



AMA Chapter #3798

Chino Valley Model Aviators

Official News Letter



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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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Member Jack Allen's Electric P-51



See page three.

Think you can?

Think you can't?

*Either way,
you're right!*

Support Our Local Hobby Shop



The Safeway Center
Prescott Valley, AZ

MAX & CINNIMON BANDY

THEY SUPPORT OUR CLUB

Please support them as well.

2015 Electric Festival



See Page Six.

Electric Festival aerobatics in the wind but she survived very well, an excellent pilot. A beautiful sunny day but the wind was a bit unpredictable, and swirling, but some still flew.

CLUB PILOTS FLYING THEIR AIRCRAFT



Roger Calvert's Big Gas Corsair



Jack's 24"WS Viking Biplane



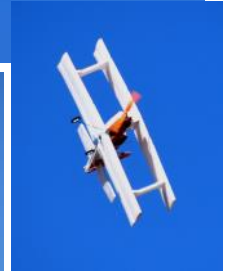
Rick Nichols' Ultimate foam Biplane.



Member Jack Allen's fleet of very small Horizon electric models. Very nice flyers.



Harvey Hunter and his gas Stik.



Above, Al Collins, Frosty Wells and Jack Allen get Frosty and his Turning Trix FX2 ready to fly. Also at lower left is Frosty's white John Stewart built Fly Chipmunk. He flew both models solo, way to go Frosty!



Roger Calvert assists his father Jerry Calvert in getting his huge Decathlon ready for flight.



CLUB PILOTS FLYING THEIR AIRCRAFT



Randy Meathrell's Twin EDF A-10



Tony Pacini's 36" WS B-17.

Frosty Wells Chipmunk, built by John Stewart



Dan Avila and his Yak 54.



Roger Calvert's plane with yellow and blue checked bottom for great visibility.



Rick Nichols and his foam eagle he purchased at the AMA convention in California. The bird needs more power for our altitude.



Roger Calvert's Slow Stik with a built up wing he designed.



Greg Arnold and his "D-Backs" 4 Stroke powered Stik.

February General Meeting Highlights

Complete meeting minutes will be officially approved at the March General Meeting.



Don Crowe 's Aero Sky

Synopsis of February Minutes:

Members, we are only publishing a brief synopsis of our minutes. We will also post them on our web site and then formally approve at the next monthly meeting.

The February meeting was called to Order at 7:01 pm by **Mike Kidd**.

Pledge to the Flag was led by **Don Crowe**. We had 34 members attending. Vice President **Steve Shephard** read an email from **Barbara Riddle** with an update on **Jay Riddle's** health, he is mending slowly so keep him in your prayers.

Frank Cunningham was awarded his solo certificate by Vice President **Steve Shephard**.

Secretary's report

Report on the Civil Air Patrol Cadets (CAP) and their visit to our field and email from their liaison. They had a blast.

A brief report was given on from the By-Laws committee that is reviewing our club's by-laws. Also a report on runway maintenance was given. We need to repair our runway soon. Approval was given and voted on at this meeting as it will be over \$500 when repair our runway.

Also a brief report was given on the FAA relating to UAV rules.

Kudos to **Glenn Heithold** and **Bud Mellor** and those that help

them haul off the trash from our field.

Steve Shephard requested volunteers to take the food handlers exam so we can serve food at our events.

Treasurer **Don Crowe** gave his report and **Bob Shanks** reported on safety. Read our safety column this issue.

Show & Tell

Jerry English - Oshkosh donated for runway fund

Don Crowe - Hacker foam plane.

Rick Nichols - EP Eagle bird.

Rudy Arp - Versa Wing model

Raffle and Door Prize

Bob Shanks - Door Prize - Knife set

Ken Shephard - RV-4 kit donated by

Tom Jeffery via **Bob Shanks**.

Bob Noulin - Plane stand

Frosty Wells - Knife set

Judge John Walker - Sailplane

Don Crowe - mini flash light

Frosty Wells - \$25 Valley Hobby gift certificate

Glenn Heithold - \$25 Valley Hobby gift certificate

Bob Nabors - Brushless motor

Bob Noulin - Fan Fold Foam

Ricky Flores - FrSky Transmitter

Larry Parker - A plane picture

Rick Nichols - Forceps & epoxy cups

Adam Reynolds - Charger

Ricky Flores - Magnetic parts tray

Steve Shephard - Fuel service tote box



Rick's foam Eagle, he did the cool paint job.

Frank Cunningham at left got his solo got his solo certificate.



Jerry English and his Oshkosh.



Don Crowe's Hacker foamie..



Rudy Arp at left and his Versa Wing. At right your editor Bob Shanks won the door prize.



SHOP VALLEY HOBBY

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.

Apache Junction Electric Festival 2015



Spitfire fly by as the pilot's spotter hangs on to his hat



Sand bag for wind protection.

The wind gods were not on the side of this year's Electric Festival held in Apache Junction. There was a lot of flying on Friday but when several of our members went on Saturday it was a blustery day with swirling winds. Some of the more daring RC pilots flew but as you can see above the wind is often not kind when close to the ground.





MARK YOUR CALENDARS

CVMA 2015 EVENTS

- April 4: T-28 Pylon Race
 May 9: Gymkhana/Combat/Swap
 June 27: T-28 Pylon Race
 Aug15: War Birds Pylon Race
 Sept 11, 12: Steve Crowe Fun Fly
 Nov 6, 7: Thunder in Chino Valley Jet Rally



Club meetings:
 Third Wed. of
 each month at
 7pm.
Prescott Airport

DON'T FORGET TO LOCK THE GATE

ALL CVMA 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: ALWAYS A CRITICAL ISSUE

Our very own Safety Officer *Charlie Gates* had a speed control short out just before take off as far as we all could determine. The plane, far right, didn't burn but the inside was scorched and the battery was slightly damaged. He decided to disable the battery at home in salt water and then toss it for safety. With Lipo batteries it is better to be safe than sorry.

If you read President *Mike Kidd's* column on page two you now know why we have a bucket of sand at the field as well as a bucket for salt water. We also have a tank of water at

the field as well. This is a very good safety example members.

Had Charlie's plane crashed the dry grasses could have caught fire.

In this column, we have often reminded all of you that sand is what puts out a Lipo battery fire.

Someone also left a bad Lipo battery at the field, a definite NO-NO members. The connector was cut off but it should've been disabled in salt water and then tossed in the trash at home.

Also, as a reminder, when cutting off the dean's connector cut one lead at a time not both together as



this would be a dead short and could cause a bad shock or worse. These batteries deserve our utmost attention for safety. Store and transport in an ammunition can and never charge one unattended at home.

AMA Clubs donate \$100,000 to the Wounded Warrior Project

Through [National Model Aviation Day](#) celebrations around the country and the efforts of local modelers at approximately 200 AMA chartered clubs, the Academy of Model Aeronautics raised \$100,000 in support of the Wounded Warrior Project. A large check was presented to Warrior Speak representative Norbie Lara during the AMA Expo held in Ontario, California on January 10.

[National Model Aviation Day](#) was established to celebrate and promote model aviation. Nearly 200 AMA clubs from across the country hosted events and fundraisers and invited their communities to learn more about the growing hobby.

"We could not be more proud of what our clubs have accomplished," said AMA President and AMA Foundation Board member Bob Brown. "Club members from across the country made it their responsibility to make their events successful, and in the end, we not only raised awareness for the hobby but can provide a substantial donation to a worthy organization."

A number of AMA members have served in the military and now help provide programs for other veterans and active duty personnel at their local flying fields. For the second year, the AMA Foundation selected the Wounded Warrior Project as the charity to support as part of its na-

tional celebration because of the Wounded Warrior Project's programming that focuses on re-introducing veterans to activities that improve their quality of life. The programs that the organization offers empower veterans and increases public awareness of and enlists support for injured service members.

Several organizations have helped the AMA Foundation in its efforts to celebrate National Model Aviation Day. Thank you to 2014 National Model Aviation Day major sponsors Hobby King and Ready Made RC, and Fly RC Magazine, a featured sponsor. The AMA Foundation would also like to thank the FAA for its support of the event.

The Academy of Model Aeronautics has a long and successful history of advocating for model aviation pilots' right to fly; encouraging science, technology, engineering, and math (STEM)-based education related to model aviation principles; and encouraging competition that abides by the AMA's safety guidelines. National Model Aviation Day celebrates these things and a hobby that has become a passion for more than 170,000 people across the country

This year's [National Model Aviation Day](#) will be celebrated August 15, 2015.

Notable Projects



Member Rick Nichols unknown project. Will probably show up at a future meetings Show & Tell! 😊



Former member Steve Zingali moved back to California. Here's his pusher foam F-102 Delta Dagger.

After The Crash Procedures by Clay Ramskill - (Skyrangersmodellflyers.com)

Let's face it- sometime, some day, one of your wonderfully crafted RC planes may crash. Some RC airplanes may last years, until they're just flat worn out; others have been completely destroyed after only a few tense seconds of flight!

When a crash does occur, there are several things you need to do.

LOCATE - Whether or not you are the unfortunate pilot, if you see a plane go down out in the toolies, establish a line of sight (a bearing line) to the crash. Do this by noting your position at the time, and by sighting to some recognizable landmark; in the absence of anything that stands out, lay your transmitter down, antenna pointing to the crash site. Then, if possi-

ble, a search party can just walk out that line to find the wreckage. If two separate lines of bearing have been established, the wreck site may be even more accurately pinpointed.

RECOVER — When you find the plane, be sure to pick up everything of importance. If there's any doubt, pick it up! Even some smaller pieces can be of aid in reconstruction. Naturally, you're interested in locating all the expensive stuff- radio, engine and such. The hard part is that heavier items (engine and battery) can travel a long way from the initial impact site; they will often be found some distance off in the direction the plane was travelling at impact. And be sure to count servos- sometimes one

may be separated from the fuselage or wing. Also at this time, be sure that any leaking fuel situation is not allowed to continue. Fuel soaked wood is very difficult to repair.

If you should have to leave without all the goodies, be sure that the crash site is marked well enough that you can return to it at a later time for further searching.

ANALYSIS — Radio failures are usually the most difficult to sort out, but you can often narrow down any fault to a specific component. If there was a complete loss of control and all the servos went "hard over," then that is definitely a radio or interference problem. Check out the wiring harness and all connections too.

NAME THAT PLANE:

U.S. Army Goodyear Model 466 (XAO-2) Inflatoplane

Goodyear is great at making tires, but they may have taken this experimental project a bit too far. The all-fabric inflatable aircraft was designed as a rescue plane that could be dropped to downed pilots behind enemy lines. The project was cancelled by the army, because they couldn't find a "valid military use for an aircraft that could be brought down by a well-aimed bow and arrow."

The Goodyear Inflatoplane was an inflatable experimental aircraft made by the Goodyear Aircraft Company, a subsidiary of Goodyear Tire and Rubber Company, well known for the Goodyear blimp. Although it seemed an improbable project, the finished aircraft proved to be capable of meeting its design objectives although its sponsor, the United States Army, ultimately cancelled the project.

Design and development

The original concept of an all-fabric inflatable aircraft was based on Taylor McDaniel inflatable rubber glider experiments in 1931. Designed and built in only 12 weeks, the Goodyear Inflatoplane was built in 1956 with the idea that it could be used by the military as a rescue plane to be dropped in a hardened container behind enemy lines. The 44 cubic foot container could also be transported by truck, jeep trailer or aircraft.

The inflatable surface of this aircraft was actually a sandwich of two rubber-type materials connected by a mesh of nylon threads, forming an I-beam. When the nylon was exposed to air, it absorbed and repelled water as it stiffened, giving the aircraft its shape and rigidity. Structural integrity was retained in flight with forced air being continually circulated by the aircraft's motor.

There were at least two versions: The GA-468 was a single-seater. It took about five minutes to inflate to about 25 pounds per square inch (psi) at full-size, it was 19 Ft. 7 in long, with a 22 Ft. wingspan.

A pilot would then hand-start the two-stroke cycle, 40 horsepower Nelson engine, and takeoff with a maximum load of 240 pounds. On 20 US gallons of fuel, the aircraft could fly 390 miles, with an endurance of 6.5 hours. Maximum speed was 72 miles per hour, with a cruise speed of 60 mph. Later, a 42 horsepower engine was used in the aircraft.

Takeoff from turf was in 250 feet with 575 feet needed to clear a 50 foot obstacle. It landed in 350 feet. Rate of climb was 550 feet per minute. Its service ceiling was estimated at 10,000 ft.

The GA-466 was the two-seater version that was 2 inches



U.S. Army photograph

The XAO-2 with two pilots during tests at the Goodyear facility near Akron, Ohio.



Slowly being inflated, I wonder if they carried a tire pump while flying?



shorter, but with a 6 Ft. longer wingspan than the GA-468.

A more powerful 60 horsepower McCulloch 4318 engine could power the 740 pound plane and passenger to 70 miles per hour, although the range of the plane was limited to 275 miles.

The test program at Goodyear's facilities near Wingfoot Lake, Akron, Ohio showed that the inflation could be accomplished with as little as 8 psi less than a car tire. The flight test program had a fatal crash when Army aviator Lt. "Pug" Wallace was killed.

Inflatoplane Survivors

Goodyear donated two Inflatoplanes for museum display at the end of the project, one to the *Franklin Institute* in Philadelphia and one to the *Smithsonian Institution* in Washington, D.C.

Article adapted from Wikipedia