



AMA Chapter #3798

**Chino Valley  
Model Aviators, Inc.**

# Official News Letter



August 25, 2014

Volume 17 Issue 8

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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## CVMA RACERS AND THEIR T-28'S LINED UP IN AND READY TO RACE



Our T-28 races were held on a perfect weather day July 19th. We had 11 flyers participating. See page seven for more pictures.

**I knew it was going to be a good day when I woke up and didn't see a tag on my big toe!**

## THE CVMA PEANUT GALLERY



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*

We had a great turnout for the August meeting with some really nice raffle prizes provided by Vice President Steve Shephard. The feature prize was a Value Hobby Giant Stik won by *Bill Lindenthaler*. We look forward to seeing it at the field soon Bill.

Completion reports for the July T-28 Race and the August R/C Pro Pylon Race were given and planning for the September 12 – 13 *Steve Crow Fun Fly* was

presented. This is the busy time of the year with lots happening in your club. We hope to see all of you at the September event.

Members please make plans on attending the *Steve Crowe Fun Fly* On September 12th. & 13th. We will have a Pot Luck Dinner Friday at 5:30 p.m. Bring a dish to share and what ever you want to BBQ.

Bring chairs and your favorite beverage. Enjoy

some night flying after the Pot Luck. You can also get some lights for a plane and fly too.

On Saturday we will have a re-dedication ceremony of the field so please be there for this event. There are some great Raffle prizes that will be given away. So come on out a celebrate our new and improved field.

For those who can, dry camping is available.

**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

# REGIONAL 2014 RC PRO WARBIIRD AIR RACES FLOWN AT OUR FIELD: CD BUD MELLOR

We had 25 participants from 4 states, all are pictured here with their planes.



Chino Valley Aviator Members, if you did not attend the latest R/C Pro Warbird Races you missed a fantastic club event. A total of 23 pilots entered the event, many flying in multiple classes. Race pilots came from California, Utah, Nevada and Arizona.

In case you have never been to a race, the event is patterned after the Reno Air Races. Three classes are flown and are separated by aircraft speed. The **BRONZE** class is first up with racers that must complete 10 laps of the course in 2 minutes 30 seconds or more at speeds around 100 to 120 Mph. If they complete the 10 laps in under the allotted time they move to the next class, which is **SILVER**. The SILVER class of racer must complete the 10 laps at 2 minutes or more and the models fly around 130 to 150 Mph. The **GOLD** class is for the die hard racer who wants to push his model to speeds of 160 to 190 Mph. Only the Best of the Best race in the Gold class.

Race results from the event:

<b>BRONZE CLASS:</b>	<b>POINTS</b>	<b>BEST TIME</b>
Rob Sawyer	15	2:30.91
Ernest Shackleton	11	2:30.01
Charles Moses	11	2:31.98
<b>SILVER CLASS</b>	<b>POINTS</b>	<b>BEST TIME</b>
John Gonzales	12	2:11.98
Jim Allen	9	2:00.90
Tony Lopez	9	2:02.41
<b>GOLD CLASS</b>	<b>POINTS</b>	<b>BEST TIME</b>
Tony Lopez	9	1:33.15
Craig Pitcock	9	1:43.58
Steve Steward	8	2:00.30



Our flying field was packed with cars and spectators. The weather was superb.

# CLUB PILOTS' AIRCRAFT



Rick Nichols' Fokker D-7



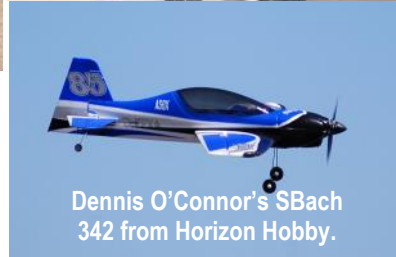
Rick Nichol's Fokker D-7 with simulated machine gun fire and in a loop.



Editor Bob's EP foam dragon, it flew but only for a few seconds, it needs a bigger wing but that's what designing with foam board is all about. A second version will make another appearance before summer's end.



Nothing like a Telemaster.



Dennis O'Connor's SBach 342 from Horizon Hobby.



Al Collins Pitts Special from Horizon Hobby.



Chuck Colwell (L) gets his Big Phoenix Edge ready, nice looking plane too.



Vic Block's UMX Beast from E-Flight being adjusted by fellow flyer Bill Stamm.



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

# August 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. 37 members were in attendance. Guests were *Dennis Mangrobang* and new member Richard Voner.

Randy reported on the progress at the field. The new storage building was put up today. Friday we will be bringing in the new tables.

Randy said that 7 Veterans came to the field and enjoyed their day. *Bud Mellor* donated a Real Flight Simulator to the VA. They want to come out once a month or so.

*Don Ferguson* reported on our T-28 Races that were held July 19. We had 11 pilots participate flying 5 heats. The winner was Randy Meathrell, Second Place Chris Myhre and third Max Bandy. Don

thanked all that help work the event.

*Bud Mellor* reported on the War Bird races. There were 22 Pilots and they flew 4 heats. Everything went well. Rick reported on a thank you letter from Mayor Chris Marley and gave a financial report on the races.

Randy mentioned that members will be going to Valle Airport Sat. Aug. 23 to participate in the air show with displays of their airplanes in the Museum Hangar.

*Don Ferguson* reported on the upcoming Steve Crowe Fun Fly September 12th and 13th. Friday there will be pot luck at 5:30 PM. Bring a dish to share and whatever you wish to BBQ. Bring chairs and your favorite beverage. Don has amassed around \$1,000.00 in pilot prizes for those participating. We will need volunteers to help out especially on

Sat.

*Chuck Colwell* reported that there is no more International IMAA organization. They have folded.

*Bob Shanks* is heading up the nomination committee for officer nominations for the October elections.

*Rick Nichols* read the Treasures report, it was seconded and approved.

Flight Instructor *Mike Kidd* has one student at this time.

The E-Charging table batteries are about dead and we decided to purchase Golf Cart type batteries to replace them.

Mike will be selling Blue Baby raffle tickets when he is at the field. This will be drawn for at the fun fly.

Randy thanked *Steve Shephard* for the refreshments.

Show and Tell

*Dennis O'Connor* showed his beautiful Hangar 9 Corsair powered with a DLE 55 with rear exhaust.

*Larry Parker* brought his new Great Planes P-51 Kit Built Electric powered with a 46 size E-Flite.

### RAFFLE

The Valley Hobby Door Prize Arming Plug went to *John Stewart*, *Bill Lindenthaler* won a new Ugly Stick ARF and an Electric Motor. *Larry Parker* won the Valley Hobby Gift Certificate. *Mike Kidd* won 2 batteries and a wire harness. *Milt Vought* won an A/C Charger, *John Stewart* won Glow Plugs, *Bob Steffensen* won a tool set and Randy won a heat iron and gun.

Meeting closed at 9:00; Rick Nichols, Secretary/Treasurer.



Dennis O'Conner's big Corsair.



At right, *John Stewart* gets the door prize from Cinnamon Bandy of Valley Hobby.



Retracts up as *Steve Shephard* and *Randy Meathrell* hold the Corsair.



Retracts are down as *Dennis O'Connor* operates his radio for the demonstration.



*Larry Parker* and his very bright chrome P-51.

## SHOP VALLEY HOBBY



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

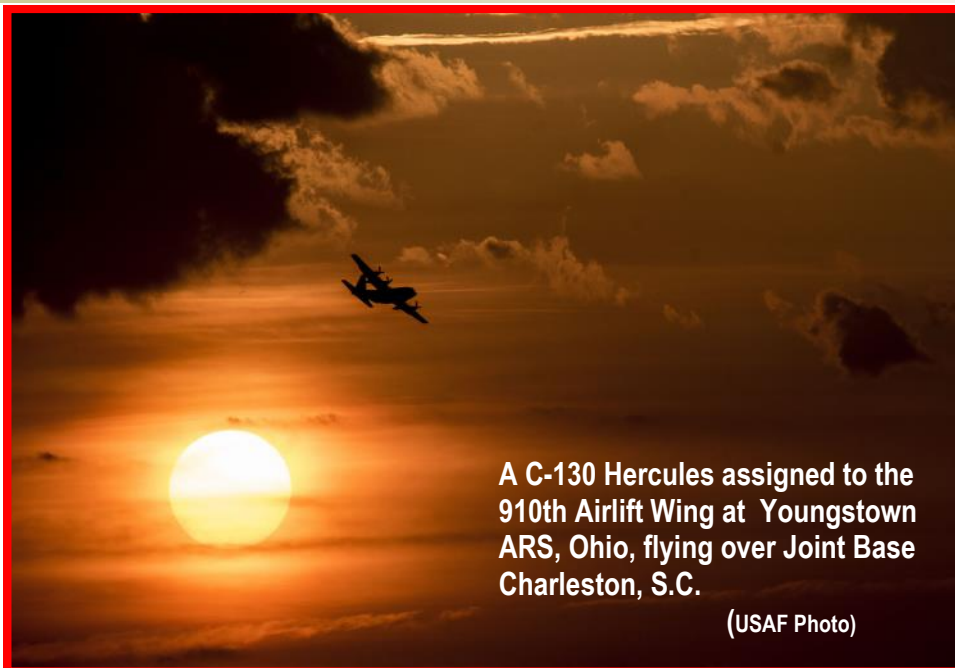
Cinnamon and Max Bandy go all out for our CVMA members and local RC fans.

## Cutting Covering

When cutting sheets of plastic shrink covering nothing beats glass for a surface to cut on, it will not dull the knife or slow it down when cutting. The covering material will kind of stick to the glass if the backing is removed all by itself for easy cutting.

You can also use low heat to make it stick even better for critical cutting. You can use solvent to put together large panels of covering without it sticking to the work surface. The best place to find a suitable piece of glass is at the flea market. Look for an old glass top coffee table.

The rectangle ones work super if you have the room. Stay away from non-safety glass it breaks too easy.



A C-130 Hercules assigned to the 910th Airlift Wing at Youngstown ARS, Ohio, flying over Joint Base Charleston, S.C.

(USAF Photo)

## 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

The new issue of *Model Aviation* has a tear off cover dedicated to the FAA rule that threatens model aviation's future. This is a nice reminder to get busy and write a letter to the US Department of Transportation and the FAA.

Many of us have written letters already but if you haven't, get busy members this is a critical issue for model aviation.

I know our president Randy *Meathrell* has sent out his letter as a sample and so has the editor of this rag. If you need a

sample don't hesitate to call or email either one of us.

The tear off cover of the magazine has lots of facts and goes into detail about the FAA interpretive rule and its impact on RC flyers like you and me.

The magazine gives you 4 options to contact the FAA and US Department of Transportation.

I also sent a copy of my letter to our congressional representatives. The deadline for comments is September 23 so get busy if you haven't written a letter and send in a short one page

constructive and diplomatic letter with your concerns.

I would like to note too that we have had two major events at the field, our T-28 race and the Regional RC Pro Air Races with lots of success and no major mishaps or injuries. We did lose a couple of planes at the big regional races but all batteries and possible fire causing elements were retrieved.

Our field set up says a lot about how we approach safety so keep up the good work and be courteous to all who come to watch us fly.

# T-28 Races Draws a Large Crowd July 19th



July nineteenth dawned cloudy but cool for the CVMA races that were postponed in March due to weather. The largest number of pilots to participate showed up, we had 11 pilots registered to fly. We flew 5 heats with just a sprinkle of rain after it was all done. There still was time for lots of open flying as well.

Race winners, left to right; [Chris Myhre](#), second place, [Randy Meathrell](#) First place and [Max Bandy](#) finished third.



Pilots with spotters as one T-28 zips past!



## WWII B-17 PILOT BYRON CLARK A SUMMER FLYER WITH CVMA



Swamp Fire B-17 is on Google if you have not read about our great plane and the ground crew. Nick DeSalvo the crew chief and I are the survivors of this truly fine bunch. I never thought about this before but we both are on the end of the image. He lives in Seattle and we got together at the SEA Museum of Flight in 2012. He is 94 now and in good health. The A/C 4th from left rear went to B-29s and Korea after our 33 missions from England. A Russian shot him down and was MIA. Our R/O is on the left end and his son and I are quite close. The son of the tail gunner, Richard Lewis (next to me) is responsible for the web site. Talk about a Band of Brothers. (Photograph and article are from *Byron Clark*)

After high school I worked for the Jessop Steel Mill in Washington, Pa. Pearl Harbor happened & my school chums all joined up with one service or another. In 1942 I hopped the trolley and went to Pittsburgh and joined the Navy, or at least took all the exams and volunteered for sub duty. My folks went ballistic and would not sign the Navy papers but later realizing I would be drafted suggested the Army Air Corp. Safer in the air I guess they figured. So I did and had to wait for a class as everyone wanted to fly. Finally left home near the end of 1942 and assigned to the class of 43-I. The "I" is the 9th month of the year. Got my wings on Oct. 1, 1943 and went to Peyote, in west Texas. (Rattlesnake Air Force Base later) to be co-pilot on a B-17 which I had never seen before. Met my crew who you see in the picture. We trained there as a crew for maybe 8 weeks, and transferred to Grand Island, Nebraska where they gave us a brand new B-17-G model in clean aluminum. We flew it to Goose Bay, Labrador that winter and it was bitter cold there, 40 below. When it was our turn to cross the pond we had one heck of a time getting those Wrights running. Not enough cowl heating covers for all those ships. We got to Scotland the next day after flying all night.

At Prestwick they took our new plane from us and sent us by train to a reassignment center called Bovington. There we were assigned to the 379th Bomb Group at Kimbolton, a small town about 60 miles N of London. I flew 33 missions, came home in a steamer & was assigned to Lockbourne AFB Columbus, Ohio as a B-17 transition instructor. The need for B-17 A/Commanders ended and Wright Pat started The All Weather Flying Center there, later moving to Clinton County AFB near Wilmington, Ohio where we had the airport all to ourselves. We had all sorts of airplanes there including the Douglas B-19 of which only 2 were made. 212 span. For power it had 8 P-40 Allison engines arranged 2 to a cowl and geared at the front end. What a sweet sound.

I got mixed up in weather flying and got assigned to The Landing Aids Experiment Station on the California NW coast where there was plenty of fog for us to test landing aids. I was a test pilot there from 1946 to early 1950. I applied to Eastern Airlines for employment and was hired in April 50 and retired March 1983 at the age of 60. I flew just about everything they had and retired on the 1011, NY to Argentina route via Santiago, Chile route.

Shari, my second wife and I try to spend the hot days of the valley in the Prescott area and since I fly R/C at AMPS in the valley, I sought out a R/C field in the Prescott area and came to Chino Valley about 5 years ago. I was royally welcomed and loved to talk with Steve Crow. May that gentleman rest in eternal peace. What a guy!!

Chino Valley Model Aviators member Andy Younker may not recall but my Senior Cadet lost contact with my transmitter and landed in the field on the other side of the fence. Andy actually crawled on his belly in the dirt under the fence and retrieved my mostly undamaged Cadet. Another "what a guy". Now I am chasing 92 and feel pretty good for an old duffer. I have 7 children by my first wife and they are retiring. Its amazing to see all this happen from a fairly lucid standpoint. *Story by Byron Clark*



## **NAME THAT PLANE: THE DINKEL GX** **"KLEINEFEUERWERKSWAFFE"** **(LITTLE FIREWORKS WEAPON)**

This was another strange German contraption, the DINKEL GX "KLEINEFEUERWERKSWAFFE, which translated means "Little Fireworks Weapon".

According to Fiddler's Green, "the Dinkel was merely a metal tube, its fat nether end hollowed out and stuffed with every skyrocket, cherry bomb, Roman candle and other explosive that could be culled from warehouses, private homes and factories.

The pilot hung on for dear life as someone lit the wick protruding from the stern. The craft wiggled and shot ahead on skids, rising into the air if the pilot was quick-witted enough to so direct its erratic course."

Developed in the last months of the war, the planes had their swan song when Reichsmarshal Hermann Goering decided to launch four of them, packed with fireworks, to entertain Adolph Hitler. The four Dinkels flew dutifully upward, and attempted to blaze a giant swastika in the sky overhead. At the point where the planes intersected on the swastika, they all crashed together. Hitler loved it, but a planned encore with 60 of the Dinkels was cancelled when Germany lost the war .

## **Poke a hole Your Wing**

Why would anyone want to make a hole in your nice new covering job. Well holes for wing bolts, switches, hatch screw holes, pushrod openings all come to mind.

Sure you could cut the hole/opening with a Xacto, or razor blade, but then you have to adhere the fresh cut covering to the surrounding wood.

The solution; get an old soldering iron tip (pointed preferably) and cut the hole/opening with it.

One modeler uses an old 25Watt soldering iron, and it cuts through the covering with ease, and makes a perfect seal.

Once you try this you won't want to do it any other way. One word of caution, clean the tip after each cut. You use a wet sponge but use a different sponge each time as to not foul the clean tip that may be used for soldering actual building jobs.

If you don't clean the tip regularly the burned covering will cake on, and not only smell really bad, but will inhibit the cut, as you will not have maximum heat.

Make sure you thoroughly clean the tip with a wire wheel after each use. After it completely cools of course.

## **After Setting Up Your Model Share the Assembly Tables**



*... Will this be cash, charge, or mortgage?*

# Last Major Field Cement Pours Now Completed



Cement truck pouring concrete for the new storage shed.



Racing judges area awaiting sheet metal roof.

Members who have been instrumental and so helpful in this total project: **Greg Arnold, Wes and Chris Corbitt, Andy Younker, Jay Riddle, Steve Shephard, and Mike Kidd.** Of course we wouldn't be this far toward completion without **Jay Riddle's** tireless work at the field and in his workshop at his home.



The pad ready for the new building.



New roof connecting the old cabana with the new one.



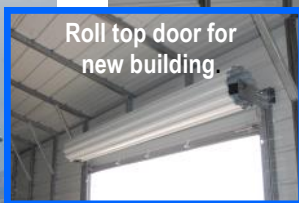
New helicopter pad, wow nice chopper landing zone.



Concrete access to runway.



New building's door is a roll up affair and can be locked.



Roll top door for new building.



The size of the new building swallows up Mike Kidd's T-28, the building is