



AMA Chapter #3798

**Chino Valley
Model Aviators, Inc.**

Official News Letter



July 25, 2014

Volume 17 Issue 7

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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MARVIN JONES BOOMERANG DWARFS MEMBERS' REGULAR SIZED RC MODELS



Parked under one of our start-up tables, Marvin Jones' turbine powered model seems like a giant among standard sized models most of us fly. Our new start up area, opening soon, will better accommodate larger models and allow more room to work on them.

RC club members can be divided into three groups:

*Those who make things happen,
Those who watch things happen,
And those who wondered what happened.*

Support Our Local Hobby Shop



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

A SPACE WALKER LINE UP



John Stewart and Max Bandy ready their Space Walkers. This shot also shows two of the old tables that we used to have, we are now quite spoiled by Jay Riddle's metal tables.



RC Club Chatter: CVMA President, Randy Meathrell

ELECTRIC MODEL SAFETY.

That was the important subject at this month's meeting. *Chris Corbitt* and *Andy Yonker* talked about the need to treat electric models and batteries with care and respect. Chris reminded the members that with the battery connected the motor could start at any time.

He reminded us that the model should be handled similarly to how a nitro model is handled when the

motor is running. **STAY behind the model and propeller.** Important safety features identified were a motor arming plug (Available at *Valley Hobby*) and a transmitter kill switch that can be programmed into any computer radio.

Andy talked about the need to treat Lipo Batteries carefully. Our Lipos contain an incredible amount of energy and when exposed to the atmosphere

will burn at approximately 2500 deg. F. Storage should be in a Lipo sack or vented ammo can, and the batteries should **NEVER be left alone while charging.** Also, be extremely careful with a battery after a crash.

To dispose of questionable Lipo batteries discharge with a small light bulb and soak in salt water before throwing them into the trash.

Fly Safe!

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

FLYING AND OTHER RC MISSIONS AT OUR FIELD



Don Crowe's EP "Smart"

Dan Avilla's Stryker he used his launching dolly, see page 7.



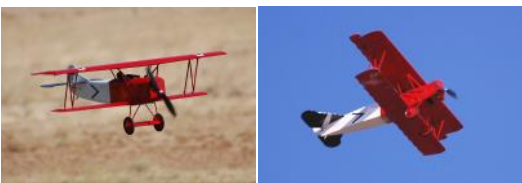
Member "Frosty" Wells T-shirt!



A Western Yellow Breasted Meadowlark on our safety fence checking at the pits, he wants to fly with us.



Bob Wurth starts his Pete-N-Poke while Harvey Hunter walks back from the pit with his plane.



Rick Nichols "Little Fokker" 😊

Jay Riddle pauses to contemplate the field improvements he is so graciously funding for our club. What a great RC philanthropist for our area.



CLUB PILOTS TAKE TO THE AIR



Rick Nichols' Electric Stick



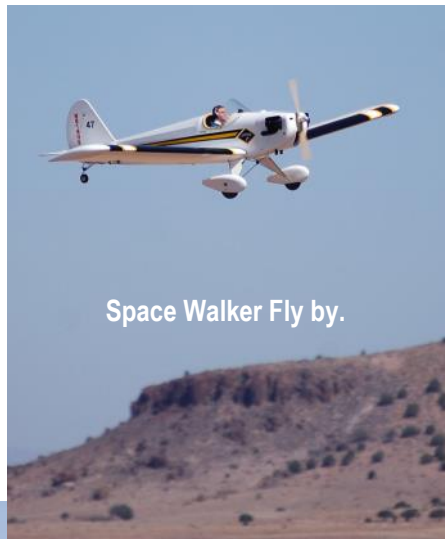
Mike Kidd's T-shirt



Don Crowe brings in his plane for a landing.



Dennis O'Connor's Zero racer.



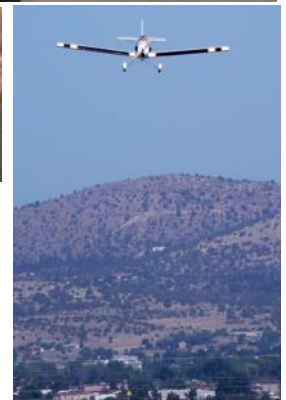
Space Walker Fly by.



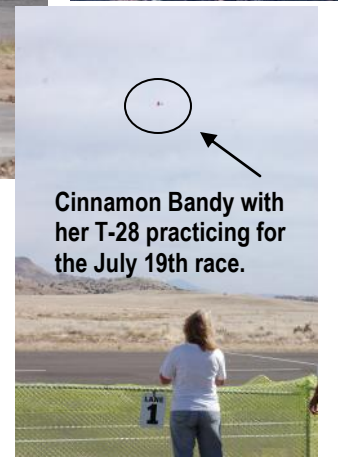
John Stewart and Max Bandy ready the big "Space Walker"



Al Collins DA-120 powered Extra.



Glenn Heithold lands his racer.



Cinnamon Bandy with her T-28 practicing for the July 19th race.



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

July 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 42 members were in attendance. Guests were *Pete and Carmen Hess*.

Jay Riddle told of the progress of the construction at the field. The new Solar Panels are mounted, wiring is not complete yet.

Randy reported that the Vets were interested on visiting our field from time to time to possibly fly with an instructor or be coached on a simulator. A show of hands overwhelmingly supported the plan and the same number of hands indicated that they would volunteer their services with the project. This could be held on a monthly basis. Randy will follow up.

T-28 races are this Saturday the 19th. 8 pilots present at the meeting indicated they would participate.

Friday July 18th will be a work

party to clean up the field.

August 16 will be RC Pro Pylon Races. *Bud Mellor* told of the help he would need and had sign up sheets available.

Our display at the *Planes of Fame Museum Air Show at Valle Airport* will be August 23rd. Randy encouraged members to attend and bring a plane or two to display.

Randy read a letter he had written to representatives *McCain, Gosar and Flake* regarding the FAA proposed rulings regarding R/C flying.

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

Safety Officer *Charlie Gates* reported that his sign in log melted in the rain. It has been replaced. Another reminder to remove propellers when working on electric airplanes. Everyone who flies electric should designate a radio switch as a throttle cut off switch for each airplane pro-

grammed into their radio. Safety plugs are also another good idea.

Mike Kidd said that he is healing from his propeller injury and has a couple more students. Roger Boucher was presented a Solo Certificate as he Soloed on July 1, 2014.

Chris Corbett and *Andy Younker* gave in-depth reports on safety issues with electric motors and lipo battery care and handling. It was a lengthy and interesting report and really drove several points home. The bottom line is to always treat your electric motor as if it is running. If you missed this presentation you missed a valuable safety lesson.

Bob Shanks brought his re-built German Storch, *Jim Adolf* brought his Huge Curtis Robin, a 4 year project hopefully being finished in 2015, *Scott Wemple* showed his Chapparall project, *Bud Mellor* brought the wing for his PBY and demonstrated the retractable

floats, *Jerry English* showed his Goldberg Falcon 56, *Charlie Gates* brought a Midwest Little Stick he is building and *Chris Corbett* showed his Police P-51 Race Plane.

The *Valley Hobby Door Prize* a Battery Safety Plug went to *Steve Shephard*; *John Walker* won the Mystery Box that contained a Transmitter, ; Receiver and Transmitter Case, *Don Crowe* won a Battery Charger, *Randy Meathrell* won the \$50.00 Valley Hobby Gift Certificate; *Roger Calvert* won an Alpha Airplane Kit; *Jerry English* won a Cutting Mat; *Harvey Hunter* won an Electric Motor; *Frosty Wells* won a Tool Kit and a Fuel Pump; *Willie Herman* won a Z Bend Pliers; *Mike Kidd* won a Voltmeter and *Craig Hale* won a Trim Iron.

Thanks to *Cindi Shanks* for the Brownies treats for the break.

Meeting adjourned at 9:15 pm.



Roger Boucher gets his Solo Certificate from Mike Kidd flight instructor.



Andy Younker and Chris Corbett : A Super safety presentation.



Andy Younker briefs on lipo safe-



Club Hats. \$15 see Rick Nichols.



Bud Mellor's retractable float demonstrated.



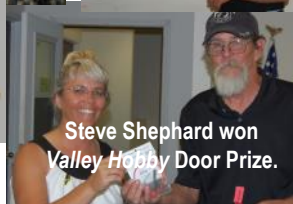
Jerry English's Falcon 56 has internal wing lights.



Charlie Gates' Little Stick.



Scott Wemple's little EP.



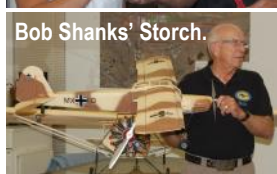
Steve Shephard won Valley Hobby Door Prize.



Chris Corbett's P-51 racer.



Jim Adolph's Curtis Robin.



Bob Shanks' Storch.

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.

Nice Reminder Sticker “Stow Your Gear Below”

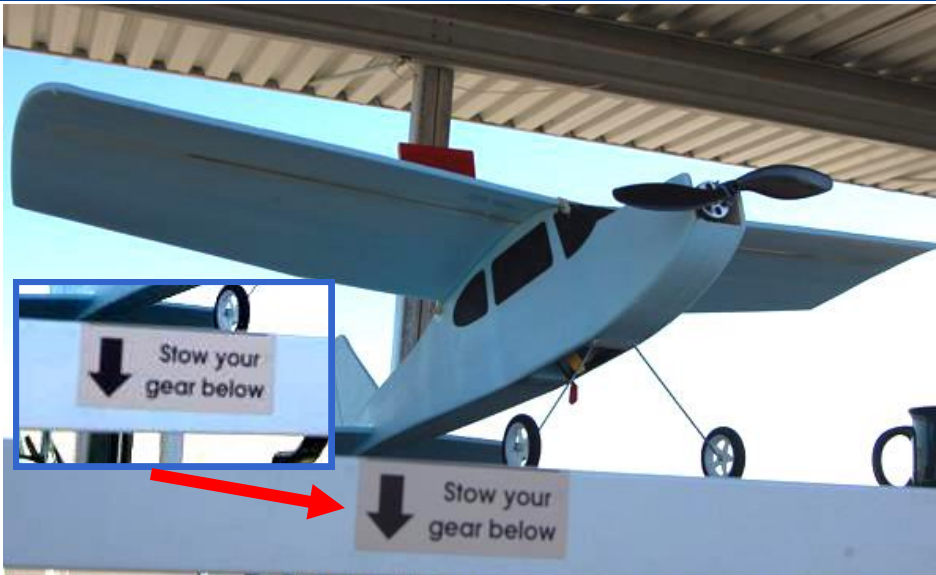


Table stickers remind us to stow gear below before flying. This sticker was done up by Vice President Steve Shephard.

This is *Tom Wells* “Blue Baby”. He flies this a lot, it is easy to build out of blue foam or whatever as it has a light wing loading and she flies well.

He has the plans and will gladly email them to you if you are interested in building a small inexpensive fun ship. Could even fly this one in your backyard if you have the room.

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

There is never a loss of safety topics for this column with all the different models we fly with all the different ways we can injure ourselves. However, it is always more meaningful when we can write about a mishap from one of our members.

Member *Mike Kidd*, our flight instructor, said we could use his name, yup, that's his arm in the picture with about 26 stitches on the surface and he said he didn't know how many were under that in the muscle tissue.

He said it was his own fault, he just didn't take the prop off in his workshop and hit the throttle on his transmitter.

We have covered this and similar

topics here before. Electric motors start up quickly, no flipping the prop so members, be super careful in your workshop and also at the field.

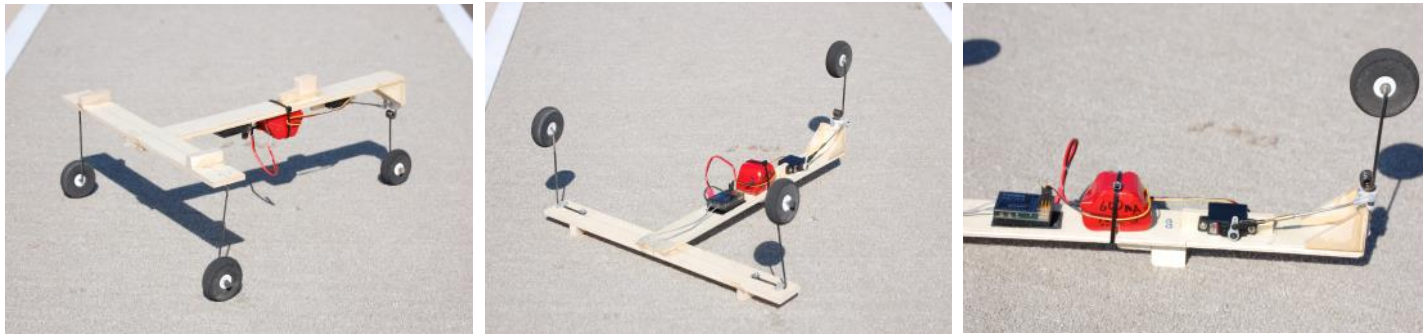
Once the plane is armed at the field make sure it is pointed at the runway and you are behind it with everyone else who might be helping you.

As the picture at right tells us all, take the prop off in your workshop even if you don't plan to arm it and do a test run. Electric props are very sharp. Your editor just bumped his once as he was setting it up and got a nasty superficial slice on his hand.

Thank God it looks like Mike will have full use of his arm and hand.



Member Dan Avilla's Launching Platform



Dan Avilla's creative launching dolly for smaller planes minus wheels. Dan has ingeniously placed a servo and receiver with a battery pack so he can steer the platform. It works very well for the smaller planes. The receiver is on the same channel as the plane. The rudder channel on the transmitter that Dan uses to fly the plane controls the dolly steering.



A B-2A Spirit flies over Cornwall England, during an aerial refueling with a KC-135 Stratotanker from RAF Mildenhall, England, June 11, 2014. Two B-2s deployed from Whiteman AFB, Mo., to RAF Fairford, England, in early June 2014 for training. (Air Force photo)

A Very Low Flying Cessna Buzzed Our Field



A State fish and Game plane flies way too low over our runway, at least no one was in the air at the time or we could've had a serious problem. They were checking on our Pronghorn population we often see at the field.

Fire Chief & Fire Marshal Visit our Field



Fire Chief Scott Freitag with Fire Marshal Andie Smith discuss our plans for a possible fire with Randy and Rick. They were impressed with our club's plans and field. It was a very good meeting and visit.

Chris Corbitt's Electric 150mph Racer



Saturday July 12 Chris Corbitt and Andy Younker were practicing for racing. The both race at various events around the southwest. These birds are fast...don't blink you might miss them flying by.

Jay Riddle's Workshop And New Solar Panels Installed



Canopy showing solar panels installed. The plane taxiing back to the pits is Graham Johnson's big 83" electric stick in need of a charge.



Bare bones of new charging table in Jay Riddle's workshop.

IN MEMORIAM: LONG TIME MEMBER BYRON CLUCKEY PASSED AWAY

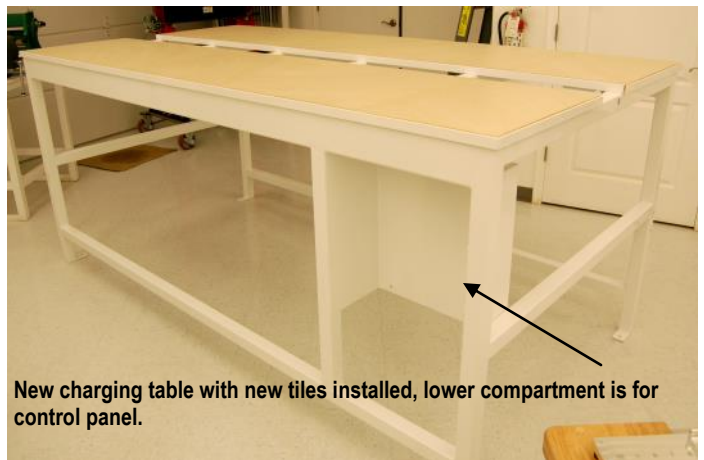


Long time member and key supporter of our club passed away in June. Byron will be sorely missed. He was once our club flight instructor and rarely missed a meeting or club get together. He and his wife JoAnn were such strong members and could always be counted on for supporting our club functions.

The inset picture was the humorous club certificate given to him at our 2013 Christmas party for landing in the same Zip Code that he departed from. He often made long approaches and liked landing deep on the runway and sometimes landing in the weeds.



This narrow picture shows the plug in receptacles for charging batteries or whatever batteries you need charged from our newer more powerful output solar panels.



New charging table with new tiles installed, lower compartment is for control panel.

NAME THAT PLANE: REPUBLIC AIRCRAFT XF-91

The XF-91, a high-speed experimental interceptor, was America's first rocket-powered combat-type fighter to fly faster than the speed of sound. The airplane had a number of unusual design features -- an inverse taper wing (wider at the tips than at the roots), a variable incidence wing that could be varied in flight (high angle of attack for takeoff and landing and low angle of attack for high-speed flight), a main landing gear that retracted outward with the tandem wheels being housed in the wing tips and a rocket engine that augmented the standard jet engine to provide an outstanding rate of climb.

The airplane made its first flight on May 9, 1949. Numerous other test flights were made, providing valuable research data, but the airplane was not put into production because it did not carry sufficient fuel for a flight of longer than 25 minutes and did not incorporate the latest type of fire control system.

The XF-91 on display was transferred to the museum from Edwards Air Force Base, Calif., in May 1955. Its maximum speed was 984mph.

SPECIFICATIONS:

Span: 31 ft. 3 in.

Length: 43 ft. 3 in.

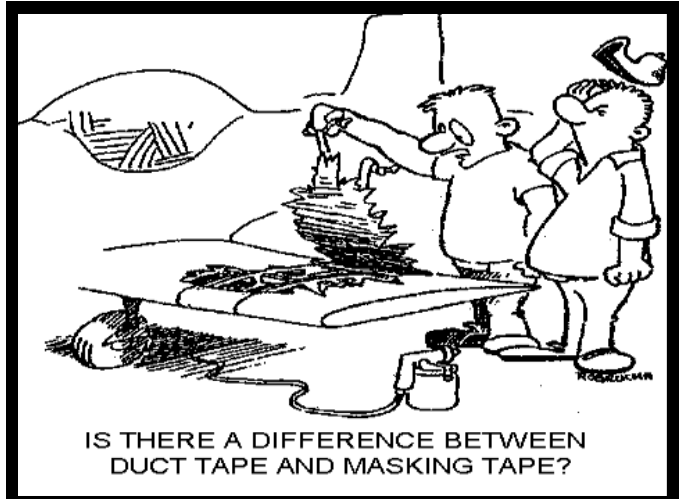
Height: 18 ft. 1 in.

Weight: 28,300 lbs. loaded

Armament: Four 20mm cannons

Engine: General Electric J47 of 6,700 lbs. thrust with afterburner and Reaction Motors rocket of 6,000 lbs. thrust.

Cost: \$5,000,000



Building with Dollar Tree Foam Board

Dollar Tree Foam, also known as *Readi-Board*, is a fantastic building material for small electric-powered planes. Things you will need:

- Readi-Board or similar foam board materials
- A box of single edge razor blades or plenty of new X-Acto Blades
- Fine point Sharpie or soft pencil for marking the foam
- Arrow Fastener BSS6-4 4-Inch Superpower Slow Set Glue Stick
- Hot Glue gun
- Triangle and straight edge (36" / 1m)
- Popsicle / Craft sticks
- Bamboo skewers
- Good quality tapes
- Poster board for making test templates
- MinWax Polyurethane (for water proofing)

The first thing you should do is visit FliteTest.com and check out some of their build videos for plane ideas or design your own.

Member Project: Dennis O'Connor's WWII Hellcat

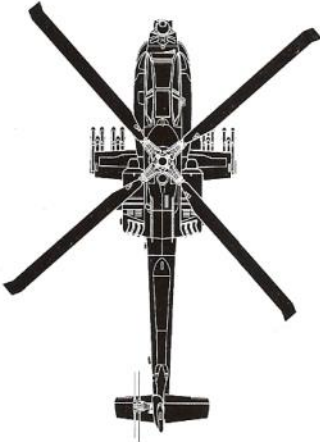


Dennis powers his Hellcat with a 98cc gas engine!

Airpower Classics

Artwork by Zaur Eylanbekov

AH-64 Apache



The US Army's AH-64 Apache attack helicopter has dominated land combat for decades with its speed, electronics, and deadly firepower. This powerful combination enabled eight Apaches on the first day of the Gulf War to destroy two key Iraqi radar sites and help clear the way to Baghdad for Air Force F-117 stealth aircraft. The Apache has distinguished itself in Afghanistan, Panama, and Israeli-Arab conflicts.

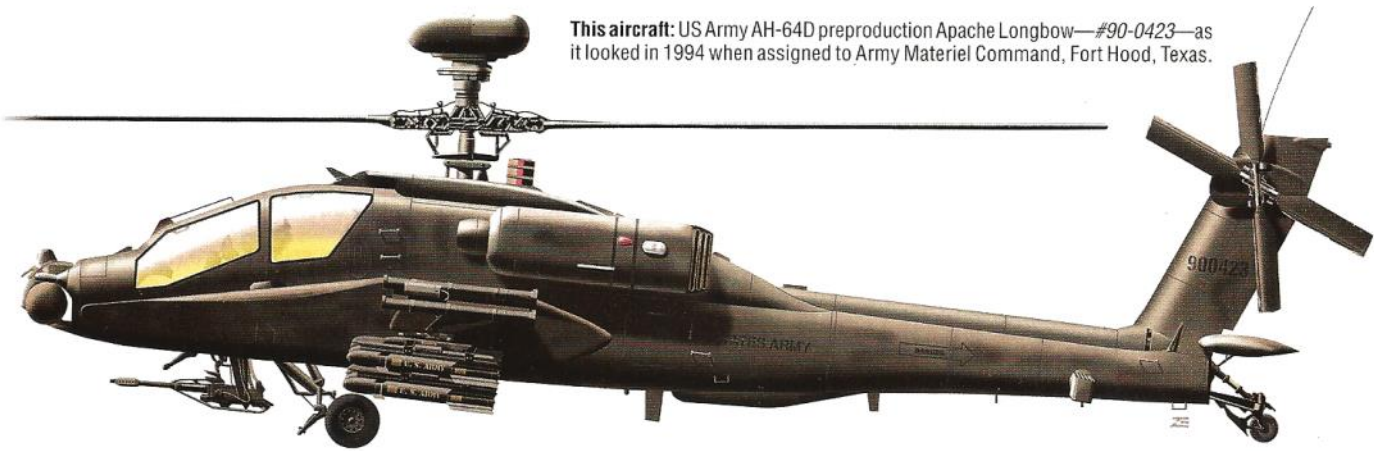
The Apache is a twin-engine aircraft with four-blade main and tail rotors and a tandem cockpit for pilot (rear) and copilot/gunner (forward). Intended to replace the Bell AH-1 Cobra, it began life as the Hughes YAH-64. McDonnell Douglas purchased Hughes Helicopters in 1984 and then merged with Boeing in 1997. Production and

development continued with the vastly improved AH-64D Apache Longbow. Maintenance and other difficulties impeded its effectiveness in Bosnia and Kosovo, however.

Both crew members can fly the aircraft and use ordnance. Day and night attack capability is enhanced by the night vision systems and a sophisticated nose-mounted sensor suite for target acquisition. The stub wings have four hardpoints for armament. The powerful 30 mm M230 chain gun cannon is mounted in a rotating turret under the forward fuselage, between the tailwheel-type undercarriage. Many redundant systems and strengthened structural components were designed to enhance crew survivability.

—Walter J. Boyne

This aircraft: US Army AH-64D preproduction Apache Longbow—#90-0423—as it looked in 1994 when assigned to Army Materiel Command, Fort Hood, Texas.



DOD photo by A/C Dillon Davis



A US Army AH-64 Apache helicopter takes off during combat search and rescue training in Germany.

In Brief

Designed, built by Boeing (formerly Hughes, McDonnell Douglas) ★ first flight Sept. 30, 1975 ★ crew of two (pilot, copilot/gunner) ★ two GE T700-GE-701 turboshaft engines ★ number built about 1,800 ★ **Specific to AH-64D Longbow:** max speed 182 mph ★ cruise speed 165 mph ★ max range 275 mi ★ armament one 30 mm chain gun, AIM-92 Stinger missile pack, four AGM-114 Hellfire missiles and/or Hydra 70 rockets ★ weight (max) 23,000 lb ★ span (rotor diameter) 48 ft ★ length 58 ft 2 in ★ height 12 ft 8 in.

Famous Fliers

Notables: Richard Cody, Rucie Moore, Tory Myers, Charles Roman, Cynthia Rosel, Alex Swyrnyn, David Williams, Ronald Young Jr. **Test Pilots:** Raleigh Fletcher, Mark Metzger, Robert Ferry.

Interesting Facts

Employed in combat first by Netherlands ★ produces less noise with four-bladed rotor than do most other aircraft with two-bladed rotors ★ achieves air-to-air capability through employment of AIM-92 Sidewinders ★ can be used to designate targets for fighter aircraft ★ older models remanufactured in early 2000s into far deadlier Longbow variant ★ destroyed 278 Iraqi tanks and numerous other Iraqi vehicles in Gulf War, with only one loss ★ can be transported in either C-5 or C-17 airlifters ★ produced under license in Britain and in Japan ★ flown by Egypt, Greece, Japan, Israel, Netherlands, Taiwan, Saudi Arabia, Singapore, US, and Britain.