



AMA Chapter #3798

# Chino Valley Model Aviators

## Official News Letter



November 25, 2014

Volume 17 Issue 11

[www.chinovalleymodelaviators.org](http://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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*Thanksgiving is not only about the turkey and the feast that follows, it is a quiet reflection of how God is showering His abundant blessings upon you.*

Happy Thanksgiving

Support Our Local Hobby Shop



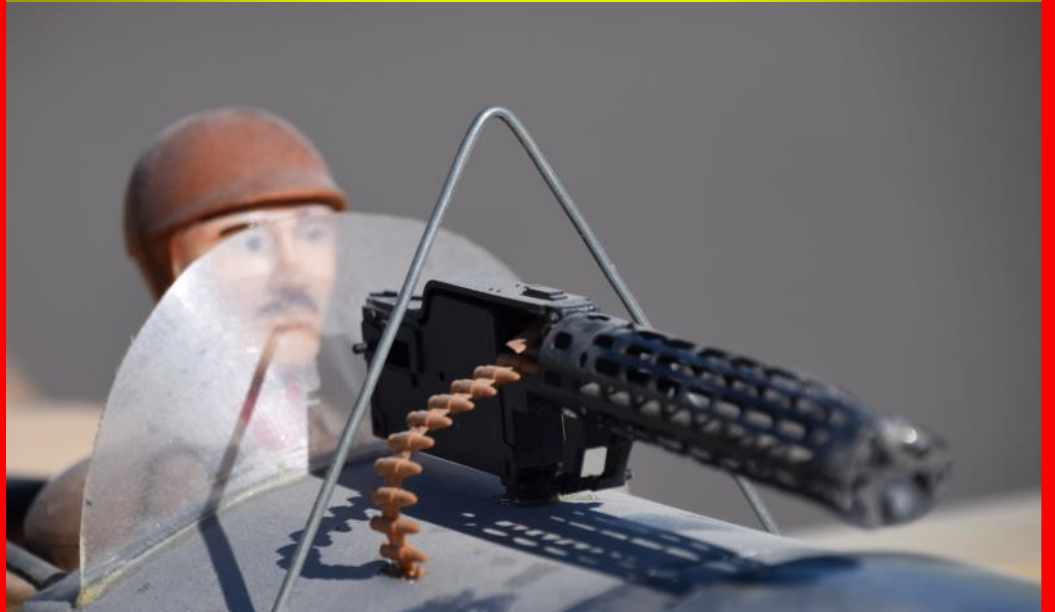
The Safeway Center  
Prescott Valley, AZ

MAX & CINNAMON BANDY

THEY SUPPORT OUR CLUB

Please support them as well.

## Bryan Jones' WWI Eindecker Pilot: His Machine Gun is Ready



The Fokker E.III Eindecker (monoplane) is a fighter aircraft of World War I. It entered service on the Western Front in December 1915 and was also supplied to Austria-Hungary and Turkey.

## Al Collins Huge 118" Yak 55SM



The plane is a 3 meter Composite ARF Yak 55SM with a German 3W 170cc engine. The Plane weighs about 40 lbs. and has 118 inch wing span. Al has a number of large planes.

## Field Chatter from CVMA President Michael Kidd: No Kidding!



Greetings fellow model aviators.

Just a short note to say thank you for having faith in voting me in as the clubs' new President. The Board and I will do our best to keep this club in good spirits as well as have a lot of fun in the coming year.

The Boards goal will be geared towards "having fun" as well as friendly camaraderie. We are all members of a fantastic R/C Club, and I have to say that this is one of the friendliest group of people I have ever been involved with

I do, however, ask that each and every one of you to please don't hesitate bringing up any idea you may have. If you do not want to bring anything up at a meeting by all means talk to one of the board members. You might just have an idea or suggestion that other members have had but who do not want to speak in an open forum.

Remember this is "your club" and, as such, have as much say in what we do as anyone.

We are now over 120 mem-

bers and that's a record for this small club. With an increase in membership it becomes all that more important to insure that all of us stay safety aware when flying. Review the club rules occasionally and for new members don't hesitate to ask as many questions as you want about our flying field idiosyncrasies.

The most obvious is we don't have a flight direction for the day due to how our field is laid out and the fact the wind can change so drastically. Seems we also have a lot of cross winds to deal

with: hence no flight pattern for the day.

With the addition of the local firing range and police training area plus the closeness of the ball fields with the swimming pool and recreational facilities our Chino Valley, AZ area is a nice family attraction.

We, without a doubt, have one of the nicest RC flying facilities in Arizona due to the addition of our larger cabana and nice on-site hanger for equipment. If you haven't joined or renewed your membership please do.

## TAKE YOUR TRASH HOME

If you bring it you take it home!

We have one of the best RC fields in the western U.S. let's keep it that way.

## 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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President — *Mike Kidd*

Vice President — *Steve Shephard*

Sec't./Treas. — *Don Crowe*

Flight Instructors — *Mike Kidd & John Stewart*

Safety Officer — *Charlie Gates*

Board Member — *Bob Noulin*

At Large Members — *Randy*

*Meathrell, Bob Steffensen, Walt Findley, Ken Shephard*

Newsletter Editor — *Bob Shanks*

Activities Director—*Don Ferguson*

# CLUB PILOTS FLYING THEIR AIRCRAFT

*Roger Calvert's Big Gas Corsair*



*Dick Bjork with his Frenzy.*



*Al Collins colorful Yak.*



*Bryan Jones and his very acrobatic Harrier 3D .46*



*Bryan Jones tries to start his cool Eindecker. She was not happy this day so back to the shop to tinker.*



One of our wonderful Arizona sunsets, come fly with us!

# CLUB PILOTS FLYING THEIR AIRCRAFT



Harvey Hunter's SU-31



A cool Fieseler Fi-156 Storch.



Harley Riley's Pilatus.



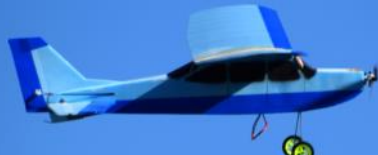
Jerry English has a very nice P-51.



Graham Johnson's Glamour.



Jerry English's study in blue. (yup it's a Blue Baby!)



John Stewart : Ace instructor.



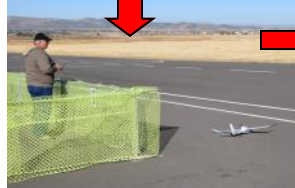
Bob Wurth and his very nice spray plane.



Greg Daebelliehn's P39.



A Don Ferguson sequence with his AXN glider he modified with wing landing skids and two center wheels.



# October General Membership Meeting



Rick Nichols' B-2 Design

The meeting was called to order at 7:00 PM by President *Mike Kidd*. The salute to the flag was led by *Mike Kidd*. 40 members were in attendance. New members *Carl Weary* and *Al Marello* were recognized.

Mike started by reviewing the successful chili dinner. Noted that next time we need a sign-up sheet to get a better handle on how many would be there and how much chili would be needed.

Next Mike explained waiving 2015 membership dues for 5 members that did the concrete work. All members of the board agreed with this decision.

Field maintenance was brought up, the need to maintain the batteries every week to ensure their lon-

gevity. A ladder will be purchased for the storage building, and a small 12v water pump for our tank.

Embry-Riddle students will be at the field testing their two airplanes on 25 November at 0900, and 2 December at 0800. Feel free to come out. The airplanes are interesting designs made with composite materials.

"NO TAXI" signs have been painted at the entrance to the pits. Hopefully, no further explanation is necessary.

Membership dues are due. *Rick Nichols* needs to know by December 6th if you plan on attending the Christmas Party. Please call or email Rick and get the money to him as soon as possible.

REMINDER – NO GENERAL MEETING IN DECEMBER.

Vice-President *Steve Shephard* announced a committee has started work on constitution and by-laws review. Their work will be presented at the February General Meeting with a 30-day rebuttal period. If no major re-work is done, the updated constitution and by-laws will be voted on at the March General Meeting.

Steve also asked for help as the club currently has 8-9 trainee pilots. If you would like to assist the trainers, please talk to any of the flight instructors.

Steve will be renting an enclosed truck and a December 3rd work party. More details to come. Secretary/Treasurer *Don Crowe* announced new membership name badges and handed them out to all members present who had paid their dues for 2015. Treasurers report was reviewed with a starting balance of \$4,159.64

and an ending balance of \$7074.75. No questions were asked.

Safety Officer *Charlie Gates* brought up the need for all pilots to call out and ensure acknowledgement when walking across active runway. There should be **NO cross-runway takeoffs if people are on the north side of the runway**. Randy also wants to know if any members have interest in flying control line aircraft.

Flight Instructors are asking nitro/gas powered aircraft to move away from the pilot's box. Engines can be very loud and it makes it difficult for instructors to communicate with students.

*Ricky Flores* presented a 7 minute video of various scenes in Arizona shot by his multi-rotor with gimbal mounted Go Pro.

*Ray Stone* showed off his PT20 being built with old style dope and paper.



Ricky Flores Quad Copter and 7 minute video.



Jerry English's low wing Blue Baby.



Randy's FPP almost ready to fly.



Ray Stone's PT-20.



Don Ferguson's Cobra EDF.



Jerry and Don's "Ace in the Hole" briefing. "Ace in the hole" scale fun-fly.

**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.

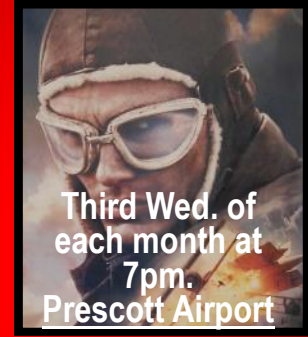


A Dutch F-16 with burner lit seems to follow the turn in the road. Ground crew airmen plug their ears as he passes over head.

**MARK YOUR CALENDARS**

**CVMA EVENTS**

CVMA Christmas Banquet:  
 Gabby's Restaurant  
 Chino Valley Dec.13.



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

**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 A KEY RC ISSUE**

One safety issue easy to overlook is total balancing, balance your prop and of course balance your airplane.

This issue is about balancing and has an article on prop balancing as well on page 8. Excess vibration due to improperly balanced propellers is a safety issue.

The old adage your editor heard once was a "tail heavy airplane flies once".

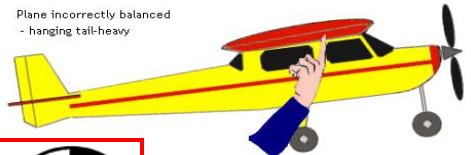
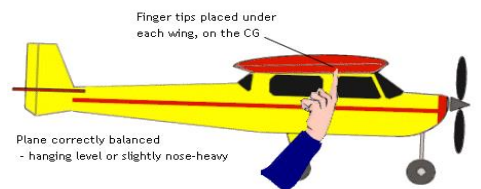
So if one has an improperly balanced prop and well as an improperly plane not, disaster is

in the making.

Another balance that is overlooked is the lateral balance of a model. It's nice if your model is balanced and not nose heavy but what if it is laterally out of balance and one wing or the other likes to dip down. Always check this out as well and add weight to one wing or the other to make sure it balances laterally as well as front to back.

You will have a happier airplane and of course the pilot will be a lot less nervous when flying.

A balance graphic is at the right make one for your plane.



Balancing using your fingers or the help of another modeler using his finger tip on one side of the wing and yours on the other side.

# New Storage Shed Now Organized



The call went out for members to help organize the new shed after transferring everything out of the old shed before it was removed, and the response was good. The new storage shed is now very useable. All that is left to do is to make a couple of runs to the dump to take away left over construction trash and the items from the old shed that were unusable and for everything not needed after our field renovation. It's a small "junk" pile that can easily be removed. As with any storage device, many things get saved then end up becoming "junk".

The field looks superb, thanks to all those members who so tirelessly help keep this the best flying field in northern Arizona, the best in the west too!

## Your Editor Tries to Report All Field Activities

By Bob Shanks Newsletter Editor

Some might think your editor favors some members over others but that is just not the case, notice I said might think. What I try to do is take photos of those flying whatever they have built or have, so inevitably many times there may be some pictures of the same plane or planes and members from issue to issue but I do try to use a variety of pictures, angles and composition to keep it interesting. I cover what is happening at the field.

I guess my journalism education has sunk in fairly well, I report as objectively as one can what is happening. I did write a brief editorial about clubs and "stinkers" in the last issue as a bounce off of outgoing President *Randy Meathrell's* last column to members. We are very fortunate and blessed we really haven't had that many so called "stinkers" in our club.

If you don't care for a member, for whatever reason, try to find something you can like and get to know that person. As we all get older we have life issues and trauma that can affect our personalities.

We will always meet those who have a lost their friendliness and feel they have to "win at everything", we just need to feel sorry for them and try to be supportive and helpful so they can enjoy this hobby to its fullest.

When I first joined about 8 years ago, a former member not here any more, was just a "pain in the you know what"! So I looked on it as a challenge to try to find out something about him I would like and to get to know him. Gosh we became pretty good friends and he was a great builder too. He had and was enduring a lot in his life.

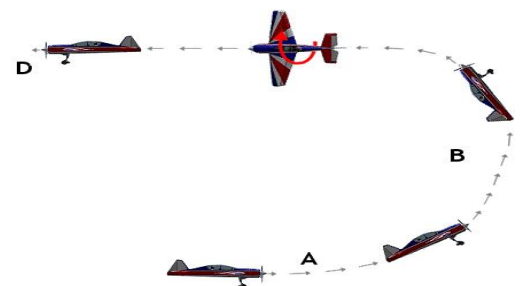
So members, read my lips, this is a hobby let's all enjoy it together and we do judging from what I see at the field. We have a great collegiality within our membership let's keep it that way.

## Flying the Immelmann

Named after the German WWI fighter ace *Max Immelmann*, this aerobatic maneuver is a modified and simplified version of his attack maneuver that he used during WWI dogfights.

How to fly it: Commence the maneuver as if performing a standard inside loop i.e. enter the maneuver from straight and level flight at point A in the picture below, with full power. Let the airplane complete its vertical climb and roll over onto its back, then at point C use aileron to roll through 180 degrees.

Level the airplane out once it has rolled over, and exit the maneuver on a straight and level course, higher than and in the opposite direction to your initial entry course. A fun and simple maneuver.



## NAME THAT PLANE: Bob Pond Racer with 2 Nissan V6 Engines

Bob Pond commissioned the design with the idea of developing a modern aircraft that could compete with the vintage warbirds in the Unlimited Class at the Reno air races. Bob Pond was concerned that each year at the Reno Air Races, valuable and historic aircraft were being crashed and destroyed, not to mention many engines being damaged or wrecked beyond repair.

The Pond Racer was hoped to be an alternative to vintage aircraft like the P-51 Mustang and the Hawker Sea Fury that would be as fast and spectacular in the air as the warbirds.

The airframe was constructed of composite materials, carbon fiber and Kevlar. This resulted in a very light, strong aircraft. To power the plane two Electromotive 3 liter V-6 engines were chosen. These were based on the Nissan VG30 automobile engine. The engines were originally developed for auto racing and

were turbocharged to produce 1,000 hp (750 kW). However, those fitted to the Pond Racer only ever achieved a peak of around 600 hp (450 kW). The engines drove 4-bladed propellers via propeller speed reduction units.

In September 1993 the Pond racer was entered again and once more, piloted by *Rick Brickert*. During qualifying, the aircraft began leaking oil and suffered an engine failure leaving the right propeller unfeathered. Brockett pulled up, lowered the landing gear, and chose to perform a belly landing by retracting the gear again. The aircraft overshot a smooth landing area and crashed in rough terrain, killing the pilot.

Rick was a very popular figure and a personal friend of Bob Pond. The Pond racer project was never revived and a modern unlimited class challenger was never truly realized.



### Prop balancing continued...

freely. Also, it's important that there is no air movement in the room - even heavy breathing over the prop can give you a false reading.

Let the prop swing freely and let it come to a natural rest. If there is a discrepancy in weight between both blades, the heavier blade will hang lower than the lighter one:

#### Step 2:

Once you've determined that there is a difference in weight between each side of the prop, there are two ways you can attack the problem...

Balance the propeller hub. One way is to balance the hub of the prop. This method is better for props of, say, 8" and upwards. Anything smaller and the job gets a bit fiddly, so use the second method outlined further down the page.

Hub balancing is done by carefully drilling small holes on the lighter side of the back of the hub, and filling the holes with a liquid ballast material or small pieces of lead, or perhaps fishing shot. Obviously the lighter side will be identified when using your prop balancer.

Drill and fill one hole at a time and try the prop on the balancing tool after each time.

#### Step 3:

Keep rechecking the balance after every alteration, you'll more than likely find that very little weight needs to be added or removed to sort out the imbalance.

When the propeller balance is correct, the prop will stop rotating on the balancing tool at any position - it won't necessarily rest in the horizontal position. If it stops rotating and then moves back the other way slightly, it's still not balanced correctly.

The alternative method, especially on small diameter propellers, is to leave the hub as it is and balance the blades. You can either add weight to the lighter blade, or remove weight from the heavier one.

An alternative is to use paint or varnish on the backside of the blade; add a coat and recheck the propeller balance, and keep adding until it's right. Be sure that you're using a suitable paint, one meant to be used on the material that the prop is made from. [Let safety guide you.](#)

## Balancing Your Prop: An Important Task

Learning how to balance a propeller for your RC airplane is a fairly simple process and it's worth taking the time to do it; it's nice to think that all props come out the factory perfectly balanced but that's rarely, if ever, the case!

A perfectly balanced RC propeller will mean less vibration in your plane and this is very beneficial - severe vibration can cause weaknesses and failures over time, not just in the airframe but also the electronic components of the plane. For the short time it takes to correctly balance a prop, the rewards are large!

### The propeller balancing Procedures

The first thing you need to do is buy a good propeller balancing tool; you could make one if you're practically minded but for the few dollars they cost a proper tool is the way to go. You can buy hand-held tools that consist of nothing more than a spindle and prop-clamping device, but it's worth investing in a better desktop balancer such as the Dubro Tru-Spin Prop Balancer. The Dubro Tru-Spin is one of the best.

The Tru-Spin balancer is not only top notch for propeller balancing but it can also accept spinners and complete helicopter rotor head assemblies, should the need ever arise.

Here's some steps and the process for balancing to think about:

#### Step 1:

Secure the prop to be balanced in to the balancing tool (as per the instructions) and stand the tool somewhere where the prop can hang