



AMA Chapter #3798

Chino Valley Model Aviators

Official News Letter



September 25, 2015

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

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Everybody must be given a chance, and another, and another, as many as the heart can endure.

Unknown

Support Our Local Hobby Shop



The Safeway Center
Prescott Valley, AZ
MAX & CINNAMON BANDY

THEY SUPPORT OUR CLUB
Please support them as well.

Member Helicopters and Jets Fly at CVMA Steve Crowe Fun Fly



Chris Myhre's Med Evac Omni Flight chopper.



Dan Avila's turbine powered F-86 Sabre.

USMC V-22 OSPREY VISITS PRESCOTT AIRPORT



The USMC V-22 landed at the Prescott Airport and taxied over to the Embry-Riddle flight ramp where students and interested public were escorted out to the aircraft for a tour .



Mike's Blue Baby

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

Greetings Fellow Pilots,

If you missed the **Steve Crowe Fun Fly** you missed a great day of flying. We had 31 registered pilots as well as 2 awesome plane 3d demos and a helicopter demo. The weather could not have been

better. You should send **Don Ferguson** a thank you for a great event.

Next month we will have be elections for you club officers. We had nominations this month and will see if there are any more at the next meeting before the elections.

Also, coming up is the Christmas Dinner at Gabbys. We will need to know who is coming solo or with a spouse and payment received 2 weeks before the December Dinner. If you are planning on coming please let me or Don Ferguson know ASAP. Don

and I will be getting the pricing and food decided when we meet with Gabbys next Tuesday.

Please note, if you are not paid in advance, you will not be allowed in the door, a Gabby's rule.

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

IF YOU BROUGHT IT, YOU TAKE IT HOME

There are no trash cans at the field.
Take your trash home members.

CVMA MEMBERS Kick In Your Afterburner...



BUILD SOMETHING, BRING IT TO OUR NEXT MEETING!

CAN YOU NAME THIS PLANE?



See page 8

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



Sparky Thornton's WWII Dornier twin 335



Above, Sparky Thornton's big Lazy Ace is getting ready for flight. Jack Allen, left is assisting with Sparky, middle and John Stewart, right getting her assembled and doing the pre-flight check list.



Jack and Max Bandy center with John running up the engine.



Sparky's pilot, goggles in place ready to fly!

Sparky Thornton



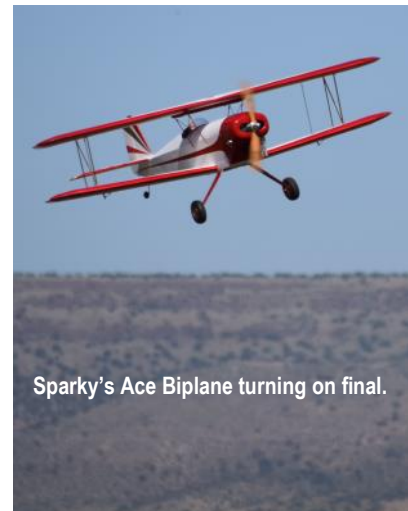
A wee 12" WS aerobat.



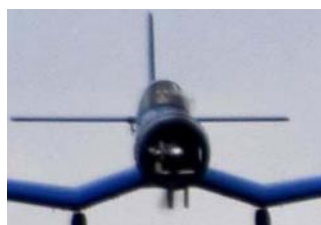
Max Bandy's Red Biplane.



Jay Riddle landing his red Stik.



Sparky's Ace Biplane turning on final.



John Stewart's Corsair.



Max Bandy's P-51.



CLUB PILOTS AIRCRAFT AT THE FIELD



Bob Shanks' UFO



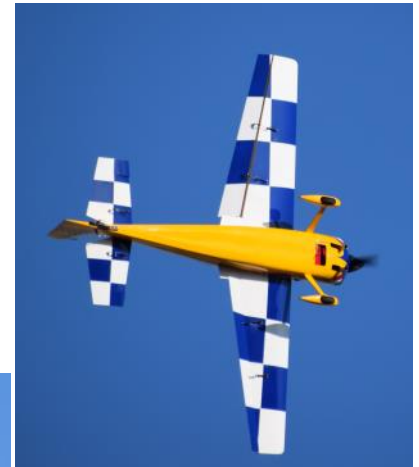
Dane O'Brien's plane is a 41% Krill Extra 330SC. Power is from a gas DA 170 and using Savox servos with a Power Box flight computer. Radio is a JR12X.



Jack Allen's colorful high wing flyer.



Randy Meathrell's little yellow bird.



Dane's 41% Krill's checkered bottom.



A bottom view of Larry Parkers twin powered electric.



Max Bandy and his quad copter.

September General Meeting Highlights



Dane O'Brien's 41% Krill Extra 330SC

Pledge to the flag led by Bob Shanks. There were 31 attending out of 138 paid members. We had on visitor; Mark Johnson and one new member: Dillon Heap.

President Mike Kidd asked if everyone had received the draft minutes in their email, asked for any corrections, Bob Shanks motioned to accept the minutes, Jack Allen seconded the motion, Approved.

President Mike Kidd called for nominations for President, Mike Kidd agreed to run again. He called for nominations for Vice President, Jay Riddle and Jack Allen were nominated.

Mike called for nominations for Secretary, Larry Parker and Bob

Steffensen were nominated For Treasurer, Don Crowe agreed to run again. Safety Officer: Charlie Gates agreed to run again.

President Mike Kidd called for nominations for CD, Don Ferguson was nominated.

President Mike Kidd called for nominations for Flight Instructor, Steve Shephard and Bob Noulin nominated.

Randy Meathrell made a motion to close nominations, seconded by Bob Shanks, nominations closed.

CD Don Ferguson reported on the Steve Crowe Fun Fly and the Christmas party December 5th at Gabby's.

President Mike Kidd reminded Charlie Gates that he is to bring

the goodies for the next month's meeting.

Vice President Steve Shephard set a work party date for Thursday October 15th at 7:00 am.

Vice President Steve Shephard lead a discussion of food service for the Electri-Fly event.

Contest Director Don Ferguson reported on the Electri-Fly with a general discussion of all events that are coming up in October.

President Mike Kidd lead a discussion of volunteers for food service and other issues related to food service.

CD Don Ferguson reported on the Jet Rally planned for November 5, 6, and 7th.

Safety Officer Charlie Gates reported that there were no safety

violations to report this past month.

Webmaster Don Crowe reported on the website that it's being used. Treasurer Don Crowe gave the Treasurers report and Randy Meathrell made a motion to accept the treasurers report, Jack Allen seconded, the report was approved.

President Mike Kidd lead a discussion on AMA Flight Instructors, Randy Meathrell motioned to table the discussion to be continued at the next Board Meeting, Bob Noulin seconded, it will be discussed at a later meeting.

Show-N-Tell

Charlie Gates – mini Telemaster horizontal stabilizer

Terry Steiner—Beaver with floats.

Jerry English – Oshkosh fund raiser for runway maintenance

Jerry English – 1912 Blackburn scratch built

Scott Wemple – DeHavilland Beaver

Randy Meathrell – Hyperion Helios

Bob Steffensen – Acromaster by SIG

Don Ferguson – MIG-15 by Exceed

Randy Meathrell made a motion to adjourn, Don Ferguson seconded, meeting adjourned.

Gerald E. English
Secretary



Randy's Hyperion Helios.



Jerry English's Oshkosh fun raiser model.



Terry's Beaver.



Jerry English's 1912 model.



Charlie Gates progress on his Telemaster.



Bob's Sig Acromaster now an RC bird.



Don's MIG-15.



VP Steve Shephard models a transmitter holder using his coffee cup!

SHOP VALLEY HOBBY



BUGATTI MODEL 100P: THE BLUE DREAM



“To grasp you by the shoulder and awaken the sleeping musician, the poet, the astronomer that lives within....”
Antoine de Saint-Exupery — From Wind, Sand, and Stars

Why would anyone undertake to build a replica of an airplane that never flew and for which there are no known plans and few relevant drawings? One could make a good argument for building a replica Bugatti 100P based solely upon its heritage. After all, *Ettore Bugatti* built only one airplane.

But there is more to this airplane than its link to *Ettore Bugatti*, who collaborated with *Louis de Monge* on what was to be the last major project for either man.

The Bugatti 100P – an art-deco masterpiece – is arguably the most elegant airplane ever designed. It was also the most technologically-advanced airplane of its time. Designed initially to set a world speed record and to compete in the prestigious Coupe Deutsch air race, the plane also met the criteria for a light-weight fighter and might have been the first technology demonstrator. Had it flown in the summer of 1940, it would be seen today as an historically-significant aircraft; elements of the plane’s most notable features, well established by mid-1937, predate the development of the best Allied fighters of World War II.

Hidden from view for much of the late 20th Century, few enthusiasts know about or have seen this remarkable machine. The original airplane – restored but not airworthy – is too fragile to tour, limiting its exposure to those few who visit the Air Venture Museum in Oshkosh, Wisconsin. The only way to revisit the classic era of aviation and fly this airplane is to recreate the Bugat-

ti 100P and share that experience with enthusiasts everywhere and that is just what the 100P project did!

Bugatti 100P Recreation: The First Flight

In keeping with the projects Full-Disclosure policy, here is a summation of the first flight experience: It was intended to be limited to a short hop down the runway to check power required/power available and to check control responsiveness in all three axes. Pre-flight preparation and before-takeoff checks were normal. Takeoff was normal and at a predetermined reduced power (80%) setting; takeoff roll was 3000 feet and it became airborne at 90 knots. It climbed to 100 AGL where the pilot checked the power and control responsiveness. The plane responded as expected to all power changes and control inputs. Maximum airspeed was 110 knots.

The pilot reduced power for landing but the airplane floated much more than anticipated. It landed further down the runway than planned but with sufficient distance to stop the plane. Unfortunately, it lost the right brake and the airplane departed the left side of the runway at slow speed. Due to heavy rains the night before, the ground was soft and the airplane tipped upward on its nose, damaging the spinner and both props.

Such is the nature of flight testing a new design. The relevant news is the team successfully flew the Bugatti 100P for the first time ever. The plane flew beautifully.

Check out the first flight here:

<https://www.facebook.com/TheBugatti100pProject>



Here's a New Pilot for the A-10



MARK YOUR CALENDARS

CVMA 2015 EVENTS

- 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

BORN IN A BARN?

IMPORTANT NOTICE:

IF YOU ARE THE LAST ONE TO LEAVE THE FIELD —
PLEASE REMEMBER TO LOCK THE GATE.
 SPIN THE LOCK A FEW TIMES AFTER FASTENING TO INSURE
 IT IS FASTENED, AND NOT ON THE OPENING NUMBER.

SAFETY: ALWAYS A CRITICAL ISSUE

If you read our Model Aviation magazine you might have missed the safety article on a different twist to FOD (Foreign Object Damage). It's on page 81.

Seems a AMA member was happily mowing their field, we have a couple of members who like to happily mow our field, when his mower ran over a piece of wire that got tangled in the mower's blade. Of course he was unaware of this and was happily riding along mowing with the blades bearing overheating. When the bearing got hot enough he began leaving a trail of fire in the dry grasses behind him. They had to call the fire department. We have a lot of dry grasses a our field so when doing field

clean up it's always wise to make sure all equipment is functioning properly. Stopping once in a while to inspect equipment is not a bad idea either especially in hot weather.

In the case of that Model Aviation story, the fire department put out he flames but is so often the case in grass fires there was spontaneous re-ignition four hours later. They had buckets of water on the stand by just for that and had to use them.

At our meeting we discussed safety and it was mentioned that lipo fires are rare at our field as most members handle them with care but they can happen so we all need to inspect our batteries after use and regularly when charging.

Neve leave a lipo charging in your garage unattended, you are asking for a problem. When charging your batteries at the field occasionally check on them.

For those of you that have military service, you know FOD is a big issue. When your editor was doing his first enlistment he often was tagged to walk the ramp with a long line of others shoulder to shoulder looking for little pieces of debris that could get sucked into an intake. It doesn't take much to disrupt the finely balanced turbine blades in a high performance engine.

This brings up our constantly stressed point, "take your trash home" with you and make sure you don't leave any debris laying around the cabana or pit areas. FLY SAFE members!

U-2 Celebrates 60th Anniversary



A U-2 pilot in a special pressurized space suit designed for the U-2.

As part of events to mark the 60th anniversary of the U-2 this year, reporters were granted rare access to the inside of Site 2, Lockheed Martin's U-2 'Dragon Lady' lair at the U.S. Air Force's sprawling Plant 42 facility in Palmdale, California.

Site 2 also houses support facilities for the U-2 test pilots who perform post maintenance check flights and evaluate the performance of any system changes or upgrades.

To survive in the thin atmosphere where the U-2 operates above 70,000 ft., pilots wear pressurized space suits. One hazard of flying so high is High Altitude Decompression Sickness, or HADCS, which is caused by the formation of nitrogen gas bubbles in the blood. Also known to divers as the bends, the condition can be very painful or even trigger neurological effects because the bubbles lodge in the body anywhere from joints and lungs to the spinal cord and brain. To counter the build-up of nitrogen bubbles the gas has to be purged from the body by pre-breathing 100% oxygen prior to flight.

The U-2 pilots were suffering from incidents of the bends so Lockheed modified 27 mission aircraft with the Cockpit Altitude Reduction Effort (CARE) upgrade. The program decreases the cockpit pressure altitude from 29,500 ft. (3.5 psi) to 14,700 ft. (7.8 psi), through a combination of structural enhancements, pressurization control changes, new control software and increased engine bleed. The last CARE upgrade was completed in February of 2015.

However if, for some reason, the cockpit suddenly depressurizes the suit will inflate to protect the pilot. This would make it virtually impossible for the pilot to reach the controls so to get around this problem a hollowed out golf ball is attached to the upper part of the suit. The ball is big enough for the pilot to grasp in a gloved hand and pull down on, helping contract the suit and bringing the head back down into the cockpit seat.

As flight durations can be lengthy (9-12 hr. is not unknown) pilots eat a form of liquidized food through a tube which is inserted into the helmet through a special port. Food is usually washed down with water or Gatorade, or a mixture. Similar to the foods provided to astronauts for consumption in zero gravity, the U-2 pilots eat by squeezing the contents from large metallic containers resembling toothpaste tubes. A small heater is provided to warm up some meals. Several other food options to help pilots stay alert on longer missions are included to supplement all the caffeine they consume.

Can You Name That Plane?

We can't either!!

If the aircraft on page two stumped you it also stumped your editor and several others. This is a one of a kind home built that appears to fly quite well.

There seems to be no detail that can be found on the Internet and that says a lot because just about everything you want to know is there!

If any of you happen by chance know what this flying contraption is called and any other details let your editor know. You can email me at BobShanks@aol.com. And if any member happens to have knowledge of a strange aircraft we could run in this feature let your editor know.

Member Projects



Sparky Thornton's Lazy Ace gas powered Biplane.



John Stewart's four stroke powered Pete-N-Pol gives her the sound of the full size aircraft.

Annual Steve Crowe Fun Fly



British Eagle Squadron 133 in 1940



This is the Eagle Squadron group photo with a Hurricane in the background. The inset is a shot of Steve with his Eagle Squadron hat. The far right photo is Steve holding Randy Meathrell's electric Spitfire modeled with the colors and letters from Steve's squadron.



We had another great *Steve Crowe Fun Fly*. For those of you not familiar with Steve (photos above), he was a great modeler and long time member of our club and flew Spitfires and Hurricanes with the British in WWII before the US entered the conflict.

During that time it was forbidden for US pilots to be a part of the hostilities unfolding in Europe. Steve is also, pictured above in 1940 as a member of his British Squadron. Steve even had tea with Queen Elizabeth. Also above is Steve as he was just before he passed away a few years ago. He was an active member of our club and was a superb model builder and lived in Chino Valley.

Our event honors his service. He was just shy of becoming an Ace, he shot down four Axis fighters in the Battle of Britain. He also was a bush pilot in Alaska after WWII and flew for Hollywood celebrities in California.

We had 31 pilots registered for our event with the registration fee going for prizes and gifts as prizes. There was a small contingent of pilots from the Phoenix area as well.

We had four lovely ladies serving food, [Pam Kidd](#), [Therese Shephard](#), [Kathy Shephard](#), and [Pam Furgeson](#). [Carol Meathrell](#) as well as [Pam Furgeson](#) helped with registration. Thanks to all our spouses who made this event a success.

As part of the Fun Fly activities, we gave [Rick Nichols](#) a T-28 wing, left, for his involvement in our AMA regional AMA races in August where he ended up flying the wrong plane. Don Crowe wrote a great article about Rick's misadventure in last month's newsletter. Don and our CD event coordinator, Don Ferguson also left gave him his wing award during this event with big letters on the top and bottom of the wing "[Wrong Plane Rick](#)"!



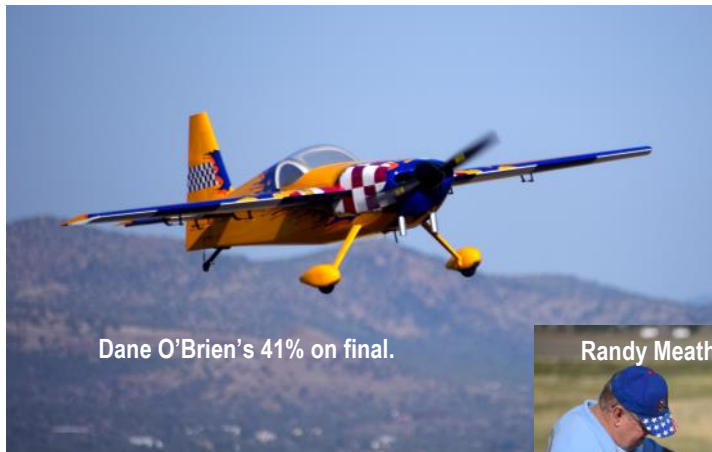
More Steve Crowe Fun Fly Activities...



Anibal Castro's EDF Mig.



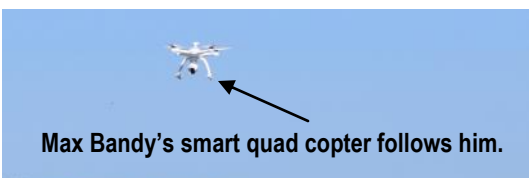
Larry Parker's PT-17.



Dane O'Brien's 41% on final.



Randy Meathrell getting her ready.



Max Bandy's smart quad copter follows him.



Bob Wurth's "No nuts no glory" bird.

A foam OV1 Mohawk by Barrett a visitor who came flying to our field.



Another Chris Myhre helicopter, very cool.