



AMA Chapter #3798

Chino Valley Model Aviators

Official News Letter



June 25, 2015

Volume 18 Issue 6

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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Behind every successful man is his woman.

Behind the fall of a successful man is usually another woman!

Support Our Local Hobby Shop



The Safeway Center
Prescott Valley, AZ
MAX & CINNAMON BANDY
THEY SUPPORT OUR CLUB
Please support them as well.

Combat/Swap Meet a Smash Hit!



Sky is full of angry combat ships!

Balloon Bust Event Difficult to Fly!



Balloon just popped by Steve Zingali.



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

Greetings Fellow Pilots,
Well another fantastic club event is in the books. I am referring to the Gymkhana event we just held. (See page 5 of this issue) Everyone had an great time and the food, well, in a word, tasted awesome.

If you did not attend we are going to do this again next year.

We all need to thank

Don Ferguson for all his hard work organizing this event.

The T-28 Races are Saturday the 27th. If you are not racing come on out and support your favorite pilot. We have a lot of fun putting on these races and if you have not watched one you really need to see one.

As a reminder it is starting to get busy so when

you come out to the field do not leave your planes on the table under cabanas. If you are not working on them put them in the 'Pit Area' or in the rocks along the chain link fence.

You can also put the smaller planes on the second shelf of the tables freeing up the table top. When the table tops are full of planes it leaves no

place for the next person to get his plane set up.

It's the "hot" time of year so make sure you bring plenty of water with you when you come out to fly.

Well, that is all for now, safe flying members.



TAKE YOUR TRASH HOME



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

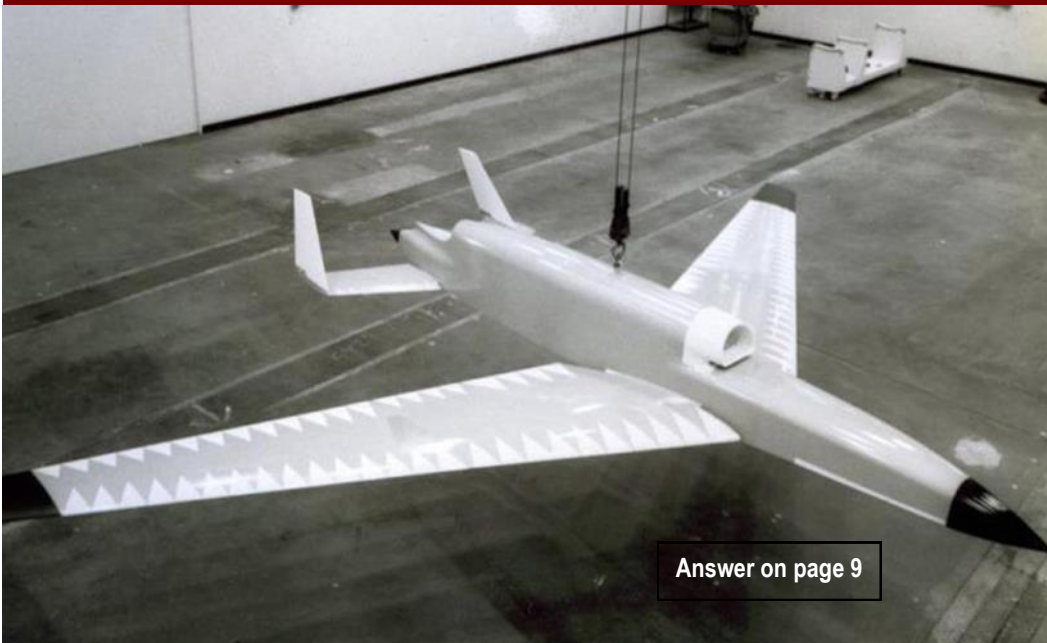
There are no trash cans at the field.

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

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



Randy Meathrell's 100+ mph Rare Bear



Steve Shephard helps Chad Collins check out his new Edge 540.



Chad Collins big Edge is a great flyer.

Bud Mellor's .90 Four Stroke powered P-51.



Harvey Hunter's ERAU Edge 540.



Editor Bob's red Oshkosh "Shanks-a-Lot"



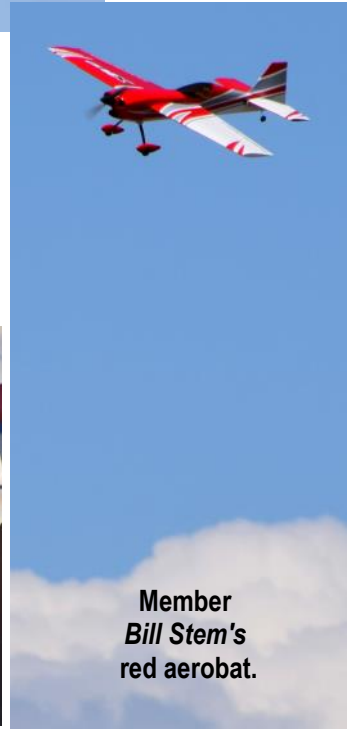
Charlie Gates orange trimmed Oshkosh.



Randy Meathrell's Focke Wulf 190.



Bud Mellor's Calypso (RT) is underway, this was a test trip to the field.



Member Bill Stem's red aerobat.

CLUB PILOTS FLYING THIER AIRCRAFT



Sparky Thornton's WWII Dornier twin 335



Larry Parkier's P-51 wheels down deception as he strafes the runway. 😊

Don Ferguson launches his Flight Test Versa flying wing for its first flight as Randy pilots it.



New junior member Trevor Huber's very small RC Aeronca Champ.



Trevor Huber had two instructors his first day at the field. Randy and Steve both gave him instruction on the CVMA trainer.

Dennis O'Connor's very nice glow powered British Tiger Moth.



Larry Parker's little foam Outrage.



Jack Allen's cool green stik!



Frosty Wells gets his Fly Baby ready...first flight will be soon.



June General Meeting Highlights



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

Randy Meathrell's Rare Bear

No new members, no guests, currently 127 paid members
 Minutes of the last meeting as distributed were approved
 President **Mike Kidd** discussed the repair of the mower
Larry Parker gave a report on the By-Laws Committee
 President Mike reported on the Gymkhana and Thanked **Don Ferguson** for a great event
 Steve and Mike each bought 3 tubs to replace cardboard boxes in the shed
 President **Mike Kidd** asked if there was interest in a July 4th potluck. A survey will be done. President Mike reported that **Jay Riddle** is giving the club another table

Vice President **Steve Shephard** reported on the recovering of the tables at the field Vice President Steve also discussed our work party before the T-28 race
 Secretary **Jerry English** reported on the runway challenge fund and the Oshkosh raffle
 Treasurer **Don Crowe** gave the treasurers report and it was approved by members.
 Safety Officer **Charlie Gates** reminded everyone about the presence of snakes
 President **Mike Kidd** gave the flight instructors report on students assisted by Vice President Steve Shephard.

Don Ferguson gave the Contest Directors report on the Gymkhana results and the next events

Chuck Colwell gave a n excellent presentation on the B-58 and the B-70, he photographed the chase.

Show-N-Tell

Bob Steffensen - B70
Bob Shanks - Alien saucer a Steve Zingali design and kit and the Delta Ray from Horizon Hobby.
Larry Parker - F-16

Don Ferguson - Flite test Versa Wing Door Prize - **Bob Shanks** Precision screw driver set and small SR-71 kit.

Raffle

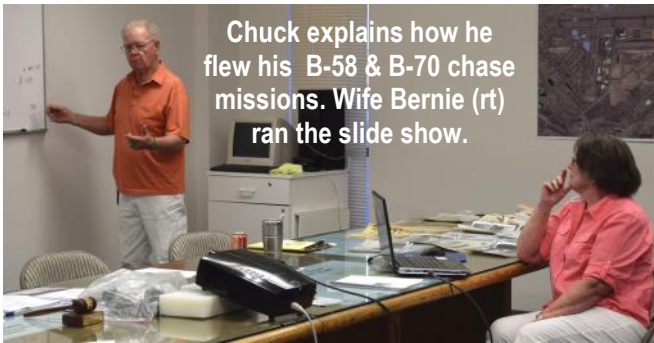
Richard Voner - Gift certificate
Rick Nichols - gift certificate
 We had other raffle winners but the

program by **Chuck and Bernie Colwell** was one of our most interesting presentations in a long time.

Chuck was a renowned cinema photographer and before his Hollywood career flew many chase photo missions for Convair and Boeing. He presented some outstanding pictures from his collection and held all members spell bound with his excellent presentation, his wife **Bernie** operated the slide show.

He was part of some outstanding aviation history filming and documenting some cutting edge research on some exciting Mach 2+ aircraft developed for our nation.

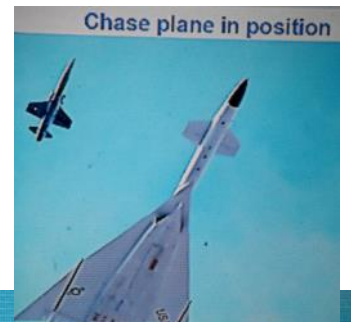
We stand in awe Chuck, well done and we value you highly as a club member.



Chuck explains how he flew his B-58 & B-70 chase missions. Wife Bernie (rt) ran the slide show.



B-58 w/ droppable pod



Chase plane in position



Don's Versa flying wing.



Bob's little B-70.



Larry's foam F-16



Bob and his flying saucer



Bob presented his Delta Ray



B-70



B-70, six YJ-93s & avilons



Chuck's sense of humor is intact below, in helmet.



'An alien' on return trip

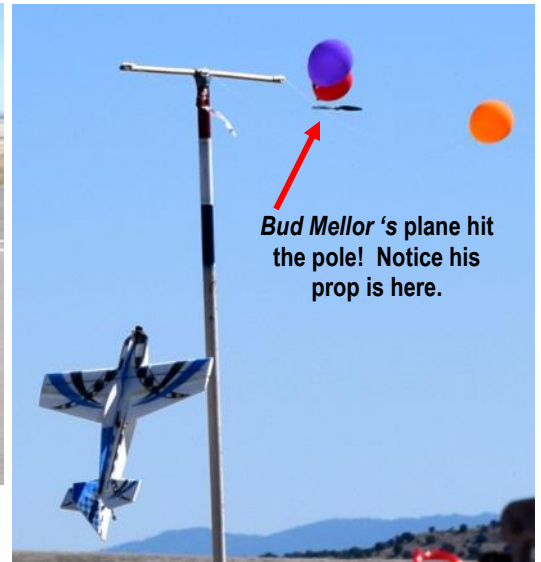
Here's the alien!

Chuck brought a host of great pictures for members to view.

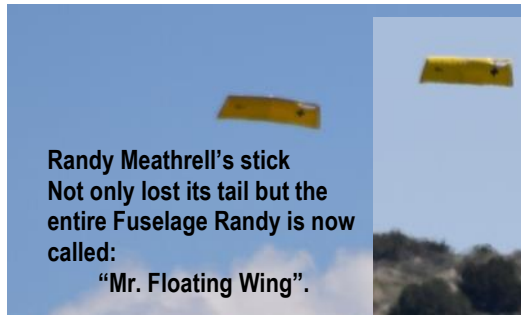
Combat/Gymkhana Meet a Blast of Fun



Combat and Gymkhana winners left to right, *Randy Meathrell, Adam Reynolds, Steve Zingali and Bob Noulin*. Each winner got an engraved CVMA beer mug. Adam and Randy got two mugs for some outstanding flying in Combat and Gymkhana!



Bud Mellor's plane hit the pole! Notice his prop is here.



Randy Meathrell's stick Not only lost its tail but the entire Fuselage Randy is now called: "Mr. Floating Wing".

There was three trophies given for Combat and Three trophies for all three Gymkhana events combined.

Gymkhana

1. Adam Reynolds
2. Steve Zingali
3. Randy Meathrell

Combat

Best Crash

Randy Meathrell (Randy is now known as Mr. Floating Wing) Kind of sounds like a Native American name.

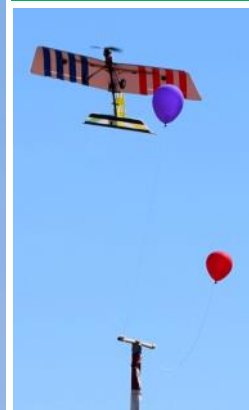
Second Best Crash

Tom Jeffrey

The sky looked as if it was filled with a horde of angry bees.



Tom Jeffrey's slow stik suffered a direct hit and floats slowly down to the ground.



Don Ferguson, Event Coordinator and Steve Shephard, Vice President reset the balloons for the next round.





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

Seems your editor is the subject of two safety concerns for this column. So I am putting myself in the safety "hot seat".

Our Combat, Gymkhana event was a success but one safety issue came to light. Always insure your plane or planes that are to be entered into an event are tested and have been safety flown. This has always been a safety procedure for events. Your editor wanted to fly his Oshkosh that is a slow safe flyer but it was not trimmed and flew erratically always hitting himself. A big "No-No". No matter how slow or safe and docile a plane is it must be tested before flying in any event.

The other concern is to drive 10mph

when entering the field to keep the dust down and it is the limit set by the town of Chino Valley. I often drive into the field too fast so I stand corrected.

The pictures in this column are of member *Shel Liebhaber's* Corsair. He was about to take off when his plane started smoking. Remember Lipo fires require sand. No flames but the heat melted a hole in the foam. The problem may have been a bad speed control. Be safety conscious when handling Lipo batteries.

Along those same lines of thought, recommendations are also that Lipo bags are safer than heavy metal containers (ammunition cans etc.) In a recent AMA article the bags were the

recommended way to carry Lipos. So consider switching to the heavy Lipo bags. This is worth considering. The issue of overheated speed controls or a Lipo with a bad cell can really turn into a serious incident. Inset photo below is the speed control, what's left of it!

Thanks for letting us use your plane Shel. Glad you weren't injured and you handled it well. It was on the runway too and not in the dry grass.





Club Newsletter Background

By Bob Shanks, Editor



This is your editor's 9th year of doing the club newsletter so I felt a little background information might be of interest to members.

About 9 years ago I casually mentioned I had a bachelor's degree in journalism and would do the newsletter temporarily because when I joined the club the person doing the newsletter left the area as I remember. It has been a fun challenge and I still like doing it because as my little brother often said when he was little, "I have to keep my brain warm".

Back in the beginning the newsletter was only four pages but the layout looked pretty much like ours today thanks to *Dick Byork*. I added more pages and contrasting colors to aid readability. I also tightly crop the pictures in Photo Shop to better use limited space and it helps in viewing the pictures. I did some research on newsletter design and since I had worked on publications in the past I utilized my training and education to get this little news "rag" a bit more readable and interesting with RC aviation as well as aviation in general.

Of course computers have come a long way since then as well with better monitors and color rendition plus the bigger flat screens help tremendously. However, even now we have members with very small older monitors and some with very poor contrast and brightness that don't render color very well at all. And some folks are no doubt color blind or have difficulty seeing some shades of electronically produced color.

Dick Byork recalls that he was shocked, even back then, at some of the members' computer equipment they were trying to view our publication on and read. Dick established our format and did a good job of laying it out. Member *Chuck Colwell* and his wife *Bernie Colwell* also did an outstanding job the old way of printing and pasting and having it ran off on duplicating machines before digital word processing and use was prevalent. Digital publishing saves the club a lot of money as well, no postage etc.

One item we try to do is use contrasting colors like the headline on this article in yellow against a blue background. But even now there are members who use older computer equipment and have problems with readability due to small monitor screens, poor color rendition, and very slow machines with older operating systems. I do try to use contrasting colors to aid readability and yet keep the club news and members in the forefront of what we are doing in our club. I am spoiled I have a flat 24" monitor.

This little news blurb gets circulated to the town leaders in Chino Valley and let's them know what kind of an attraction our facility is for the area and town.

We appreciate *Chuck and Bernie Colwell* and *Dick Byork* for their past work and help in establishing the newsletter as it is today.

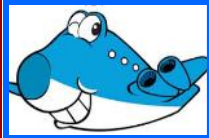
Many Pilots of Full Size Aircraft Avid RC Hobbyists



Many active pilots also fly RC, our club has a lot of ex-pilots and those still actively flying. Radio-controlled (RC) flying is a popular hobby for full-scale pilots and non-pilots alike. Seattle-area full-scale and RC pilot *Doug Wilson* (left) also has numerous ratings in full size aircraft.

Doug got his first rating (PPL-ASEL) in 1993, when 17 years old. He now has a total of four ratings: Aircraft Single Engine Land, Aircraft Single Engine Sea, Glider, and Rotorcraft-Helicopter.

Doug's RC model of the Alaska Airlines Jet is a modified kit of 1:18.5 scale 737-700 available through *Windrider RSB* of Hong Kong. It is primarily made of EPO foam. The custom Alaska Airlines graphics represent N583AS as it appears today. Graphics were created by *Callie Graphics* of California.



NAME THAT PLANE:

TRA's Model 154 Firefly Compass Arrow
Designated The AQM-91



Stealth for 80,000 ft. flights At \$375 Million A Copy and This Was In 1970!



The Firefly Compass Arrow under the wing of a C-130.

Aviation Week's team recently reported from the Association for Unmanned Vehicle Systems (AUVS) International conference and in Atlanta outlining the history of this technology. This show has grown immensely since 1982. What we call UAV's or UAS systems have really matured since its early beginnings.

AUVS in those days was a community that had seen triumph followed by crushing defeat. Aviation Week had reported extensively on the use of what were then called remotely piloted vehicles (RPVs) in Vietnam. The most prominent types used operationally were produced by Teledyne Ryan Aeronautical (TRA), based on the Firebee target drone.

By the end of the war, the Lightning Bugs - as the modified Firebees were generically nicknamed - had evolved with bigger wings and tails, more powerful engines and a variety of mission equipment, including guided missiles and precision-guided bombs. Purpose-built RPVs were in the works, including the long-endurance Compass Cope prototypes from TRA and Boeing. The business appeared to have no place to go but up.

The wartime Lightning Bugs were part of the reconnaissance community and were operated by Strategic Air Command. But with war's end, they were handed over to Tactical Air Command, and the fighter pilots knew exactly what to do with the robotic upstarts. They sent them all to the boneyard. As for the Compass Cope designs, Lockheed's Skunk Works made a successful bid to perform their intended mission with new-production U-2s.

AUVS in 1982 was trying to figure out a recovery plan. One watchword, heard a couple of times at Monterey: "We don't want any more \$2 billion RPVs". Nobody would say what RPV could possibly have run up such a startling bill.

The Model 154 was designed to fly higher than any subsonic aircraft, reaching over 80,000 feet on the power of a specially developed engine, the General Electric J97. A few years before anyone talked about stealth, its radar cross-section (RCS) was the lowest of any aircraft ever flown, thanks to shaping and specially developed radar-absorbent materials and structures. It also had an automatic electronic jamming system.

Since the basic China reconnaissance problem started with the absence of good maps, let alone precise knowledge of where key facilities were, the Firefly's reconnaissance sensor had to take up the slack. The KA-80A Optical Bar Camera was unique in its combination of resolution and area coverage. A Firefly following the track of Interstate 80 from New York City could image a strip all the way into Utah, easily wide enough to take in the entire New York and Chicago metropolitan areas (including Kennedy, LaGuardia and Newark airports. Wow and this was in 1970!!

Member Projects



Rick Nichols' Tidewater 2 is a Flyzone RTF airplane, WS 41.5 " power is from 2200 mAh LiPo battery.



Safety Officer *Charlie Gates* and his gas powered Stick.



Editor Bob Shanks' flying saucer made from blue foam. A Steve Zingali design and kit. Bob's saucer has an alien pilot! (Inset)