



AMA Chapter #3798

# Chino Valley Model Aviators

## Official News Letter



July 25, 2015

Volume 18 Issue 7

[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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**Knowledge has to be improved, challenged and increased constantly or it vanishes.**

*Unknown*

Support Our Local Hobby Shop



The Safeway Center  
Prescott Valley, AZ

MAX & CINNAMON BANDY

THEY SUPPORT OUR CLUB

Please support them as well.

## Shel Leibach's Very Nice EDF Dynam Meteor



The Meteor has a 36" wingspan and is powered by a 70mm ducted fan with a 3200 KV motor. Shel uses a 4 cell 3300 30c Lipo battery for fuel.

## DENNIS O'CONNOR'S ICONIC BRITISH TIGER MOTH



If you are looking for a stable fun scale RC project the Tiger Moth is a good one and it flies like a trainer. It is definitely "eye candy" in the air.



Mike's Blue Baby

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

I hope everyone is having a great Summer.

There have been a large number of pilots and non-pilots at the field lately.

I would like to ask this; If you are there just as an observer, please park on the South side of the parking area. Either East or West of the building. This will leave the parking area by the Ca-

banas available for the pilots that bring planes to fly. This is just the right pilot thing to do.

We are in dire need of cleanup at the field and as such we have set up two work parties, [Mark your calendars for July 23rd at 7:00am and August 13 at 7:00am.](#) We need a lot of help and if you have a weed eater please bring it. The rains have caused

weeds to absolutely grow wild and they are out of control.

Even though the winds have been coming up, the flying has been great from about 6:00am until 9:00 or 10:00. Come out early and let's have some fun flying.

When you are at the field please wear your name badge so we "old guys" can try and get your

name embedded into our brains.

Also, if not working on your plane leave it in the pit area and put your flight gear on the lower shelf of the tables.

Well, that is all for now, be 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 AIRCRAFT AT THE FIELD



Bob Shanks' UFO

Max Bandy's 4 stroke on a fly by with exhaust spewing at your editor's camera.



Bob Shanks' Twin EP Delta Ray.



Glenn Heithold's #4 gas powered creation.



Editor Bob's EDF Stinger.



John Walker's nice flying Delta wing EDF.



Randy Meathrell's WWII German Focke Wulf 190.

# CLUB PILOTS FLYING THEIR AIRCRAFT



*Sparky Thornton's WWII Dornier twin 335*

## George Walker's Donation A Key Organizational Need

Member *George Walker* donated a large sum of money ( a large 4 figure dollar) for shelving in our new shed. His donation has made a big difference in our storage and organization of equipment at the field.

It's donations like these that allow us to have such a fine club. We would be remiss if we did not point out this major donation. The shed, due to Jay and Barb Riddle efforts, was much needed but without shelving our equipment for events and field maintenance would be in a state of disarray and laying all around the floor. It's quiet donations like these that make our club such a collegial and supportive group. A great club to fly with any day.

Thanks so much George, this important donation has not gone unnoticed.



*John Stewart and Max Bandy get ready to fly Max's big Fly Baby.*



*Javier Valenzuela's big Navy gas powered Corsair built by Dennis O'Connor.*



*Jack Allen's Red & White Rascal.*



*Jack Allen's red and white racing Corsair.*



*John Stewart and his Raptor helicopter in the club "chopper" area.*



*Greg Daebelliehn's Demon*

# July General Meeting Highlights



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

*Randy Meathrell's Rare Bear*

New junior member **Trevor Huber** was introduced. The club now has 128 paid members

President **Mike Kidd** asked if had a chance to read the minutes, were there any corrections to the minutes, **Randy Meathrell** made a motion to accept the minutes, **Larry Parker** seconded the motion, they were approved.

President **Mike Kidd** reported on mower repairs a discussion followed

The By-Laws committee is progressing on the By Laws update., **Larry Parker** suggested that the completed Field Etiquette be emailed while the By-Laws were being edited.

Thanks to **Ken Shephard** for the

goodies..

President **Mike** reported on the 4th of July potluck, it was lightly attended.

President **Mike** recapped the T-28 races and reported that they would be replaced by another Fun Fly for now.

President **Mike** had a discussion of parking at the field, if not flying park away from the pit area to aide members access to vehicles.

Vice President **Steve Shephard** reminded everyone to 'Lock the Gate'; refurbishing the table tops on the pit tables is continuing..

Vice President **Steve** scheduled a work party for July 23rd and another for August 13th.

President **Mike** assigned **Jerry**

**English** the task of email notification for the work parties.

Vice President **Steve** gave the floor to **Ms. Terry Shephard** to talk about the plans for food preparation for the Pro-Warbird races.

Treasurer **Don Crowe** gave his report, **Rick Nichols** made a motion to accept the report, **Bob Shanks** seconded the motion, motion approved

Safety Officer **Charlie Gates** gave his report by asking **Tom Wells** to describe an incident involving him at the field. **Charlie** said the root cause of the incident was gusty winds **CD Bud Mellor** reported on the Pro-Warbird race preparation and the need for volunteers

Show-N-Tell

**Rick Nichols** presented his Mini Stik **Larry Parker** presented his EP Comanche twin.

**Randy Meathrell** presented his Parkzone FW-190.

**Don Crowe** presented his HK Edge 540T.

**Bob Shanks** presented his powered glider.

**Jack Allen** presented hi F2G Corsair Racer.

**Richard Voner** won the door prize, a wrench set for his work bench.

Raffle winners

**Charlie Gates** won the blue/white trainer he promptly gave it to **Trevor Huber**. **Don Crowe** gave **Trevor** his winning ticket so **Trevor** picked the kite.

Respectfully **Jerry English** Secretary.



**Rick Nichols** and his little Stik.



**Randy Meathrell** showed his FW-190



**Trevor Huber**, new Junior member gets a gift of a trainer from **Charlie Gates** as his mother **Mariah** looks on!



**Jack Allen** and his racing Corsair, only 4 full sized ones were ever built.



**Bob Shanks** colorful powered glider



**Larry Parkers** BIG Cessna twin.



**Don Crowe** brought his HK Edge 540T.



**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.

## June 27th CVMA T-28 Race Results

A total of 8 pilots participated in this race, they were; *Rick Nichols, Don Crowe, Rudy Arp, Andy Yonkers, Randy Meathrell, Chris Myhre, Chris Corbitt, and Ethan Hughes, Andy Younker's grandson.*

Over all it was a good day for racing as the winds were light but the temperature was on the warm side. We completed 4 rounds with 2 heats each and wrapped up the day by 9:35 a.m.

The winners were;

First place: *Ethan Hughes*

Second Place: *Andy Yonkers*

Third Place: *Randy Meathrell*

*Chris Corbitt* was the over all winner but because he was flying a non-stock plane he disqualified himself, thanks for your honesty Chris.

Event Coordinator *Don Ferguson* thanks all who helped with the Pylon racing, the Judging, Lap counters, set up and clean up.



While it's called a T-28 race its open to all WWII stock Park Zone planes.

## Honesty and Integrity are the Ingredients of a Successful Club

Just how important is honesty and integrity these days? There is much written about these two ingredients of values and ethics. Let's briefly examine these two traits. The dictionary definitions give us a nice foundation of understanding.

**Honesty:** The quality or fact of being honest; uprightness, fairness, truthfulness, and sincerity.

**Integrity:** The adherence to moral and ethical principles; soundness of moral character and honesty.

The Greek philosopher, Aristotle spent a lot of time on these two qualities discussing this sphere of truthfulness consisting of situations in how people present their accomplishments and commitments to others. The passion of truthfulness is the desire to present oneself accurately to other people, with a corresponding horror of being a phony. Truthful self-presentation consists of speaking about one's accomplishments and living up to life's commitments. Simply put, one must follow the rules of our society and activities always presenting yourself accurately.

In our recent T-28 races we stipulated that all flyers would fly stock Park Zone planes without modifications to the engine or use of special batteries. We depended on the honesty and integrity of our members and participants to the extent we didn't have any plane

inspections. Remember this is for fun and we wanted the competition to be fair for all flyers competing.

However, it seems some were competing with modified Park Zone flyers. While we know there is a stock variance from model to model we hope that our competitors will use their flying skills not unfair modifications to win.

It seems we live in an age of "win at any cost". Not a year goes by that we don't read or hear of cheating going on in politics, business, sports and other competitions. In our hobby, the average age of RC flyers is in their 40's plus. We want younger folks involved but we have a responsibility to model honesty and integrity to our youthful RC participants. What kind of message are we sending to our youth?

To give everyone a rest, next year we will have an additional fun fly that involves more members. Perhaps we need an unlimited category or as one member put it humorously a "Cheaters Category".

We must all concentrate on presenting ourselves honestly and with integrity in all that we do. Just a word to the wise members. Let's not forget this is a hobby for fun and creative RC endeavors in the field of model aviation. The Soap Box discussion is now over.

*Bob Shanks*  
Newsletter Editor



"It's a new Idea, you build it yourself!"

## MARK YOUR CALENDARS

### CVMA 2015 EVENTS

- Aug15: Regional 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 RC 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

A crosswind gust blowing into the pit area across the runway, suddenly carried editor *Bob Shanks'* landing slow stick into the upper area of the fence in front of the pilots box, the plane hit *Tom Wells* radio as he was flying shearing off his Turnigy TGY9X radio antenna and



slightly cutting his finger as the picture shows. The Slow Stick lost its landing gear with the rest of the airplane landing in the pilot box area. Bob's Slow Stick is now called the "Slow Stick Slicer".

While a minor accident, it underscores the safety and alertness needed while flying even behind the pilot box safety fence. Tom's radio started peeping madly letting him know he was out of range but his Blue Baby still responded and he landed it safely.

We also often remind folks to not taxi into the pit area or have the plane pointing into the pit area but to shut down the plane parallel to the taxi way. We had a plane suddenly jump to life a

few years ago shooting into the pit area striking a flyer with his back to the runway working on his plane slightly cutting his jeans not his leg thank goodness.

We have the pilot area in the center of the pit area with similar areas on either side labeled "Pit Area". One pilot asked why he couldn't fly in one of the side areas, the answer is simple. Having everyone in the center allows for better hearing for calling out intentions like "taking off", "landing" or "dead stick". With all the pilots in the center area they can more easily hear and judge what's going on but the side areas in the pit are quite a distance away and with load motor noises, hearing can be difficult. FLY SAFE!

## Additives Keep Lithium-ion Batteries From Catching Fire

From an Article by *David Szondy* in Gizmag



Microscopic view of the “pancake” like additives to the newer lithium batteries to help stabilize them for safety and longer use.

Processor chips may get all the glory, but if it wasn't for lithium-ion batteries, modern electronics would look like something out of the 1950s. Unfortunately, while they may be compact and long lasting, these batteries also suffer from overheating and can become fire hazards as they get old. Now a team led by Stanford University and the Department of Energy's SLAC National Accelerator Laboratory has come up with an additive that holds the promise of extending lithium battery life while improving safety and performance.

According to the team leader, Associate Professor Yi Cui, one of the big problems with lithium batteries is that over time the lithium metal starts to form dendrites as metal ions are deposited on the surface of the battery. That is, small, sharp fingers of lithium grow out of the metal that in time can pierce the barrier that separate the two sides of the battery. This can short out the battery, which can destroy it or worse, cause it to overheat and perhaps catch fire.

Building on previous research on how to get warnings of compromised batteries before they become dangerous, the team looked at how chemicals added to the battery's electrolyte could stop dendrites from forming. They discovered that when lithium nitrate, a chemical already studied as a performance enhancer, is mixed with lithium polysulfide, an unexpected reaction occurs. Lithium polysulfide is regarded as a contaminant that deposits sulfur on lithium electrodes and wrecks them. However, when combined with lithium nitrate, they form a solid and stable interface between the electrode and the electrolyte; preventing the formation of dendrites.

In tests, the team created button batteries similar to those used in watches and other small electronics. These used an ether-electrolyte to which was added various concentrations and proportions of the new additive.

After putting the batteries through numerous charge/discharge cycles, they were then dismantled and subjected to electron microscope and x-ray analysis.

The result? The team found that by balancing the ratio of the two additives, a pancake-like deposit formed on the lithium and prevented dendrite formations. In addition, the batteries ran with a 99 percent efficiency over 300 charging cycles, which the team says is a significant improvement over using lithium nitrate alone.

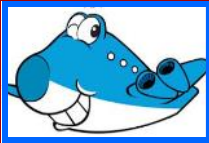
The researchers hope this new additive could lead to batteries that can store ten times more energy per weight than current consumer versions, with a huge potential for powering electronics and electric vehicles. Future research could involve scaling up the technology or looking at its application to other metals, such as magnesium, calcium, or aluminum.

"This is a really exciting observation," says *Fiona (Weiyang) Li*, a post doctoral researcher. "We had been doing experiments all along with these two chemicals in there, but this was the first time we looked at the synergistic effect. This does not completely solve all the problems associated with lithium metal batteries, but it's an important step."

### New Models First Flight? No Pressure Here!







## NAME THAT PLANE: The Lippisch Collins' Aerodyne



*Alexander Lippisch* was an innovative aeronautical designer from Munich, Germany. He developed an affinity for delta-winged aircraft, designing a series of unique gliders during the 1930s. His concepts ultimately resulting in World War II's rocket-powered ME163 "Komet" interceptor.

In 1950, Lippisch joined the *American Collins Radio Co.* where he investigated the feasibility of building a high-performance Vertical Take-Off and Landing (VTOL) aircraft.

The "Aerodyne" was the most interesting of his concepts: theoretically, it would be able to outpace most conventional aircraft with the same weight/power ratio, it would be able to achieve super-sonic speed, and it didn't have the operational disadvantages of such "tail-sitters" as the Convair XFY-1 "Pogo," Lockheed's XFV-1 "Salmon," or the Ryan X-13 "Vertijet." The Aerodyne's lift and propulsion were to be generated by two co-axial shrouded propellers, the slipstream from which would be deflected downward by "flaps" for vertical take-off and landing.

Control was to be achieved by deflecting part of the slipstream emerging from the end of the tail boom, and By flaps in the propeller slipstream.

<http://www.flightglobal.com/blogs/aircraft/pictures/2008/05/lippisch-collins-aerodyne/#sthash.3Quhyoq9.dpuf>



### RC Air Force Version: SR-71 Blackbird



A Roger Knobel SR-71

To really understand this jet, which first appeared in the U.S Air Force in 1964, you have to understand that as a recon jet this was a tool that was way ahead of its time. It was also ahead of its time in terms of manufacturing. The 1967 fleet of Blackbirds totaled just 31 jets. That number might seem shockingly low, but not much available could touch them. They were literally the fastest things on earth.

To develop this jet, new barriers to speed and environment had to be broken. The jet could travel at Mach 3.2 which is not just about dealing with the sound barrier, but also the heat barrier. Friction is wicked at that speed. The outside shell of the jet reached temperatures of over 1050 degrees Fahrenheit.

### Member Projects



Photo by Jack Allen

Larry Parker's electric Hobbico Twin Star.

Lava from a volcano as it is erupting reaches a Fahrenheit temperature of 1200-2000 degrees. So we are talking nearly a hull temperature equivalent of lava. The black coloring on the jet is part of its ability to handle all of that heat. In later generations the black coloring also helped to deal with absorbing enemy radar.

The frame of the Blackbird is made out of Titanium which is one of the strongest and lightest metals on earth. The jet experiences a great deal of G-force when maneuvering at high speeds. To match the structural integrity of the jet, every other system on the plane had to be equally as strong. Nobody wants to be the pilot of a jet moving at Mach 3.2 when the windshield gives out and leaves you exposed to an instant death.

#### RC SR-71 Blackbird Stats:

Length = 3250 mm

Wing span = 1730 mm

Powered by twin AMT Olympus RC Jet Turbine Engines  
Thrust @ S.T.P. 190 N/19.4kg @110,000 RPM Max RPM 112,000  
Burns 19 ounces of fuel per minute at 42.7 LBF (Pounds of Force)