



AMA Chapter #3798

# Chino Valley Model Aviators

## Official News Letter



February 25, 2016

Volume 19 Issue 2

[www.chinovalleymodelaviators.org](http://www.chinovalleymodelaviators.org)

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

### Inside this issue

- ⇒ Presidents Message 2
- ⇒ Name This Plane 2
- ⇒ Monthly Meeting 3
- ⇒ Field Photos 4
- ⇒ FAA OP ED 5
- ⇒ F-22 Raptor 6
- ⇒ Safety Column 6
- ⇒ Member Project 7
- ⇒ Air Power Classics 8

***I can live two months on one good compliment!***

***Mark Twain***

Support Our Local Hobby Shop



The Safeway Center

Prescott Valley, AZ

MAX & CINNIMON BANDY

THEY SUPPORT OUR CLUB

Please support them as well.

## Alan Stephen's 42% Super Cub with Smoke



Cool cub has s 14' wings span and weighs 50 lbs. Alan powers it with a DL111 Twin Gas engine. The plane has 13 Sevox Servos and is manufactured by Team Edge. Alan wants to sell his Cub with the trailer for transporting it.

## Marc Robbins Little RC Beaver Based On A Rubber Band Powered Guillows' Kit



Marc's Beaver is a Guillow's kit 305 LC DHC-2. It was originally aa free flight rubber powered kit he converted to RC electric power. Marc says it's a gentle flyer on 3 channel controls with rudder/elevator/throttle. The wing span on this cute little beast is 24" . The covering and trim is Coverite Micro-Lite. Power is from a is 200 mAh 2S LiPo. The ready to fly weight is 95 grams. Above photo is a taxi test.



Mike's Blue Baby

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

**Greetings Fellow Pilots**

For those of you that have not ventured out to the field we had a week of awesome weather. As a matter of fact, Saturday was the best attended that I have seen in some time, we had 25 or so pilots. Some of whom we have not seen in some time. I was out there at 8:30 and after 9:00 pilots arrived at a steady rate.

The "One Item for the Raffle" was well received. The club cleared \$100 and we had a very large attendance. We will do this again for next months meeting as well. (Read minutes on page 3)

If you read last months newsletter you should be aware, Don

Ferguson will be letting us use his tractor to do some of the grading around the parking area. The tractor will be there Monday and it will be stored in the Hanger. If you are asked to move your vehicle please move it to the south side of the parking lot. Park as normal until you are asked to move your vehicle. We "might" be getting the city to bring out their road grader. This will be a great help in cutting a ditch from the upper parking area towards the lower end of the main parking area. This is being done to allow rain runoff to run past the parking area and not into the unloading driveway. We will also have the grader remove the weeds on the

North edge of the runway with at least 4 or 5 passes.

On a safety note, at our regular meeting, I stressed the issue of "Trimming Your Plane". If you need help in getting the plane trimmed, by all means ask. I see pilots "look down" at their transmitter and adjust the trims. Not a good idea, as the plane will no longer be where it was when you last had eyes on it. One great way to practice learning where those elusive trim tabs are, is to practice while watching TV. This club consists of a great bunch of people more than willing to give a hand, all you need to do is ask.

As you are aware, we will not have as many events as we did last

year. However, we are planning on some great times with the ones we are planning. If you did not get the flyer editor Bob Shanks sent out, send him a quick email and he will send it to you. I hope everyone will be attending as well as working (if you can call it that) as these events come up. Club participation is a great way to spend the day.

Lastly, we are working on a way to raffle off a \$500 Visa card at the Christmas Banquet. So keep an eye on your email as we will be sending out updates.

Well, that is all for now, safe flying.



**IF YOU BROUGHT IT, YOU TAKE IT HOME**

**There are no trash cans at the field.**  
**Take your trash home members and lock the gate when you leave!**

**CVMA MEMBERS Kick In Your Afterburner...**



**BUILD SOMETHING, BRING IT TO OUR NEXT MEETING!**

**Can You Identify This Plane?**



See Page 7

**CVMA NEWSLETTER**

Published Monthly

AMA Chapter # 3798



- President — **Mike Kidd**
- Vice President — **Jack Allen**
- Treasurer — **Don Crowe**
- Secretary — **Bob Steffensen**
- Safety Officer — **Charlie Gates**
- At Large Members — **Bob Noulin**  
**Randy Meathrell,**  
**Walt Findley,**
- Newsletter Editor — **Bob Shanks**
- Activities Director—**Don Ferguson**
- Chief Flight Instructor—**Steve Shephard**



# FEBRUARY'S CLUB MEETING HIGHLIGHTS



*Sparky Thornton's WWII Dornier twin 335*

Meeting opened at 7pm with pledge by *Don Crowe*, officers, and members. New member *Larry Roberts* introduced himself. Minutes for January 2016 meeting approved with no corrections. *Rick Nichols* presented the rest of the 2015 awards including "Jimmy the Greek Award" to *Greg Daebelliehn* for "what are the odds" due to all the planes he brings to the field and the "Jet Man Award" to *Dan Avilla* for bringing the first Jet Rally to CVMA.

President *Mike* provided the following agenda items: there will be changes to monthly raffle, such as this week with a well-advertised P51 kit for tonight...to increase member attendance at our meetings. A reminder: FAA "UAS" registration deadline is

Friday the 19th, (though you are too late if you are reading this... the club will not check whether you do, don't or bail you out. We all do have to be AMA members of course. The P-51 raffled off was won by *Don Ferguson*.

We are proceeding with prep for gravel on parking lot, with the tractor out to work Monday thanks to *Don Ferguson* and *Jay Riddle*. We will wait for sustained warmer weather re-oil and re-stripe runway. *Rick Nichols* is working with City to get a grader out to do some ditching and grading. We need to fix the pylon *Max Bandy* crashed into at last Warbird Race so *Bob Steffensen* volunteered to re-build the damaged pylon before our next race.

Treasurer *Don Crowe's* Report

was approved with the club now having 105 paid members to date. *Don* also suggest an additional attendance award for a drawing of \$500 gift card at 2016 Christmas Party. Idea is Club Secretary would track attendance at meetings, work days, field maintenance actions, service at events, etc. with points awarded towards tickets to be drawn. The idea was generally well received by the members present. Additional details to be developed by Board.

Safety Officer *Charlie Gates* report: watch out for your props and suggested removing same before working on aircraft at home. Chief Flight Instructor *Steve Shepherd* reported 2 student pilots in training and Presi-

dent *Mike Kidd* has two solo certificates pending awards. We broke at 8:05pm for coffee/goodies provided by yours truly and meeting resumed about 8:15pm with CD *Don Ferguson* noting other club events over the next 60 days.

*Jay Riddle* updated us on his work with Chino Valley city fathers to obtain a lease for the new field.

Show and Tell: *Glenn Heithold* displayed his attic find of an old racer (unknown name) with 4X power for possibly its next and last flight and *Marc Robbins* showed off his RC capable micro Guillows Beaver...you can vote at [RC Groups](#) for his Build-Off #5 entry. Meeting adjourned 8:40pm. Respectfully *Bob Steffensen*, CVMA Secretary.



*Rick Nichols* awarded certificates to *Greg Daebelliehn* top left, *Dan Avila* top right and *Dick Bjork* left. They missed the Christmas Banquet where last year's fun awards for field antics were given out to much laughter. Good job Rick!



Glenn Heithold's old unknown racer.



Marc's Robbins cool little Beaver.

## Congratulations Jerry and Joyce!



Long time Member *Jerry English* and *Joyce Easterling* are pleased to announce their engagement. The wedding date is under discussion but will be during the last week of July or the first week of August this year.

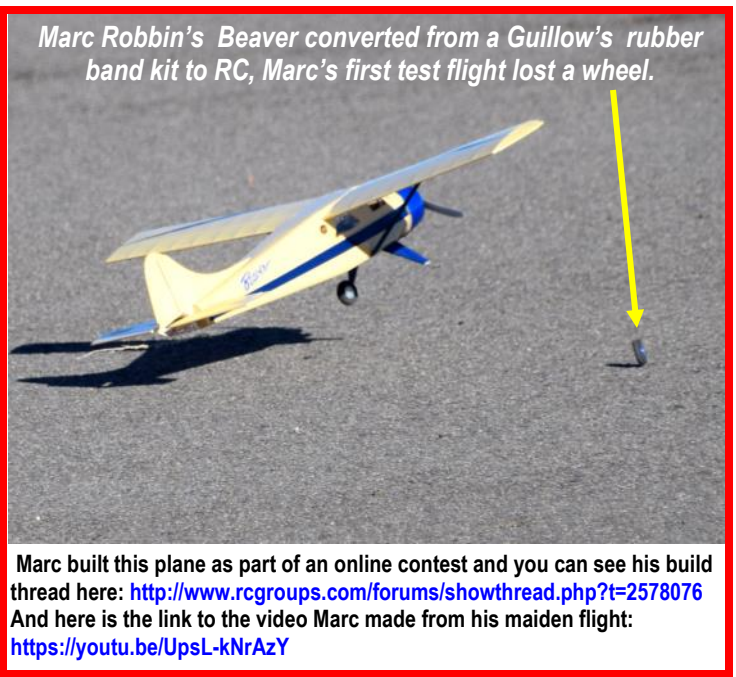
# CLUB PILOTS AIRCRAFT AT THE FIELD



Bob Shanks' UFO



Rick Nichol's Stik!



Marc Robbin's Beaver converted from a Guillow's rubber band kit to RC, Marc's first test flight lost a wheel.



Marc built this plane as part of an online contest and you can see his build thread here: <http://www.rcgroups.com/forums/showthread.php?t=2578076>  
 And here is the link to the video Marc made from his maiden flight: <https://youtu.be/UpsL-kNrAzY>



Jerry Lang's red Addition .



Dale Tomlinson's wee Piper Cub!



Anibal Castro's T-34 .



Rick Nichols checking out Marc Robbins aerobatics.





## Comments to the FAA on the New "Drone Registration" (R. C. Airplanes?) An Opinion Editorial By CVMA Member Richard Bjork

Government, especially when under control of liberals/democrats, are always looking for more control over the people... and the opportunity to impose fees, fines and other penalties. The FAA's warning is they will criminally prosecute violators. In this government power grab they ignore the multi-generational stellar track record of the AMA modeler/pilot. Furthermore, the FAA's actions will not prevent those that wish to carelessly or intentionally present risk to others. I expect most non-AMA members will not register their radio controlled flying models.

I was thinking the other day about non-powered models... gliders and slope flying. The majority of glider flying is done above 400 feet. Slope flying is normally done from high elevations (cliffs and such) and often above 400 feet. Is the 400 foot flying height restriction measured from the elevation where a private or commercial airport is located?

We now know the FAA has recently banned all R/C model flying activity within a 30 mile radius of the Washington DC Airport. Approximately 36 clubs are affected. Will that restriction soon be expanded to additional airports?

Seems the current administration is trying to control all aspects of our lives and hobbies. Firearms are now in their sights but that does have significant protection under the Second Amendment but what other hobbies will they infringe upon next?

What the government seems to be saying is you have NO RIGHT to have a specific hobby without government approval and oversight; regardless of the fact that model aviation has been around for generations.



RC aircraft hobbyist that do not belong to a sanctioned AMA club. How many of them will conform to the new FAA requirement? What's next? Will the DMV eventually require registration of RC model cars? Whatever happened to "We The People"?

In case the FAA RC Enforcement Police read this - I did register with the FAA!



## F-22 Raptor Near the Speed of Sound



## MARK YOUR CALENDARS

### CVMA 2016 EVENTS

May 7	Gymkhana I Fun Fly & Swap meet
June 3-4	Steve Crowe Fun Fly
July 9	Gymkhana II Fun Fly & BBQ
August 27	Pro War Bird Pylon Race
Sept. 22—24	Thunder (Jets) in Chino Valley
Oct. 21-22	CVMA Electric Festival Fun Fly

## 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

We published three articles on Quad Copters (so called drones) in the last issue and in this issue we have another excellent Op Ed article by member *Dick Bjork* on page 5.

For safety we always ask that helicopter fly in the helicopter area and not over the field especially when fixe wing and other models are being flown by members. We don't have a specific rule on this as it is just well understood by all members. Quad copters are in the same class as helicopters and shouldn't be flown in the same area where fixed wing planes are in the air. However, if no one is

at the field flying, members with helicopters and quadcopters can fly over the main part of our field. We all know helicopters don't mix well with fixed wing models. With more members getting interested in quadcopters we are probably going to see more at the field.

[So as a reminder fly all helicopters and quadcopters in the Designated area using the helicopter pad we have there.](#)

The quadcopter pictured here is black and that makes it even more of a problem as it is hard to see. Having something like this hovering near where flying is taking place

could be difficult to see for someone flying a fast moving fixed wing plane and not aware of an object just hovering.

These birds look like a lot fun and they are easy to fly. Just be aware of safety when flying them.





## Name That Plane: Westland P.12 Wendover

The Westland P.12 Wendover was a prototype aircraft developed by the British during World War II. The aircraft was a development of the Westland Lysander, a workhorse aircraft used by the RAF for a variety of roles. The Westland Lysander suffered heavy casualties early in WWII and needed to be redesigned.

It was during this time that Westland tried to come up with a version of the aircraft which would be more capable in combat. The P.12 Wendover was the result. The front half was more or less identical to the Lysander. However the rear half was heavily modified. The rear portion of the glazed cockpit was deleted, and the fuselage was modified to feature a twin tail unit and with a tandem wing configuration. The conventional tail was removed and in its place a power-operated 4-gun Nash & Thompson gunners turret was added.

The Westland P.12 Wendover was also fitted with a pair of 20mm cannons mounted above the wheel fairings for strafing runs. The intended role of the aircraft was primarily as a ground-attack. It was during the German buildup and planned invasion of Britain that the aircraft was designed and tested. Its targets would have been the troop-carrying invasion barges and later columns of invading German soldiers.

The P.12 Wendover first flew on July 27, 1941. During test flights the pilot, Harold Penrose, reported that the aircraft handled well, with similar characteristics to the standard Lysander. The rudders were less effective at low speed, however it was easy to fly, steady and dives were described as remarkably smooth.

In the end the RAF decided not to order any production aircraft, and the project was abandoned in 1944 as its intended role became increasingly irrelevant, and the outdated design was surpassed by the far more advanced aircraft being brought into play during the later stages of the war. *(Article from multiple Internet sources)*



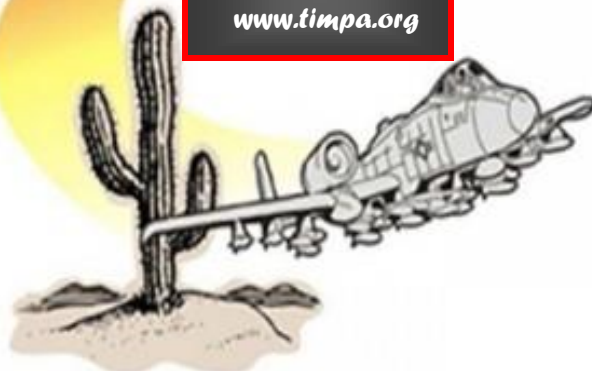
### Member Project



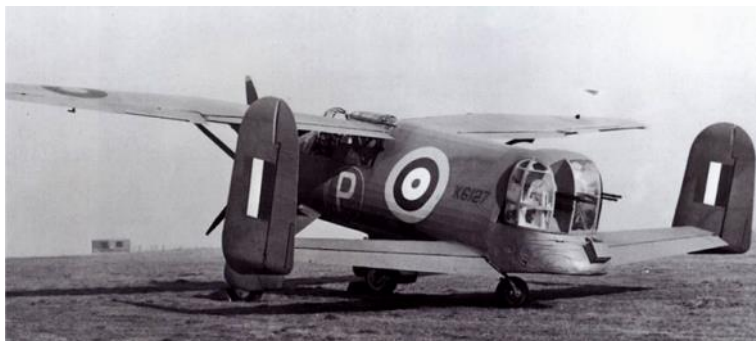
Anibal Castrol and his EP Navy version of the T-34

### Tucson Jet Rally

March 17-19, 2016  
[www.timpa.org](http://www.timpa.org)



Tucson International  
 Modelplex Park Association



# Air Power Classics

## Jaguar



The Jaguar was an important first-line strike aircraft for the Royal Air Force and France's air force from the mid-1970s through the mid-1980s. The twin-engine Jaguar was built by SEPECAT, a consortium of British Aircraft Corp. and Breguet (later Dassault). Jaguars were exported to Oman, Ecuador, Nigeria, and India—where it still is in active service.

The Jaguar was an orthodox swept-wing, single-seat supersonic monoplane. However, it had a strange history. Conceived as a trainer, it evolved into a rugged Cold War attack aircraft of impressive power and nuclear bite. Twin engines were selected for survivability. Ease of maintenance was key. Component production was split 50/50 between Breguet and BAC, and assembly took place in Britain and France. France's A variant

emerged first, to mixed reviews. Britain's later Jaguar S—called GR1 in the RAF—was more sophisticated, with advanced nav-attack systems. Jaguar has been upgraded to provide excellent service for decades.

Jaguar entered operational service in 1973, assigned to support land forces resisting a Soviet assault and to conduct tactical nuclear strikes. The fighters did not see actual combat until 1977, when France sent them to fight Polisario rebels in Mauritania. French Jaguars saw considerable action in Chad. Though past its prime in the 1990s, Jaguar won praise for reliability and precision striking ground and naval targets in Kuwait in the Gulf War. The fighter also did well in the Balkan wars of the 1990s. Indian Jaguars also saw action against Pakistan.

—Robert S. Dudley with Walter J. Boyne

**This aircraft:** Royal Air Force Jaguar GR3A—#XX117 "PA"—as it looked in February 2005 when assigned to No. 16 (R) Squadron, RAF Coltishall, Britain.



A British Jaguar flies over Iraq during Operation Northern Watch in 2000.

### In Brief

Designed by SEPECAT (Breguet-British Aircraft Corp.), built by SEPECAT, Hindustan Aeronautics ★ purpose attack ★ first flight Sept. 8, 1968 ★ number built 616 ★ crew of one or two ★ **Specific to A/S:** two Rolls-Royce/Turbomeca Adour Mk 101 or 102 turbofan engines ★ defensive armament two 30 mm DEFA or ADEN cannon and two Magic or AIM-9 AA missiles ★ load 10,000 lb of bombs, rockets, missiles, nuclear weapons ★ max speed 1,056 mph ★ max combat radius 564 mi ★ weight (max T/O) 34,612 lb ★ span 28 ft 6 in ★ length 55 ft 2 in ★ height 16 ft ★ service ceiling 45,900 ft.

### Famous Fliers

**RAF Notables:** DFC—William Pixton, Michael Gordon, Malcolm Rainer, Jez Milne ★ AF Cross—Jerome Connolly, William Pixton, Stephen Griggs; Dave Bagshaw (4,000 flying hours) ★ Keith Collister, J. Marsden (KIA Gulf War training); Ian Hall (author of *Jaguar Boys*); Terry Carlton (first op commander); T. M. Bushnell (first fatality, 1976); Stephen

Griggs (shot down, accidentally, by RAF F-4, 1982); Andy Blythe, Paul Shakespeare (last flight, 2007). **France Notable:** Michel Croci (KIA, Chad, 1984). **India Notables:** D. R. Nadkarni (first commander), M. McMahon, J. S. Sisodia, S. C. S. Adhikari, D. C. Kumaria, D. S. Kumar, S. P. Tyagi, N. A. K. Browne. **USAF Notable:** David Buteau (exchange pilot, died in accident, 1986). **Test pilot:** M. Bernard Witt (first flight).

### Interesting Facts

Flew first RAF bombing raid in Europe since World War II (Bosnia, 1994) ★ in Indian exercise, successfully "sank" US carrier ★ called "Shamsher" ("Sword of Justice") in India ★ dropped eight kiloton French nuclear bomb on Mururoa Atoll ★ features overwing launch rails for air-to-air missiles ★ was first RAF aircraft designed in metric ★ requires 30 minutes for engine change ★ made landings and takeoffs on British highway, German autobahn with full weapons load ★ credited with sinking or damaging 15 Iraqi vessels ★ nicknamed "Big Cat" and "Desert Cat" ★ posted Gulf War readiness rate of 98 percent.



USAF "Air Force" Magazine.