



AMA Chapter #3798

Chino Valley Model Aviators

Official News Letter



April 25, 2016

Volume 19 Issue 4

www.chinovalleymodelaviators.org

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

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A Pro Skyline 120 MPH Pylon Racer



Photos by Sean Linehan

Your editor's cousin, *Harvie Hardnock*, who lives in Albuquerque and flies with the Duke City Electric Flyers flies this 60" ARF Pylon racer from Pro Skyline RC. Power is a Supo-46 electric motor with an 80 amp Mantis ESC, using a 6 cell 4000 Mah LiPo battery. He installed 5 Hitech high torque standard servos with a pull-pull set for the rudder. He has clocked it at 120 mph.

When you have a horizon, you have a limit. In the sky, there is no limit.

Field Parking Lot Has New Gravel



Photos by Marc Robbins

Support Our Local Hobby Shop



The Safeway Center
Prescott Valley, AZ

MAX & CINNAMON BANDY

THEY SUPPORT OUR CLUB

Please support them as well.

Marc Johnson and *Mike Kidd* watch as some of the many tons of gravel is being dumped. *Don Ferguson* used his tractor to spread it out with help from many club volunteers, thanks member helpers.



Guest Editorial from Member Rick Nichols



Photo by Rick Nichols

(left to right) Randy Meathrell, Jay Riddle, Walt Findley, Don Ferguson, Don Crowe, Mike Kidd, Charlie Gates, Bob Steffensen, and Bob Noulin.

Each month your Board of Directors meet at the Prescott Airport, one week before the General Meeting, to discuss items concerning the club. The meeting generally last around 1 1/2 hours or so.

This meeting and the work your officers do is intended to talk over issues that will be presented at the General meeting and aid in making the decision process easier by the club members.

Your board members work

hard and give of their time and talents to aid in making your Chino Valley Model Aviators run in the smoothest way possible.

Rick Nichols

Editors Note

If any member would like to contribute articles similar to this or about anything the club is doing or if you have an idea or project send the article to your editor with pictures or contact him.

Member Reminder

We have over 100 members so wear your name tag when flying at the field.

This helps us all get to know everyone better.

CVMA MEMBERS Kick In Your Afterburner...



BUILD SOMETHING, BRING IT TO OUR NEXT MEETING!

Can You Name this Flying Contraption?



See Page 6

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**

APRIL'S CLUB MEETING HIGHLIGHTS



Dennis O'Connor's P-47

Members opened the meeting at 7pm with pledge lead by **President Mike Kidd**. New members **Gary and Rebecca Russell** introduced themselves. Welcome aboard!

Minutes for March 2016 meeting approved with corrections. President Mike provided following agenda items: AMA continues to work for us on "UAS" rules that continue to evolve; encourage your elected officials to strengthen "original" *Special Rule for Model Aircraft in AIRR Act*

A new sign was donated by Tom's Print and Sign Shop, check it out next time you are at the field.

Our nice flat and smooth driveway, courtesy of **Don Ferguson** on his tractor and a City grader, had 90 tons of gravel spread by a multitude of volunteers last Monday.

President Mike Kidd was interviewed by *Chino Valley Review* and will appear in next issue. **Jay Riddle** reported meeting with Chino Valley City Council on a new field: City is willing to give us another property for field use, Prescott Shooting Club no longer wants our current field, City fathers would like to use our field for a skeet and trap range however, no city money. Bottom line is: we will continue to maintain and make use of our current field until something, if anything happens.

Rumors of the move abound, if anyone tells you anything about the move...it is not true!

Treasurer Don Crowe's was off by 1 red cent as reported to members, though it was approved with 2 nays from the usual suspects; we have 112 paid members. Don added that

AMA was changing to an annual membership based on 1 year from date of issue or renewal. After discussion and approval by members, it was left to him to determine way forward for CVMA membership.

Safety Officer Charlie Gates said, "Be careful, snakes are out and in air emergencies have priority when called". Flight instruction: **President Mike Kidd** issued Solo Certificates to **Marc Johnson** and **Roland Brown**.

Contest Director Don Ferguson pitched May 7th Gymkhana & June 3 & 4 Steve Crow Fun Fly — participate in your club events! We broke about 7:45pm for coffee/goodies provided by Marc, I mean **Maureen Johnson**. Thanks

Maureen and Marc!

Show and Tell: **Bob Steffensen** displayed his solid mahogany P51 and talked about resurrecting a low voltage LIPO; **Rick Nichols** showed us his now finished Q-T; **Don Crowe** showed off a great looking Skyline MXS-R; **Randy Meathrell** displayed his progress on FPV gear & camera mounted on Clouds Fly; **Jerry English's** latest creation, a foam Cherry Bomb. **Charlie Gates** proudly displayed his Slow Poke; **Terry Steiner** showed us his latest "Stik" a Drastik soon to be a "DikStik". **Bob Noulin** showed a nice looking Yak120 with a DLE 30cc gas engine. **Marc Robbins** showed a small Jetx powered balsa glider.



Don Crowe's Skyline MXS-R.



New solo pilots Roland Brown top and Marc Johnson below.



Randy Meathrell top, in his FPV head gear, plane at right.



Rick Nichols at right with his QT.



Charlie Gates Slow Poke.



Bob Steffensen (L) talks about LiPo battery regeneration.



Marc Robbins little Jetx glider.



Terry Steiner's Stik



Jerry English and his Cherry Bomb.



Bob Noulin's Yak 120

CLUB PILOTS AIRCRAFT AT THE FIELD

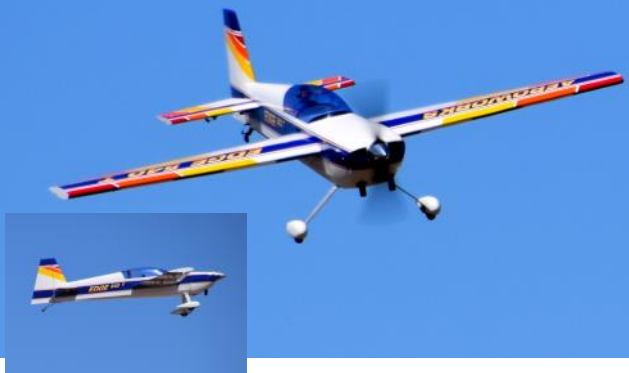


Jay Riddle's 42% Super Cub with smoke.



Dennis O'Connor is driving while Steve Shephard spays the runway weeds..

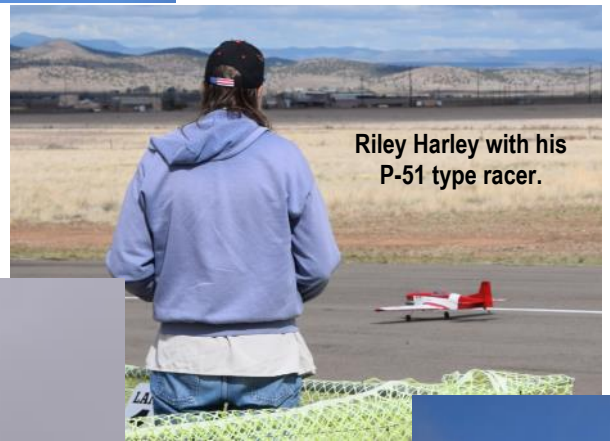
Roger Calvert's Edge 540



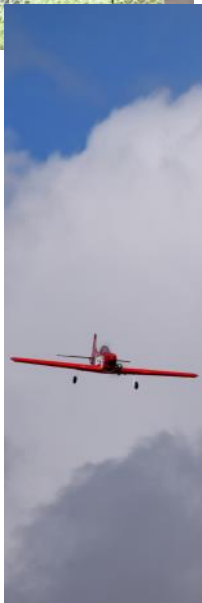
Jerry Calvert's modified slow Stick.



Riley's P-51 overhead minus the signature scoop on bottom.



Riley Harley with his P-51 type racer.



CLUB PILOTS AIRCRAFT AT THE FIELD



Don Crowe's Aero Sky Extra 330 SC.



Three Views of Dennis O'Connor's Yak-55



Is this Groucho Marx? No, it looks like member Terry Steiner trying to fly incognito!



Three views of John Stewart's Sweep "X" wing canard.



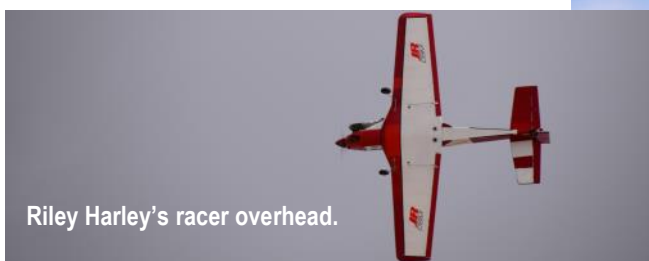
Rick Hartley and his electric powered Pawnee ag-plane.



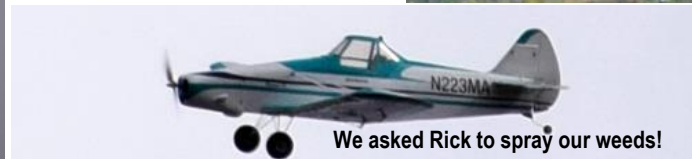
Rick Hartley's Pawnee in a fly-by.



Weed spraying pass — maybe?



Riley Harley's racer overhead.



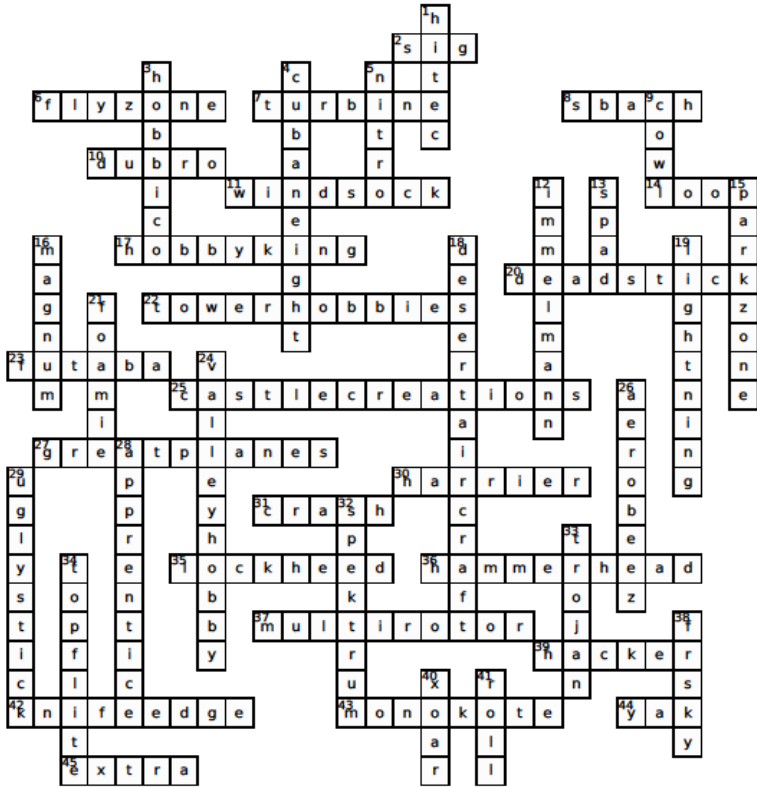
We asked Rick to spray our weeds!



CVMA Crossword Puzzle Answers to March Edition

CVMA Crossword

Companies, planes, hardware, aerobatics



"THIS NEW COMPUTER RADIO IS SO ADVANCED, IT COMES WITH ITS OWN PROGRAMMER"



Name This Aircraft: Russian MIL V-12



If you are an aviation buff, you have to hand it to the Russians. This is one very gigantic helicopter.

Even though there were only two prototypes of this plane built in the late 1960s, it remains to this day as the largest helicopter ever created. The helicopter raised eyebrows among engineers when it was first unveiled. The helicopter received a number of awards and is the holder of several world records.

The transverse rotor system of the V-12, which eliminates the need for a tail rotor, consists of two Mi-6 transmission systems complete with rotors mounted at the tips of the approximately 30 m (98 ft.) span inverse tapered wings. Although the first use by Mil, the transverse system had been used by several of the early helicopters.

Construction of the V-12 first prototype, after exhaustive testing with test-rigs and mock-ups including a complete transmission system, began in Lyubertsy-Panki Station, Russia in 1965.

The airframe was largely conventional, using stressed skin construction methods with high strength parts machined from solid. The large fuselage accommodated the cabin and crew section in the extreme nose, housing pilot, co-pilot, flight engineer and electrical engineer in the lower cockpit, with the navigator and radio operator in the upper cockpit.

The V-12 first prototype has held eight world records, four of which are still current, in the FAI E1 General class for rotorcraft powered by turbine engines. More information can be found here:

https://en.wikipedia.org/wiki/Mil_V-12



The B-52 in the 1960's carried the X-15 for launch, here, a T-38 provides escort. As of September 2015, the X-15 still holds the world record for the highest speed ever recorded by a manned, powered aircraft. It could reach a top speed of 4,520 miles per hour.

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.

If you brought it take it home, we have no trash cans at the field, let's all work to keep our field as pristine as we can.

SAFETY: ALWAYS A CRITICAL ISSUE

The Fail Safe function automatically sets the servos to a predetermined position in the event that the signal between the transmitter and the receiver is interrupted, whether due to signal degradation or to a low transmitter battery.

The Fail Safe function can be set to Hold the servos in the last position they were in when the signal was lost, or each of the servos can be set to move to a custom position when the signal is lost.

For example, for a model aircraft, the Fail Safe can be set so that the throttle servo returns to low, the

elevator moves slightly up, and the ailerons move slightly right or left, to result in a shallow downward decent.

It is always wise to make sure we are all completely familiar with any safety settings that can be used on our radios.

Many members have more than one brand of radio they fly with so it is important to review what safety settings are available for the kind of flying and airplanes flown.

Maintaining complete control and ensuring the transmitter is communicating with the receiver at all times is key to safe flying.



Giant Concrete Arrows Guided Early Air Mail Pilots The Story Behind These Large Arrows Across America



More than 100 years ago, pilots had to trust a compass and their own bearings to navigate long distances — there was no such thing as GPS. At night or during bad weather, air travel was almost impossible due to poor visibility.

The U.S. Postal Service was severely affected by this, as there would often be large delays in deliveries if flying conditions were not suitable. One of the first attempts at overcoming this dilemma was to light bonfires that would mark routes to various destinations.

Unsurprisingly, this proved to be rather impractical, as a lot of time, effort and money was required each time an aircraft required these fires. Learning from this, the government then decided on the construction of several large and illuminated concrete arrows along popular aviation routes, which directed pilots to cities in America.

This development was named the *Transcontinental Airway System*, and it resulted in the construction of 1,500 concrete arrows across the country, outlining 18,000 miles of delivery routes. The arrows were 70 feet long and painted bright yellow to ensure maximum visibility.

At the center of each of them stood a 50-foot tower that illuminated the shapes when all other light was gone. They were around 10 miles apart from one another, and each arrow pointed to the location of the next along the course.

Construction began in 1923 and ended 10 years later, but by the 1940s, the arrows were already becoming obsolete.

That's because of the radio. It was now the main form of communication, meaning that pilots were no longer alone while flying from one place to another. Radio and radar navigation meant that the Transcontinental Airway System became unnecessary, and eventually the beacons were removed.

Most of the towers were dismantled and recycled to aid the war effort and if invaded in WWII we didn't want arrows aiding enemy aircraft. However, a preservation program called *Passport in Time* was able to save three beacons where the metal structures and generator huts are still intact with arrows. Many arrows still exist, check the Internet for locations. (www.generalaviationnews.com)



Photo by Jesse L. Johnson

Here's a close up shot of an arrow in Nevada with your editor's great grandson Jesse L. Johnson Jr. showing the size of these giant arrows. Jesse senior works for CVS Health as a technology advisor. He also travels and writes for AirlineReporter.com. They have about 200,000 readers monthly .

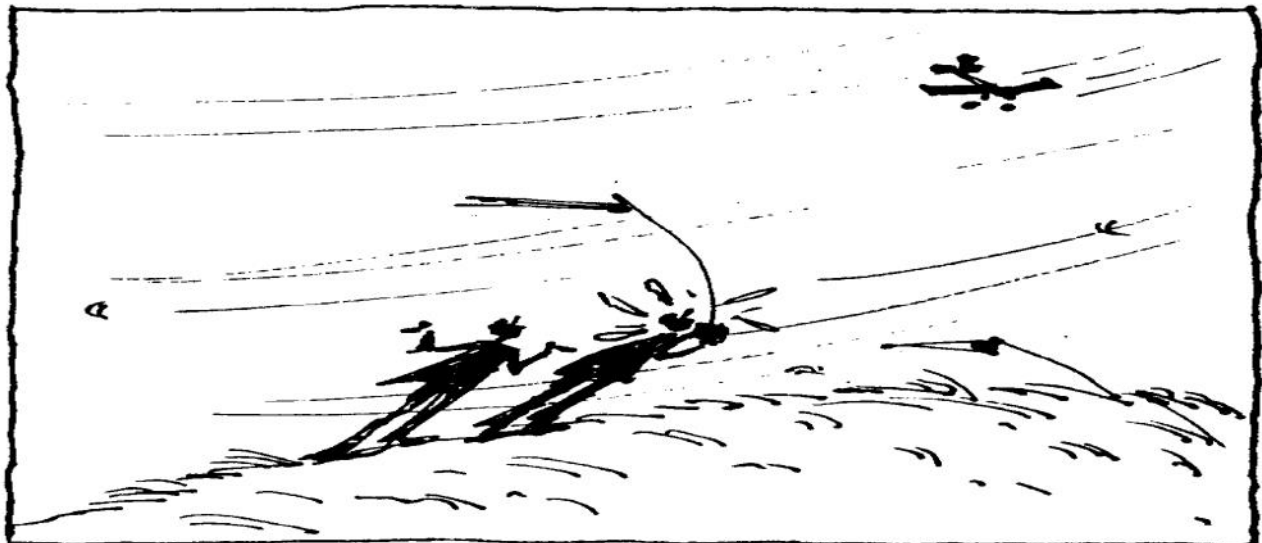


Here's one bright concrete arrow from the air painted in the original bright yellow preserved near Indianapolis, Indiana with a parking lot so visitors can examine this piece of history more closely.

**CVMA Members Support Our Club
Grand Prize: A \$500 Gift Card**

**CHINO VALLEY MODEL AVIATORS
GRAND PRIZE RAFFLE RULES**

1. Open to CVMA members only
2. Members earn tickets throughout the year, beginning 16 March, 2016.
 - A. Attendance at monthly meetings (1 ticket for each meeting)
 - B. Event participation (1 ticket for each event)
 - C. Clean-up party participation (1 ticket for each clean-up party)
 - D. Christmas party attendance (5 tickets for each paid person, excluding other members)
 - E. Other ways to earn, has to be available to all members? (website or newsletter article, event volunteer)
3. Ticket earnings will be tracked by the club secretary and posted on the club website each month.
4. Ticket earnings of Secretary must be validated by President or Vice-President.
5. Tickets will be issued at the Christmas party.
6. Winner need NOT be present to win.
7. Raffle during Christmas party will be winner takes all, one grand prize.



Just keep tellin' yourself... "The airplane doesn't know it's windy."

B-17 LOST IN JUNGLE NOW DISPLAYED

FROM A PACIFIC MUSEUM ARTICLE

In February 1942, after America's first heavy bomber offensive raid of World War II, a bullet-riddled U.S. B-17E bomber crash landed in a remote swamp in Papua New Guinea because it was running out of fuel.

The crew of nine survived, and over the next six weeks, battled malaria and heat exhaustion to make their way to safety. But the Flying Fortress was left for lost for decades. The plane has a pretty incredible story, and getting it back to Hawaii was no small feat.

After a half-century in the soggy marsh, this once-forgotten piece of history returned to its homeland in April 2013, and is sitting on display at Hawaii's Pacific Aviation Museum Pearl Harbor.

It wasn't until 1972, three decades after its crash, that Australian soldiers spotted the partially submerged aircraft from a helicopter. They landed on one of its wings to investigate and found it "eerily untouched," according to *John Darnton's* article in *Smithsonian* magazine.

"The machine guns were in place, fully loaded, and in the cabin there was a thermos with what used to be coffee inside," Darnton wrote. "Some claim there was even an ashtray with cigarette butts." Local press nicknamed the plane "Swamp Ghost."

It took years of negotiations between the salvage team, led by former WWII bomber pilot and famed aircraft collector *David C. Tallichet*, and the Papua New Guinea government. *Kenneth DeHoff*, the Pacific Aviation Museum's executive director of operations, says it was well worth it, however, calling "Swamp Ghost" a national treasure.

"It's one of those first-time original airplanes, if you will," he told *The Huffington Post*. "I'm just in awe."

"Swamp Ghost" is arguably the world's only intact and un-retired World War II-era B-17E bomber, a "one-of-a-kind example of an aircraft that played an indispensable role in winning WWII," according to the Pacific

Aviation Museum. And it is the only B-17 in the world that still bears its battle scars. "This airplane was such a fortress," DeHoff said. "We counted 121 bullet holes in it."

As for the aircraft's original crew, they had one week of rest after their ordeal and then were reassigned to another bomber. They continued to fly for the rest of the war. According to Darnton, the plane's pilot, Capt. Frederick "Fred" C. Eaton, would often fly over the wreck and tell his new crew about how all nine men survived.

Now, visitors can see the plane up-close in its original wreckage state with the Pacific Aviation Museum's special B-17E Swamp Ghost Tour. Consider this a must-do when visiting Hawaii. <http://www.pacificaviationmuseum.org/>



The photo above shows the Swamp Ghost in the same location in crashed. The photo below shows the plane now as it sits in Hawaii at the Pacific Aviation Museum. The Pacific Aviation Museum Pearl Harbor is a non-profit founded in 1999 to develop an aviation museum in Hawaii. The Museum on Historic Ford Island occupies two hangars and the Ford Island Control Tower that still bear the bullet hole scars of our nation's aviation battlefield. Ranked "One of the Top 10 Aviation Attractions in the Nation".

