



AMA Chapter #3798

**Chino Valley
Model Aviators, Inc.**

Official News Letter



June 25, 2014

Volume 17 Issue 6

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 CEMENT POUR UNDERWAY IN MAY



Andy Younker's grandson Ethan is ankle deep in cement as Chris Corbitt, on the ground, and his dad Wes work to level the cement in front of the new field canopy.

The recipe for perpetual ignorance is to be satisfied with your opinions and content with your knowledge.

Support Our Local Hobby Shop



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

B-29 "Fi Fi" Visits Prescott



See page 8.



RC Club Chatter: CVMA President, Randy Meathrell

AHH Spring in Arizona, warm temperatures, abundant sunshine and cool breezes ... er WINDS... LOTS OF WINDS... the nice flying weather this winter has turned into Spring WINDS that sometimes top over 50 Mph.

This is a perfect time for all members to build that special model you always wanted or repair and maintain your radio equipment for better days. Rick Nichols has assured me that

better days are just around the corner, so get that model ready. Giant improvements are being made at the flying field and Jay Riddle assures me that the construction work will be done soon.

A new High Capacity Lipo charging station is in the works along with tables for the new cabana. An improved storage area is also being discussed. If you haven't been to the field in the last few months

come on out and take a look.

Don't forget to thank Jay and Barbara Riddle, Wes and Chris Corbett and all the members that are working hard on your behalf.



MARK YOUR CALENDARS

CVMA EVENTS

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

TAKE YOUR TRASH HOME

If you bring it you take it home!
Keep the field looking good despite our construction.

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 — 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



Bob Wurth's Sky Bolt!

Craig Hale's foam bipe creation.



Our intrepid Secretary/Treasurer Rick Nichols with his EP Stick.



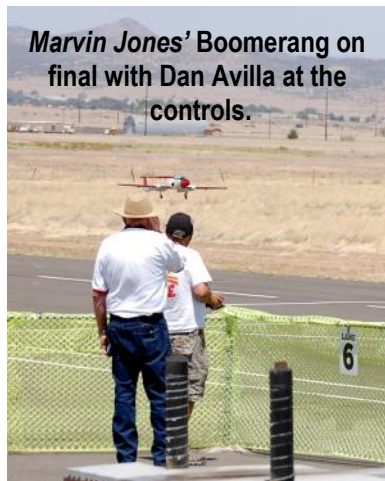
"Bandit" on high speed pass.



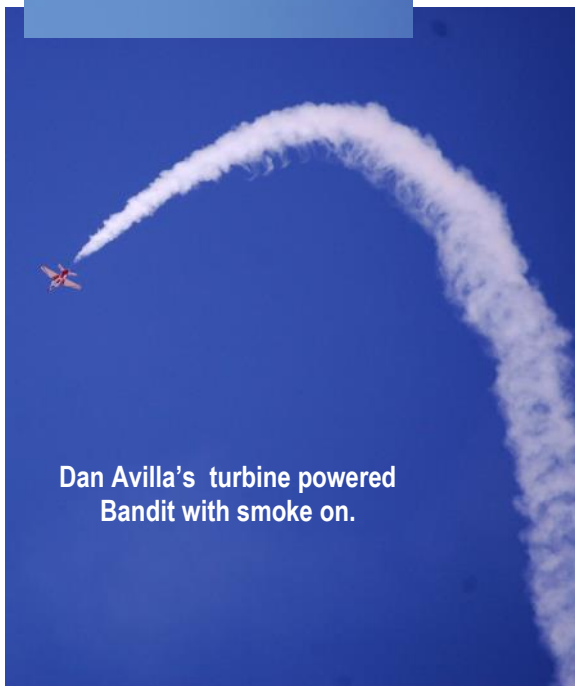
Bruce Warren's cool camo Stick.



Marvin Jones Boomerang.



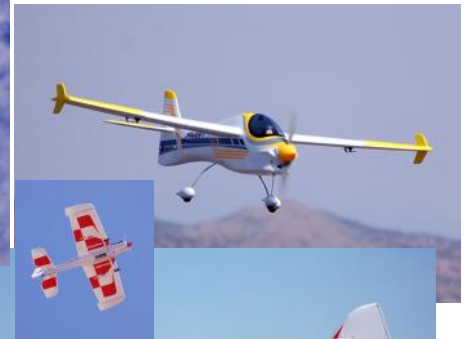
Marvin Jones' Boomerang on final with Dan Avilla at the controls.



Dan Avilla's turbine powered Bandit with smoke on.



Dennis O'Connor's Japanese racer.



Rick Nichols' Vision Aire.

Search and Rescue Gear Tested at Our Field

Member *Judge John Walker* is a member of the Jeep Posse. The Yavapai County Jeep Posse is an all volunteer organization dedicated to serving the needs of the citizens of Yavapai County in Search and Rescue missions, as well as County-wide Forest Fire evacuations.

Working under the direction of the Yavapai County Sheriff's Office, the Posse provides the 4X4 mobile units required in these life saving activities through the dedication of Posse members' time, vehicles and equipment on a 24-hour-a-day, 7-days-a-week, year-round basis. In addition, the Communications Squad staffs the Sheriff's Mobile Command Post (MCP) or the Posse's Command and Communication Vehicle (CCV) during search, rescue, fire evacuation and other missions.

Using a GPS guided RC plane could come in handy for locating lost individuals or just getting a "birds eye" view of a situation. Our president *Randy Meathrell* has been working with John on setting up an RC plane for posse use.



John getting the EP plane ready for a test.



Randy and John setting up the GPS software.



Gear set up for a test hop.



Randy flies, John works the software.



U-2 DRAGON LADY

The Many Lives of the U-2



Initially projected to have an operational life of just two years, the U-2 would go on to see service in every subsequent American war, while showing remarkable versatility as a non-military aircraft. When equipped with a wide variety of sensors, the U-2 has morphed into everything from a high-tech NASA platform for conducting physics experiments to a high-altitude tool for tracking the migration of destructive spruce bark beetles through the forests of Alaska.

Today, U-2s are used as aerial eavesdropping devices; U-2s survey dirt patterns for signs of makeshift mines and IEDs over Iraq and Afghanistan, making these dynamic high-flyers as effective today as they were nearly 60 years ago.

Members of the 380th USAF Expeditionary Aircraft Maintenance Squadron get ready to place pogo, or outrigger, wheels on a U-2 Dragon Lady moments after landing at an undisclosed location in Southwest Asia, on 24 March 2014. The pogos are used to support the aircraft's extended wingspan during taxi prior to take off and after landing.



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

June 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 John Walker; 39 members were in attendance.

Randy reported on the death of member *Byron Cluckey*. A card was passed around for members to sign and Randy and Carol will be taking flowers to *Mrs. Byron Cluckey*.

Jay Riddle told of the progress of the construction at the field. A new storage building is also in the works. New benches and charging table are being finished in Jay's workshop.

Bud Mellor reported on the Warbird Races. Will need help for the event from our members. The races are on August 16th.

Max Bandy reported that he has taken over the management of Barryfast Park and it is now Valley Hobby R/C Park. Pilots that wish to fly there need to register at the Hobby Shop one time only and also need to be an AMA member.

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

Safety Officer *Charlie Gates* reminded us that we should align our airplanes parallel to the runway outside of the pits when taxiing in and retrieve our airplane outside of the pit area and not in the pits. Charlie has purchased 5 shovels, 5 rakes and 5 buckets for use as firefighting equipment and it will be stored in an area

available to members.

Charlie posted a sign in sheet for the month of May to study the runway usage. His results were that 26 pilots flew in May (most several times). In May there were 19 electric pilots, 7 pilots flew nitro and 2 flew gas. There will be another sign in sheet posted for July. Please register to give us a good idea of field usage. Charlie also asked members to consider plaques honoring our deceased members to be placed at the field.

Flight Instructor *Mike Kidd* said he had 1 student at this time and he is doing very well, even landing cross runway in the winds.

Jerry English brought his Indestructible Assassin flying wing. He has the plane is inde-

structible but the prop isn't. *Jason Sanctuary* showed his scratch built foam Cub type airplane.

The *Valley Hobby Door Prize*, a cordless Soldering Iron went to *John Stewart*.

Don Crowe won the \$50.00 *Valley Hobby Gift Certificate*. *John Stewart* won a Tool Kit, *Larry Parker* won a beautiful X-acto Knife kit and an electric motor, *Mike Kidd* won a complete 3-D airplane, *John Walker* won a battery safe sack, *Ricky Flores* won a Cold Soldering gun, *Charlie Gates* won a Boat Propeller trailer hitch insert and *Bob Colianni* won an electric starter.

Meeting closed at 8:20 pm.

Rick Nichols, Sect/Treasurer.



Jerry English and his Assassin Flying Wing.



Max Bandy reports on RC park.



John Stewart won Valley Hobby Door Prize From Cinnamon.



Jay Riddle updates members.



Jason Sanctuary's foam Cub.



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.

Share the Assembly Tables: Use the Second Shelf



Notice the table in the foreground has the top shelf open for someone to use to assemble their model for flying. Share space we have 116 members now.

Also notice the table in the background, someone left their tool box and other equipment on the top shelf.

Don't be a "table hog" members, we have plenty of room to work and more to come as we get the second canopy area up and running. Be courteous for those who come to fly after you our club is growing!

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 COMBINATION NUMBER.

SAFETY IS ALWAYS AN ISSUE

Keeping workshop fumes under control can be an issue. Always look at alternative ways to get fresh air into your work area.

The best way to ventilate is to bring in fresh air and exhaust the contaminated air out of your workshop. That sounds quite logical. It can be done with only one blower to the outdoors and some openings for the air in the rest of the house to come in if your workshop is in the basement or lower level of a home.

One can run a 8" or 10" diameter conduit as is used in hot air heating system and run it from your work room to the outdoors and install a fan or

preferably a blower near where the conduit is coming out. Louvers on the outside wall open by the air motion and close when the blower is off.

Sometimes filtered recirculation is the only practical way to go. It may not be a good as getting fresh air in and vent old air out but for limited hobby use it is much better than nothing.

Having some issues with balsa dust and CA glue fumes? A vented range hood on sale at Sears for \$33. One modeler hung it over his bench and ran 7" vent pipe through the wall to a storage room where it goes into a plastic trash can with a filter over the top. This can help remove the issues of

dust and fumes and also does well with soldering fumes. The light in the hood can be also very nice to help illuminate your work bench. Get creative for safety members.



Recent Cement Pours at Our Field



The last two Saturday's in May saw a lot of concrete getting poured for the field just adjacent to the runway. The larger planes will be able to taxi right out to the runway from the new canopy.



Perspective with new canopy.



Wall just needs the top cap.



The triangular holes are for adjustable supports for large airplanes.

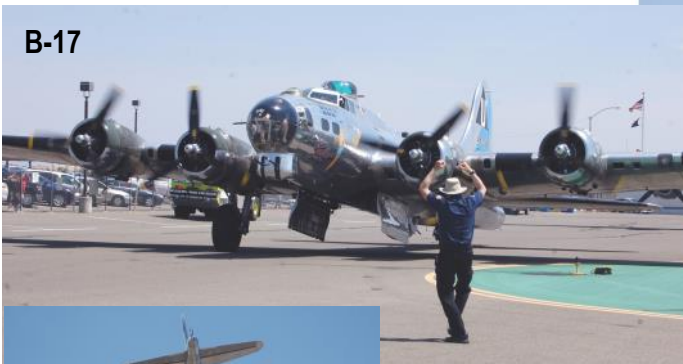


Chris Corbitt works the "mud".

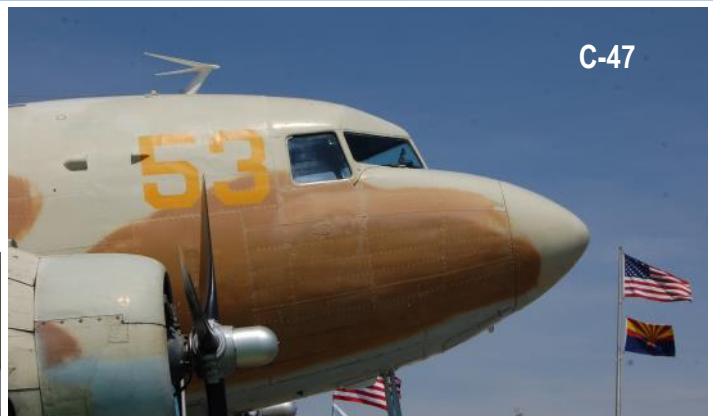
Aviation History Display at Prescott Airport



B-17



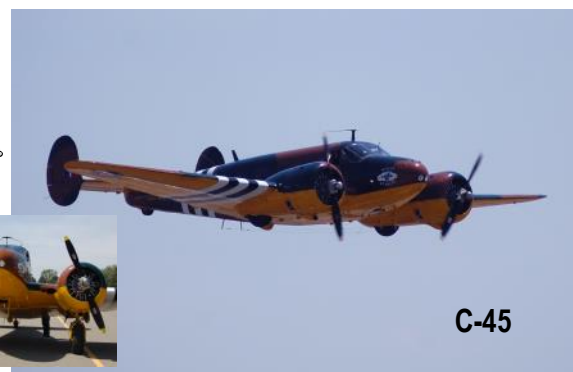
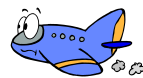
B-29



B-17 Fly Over



Spitfire



C-45



B-28 on Prescott Airport Ramp



B-51 Engine View

NAME THAT PLANE: DOUGLAS F3D SKYKNIGHT

The Douglas F3D Skyknight was the world's first jet fighter designed for use as a carrier-based night fighter. Its radar equipment required a wider-than-usual fuselage, so it was nicknamed "Willie the Whale."

The Navy asked Douglas to develop a carrier-based night fighter in 1946. Specifications included twin-jet power, side-by-side seating for a radar operator, a top speed of 500 mph, a combat radius of 500 miles, an operating altitude of 40,000 feet, and an escape system that allowed the crew to depart downward through the bottom of the fuselage.

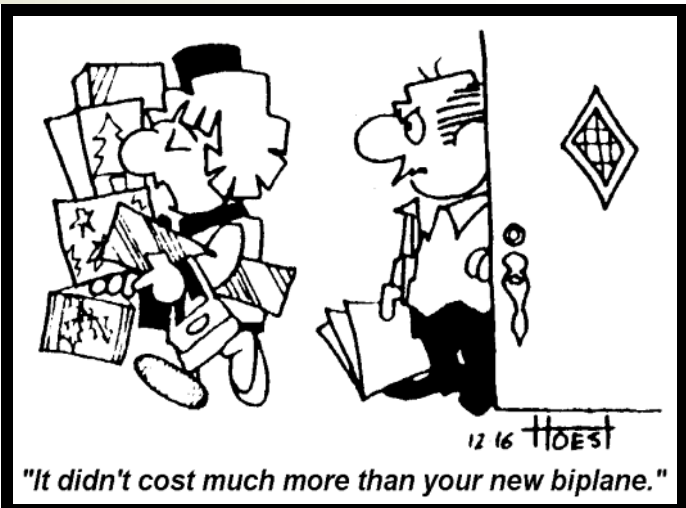
The result was the straight-wing, two-seat, twin-engine F3D. The first of 28 production-model F3D-1s was delivered to the Navy in late 1950, as work began on the more powerful F3D-2. The F3D-2 flew 100 mph faster and had twice the range. It incorporated new electronic and radar equipment, air-to-air rockets, a thicker bulletproof canopy, wing spoilers to improve rate-of-roll, and an automatic pilot.

Douglas produced 268 Skyknights, including several conversions to special-duty variants. During the Korean War, in 1952, an F3D Skyknight shot down a Yak-15 in the first jet-to-jet aerial victory scored at night. One Marine Corps night-fighter squadron went on to rack up the best night-fighter record of the Korean conflict.

After 1953, Skyknights were converted as trainers for radar intercept officers and for use as electronic reconnaissance and countermeasure aircraft during the Cuban Missile Crisis and the Vietnam War. The Skyknight was the only Navy/Marine fighter to fly combat missions in both Korea and Vietnam, and the last was retired in 1978.

The F3D first flew in 1948, had a wingspan of 50 feet and weighed 24,485 pounds with a maximum speed of 478 mph. It carried a crew of two and had four 20 mm guns.

The F3D flew protection for the lumbering B-29's used in the Korean War. The planes' design prevented it from being operated from carriers.



Moisture Proof Seal for Foam Board

Our President, *Randy Meathrell* sent out an email with a link that listed this *Krylon* product, "*Kamar Varnish*" as a sealant for foam board that some modelers have been using.

This information was on *RC Universe* and was posted by a modeler that is using it on his foam board planes. It is available at *Walmart* and other art supply stores.



If you build foam board planes you might want to try this to seal the paper on at least one side for added strength and durability.

Apparently the can says it can be painted over. Might be a nice way to distinguish your Fun Bat combat plane from others when we have combat.

C-47 Whisky Seven Flown Back to Normandy



The famed "Whisky Seven" C-47 that dropped paratroopers for the D-Day invasion was brought out of retirement and flown back to Normandy for the 70th anniversary of D-Day. It's the flag ship for the National War Plane Museum located in Genesco, NY.

This Douglas C-47 Skytrain (foreground), was built in 1944 known as Whiskey 7, flies alongside a C-130J Super Hercules from the 37th Airlift Squadron over Germany, May 30, 2014.

The C-47 came to Ramstein Air Base to participate in D-Day activities, its legacy unit, before returning to Normandy, France, to recreate its D-Day role in dropping paratroopers over Sainte-Mere Eglise, France, on June 6, 1944, as part of the Allied invasion of Nazi-occupied Europe.

USAF Air Force photo

Airpower Classics

Artwork by Zaur Eylanbekov

F-4 Phantom II



The F-4 Phantom II, a highly successful and versatile military design, served concurrently as the front-line tactical aircraft of the US Air Force, Navy, and Marine Corps. The Mach 2 McDonnell fighter-bomber turned in a distinguished combat career, achieving success in US action ranging from the Vietnam War to the Gulf War of the 1990s. It also performed well for Israel in major wars and for Iran in the Iran-Iraq War of the 1980s.

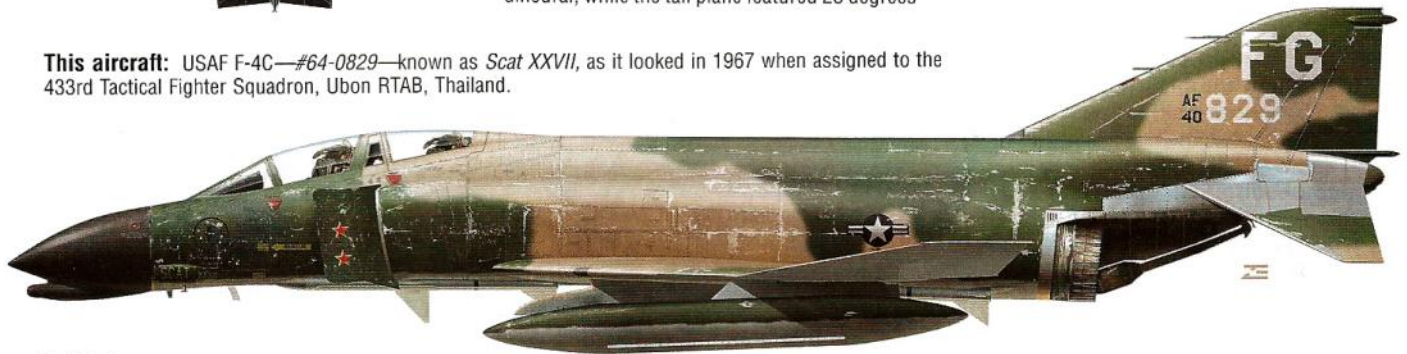
Early design efforts began speculatively in 1953, with the Phantom II's original purpose being a fleet air-defense fighter. Its distinctive twin-engine, two-seat outline conveyed an image of power more than beauty. The outer portion of its 45-degree-swept wings turned up in 12 degrees of dihedral, while the tail plane featured 23 degrees

of anhedral to clear it of wing downwash at high angles of attack. GE J79 engines had automatically controlled variable-geometry air intakes.

The Phantom II evolved through more than 40 variants to achieve excellence in air superiority, close air support, interception, reconnaissance, suppression of enemy air defenses, and more. USAF acquired 2,840, the Navy-Marine Corps team 1,264, and foreign nations 1,091. Foreign customers included Australia, Britain, Egypt, Greece, Iran, Israel, Japan, South Korea, Spain, Turkey, and West Germany. Phantoms remain in front-line service with several nations.

—Walter J. Boyne

This aircraft: USAF F-4C—#64-0829—known as *Scat XXVII*, as it looked in 1967 when assigned to the 433rd Tactical Fighter Squadron, Ubon RTAB, Thailand.



In Brief

Designed, built by McDonnell Aircraft ★ first flight May 27, 1958
 ★ number built 5,195 ★ crew of two (pilot, weapon systems officer or radar-intercept officer). **Specific to F-4C:** two General Electric J79-GE-15 engines ★ armament (offensive) up to 16,000 lb of stores—nuclear bombs, conventional bombs and rockets, and Bullpup, Shrike, and Maverick air-to-ground missiles (defensive), four AIM-7 and four AIM-9 air-to-air missiles, 20 mm cannon ★ max speed 1,485 mph ★ cruise speed 575 mph ★ max range 1,615 mi ★ weight (loaded) 54,600 lb ★ span 38 ft 5 in ★ length 58 ft 3 in ★ height 16 ft 3 in.

Famous Fliers

Aces: Charles de Bellevue, Jeffrey Feinstein, and Steve Ritchie (USAF); Randall Cunningham, William Driscoll (Navy). **Notables:** Robin Olds (triple ace), Michael Dugan, Ronald Fogleman, John Jumper, Merrill McPeak, Michael Ryan (future CSAFs); Gordon Graham, Daniel James Jr., Robert Russ, John Shaud (future general officers). **Other Notables:** R. C. Anderson, A. C. Clark, K. E. Holcombe, Roger Locher, Robert Lodge, T. S. Roberts, John Stone. **Test Pilot:** Robert Little.

Interesting Facts

Became last US fighter whose airman achieved ace status ★ set 16 speed, altitude, and time-to-climb records ★ nicknamed "Snoopy," "The Spook," "Flying Brick," "Old Smokey" ★ given original USAF designation of F-110A Spectre ★ spewed identifying black smoke trails ★ acquired by Royal Navy, which installed Rolls Royce engines ★ built by Mitsubishi for Japan Air Self-Defense Force ★ showed poor performance at high angles of attack ★ used for Wild Weasel radar-killing mission ★ ended long US service as QF-4 drone ★ flown concurrently by USAF Thunderbirds and Navy Blue Angels ★ took name from earlier FH-1 Phantom of 1945.



A four-ship formation of F-4 fighters. The early Phantoms were painted gray (see top three), but by the mid-1960s they were painted in a camouflage scheme (see bottom airplane).

USAF photo