* won an Electric Motor and a Magnetic Parts tray. *Rick Nichols* won a soldering iron and the foam twin engine plane donated by *Craig Hale*.

Bill Lindenthaler won a gallon of fuel. *Jerry English* won a Book and Calendar and a bottle of glue and finally *Milt Vought* won an auto pilot.

Meeting closed at 8:30



Bob's Hyperion



Randy's Yak



Bob Noulin brought his Hyperion 46



Bob's Storch



Randy's Stick



Judge Walker



Craig's Spitfire



Craig's glider



Mike's Bixler

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.

Two Pit Areas, Left and Right of the Pilot Stations



THE BEST CLUE FOR FOAM

More and more modelers are turning to foam as a quick and inexpensive way to build models. We all know foam and CA don't get along so what clue should you use?

If you are building a large foam project foam safe CA will work but it is expensive, save it for repairs. Try using Gorilla Clue. It is good for repairs as well. The glue foams up and fills cracks and seems to adhere well. Don't get any on your hands it is extremely difficult to almost impossible to get off.

For repairs one can also use foam food containers. They may be thinner than the foam you are using but they can be built up to a desired thickness.

If painting foam use model enamel paint it won't attack the foams we use. Always test your paint or glue on a piece of scrap foam to insure it won't damage your project.

DON'T FORGET TO LOCK THE GATE

MEMBERS:

LOCK THE GATE WHEN LEAVING, IF YOU ARE THE LAST ONE OUT.

WE ALL MUST REMEMBER TO LOCK THE GATE.

**THIS MEANS SPINNING THE LOCK A FEW TIMES AFTER FASTENING IT
TAKING IT OFF THE COMINATION NUMBER.**

SAFETY IS ALWAYS AN ISSUE

Calling out your intentions not just for new members but is for all of us. One of our new members was reminded to call out his intentions for safety but he also noticed some of the long time members occasionally letting that slip. For safety always call out your intentions and if possible let the individual know you heard it if you are flying.

Also if bringing out tools make sure you gather them up especially if they are sharp like this X acto blade that came out of its handle when someone was working on a plane at one of the tables. It could've gone unnoticed by another member and while

placing his plane on the table and might easily have gotten cut.

Also make room for others on the our tables. Each table has a shelf and then there is the concrete floor for your tool box or other needed equipment. Make room for those coming to fly so they can safely assemble their models.

Also don't leave planes sitting on the tables, we now have lots of display room in both pit areas for easy access to fly.

All members have done a great job of observing safety, especially now with the field in various stages of construction. So be aware when coming to the field you will see various types of



X acto blade stuck in table.

equipment there and some construction debris so exercise additional safety procedures. We already have one of the best RC fields anywhere and the best is yet to come.

Always think safety during these construction times.

CVMA Field Under Improvement

We are working hard to make our flying field one of the best if not the best in Arizona, membership has given the go head to add a gate just adjacent to the charging area so pilots can bring bigger planes in to set up without clogging up the pathway from the cabana to the pit area. This all will be paved with *Jay Riddle* so graciously consenting to design and financially back our endeavors.

The bleachers will be relocated with a retractable shaded cover of some kind for spectators.

The shed had to be moved and that area leveled off, it was 13" higher than the side walk.

We are also adding a raised area in front of the pit area for T-28 races so the time keeper and scoring can be done with a view of the racing.

The following pictures show what we have been doing.

A big thank you to *Wes Corbitt*, member *Chris Corbitt's* father who did the grading and ground work, *Jay Riddle*, *Greg Arnold*, who was assisting Wes and *Steve Shephard* our CVMA Vice President and *Randy Meathrell*, President.

The storage shed was also moved about 10 feet with the bleachers now on one side so a shade can be put over the seats during our races and fun fly. Of course fences flag pole and other items removed will be replaced.

Big area now opened up for better access.



Steve Shephard running the Bob Cat



Jay breaking up concrete.



Future raised area.



NAME THAT PLANE: DOUGLAS XB-42 MIXMASTER

The *Douglas XB-42 Mixmaster* was an experimental bomber aircraft, designed for high speed. The unconventional approach was to mount the two engines within the fuselage driving a pair of contra-rotating propellers mounted at the tail, leaving the wing and fuselage clean and free of drag-inducing protrusions.

Two prototype aircraft were built, but the end of World War II changed priorities and the advent of the jet engine gave an alternative way toward achieving high speed.

The XB-42 was developed initially as a private venture; an unsolicited proposal was presented to the United States Army Air Forces in May 1943. This resulted in an Air Force contract for two prototypes and one static test airframe, the USAAF seeing an intriguing possibility of finding a bomber capable of the Boeing B-29 Superfortress' range without its size or cost.

The aircraft mounted a pair of Allison V-1710-125 liquid-cooled V-12 engines behind the crew's cabin, each driving one of the twin propellers. The pilot and copilot sat under twin bubble canopies and the



bombardier sat in the extreme front behind a Plexiglas nose.

Defensive armament was two 0.50 in (12.7 mm) machine guns on each side in the trailing edge of the wing, which retracted into the wing when not in use. These guns were aimed by the copilot through a sighting station at the rear of his cockpit. The guns had a limited field of fire and could only cover the rear, but with the aircraft's high speed it was thought unlikely that intercepting fighters would be attacking from any other angle.

Repair Your Damaged RC Model

We all have models we really like to fly and it is a pain when we damage them or have a crash.

Set aside that damaged plane and don't look at it for a while. Then reexamine it again and you might be surprised at how it might be repaired back to flying condition.

Your editor likes the WWII German Fi-156 Storch, it is so ugly it's beautiful (In his eyes)!

Last year his EP Fi-156 went in shortly after takeoff and demolished the nose. There was a short in the main battery and it lost power just after lift off. The entire nose was destroyed. The plane has flaps and slats and can really slow down. The history of this plane is very interesting to read.

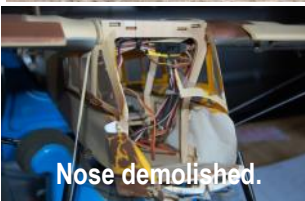
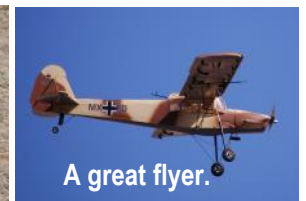
Your editor dusted it off and decided to repair it but with ARF's there usually are no plans so he had to draw some up and figure it out. He was able to get a replacement cowl. Here's the process in pictures.



Just after completion in 2013



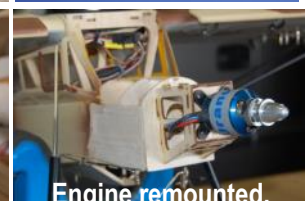
A great flyer.



Nose demolished.



New nose fabricated.



Engine remounted.



Cockpit rebuilt.



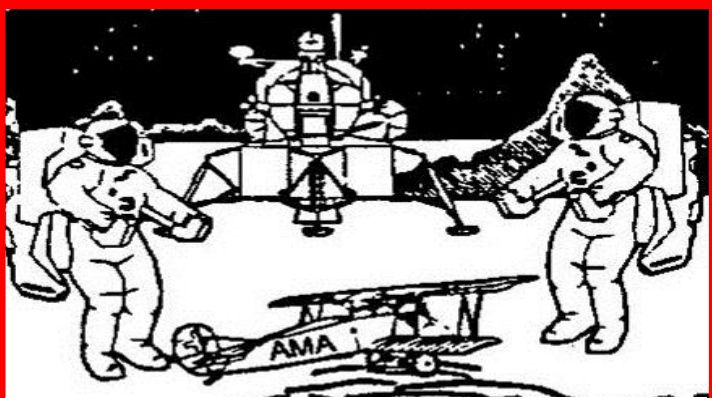
Nose rebuilt.



Ready for touch up paint.

Repaired ready to fly again!





"I have no idea how it got here!"

Take Offs in an 8 hour period at LAX April 2014



Administrative Law Judge has Ruled on FAA Banning Commercial UAS/Drones



On March 6, 2014 the National Transportation Safety Board (NTSB) Administrative Law Judge ruled that the FAA policy banning the commercial operation of unmanned aircraft is unenforceable.

This came as part of the judge's ruling on a motion to dismiss an FAA Order of Assessment. Raphael Pirker was fined \$10,000 for allegedly operating an aircraft in a careless and reckless manner.

The FAA has since appealed the decision to the full NTSB Board.

First Practical Steam Powered Airplane Flew in 1933

The first practical steam powered aircraft was demonstrated by the Besler Brothers on April 12, 1933 over Oakland, CA. It was powered by a steam boiler that was so quiet that spectators on the ground could hear the pilot calling to them. Ten gallons of water were sufficient for a flight of 400 miles.

The advantages of the "Besler System" that were claimed at the time included the elimination of noise and vibration, greater efficiency at low engine speeds, more power at high altitudes (where lower air temperatures assisted condensation), reduced likelihood of engine failure, reduced maintenance costs, reduced fuel costs (fuel oil was used in place of petrol), reduced fire hazard (oil is less volatile and operating temperatures were lower) and a lack of need for radio shielding

