



AMA Chapter #3798

# Chino Valley Model Aviators

## Official News Letter



March 25, 2015

Volume 18 Issue 3

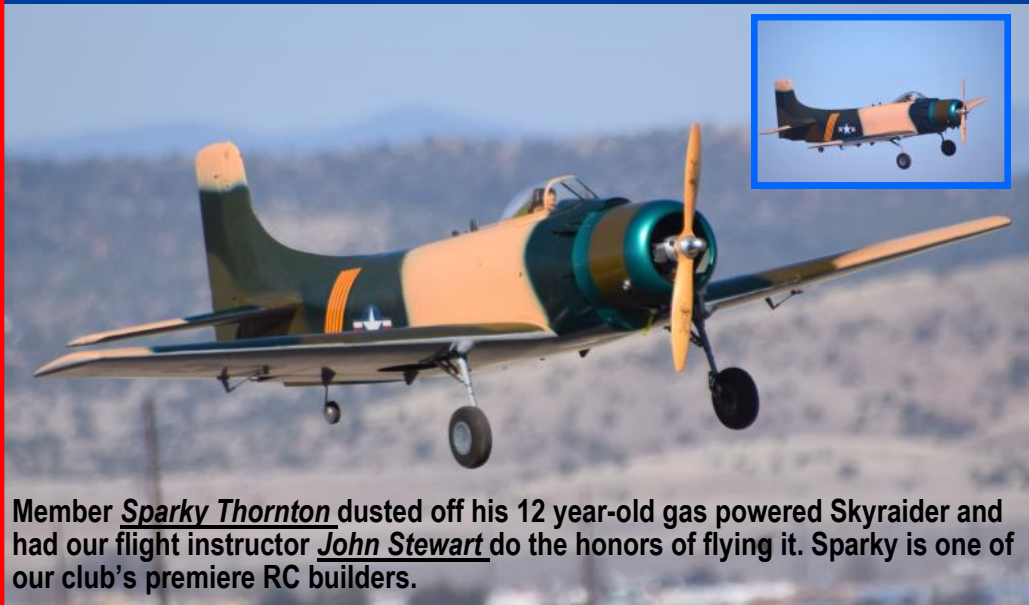
[www.chinovalleymodelaviators.org](http://www.chinovalleymodelaviators.org)

"To create an interest in, further the image of, and promote the hobby/sport of radio controlled aircraft"

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## Sparky Thornton's 12 Year-Old Skyraider



Member Sparky Thornton dusted off his 12 year-old gas powered Skyraider and had our flight instructor John Stewart do the honors of flying it. Sparky is one of our club's premiere RC builders.

The greatest ability is dependability.

Vance Hamer

Support Our Local Hobby Shop



The Safeway Center  
Prescott Valley, AZ

MAX & CINNIMON BANDY

THEY SUPPORT OUR CLUB

Please support them as well.

## YUMA, ARIZONA RC AIRSHOW



Photo by Chuck Colwell

A nice scale 16 foot wing span B-29 at the Yuma Aeromodelers R/C Airshow on Saturday February 21. This event was attended by member Chuck Colwell and his wife Bernie.



Mike's Blue Baby

*Field Chatter from CVMA President, Michael Kidd: No Kidding!*

If you have not heard or read, *Jerry English* put out a "Runway Challenge" to match his \$100. So far we have 21 members match his challenge, some even went above the call of duty. We are going to re-oil the new section next year, the money collected will go towards the East 226 feet of runway. It is in real need of

work. We need your help so please consider meeting *Jerry English's* challenge.

Please make note that the runway will be closed Wednesday March 25th to work on the areas where the weeds have pushed their way through the blacktop.

The work party we had scheduled for March 26th has been moved to

Wednesday 25th since the runway, will be closed. Please come on out and help us make the field look it's best.

The weather is warming up and we have seen a few snakes around the field. So far just bull snakes but if they are out you might expect the rattlers to be out as well. If you have a plane that goes down out in the grass are-

as, if possible, please take a vehicle out to fetch your downed plane.

We are still grappling with trash at the field so read the box below, "*If you bring it you take it home.*"

We are going to have a great time this year flying and putting on a number of fun events. So come out and enjoy flying with your fellow pilots.



**TAKE YOUR TRASH HOME**



Lipo bucket from the field, left, is not for trash. Take your trash home members.

There are no trash cans at the field.

**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



- President — *Mike Kidd*
- Vice President — *Steve Shephard*
- Treasurer — *Don Crowe*
- Secretary — *Jerry English*
- Safety Officer — *Charlie Gates*
- At Large Members — — *Bob Noulin*  
*Randy Meathrell,*  
*Bob Steffensen,*  
*Wait Findley,*  
*Ken Shephard*
- Newsletter Editor — *Bob Shanks*
- Activities Director—*Don Ferguson*
- Flight Instructors—*J. Stewart, M. Kidd*

# CLUB PILOTS FLYING THEIR AIRCRAFT

*Roger Calvert's Big Gas Corsair*



**Don Ferguson's Foam F-4.**



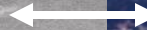
**Don Crowe's EDF**



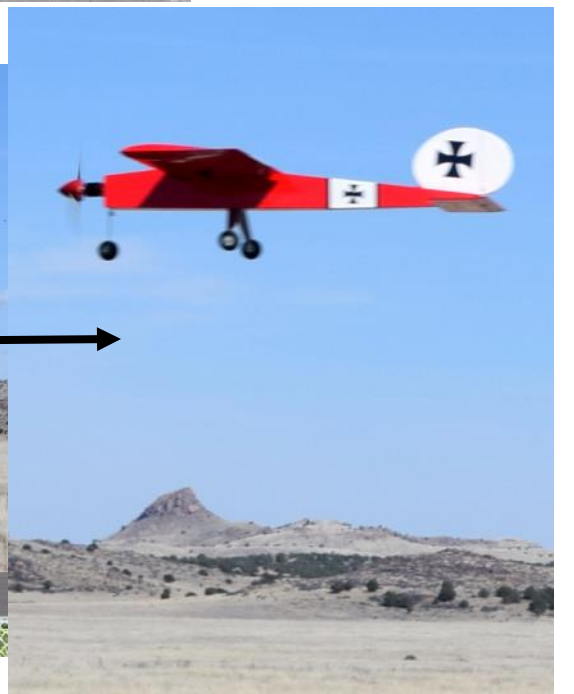
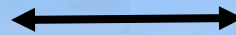
**John Stewart helps get Sparky's Skyraider ready.**



**Dane O'Brien's Extra 330 with is a gas 170 powered monster. Here it's on final approach!**



*Jay Riddle is in the "groove" again.*



# CLUB PILOTS FLYING THEIR AIRCRAFT



*Randy Meathrell's Twin EDF A-10*



"Papa J", Jerry Calvert, left gets his gas powered Edge ready. A nice big gas powered Edge. Jerry is another one of our premiere club pilots who lives in Williams, AZ. He and his son Roger and fly with us regularly.



Dale Tomlinson's Horizon 24" Foam Bi plane, a couple of members have these.



Jay Riddle is back in the "groove", flying his stik, way to go Jay.



In this shot, Dane O'Brien's Extra shows the left aileron full up caught in a perfect 90 degree angle during a rolling harrier. The ailerons are at full deflection, the elevator is full down and the rudder is coming back to neutral. Dane is a great pilot



Dane's plane is a 41% Krill Extra 330SC with a 122" span. Engine is a DA170. Servos are Savox. All we can say is WOW great plane and great flying Dane!!

# March General Meeting Highlights

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



Don Crowe's Aero Sky

Mike reported on the current runway fund, based on Jerry English's challenge at the last meeting. At this point, 12 people have paid, we've collected \$3150. A discussion of runway maintenance followed. The bump and weed issue will be repaired on 3/25, the runway will be closed that day. Volunteers needed to spray weed killer on the 25th also. Mike thanked Bud and Glenn again for field clean

up and trash removal. Mike announced that Jerry English was now a CD approved by AMA. Mike called on Larry Parker for a By-laws Committee update. An informal discussion of flyers for the Jet Rally and the Pro Warbird races was held, Bud Mellor said he would handle this. Mike began a discussion of the FAA / AMA sUAV issues, turned the topic

over to Bob Shanks who reminded members to write the FAA by April 24. (See page 9) Mike gave a reminder for the person bringing goodies to the next meeting, that would be Mike! Mike discussed the project to put conduit between the cabana and the shed. Mike noted the donation of 160' of wire for the project by Rock Ridge Controls of Chino Valley. Mike asked that the work

party scheduled for the 26th be moved to the 25th since the runway will be closed that day. general discussion and agreement to change the work party to the 25th. Mike took over for Don Ferguson and passed around sign-up sheets for the T-28 races followed by an informal discussion of volunteers needed and other details. The Gymkhana sign-up was also passed around noting that there would be food for attendees. Steve described the events for Gymkhana. Mike reported that the weekend of the 28th the pylons, lap counters / timers and computer will be set up and tested. the pylons will be left up for the April 4 race.



Jack Hunt showed his small electric shoulder winged model.



Chuck Colwell, top and right brought his Senorita and demonstrated some building techniques. Randy Meathrell, right, brought his Rare Bear 110mph racer kit.





Larry Parker discussed his twin EP foamy.



Dennis O'Connor left, won the \$25 door prize to Valley Hobby from the club.

**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.

# Civil Air Patrol Cadets Fly RC At Our Field



The area Civil Air Patrol Cadets of *Prescott Composite Squadron 206* got a taste of flying RC at our field. The “buddy box” was used with *John Stewart* instructing. They got to see a variety of RC models from *Chris Myhre’s* helicopter to fixed wing member aircraft.

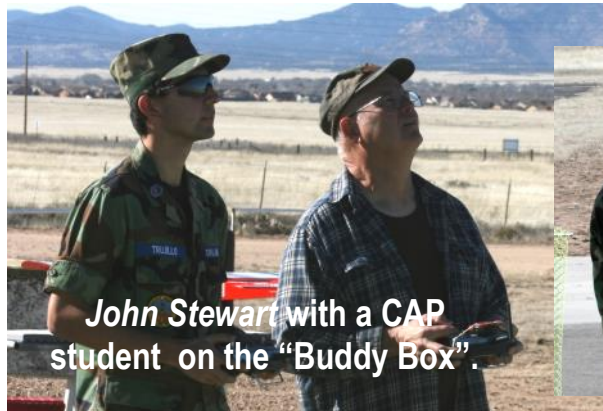
Coming along to observe were a few parents as well.

Many of the CAP students were extremely interested in learning more about RC flying.

Photos by Steve Shephard



Jerry English describes his Blue Baby.



John Stewart with a CAP student on the “Buddy Box”.



## Kevin Garland of Team Futaba Flies his 40% Extra 330SC at Our Field



Photos by Grant Jensen



*Kevin Garland* visited our field and flew his new Dalton 40% Extra 330SC with a DA 200cc 4 cylinder engine. He also flew a prototype 60" Ohio Model Products (OMP) Yak-55, with a Hacker motor using two 6S/5000mah Li Po batteries.

Kevin is sponsored by *Futaba* and *Ohio Model Products (OMP)*. A short bio on him can be found on the Futaba web page, <http://www.futaba-rc.com/team/team-pilots.html>.



## 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  
 Oct 16-18: Electri-fly & Chili feed  
 Nov 6, 7: Thunder in Chino  
 Valley Jet Rally  
 Dec 5: Christmas Party



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

We are all responsible for safety but it seems sometimes when a safety issue is brought up at the field the individual committing the infraction may take it negatively but if we all try to be problem solvers diplomatically and try not to come across as "grumps" we will achieve our safety goals.

In all the clubs I have belonged to it seems there is a thin line between diplomacy and having fun, as unfortunate as it is, however, if we size up each individual situation and approach it right it usually works out.

As the old saying goes, a little honey sure goes along way as opposed to a vinegar approach. Each situation and

the personalities involved are the determining factors.

I have approached folks over the years a few times and had to problem solve in a positive way. Sometimes the horrific thought of an injury makes one a little more aggressive and can be misread.

I believe each new member must be coached on safety and to what degree and is situationally determined by experience in the hobby, age and other factors. So folks keep your diplomatic hat in the back seat of your vehicle and use it as needed.

Recently reported was a few folks observed, probably prospective members or those not regularly understand-

ing safety, doing some unsafe practices on the runway while others were flying.

We should all remember to remind new members, our instructors do I know, about our safety procedures like calling out "taking off", "on the runway" and other calls to alert flyers to be aware. All flyers are to stay in the flight stations, they are all together so everyone flying can hear safety "call outs". Review the rules occasionally members.

Once in a while when testing a new plane a member and test pilot might be on the runway or just into the grass across the runway for a first flight. But then everyone knows it ahead of time and waits patiently for the test flight.

## FAA Releases Proposed sUAS Rule

*Released from AMA Via the Internet*

After years of delays, the FAA released its notice of proposed rulemaking (NPRM) for sUAS on February 15, 2015. Although we are still sifting through the 195-page proposed rule, at first glance we are cautiously optimistic.

Since the beginning of the regulatory process in 2008, the path that got us to where we are today took several unusual twists and turns.

AMA's position from the very beginning was, and will always be, "No modeler left behind!" Along the way, AMA and the FAA were able to address a number of concerns and came together to find reasonable solutions. We were able to resolve these concerns because the FAA looked favorably on AMA and our strong safety program that has stood the test of time for nearly 80 years.

In 2008, the FAA's initial thoughts were that it would "regulate model aviation by exempting it from regulation." As the process progressed, the FAA changed direction and began leaning toward a comprehensive set of "operating standards" that would be the guidance for modelers.

AMA and some dedicated AMA volunteers representing many of the aeromodelling disciplines worked for over two years alongside the FAA in developing those standards. The work was tedious, sometimes tense, and was made more difficult by frequent turnover in personnel within the FAA's Unmanned Aircraft Systems Integration Office (UASIO), the office within the FAA charged with drafting these new rules.

In 2010, recognizing the challenges we were facing, AMA asked Congress for its support. In February 2012, after nearly two years of hard work, Congress

passed the 2012 FAA Modernization and Reform Act. Within this act is Section 336, titled the Special Rule for Model Aircraft (the AMA amendment).

This amendment, while recognizing the FAA's authority over anyone—including model aviation enthusiasts—who could be an eminent danger to other users of the airspace, limited the FAA's ability to create any new rule or regulation for model aircraft. Shortly after the passage of this act—and in part due to a change in management within the UASIO—the FAA's position began to shift away from the concept of a hard set of standards for model aircraft.

We find ourselves today, nearly seven years after the process began, looking at a proposed rule from which, for the most part, model aviation is exempt. As the FAA administrator said, "... this proposed rule does not affect those who want to fly model aircraft as a hobby or for recreation." It appears AMA and the FAA found a way to regulate model aviation by exempting it from regulation.

Although we are optimistic, there is a long way to go before this proposed rule is finalized. There is a period for public comment, and it's possible that the FAA may make some modification to the proposed rule.

The Interpretive Rule is the FAA's interpretation of the provisions in the Special Rule for Model Aircraft, and there are a few areas where we believe the FAA may be misinterpreting Congress' intent when it included the special rule in the 2012 act.

Once we have had a chance to fully digest the NPRM we will report back to our membership.

## Notable Projects



Sparky Thornton's 12 year old Skyraider see page one



Dane O'Brien's huge gas powered 170.

## RC Radio Systems: What A Modern Transformation

Member *Randy Meathrell* sent out a picture of one of his first radios he put together a vintage world engines kit. A lot has changed in radio control since I got into the hobby in in the 1970's. My dad used the old rubber band escapement system. The servos from that era jittered a lot too, and the range was lucky to go as far as 1,000 feet. My dad also had an old Kraft radio pulse system he built with about ten buttons, yup no sticks!

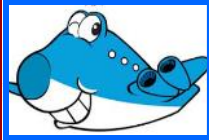
If you run across some of the editions of the old *American Aircraft Modeler* magazine

and you will find old advertisements like the one Randy sent out at right. As with almost all other things electronics, the quality has obviously gotten better while prices remain the same or drop. It's been a good ride for modelers. It is hard to impossible to find some of the old ads online, I could not locate any. Randy's picture he emailed to all members really highlights how far our systems have come and the incredible reliability we have and better safety too.

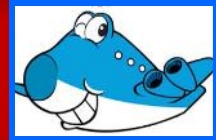
Thanks Randy for the RC time capsule.







## NAME THAT PLANE: Fairchild XC-120 Pack Plane

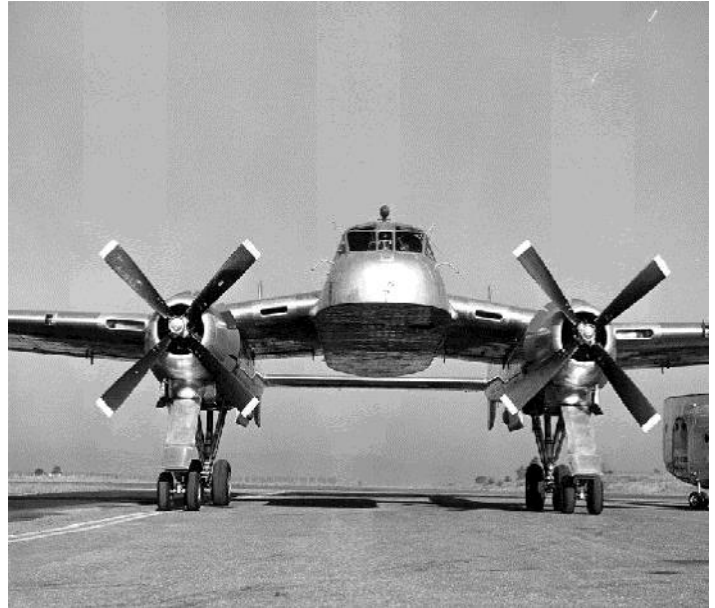


The XC-120 Pack Plane (from the 1950's) began as a C-119B fuselage which was cut off at a point just below the flight deck. The wings were angled upwards between the engines and the fuselage, raising the fuselage by several feet and giving the plane an inverted gull wing appearance. Smaller diameter "twinned" wheels were installed forward of each of the main landing gear struts to serve as nose wheels, while the main struts were extended backwards.

All four landing gear units, in matching "nose" and "main" sets, could be raised and lowered in a scissor like fashion to lower the aircraft and facilitate the removal of a planned variety of wheeled pods which would be attached below the fuselage for the transport of cargo. The goal was to allow cargo to be preloaded into the pods; it was claimed that such an arrangement would speed up loading and unloading cargo. [

Production aircraft were to be designated C-128. Only one XC-120 was built. Though the aircraft was tested extensively and made numerous airshow appearances in the early 1950's the project went no further. The sole prototype was eventually scrapped.

(This Information from Wikipedia)



The XC-120 (C-128) was to have a crew of 5. Power plant was two R-4360 radial engines rated at 3,250 horse power.

## AMA Issues Guidelines to Respond to New FAA Rules on sUAS Aircraft

The new regulations governing small Unmanned Aerial Systems (sUAS) does not apply to model aircraft, however, all members were sent the areas of major concern.

These areas of concern are:

- *Model aircraft are subject to all regulations applicable to full-scale aircraft*
- *Makes model aircraft subject to airspace requirements that have never been applicable in the past and impractical to comply with*
- *Changes criteria for operating within 5 miles of an airport*
- *Narrowly defines "hobby and recreation"*
- *Rigidly defines requirements to operate within visual line of sight mainly first-person view (FPV)*

The AMA sent out a template for all members to use so please follow it and do respond. We must respond by **April 24, 2015**.

If any member who did not get the email from AMA or if any of you know of members with out email let them know. We have about 7 or 8 members with out electronic communication capabilities. So please encourage them to write directly to the FAA.

Any of the club officers will have the recommended template to use and will gladly get it to anyone wishing to respond. Your editor cannot stress how really important it is to respond to the FAA. So if you didn't get the email or lost it let any of our officers listed on page two of this newsletter's mast head and we will assist you with a copy and will help

type it up for you if you are not good on a key board. You can also hand write it if so desired members. We will help anyone wishing some assistance.

At the March meeting the template was there for anyone to examine.

Our safety officer, *Charlie Gates* made an interesting observation that our meetings are attended by serious active modelers so often what we say at the meetings is like "preaching to the choir."

So let's talk this up and make sure everyone in our club responds. I initially responded before the regulation was passed and I know all those that did had an impact but we still have a lot of work to do and we are not out of the woods so to speak.

(R. Shanks, Newsletter Editor)