



AMA Chapter #3798

Chino Valley Model Aviators

Official News Letter



August 25, 2015

Volume 18 Issue 8

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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I fly because it releases my mind from the tyranny of petty things."

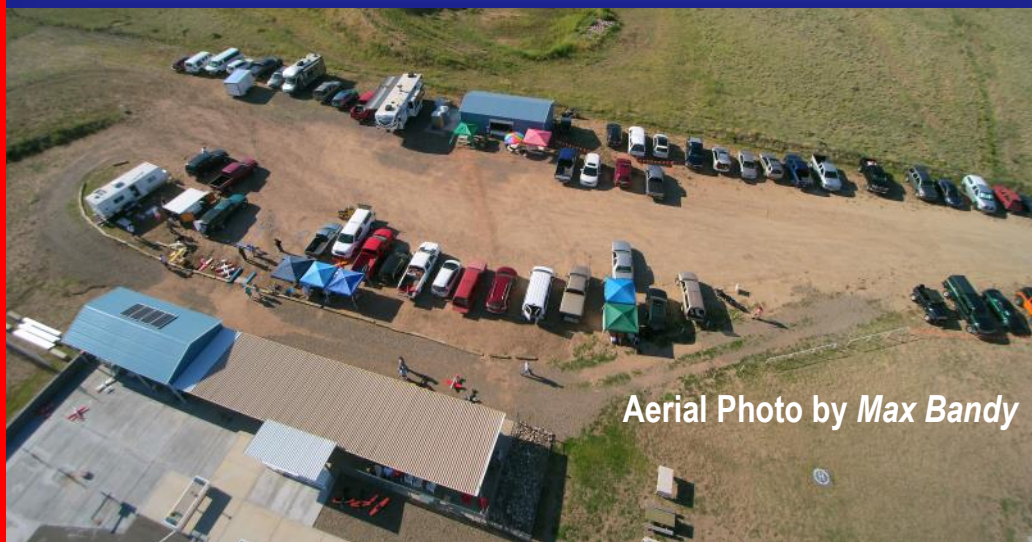
Antoine de Saint-Exupery

Support Our Local Hobby Shop



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

AUGUST 15 RC PRO AIR RACES



Aerial Photo by Max Bandy

Our club hosted the RCPro War Bird Air Races again this year with a record 23 pilots participating. See page 11 for the race results and more pictures.

Nothing like the Stance of a WWII German FW-190: Looks Like It's Coming for You!



Randy Meathrell's FW-190 coming back to the pit area.

Low angle shot shows the menacing stance of the iconic German WWII FW-190.



Mike's Blue Baby

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

For those of you that did not come out to watch the Pro War Bird races, you missed a great day.

We had over 30 racers and everyone had a blast. Weather was awesome until the last few heats the wind picked up a bit, but all went well.

Thanks to everyone that volunteered to work the race as well as sell

food, everything went absolutely perfect.

Also, I want to thank everyone that came out to help make our flying field look absolutely awesome. I received a lot of compliments from the racers as well as visitors to our flying site. We did our selves proud.

Also, we will be having a Work Party on Thursday September 10th at 7:00am

for our Annual Steve Crowe Fun Fly.

The fun fly will be a 3 day event September 11, 12 and 13th with a pock luck on Saturday the 12th. Bring your meat to cook and a side dish to share.

More details can be had by contacting *Don Ferguson*. So come out for a great time flying with you fellow club members.

As a side note, the wind has been coming out a bit early, so the best time to get in any flying is early in the morning.

Keep an eye out for rattlesnakes folks too. Well, that is all for now, safe flying.



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

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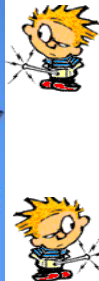
- President — *Mike Kidd*
- Vice President — *Steve Shephard*
- Treasurer — *Don Crowe*
- Secretary — *Jerry English*
- Safety Officer — *Charlie Gates*
- At Large Members — — *Bob Noulin*
Randy Meathrell,
Bob Steffensen,
Wait Findley,
Ken Shephard
- Newsletter Editor — *Bob Shanks*
- Activities Director—*Don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

CLUB PILOTS AIRCRAFT AT THE FIELD



Bob Shanks' UFO

Dick Bjork's AeroWorks Edge fly-by.



Chuck Colwell's Yak 54 checkerboard underside.

More and more members are flying the larger gas powered 3D planes.



John Stewart's Pete-N-Pol over the clouds.



Where is it honey? Chuck's pit crew , Bernie his wife.



Marvin Jones P-51 landing.



Junior member Trevor Huber just about ready to solo under the watchful eye of El Presidente Mike Kidd.



Instructors or spectators??

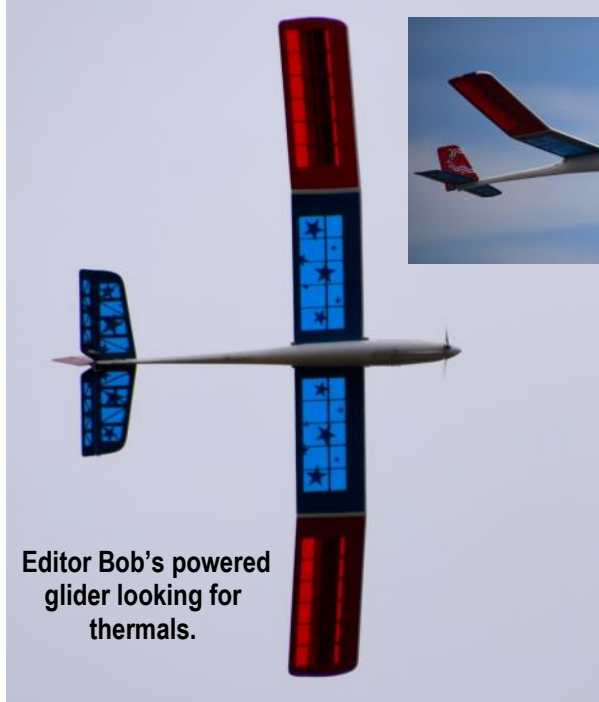


Riley Harley put windows in his Kadet with a pilot too.

CLUB PILOTS FLYING THEIR AIRCRAFT



Sparky Thornton's WWII Dornier twin 335



Editor Bob's powered glider looking for thermals.



Long time member Ray Stone now has a slow stick, maybe he will enter into our next combat event.



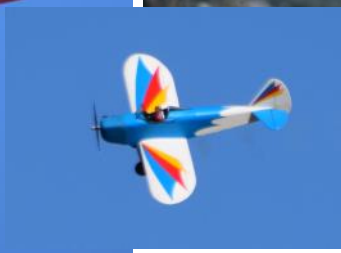
Chuck Colwell rebuilt his old *Great Planes* Yak 54 3D, it had some past damage but is air worthy again flying beautifully. The Wingspan is 81" weight 15 lbs. powered by a Moki 210.



Dale Tomlinson's little Yak 54 with a 12" WS uses a 180 mAh battery for power.



Frosty Wells' 4 stroke powered Fly Baby.



John Stewart's Raptor.



Dick Bjork's Hanger 9 Frenzy



August General Meeting Highlights



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

Randy Meathrell's Rare Bear

New member *Roland Brown*, 3 visitors and *Chris Myhre* a long time member revisited. Our club now has 134 paid members

President *Mike Kidd* asked if everyone had a chance to read the draft minutes he emailed, anyone have additions corrections? Some discussion ensued. Motion to accept by *Don Ferguson*, seconded by *Tom Wells*, Approved.

President *Mike Kidd* handed awarded some certificates to our war bird races food workers.

President *Mike Kidd* reported that *Rick Nichols* wife, *Jolyne*, was in a car accident, a card for was signed for her. A second card for *Craig Pitcock* who's father died.

A big thank you to *Carol*

Meathrell for the treats tonight. President *Mike Kidd* reported on the use of a brush hog for field clean up before the Pro War bird Races., *Jack Allen* and *Willie Herman* were recognized for riding the tractor for 7 hours of mowing getting the field ready for the war bird races.

President *Mike Kidd* opened a discussion of the Pro War Bird Race. recognized *Bud Mellor* for running the race, recognized the people who did the food at the races with award certificates of appreciation.

President *Mike Kidd* reported on other event related items for the remaining events of the year.

President *Mike Kidd* called *Trevor Howard* to the front to receive his solo certificate. Vice President and Instructor Pilot

Steve Shephard did the presentation.

President *Mike Kidd* announced that he and *Don Ferguson* will be on the radio next Monday, Aug.24 at 4:00 on 'Talk of the town Chino Valley', KQNA.

Vice President *Steve Shephard* talked about the Boy Scouts coming out to the field, needing pilots with buddy boxes to help

Don Crowe gave the Treasurers report, *Bud Mellor* made a motion to accept, *Dennis O'Connor* seconded and approved,

Charlie Gates gave the Safety Officers report on monsoon season and the possibility of lightning, and rattle snakes.

Vice President *Steve*

Shephard asked for approval of *Jack Allen* as an instructor pilot, *Larry Parker* made a motion to approve, *Don Ferguson* seconded, Approved

Vice President *Steve Shephard* asked for approval to follow the AMA instructor Pilot Program CD *Don Ferguson* reported on the upcoming *Steve Crowe* Fun Fly.

Show-N-Tell

Don Crowe presented his SU-26 and his 'Stik'.

Larry Parker presented his FPV camera with built in transmitter, receiver and DVD player.

Jerry English presented his latest Oshkosh to *Randy Meathrell* and talked about fund raising to finish the runway asphalt. *Gerald E. English* Secretary



Mike Kidd awarded certificate's of appreciation to *Therese Shephard* top, *Kathy Shephard*, middle and his wife *Pam Kidd* for war bird race food sales.



Don's SU-26



Junior Member *Trevor Huber* got his solo certificate from VP *Steve Shephard*.



FPV camera



Don's Stik



Larry Parker's FPV camera videoed the meeting crowd.

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(Behind Chase Bank)

If you need a special vinyl sticker check out this new business in Chino Valley.

Fire Season is Upon Us Be Fire-Wise



CVMA's Field Tarantula



Rick Nichols had him crawling up his arm!



Today's Computer Safeguards Not Adequate

By Bob Shanks, Newsletter Editor

As many of you know, my email account was recently hacked. We are now back from the Philippines, what a harrowing trip it was too! We felt like we were in an Indian Jones movie!! Cindi and I had to fight our way out of captivity using our laser weapons and wit, thanks for all your support. 😊

Since we send out our electronic newsletter I thought a general article on computer safety might be in order. As a footnote, Embry-Riddle has a developing Cyber Security program as part of its Global Security and Intelligence Studies (GSIS) College, the only dedicated GSIS College in the U.S. Looks like the hackers that got into our system are located in Russia. So here's a very brief article on how to safeguard your computer if you didn't already know some of this.

In my research, I found some of it to be quite technical, with most of it above my limited computer knowledge, I boiled it down so we all can benefit with some of this general computer security information. A new statistic recently released shows that those whose personal information or email that has been hacked are more likely to suffer identity theft as well. We use "Life Lock" and have for years, it has been quite effective. So members be aware and take precautions, I know most of you are aware of this issue but for those who haven't considered it much this article is for you. Consider adding the following measures to your password

and account protection:

- ◆ Use a two factor authentication method for accessing any privileged accounts if you have them
- ◆ Use a minimum password length of between 11 and 15 characters for passwords and other Internet sign on needs
- ◆ Always use alphanumeric symbols in passwords or other account identifications
- ◆ Never use previous parts of former passwords
- ◆ Prevent the use of personal information as password such as phone numbers and dates of birth
- ◆ The more one uses unconventional symbols and numbers for passwords and sign-on codes the better

Security experts like to say that there are now only two types of companies left in the United States: those that have been hacked and those that don't know they've been hacked.

More than 700,000 routers provided to customers by ISPs around the world contain serious flaws that allow remote hackers to take control of them.

It doesn't help that the security of the entire Internet relies on a few underfunded volunteers. Or that so many people use outdated software, such as Windows XP, which no longer receives security updates. That leads to pervasive problems that allowed attackers to take over just about anyone's computer with these outdated programs.



Member Marvin Jones P-51D



MARK YOUR CALENDARS

CVMA 2015 EVENTS

- Sept 11, 12: Steve Crowe Fun Fly
 Oct 16-18: Electri-fly & Chili feed
 Nov 6, 7: Thunder in Chino Valley RC 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

This is the time for baby rattlesnakes to be out, many are looking for cooler places in this heat so be aware of what might be lurking in and around cooler areas at the field. Regardless of the heat make sure you keep your head down and be aware when walking anywhere in the field.

A few years ago a rattlesnake was spotted in the parking area under a car. Use a vehicle to get a plane down out in the weeds early in the morning when most of us fly.

Another issue is lightning, don't be flying when there is lightning in the area or a storm is coming. You will be like a lightning rod standing out flying even if the weather looks clear.

We also need to remind folks to call out your intentions so other pilots will be aware. This is the reason all our pilot boxes are in the same area. At our ages many of us seem *"deaf in one ear and can't hear out of the other one"* so make sure you let folks know what you are doing, "Taking off", "Coming out", "Taxi test", "Landing left to right" or "Landing right to left".

Many of you use the neck strap to hold your radio while flying, most have the radio handy while starting the engine (glow or gas) or placing the battery in its compartment (electric). Be careful as your neck strap is tangling near the prop and can easily get caught in it so be aware of where your strap is

while working on your plane. Some members clip their name tags on the strap instead of elsewhere on their clothes. The name tag can also weight down your neck strap and could cause it to swing into the prop. Many of the issues in safety often involve one little error or an insignificant adjustment.

Our safety officer, Charlie Gates gave me an article on how to keep your exacto-knife from rolling off your work bench and possibly sticking in a shoe or worse: stick a small piece of wood on the end of the handle with tape. This keeps it from rolling around.

Another key reminder: ALWAYS take off your prop when working with your electric motor in the shop. These motors tend to start up when they want to!

Personal Model Aviation History Repeats Itself

By Jerry English

This past month history repeated itself!

My brother and I had drifted apart. Our lives went in different directions and took us to different places. Then a couple of years ago, after I had retired, I was driving the 900 miles to visit my son for a week. I realized I was going just a few miles from my brother's home. I made a phone call and arranged to stop by for a couple of hours. It was a bit awkward. My next trip I stayed overnight and each trip since I've stopped and spent some time. We gotten reacquainted.

Last year I actually got involved in his current project. PJ has built 'Flying Machines' since the late 60's / early 70's. 4 years ago he started building #45, yes they are all numbered though not all have names. He had built a doll house for one of his wives (like me, he has had a few), I don't remember which one.

So he decided to build this flying machine as a cross between Jules Verne, the Graf Zeppelin, a rich man's yacht and a doll house. Early in the build a friend stopped by and looking over PJ's progress asked 'where's the bathroom'. That simple question made a major shift in PJ's perspective!

He had bought a resin dollhouse figure as a 'measuring' device to make sure that rooms, hallways and doors were sized appropriately. Now the figure has acquired a name, companions and in the quiet morning hours building the airship it began to tell PJ his story. Then the others began to chime in with their stories. Their lives, histories and adventures slowly unfolded in exquisite detail!

Over the past three years #45 has been finished, five books have been completed, one has been published and 5 or 6 more are in various stages of development. Two more 'Flying Machines' have been completed and #48 is in progress. I have partnered up with myself to taking on the publishing and marketing duties.

A couple of months ago I decided to build a model of the airplane in PJ's latest story. I got started on it and decided to take it with me to PJ's thinking that some 'in progress' pictures on PJ's green screen might go well with the story.

This time I drove directly to my brother's place. I spent 10 days living and working with PJ. Both of us were in the habit of getting up early and starting out slowly over a cup of coffee. We would size up our models and talk about what we would work on that day. We would work until our stomachs reminded us that we should eat. We would take the short walk up the street to the cafe, sit and discuss all manner of things over breakfast. Then go back to our models for a while. At the end of each day we would take pictures of our progress.

Somewhere around day 7 it hit me. Sixty years ago PJ and I built 'stick and paper' airplanes together in the basement. So now when you see the dedication in book two...



Jerry at his work bench.

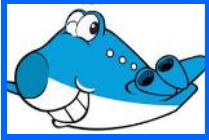
Member Projects



Dick Bjork's new AeroWorks Edge 540 QB ARF: Wing Span - 74"; Fuselage is 70" long. The plane's weight is approximately 10.5 pounds without gas.



This is Frosty's Wells four stroke powered beautiful Fly Baby. She flies like a trainer.



NAME THAT PLANE: XP-59 Airacomet



The Bell XP-59A Airacomet was America's first jet aircraft. Its production was ordered by USAAF General Henry 'Hap' Arnold, who had been impressed by the British-built Gloster E.28/39 jet aircraft at an RAF demonstration in 1941.

On request, the British provided General Arnold with the blueprints for the jet engine. Arnold then took the plans to General Electric and tasked them with the job of replicating them. The airframe of the XP-59A Airacomet was designed and built by Bell Aircraft.

In order to disguise the XP-59A Airacomet's true power source - it was the middle of WWII after all - when the Airacomet was being transported on the ground it was fitted with a fake propellor over the nosecone. To provide extra confusion, and help safeguard the secrecy surrounding the project, the XP-59A designation was actually the same as a previous experimental aircraft which had been terminated (XP-59).

The Bell XP-59A Airacomet first took to the skies on 1st October 1942, piloted by Bell test pilot Robert Stanley. However it wasn't until the next day that the official first flight of an American jet aircraft was recorded, the pilot was USAAF Colonel Laurence Cragie.

Shortly after the Bell XP-59A Airacomet prototype's first flight it underwent some surgery, and a second cockpit was installed below and forward of the pilot's cockpit so an observer - who monitored the instrumentation - could be carried.

The relatively low power output of the turbojet engines meant the Bell XP-59A Airacomet didn't have the performance to match its contemporary propellor-driven counterparts. Also, when comparison flights were made with the British Gloster Meteor jet, the Airacomet proved to be the weaker aircraft.

Later pre-production prototypes, and the production aircraft had slightly more power and other improvements. In total 30 P-59B (improved production aircraft) were built.

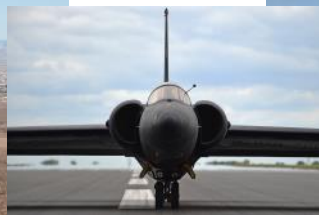
Although the Bell XP-59A Airacomet was never flown in combat, and its performance was never considered to be exemplary, it was critical in helping train the first generation of jet fighter pilots, engineers and designers.



Rick Nichols Mini Stik Parked On Top of His Larger Stik



The U-2 Dragon Lady: Still a Work Horse for the USAF



A U-2 Dragon Lady from Beale AFB, CA eye ball to eye ball with the camera.



WRONG PLANE RICK

By Don Crowe



How Rick Nichols Got His New Nickname: Wrong Plane Rick

In the few years I've known Rick, he has managed to earn several different nicknames. Of course many remember "[Little Bus Rick](#)" after his repeated failures at trying to get his little school bus to fly, terrorizing children everywhere. Then there was "[Snoring Eagle Rick](#)" when a red, white and blue plane with chicken legs flew like an ostrich, rather than the great symbol of freedom. Lately "[Not Quite a Yardstick Rick](#)" was seen measuring failure 36 inches at a time with his Home Depot special yard stick plane. Now a new era has dawned and thus begins the legend of "[Wrong Plane Rick](#)".

It was a beautiful summer morning, little wind, no clouds, perhaps a curious antelope in the distance watching. Plenty of humans witnessed the event, most were stunned into silence knowing they were seeing a first. After all, it's one thing to get your plane mixed up in a fur-ball of combat, but quite another to achieve it while the plane was on the ground and only a few feet away from. Alas, poor Yo-Rick was asked by CVMA President Mike Kidd to join him as both had T-28's. Rick leapt to his feet, grabbed a battery and met his fearless leader at the taxi way. Now for those of you wondering, Mike's T-28 is quite new and has nary a blemish on it. Rick's plane on the other hand looks like it was used in a Mad Max movie.

But away they went, Mike using the privilege of his lofty office to choose the honor of leading this two ship sortie. Rick decided to elephant walk his plane behind Mike's. Now this is where the details start to become sketchy, but as I was an eye-witness I will relay it to you as I recall. Mike advanced his throttle and started his take-off roll. Rick on the other hand pulled out a mirror to check if he was as handsome as he keeps telling us. After reassuring himself he was still the handsome devil of CVMA, he stowed his compact and advanced his throttle and looked up. I assume what Rick saw was the tail end of Mike's plane gracefully lifting off the runway and banking north.

What everyone else saw was Rick's plane bumping down the runway heading due west at a high rate of speed, momentarily become airborne, then come hopping back down on his port main gear. The plane skidded left dragging a wing through the dirt on the south side of the runway. All heads turned because it became apparent that his equipment was having a significant malfunction, or perhaps he was having an transient ischemic attack. But did Rick chop his throttle and try to save his plane? Nope, he was too busy looking north at Mike's plane wondering why the plane he thought he was flying wasn't responding to his commands.

In the end, Rick's poor abused T-28 failed to overcome the effects of thrust and gravity, and cartwheeled to a stop in a cloud of dirt and debris. It was at about this point that Rick realized his error, muttered something under his breath and turned red-faced to hear the assembled on lookers judgements.

This author, afraid Rick may get lost while retrieving his plane, scampered down the driveway expecting to find a twisted mass of foam only a few feet from the entrance gate. I picked up his plane, un-plugged the battery and surveyed the damaged. The fuselage was badly fractured, but oddly the wings and empennage appeared to be intact and with minimal damage. The plastic pilot wisely jettisoned the cockpit capsule and also was no worse for wear, other than a mouthful of dirt. So there you have it. The curious case of "[Wrong Plane Rick](#)".



Marvin Jones P-51.

CVMA Sponsored AMA RC Pro War Bird Races



The racers and their planes.

Photos by Carol Meathrell.



Judging area.



Racing flight line.



Food preparation and sales.



Busy war bird prep area.

PROAIR RACE RESULTS
FIVE ROUNDS FLOWN

GOLD
 First Place - Craig Pitcock
 Second Place - Chris Corbitt
 Third Place - Tony Lopez

SILVER
 First Place - Steve Steward
 Second Place - Cary Buschbaum
 Third Place - Tony Lopez

BRONZE
 First Place - Jason Neves
 Second Place - Ben Pool
 Third Place - Dean Child



Photo by Chuck Dow.

Max Bandy's race crash, "Thank goodness I own a hobby shop!"

