



AMA Chapter #3798

# Chino Valley Model Aviators

## Official News Letter



May 25, 2015

Volume 18 Issue 5

[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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## Civil Air Patrol Cadets Fly RC Simulator



Our April meeting was attended by several CAP cadets. Member *Charlie Gates*, helps cadet *C/SSgt Ty Alanis* fly the simulator as *Cadet Basic Justice Maxell* watches and waits for his turn. A unidentified prospective cadet , standing is observing.

**"Thank God men cannot fly, and lay waste the sky as well as the earth."**

*Henry David Thoreau*

## Adam Reynolds Little Rare Bear Racer



Two members now have Rare Bears, if a few more get them we might be able to have a Rare Bear race in the future.

Support Our Local Hobby Shop



The Safeway Center  
Prescott Valley, AZ

MAX & CINNAMON BANDY

THEY SUPPORT OUR CLUB

Please support them as well.



Mike's Blue Baby

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

Well it is that time of year when the snakes are out. If you do crash a plane in the field North of the runway PLEASE use a vehicle to retrieve it. **However, make sure you do not drive on the runway, thanks.**

The winds have been driving most of us "daily" fliers crazy. As a matter of fact, the weather has just been "bad",

this is why we have postponed the Gymkhana, it will happen on May 30th.

So as we do normally, we are having a work party Friday the 29th(day before our Gymkhana) at 8:00am to clean up the weeds that seem to come back overnight. So if you are able, please come out and help, the more volunteers we have the quicker the work gets done.

On a brighter note, we now can have the generator running behind the new hanger and not behind our heads running loudly. We will be able to hear each other in the cabana area! This is going to be absolutely awesome.

We also added an outlet box on the pole where we setup our PA system and computer, no more extension cords. All we need to

do is start the generator and plug it in and its done.

I want to thank everyone that helped in the upgrade to our ever increasing awesome flying field.

Safe Flying Members,



**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

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- 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



*Randy Meathrell's 100+ mph Rare Bear*



Don Ferguson's foam twin electric cargo plane drops parachutes, he can drop them from the cargo door or from a the top of wing. The plane is a The Twins: a multi purpose cargo plane. The plans are from RC Groups. There is a build thread there as well. Don uses one 3 cell 5000 MA battery for power and battery life. <http://www.rcgroups.com/forums/showthread.php?t=1124466>



*Tom Wells* actually has a T-28...several members almost passed out as he test flew it. A future T-28 racer perhaps? Tom is a great builder and loves to fly his "Blue Baby".



Tom's T-28 makes room for *Don Ferguson's* number two twin cargo plane. The telephoto lens makes them appear closer .



Charlie's plane is a E-flite UMX Spacewalker Bind-N-Fly, WS is 16.5 inches.



*Charlie Gates* little E-flight foamie, small and a bit sensitive but flies great.



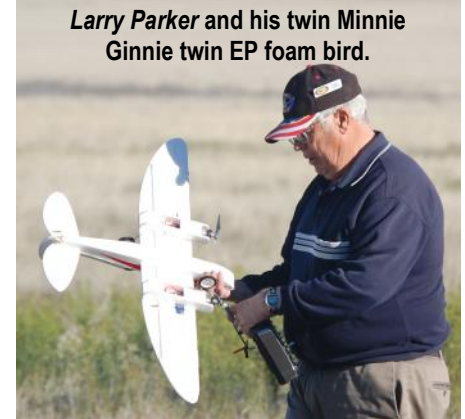
# CLUB PILOTS FLYING THIER AIRCRAFT



*Sparky Thornton's WWII Dornier twin 335*



*Randy Meathrell's foam Spitfire With WWII invasion strips.*



*Larry Parker and his twin Minnie Ginnie twin EP foam bird.*



*Minnie Ginnie taxies out.*



*The screaming EDF Salto.*



*Randy Meathrell helps John Walker get his Salto EDF glider set up.*



*John launches for Salto's first flight.*



*Jerry English's Bixler glider.*



*Marvin Jones' Something Extra*



*Harvey Hunter runs up his 4-stroke Space Walker.*





# May General Meeting Highlights



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

*Randy Meathrell's Rare Bear*

The pledge to the flag was led by *Jerry English*. There were 24 attending members plus 2 children.

New member *Ted Duncan* and visitor *Bud Anderson* were introduced. Currently the club has 124 members.

### Club Business

*Ted Duncan* was awarded his solo certificate. Minutes of the last meeting, as corrected, were approved.

President *Mike Kidd* addressed the issues of driving on the runway and completion of the electrical wiring installation wiring for the cabana.

*Don Crowe's* suggestion that all funds above \$2500 be designated as runway funds was voted on and passed. It was discussed as unnecessary to vote on the runway challenge fund that has now raised \$3741 for future runway improvements.

The rescheduling of the Gymkhana event was discussed as well as the project to re-carpet all the tables at the field. This job is ongoing and so far the new tables look great.

*Jerry English* has built six Oshkosh airplanes to raise money for the runway chal-

lenge fund.

The treasurers report was read and approved showing a current balance of \$8,600.00.

### Show-N-Tell

*Bob Noulin* presented his Yak; *Walt Findlay* presented his Antique Electric; *Don Crowe* presented his Tek Sumo Wing Escapade EMX and his Sorceress airplane.

*Chuck Colwell* presented his Sig Senior Kadet; *Larry Parker* presented his Flite test EDF Viggen and *Charlie Gates* presented his Great Planes gas powered 60 Stik.

### Raffle

- Door prize - *Steve Shephard*
- Bob Steffensen* - Gift Certificate-
- Larry Parker* - multi-tool
- Don Crowe* - glue
- Bob Nabors* - charger
- Don Ferguson* - Gift Certificate;
- Barbara Riddle* - chose a lighted magnifying lamp
- Jack Hardy* - Flying Saucer for *John Walker*
- Harvey Hunter* - large airplane donated by *Rick Nichols*;
- Rick Nichols* - Helicopter
- Adam Reynolds* - parts boxes
- Caleb* - 3D Foamie
- Adam Reynolds* - transmitter



*Jerry English* has built six Oshkosh planes, here he shows one to safety officer *Charlie Gates*.



*Chuck Colwell* brought his cool Sig Kadet shown here by *Frosty Wells* at the field.



*Bob Noulin* brought his Yak for show and tell.

*Larry Parker*, right, and his newly painted EDF Viggen.



*Charlie Gates* and his .60 Stik.

*Walt Findlay*, and his beautiful old timer.



*Don Crowe*, left, with his EMX Sorceress.



**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.

# Airpower Classics

Artwork by Zaur Eylanbekov

## KC-10 Extender



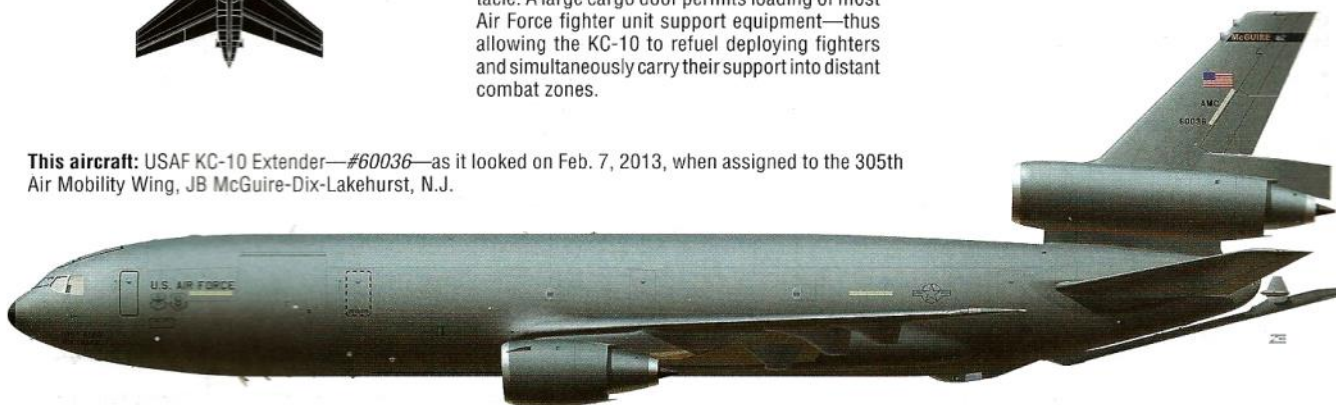
The KC-10 Extender is the major unsung hero of America's global airpower operations. Based on McDonnell Douglas's DC-10 freighter, the KC-10 was USAF's first widebody tanker/cargo aircraft and has flown in virtually every US combat operation since entering service in 1981. Each airplane sports a refueling boom and a hose-and-drogue system, allowing it to refuel not only USAF but also Navy, Marine Corps, and most allied systems in a single mission.

The three-engine KC-10 was born in 1977 after a competition among Lockheed's C-5 and L-1011, Boeing's 747, and the DC-10. The DC-10 was given (in addition to refueling systems) military avionics, an air refueling operator station, satellite communications, and its own air refueling receptacle. A large cargo door permits loading of most Air Force fighter unit support equipment—thus allowing the KC-10 to refuel deploying fighters and simultaneously carry their support into distant combat zones.

The KC-10 made its first combat deployment in the 1983 Grenada invasion. Since then, it has taken part in every US air operation—Eldorado Canyon (Libya), Just Cause (Panama), Desert Storm (the Persian Gulf), Northern-Southern Watch (Iraq), Deliberate Force (Bosnia), Allied Force (Serbia), Restore Hope (Somalia), Desert Fox (Iraq), Enduring Freedom (Afghanistan), Iraqi Freedom (Iraq), New Dawn (Libya)—not to mention tens of thousands of individual airlift and air refueling missions. In every case, the KC-10 was critical to success, though little glory has come its way.

—Robert S. Dudley with Walter J. Boyne

**This aircraft:** USAF KC-10 Extender—#60036—as it looked on Feb. 7, 2013, when assigned to the 305th Air Mobility Wing, JB McGuire-Dix-Lakehurst, N.J.



USAF photo by SSgt. Bill Thompson



A KC-10 Extender refuels an SR-71 Blackbird in-flight during testing.

### In Brief

Designed, built by McDonnell Douglas (now Boeing) ★ first flight July 12, 1980 ★ number built 60 ★ crew of four (pilot, copilot, navigator, boom operator) ★ no armament ★ **Specific to KC-10A:** Three General Electric CF6-50C2 turbofan engines ★ weight (loaded) 590,000 lb ★ max load 75 persons and 170,000 lb of cargo ★ max speed 610 mph ★ cruise speed 564 mph ★ max range 4,370 mi ★ span 165 ft 4 in ★ length 181 ft 7 in ★ height 58 ft 1 in ★ service ceiling 42,000 ft.

### Famous Fliers

**Mackay Trophy (1986):** Crew of SAC 68th ARW—Marc Felman, Thomas Ferguson, Clarence Bridges Jr., Patrick Kennedy, Gerald Treadwell, Lester Boulter, Gerald Lewis, Samuel Flores, Scott Helms, Gary Smith. **Notables:** William Begert, Eugene Habiger, John Handy, Hal Hornburg, Raymond Johns Jr., Walter Kross, Arthur Lichte, Stephen Lorenz, Charles Robertson Jr., Paul Selva. **Other notables:** "Gucci Girls" all-female crew—Lindsey Bauer, Jen Carter, Lindy Campbell, Sarah Lockley. **Test pilots:** Walt Smith, George Jansen.

### Interesting Facts

In Desert Storm, executed (with KC-135) 51,700 refuelings without missing a rendezvous ★ one of the best safety records in USAF ★ assigned 1981-92 to Strategic Air Command ★ carries twice as much fuel as KC-135 ★ six separate fuel tanks for refueling purposes ★ equipped with lighting for night operations ★ can refuel KC-10s and limited number of specially equipped KC-135s ★ transfers 1,100 gal/min via boom and 470 gal/min via probe-drogue ★ once wore distinctive light gray, white, blue paint scheme ★ in 1985, made a nonstop unrefueled flight of 8,982 miles from Saudi Arabia to California.





*When a really big guy crashes his airplane,  
it's NOT a good idea to laugh.*

## MARK YOUR CALENDARS

### CVMA 2015 EVENTS

- May 30: [Combat Swap Meet](#)
- 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

An article on Lipo battery storage was in the new AMA journal in the safety column. If you don't read this column you should, it always has interesting items on safety, many of which come from readers and modelers across the country.

In this month's issue, author Dave Gee, discussed the use of Lipo storage and transportation of batteries, we all seem to have a variety of ammo cans and other metal containers. However, as the author points out a better solution to transporting batteries is the use of the storage bag.

While there are few battery issues with Lipos, one should still be alert to how to transport them safely.

A closed container is not a good idea if a sudden combustion occurred in the can, it then becomes a bomb of sorts or a rocket powered box shooting around your workshop or at the field. Lipo batteries tend to pop and bounce around when set off along with a lot of smoke. No one wants a hot Lipo bouncing around the workshop. A Lipo bag will puff out and then release the smoke but contain the fire and

heat.

There are videos available on line showing how safe the bags are when an over heated Lipo is blowing its top. The double walled cans are rockets and some don't have a place to release all the smoke, so members consider getting a Lipo bag or several of them for various sized batteries you might want to sort out in each bag.

We are entering into warmer flying weather, if the wind ever stops, so members keep your workshop cleaned up and your tools put away when gone flying.

# Issues in the 2.4 GHz World

By Bob Shanks, Editor

In the earlier days of RC, modelers flew on lower frequencies mainly in the 72MHz range; some receivers were interchangeable between the main brands of transmitters available at that time. It wasn't long before *Futaba* and *JR* went their separate ways with some of the other radio brands still having a degree of radio interoperability. However, things gradually began to change leading up to the 2.4GHz world we now all use and enjoy.

Modelers wanted to know if the cheaper receivers would work with all the expensive brand name transmitters and of course we all know the answer is no! So if one has a *Spektrum/JR DSM(2)* or the *Futaba FASST* gear then the flyer is stuck with using their matching expensive receivers. Of course brand name manufacturers want to keep it this way so they can get whatever price they want when a flyer needs more receivers. But what about the cheaper receivers manufactured just for brand name radios? An example is the orange receiver.

This writer has been successfully using the orange receivers for a few years despite hearing few other flyers in our club have experienced difficulties. But during a recent very busy "radio noise" day with lots of 2.4 GHz gear being used at our field and in the surrounding area, complete control was lost on two different planes equipped with orange receivers matched to a *Spektrum DX7*. Both models are repairable. While no definitive research has been found by this writer about orange receivers, suspicion is the orange receivers may not be as reliable as one would wish especially with *DSM(2)* equipment and in a heavy 2.4 GHz environment.

Since we all use 2.4GHz it is now a virtual gold-mine for brand name RC manufacturers. As an example, *Futaba* can demand three or four times the price over the cheaper Chinese receiver because there is little to no competition -- only *Futaba* receivers work with their radios, this is the same for *Spektrum* and others as well. *Futaba* and *Spektrum* can charge up to \$100 for a receiver instead of \$35 or less depending on the receiver needed.

The question seems to be would modelers buy a proven-reliable less expensive "compatible" receiver for your *JR/Spektrum, Futaba, Airtronics* or other brand-name radio, would you? How important is it to remain brand-loyal, even though it means paying two, to four times as much for a receiver? Or as in the case mentioned above, purchasing the cheaper orange receiver and then having it fail due to heavy 2.4GHz interference.

Remember virtually everything today operates on 2.4GHz; cell phones, microwaves, two way radios, and a host of other similar equipment. Seems this writer will pay more for matched receivers and only use the orange receivers in smaller less important models or not fly the orange receiver equipped planes if there is heavy radio traffic. (Our adjacent ball fields often have many Chino Valley events with two way radios and equipment in use.)

Both the *Futaba, JR/Spektrum* and *Airtronics* systems have been heavily tested without any observable problems and provide continuous solid control with matching equipment. However *Futaba's FASST* equipment has a higher degree of reliability over the *DSM(2)* equipment used in the *Spektrum DX-7* due to frequency hopping. So be wary of the less expensive receivers and use good judgment knowing the result may be one will spend more but have more reliable flying experiences.

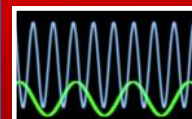
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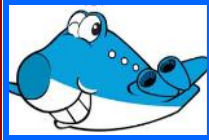
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# NAME THAT PLANE:

## DeHavilland DHC-2 Mk 3 Turbo Beaver



Despite the fact production of the DeHavilland Beaver ceased in 1967, hundreds of Beavers are still flying—many of them heavily modified to adapt to changes in technology and needs.

The original Wasp Jr radial engine of the Beaver is long out of production, so repair parts are getting harder to find. Some aircraft conversion stations have addressed this problem by replacing the radial piston engine with a turboprop engine such as the PT6.

The added power and lighter installed weight, together with greater availability of kerosene fuel instead of high-octane aviation gasoline, make this a desirable modification, but the conversion is at a high a high cost.



Here is a Beaver conversion with a PT6 turbo engine retaining the original fin shape and fitted with floats at Bartow Municipal Airport, Florida in 2011.

## F-22 Afterburner Fireworks



## Member Projects



Your editor's EP foam board F-22 Raptor now has wheels, it was hand launched, landing gear will make flying it easier. Center mounted prop made it difficult to hand launch safely.



Chuck Colwell's Cessna 182 is a cool project in process. Chuck is an accomplished builder, check out his Kadet on page five.

The Cessna specs are Wing span 10' projected weight 45 lbs. Engine size ZDZ 80 that will have prop 26x10 it will have 11servos