



AMA Chapter #3798

Chino Valley Model Aviators

Official News Letter



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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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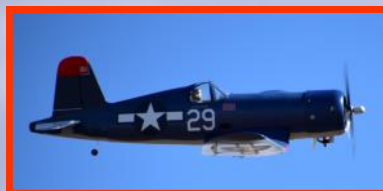
Randy Meathrell's RC F-117 Ducted Fan



As an aeronautical engineer, *Randy Meathrell* worked for Lockheed-Martin and spent 29 years working on the design and operational deployment of this remarkable stealth bird.

**Kindness is
One Thing
You Cannot
Give Away;
It Always
Comes Back!**

Riley Harley's Gas Powered Corsair



This is a Top Flite F4U Corsair the gold edition ARF with a W.S. of 62.5" powered by a DLE 20cc gas engine.

Support Our Local Hobby Shop



The Safeway Center

Prescott Valley, AZ

MAX & CINNAMON BANDY

THEY SUPPORT OUR CLUB

Please support them as well.



Mike's Blue Baby

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

Greetings Fellow Pilots

Well here we are 5 months into 2016 with Mother Nature playing with our flying plans. Sorry to have to cancel the Gymkhana, "again" but with 19 mph winds predicted it would make things real miserable. We will let you know when we reschedule this "Fun Fly" event.

On a brighter note when the winds are down it has been awesome flying at the field. Weather has been warm enough that you do not need to wear a jacket. If you get a chance come on out and get some airtime.

Our elected Vice President,

Jack Allen, has been doing much better but does not feel he can take on the job as VP. So we had to take proper steps in getting a VP in place. Dennis O'Conner had been selected as the interim VP and told me he is willing to hold the position. At our meeting Wednesday, we had nominations, of which there was only one and Dennis was elected. When you see Dennis congratulate him as our VP. Congratulations Dennis from myself and the membership.

Our flying field has seen a lot of improvements in the past 2 years. The latest improvement was the gravel which really dressed up the parking area. With this comes a

couple of things that needed to be addressed. First is the unloading driveway. The normal direction of travel is a bit more "slippery" for a lack of a better wording, heading up hill to exit the drive way. When vehicles head up the hill the deeper gravel causes tires to spin. This resulted in rocks being thrown towards people and planes.

The Board decided to make the West end an exit only, a sign will be posted soon indicating the West end as an exit only. If you use the unloading driveway, please approach from the East end (this is the up hill end). The second item was "weeds".

I am asking everyone that comes out to the field to spend a short amount of time pulling weeds out of the gravel. If you walk over a weed, reach down and pull it out and put it in the area on the North side of the runway. If everyone pitched in this way, the parking area will always look it's best. Also, time spent at work parties would be greatly reduced.

We will be spraying weeds regularly, as the club purchased a nice 15 gallon sprayer that will be pulled by the riding mower. However, we

all know weeds pop up it seems overnight. So pitch in and we will keep the weeds in the gravel at bay.

It was decided at the meeting Wednesday that the long table at the West end of the old cabana will be moved out with the other long table. We will cover it with the decking boards just like the other long table.

We will move both small tables under the cabana. Hopefully they will both fit. If not, only one of them will be moved and recovered to match the tables that Steve covered in carpet. We will do some measuring and see how things fit.

Well That is All for Now,



Safe Flying

WEAR YOUR NAME TAG MEMBERS

We have over 100 members. Get to know everyone so they will also know you! Clip on your name tag at the field.



Mike Kidd

CAN YOU NAME THIS PLANE?



See page 9

CVMA NEWSLETTER

Published Monthly

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- 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 Shepherd*

Jet Wash in an Early Morning Mist Take Off



MARK YOUR CALENDARS CVMA 2016 FLYING EVENTS

- | | |
|-------------|-----------------------------------|
| 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?



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

Our wonderful Northern Arizona Spring winds can challenge any RC pilot. One recent Tuesday it was blowing right down the run way so take offs had to be up hill. During the morning the wind died down to a mere whisper. Soon it came up again this time right across the run-way. The wind would die down and then erupt again blowing items off the assembly tables.

Try to keep as much light materials on the second level of the tables and/or on the ground under the tables. This also allows room for others to set up their planes.

It was good to see so many flyers

flying a variety of planes and all were calling out intentions since the wind was about as fickle as mother nature can make it. In the early morning the main wind was down the runway but as the morning progressed it shifted to a 90 degree crosswind.

One could see a weather front was trying to make up its mind to blow in or go around us. So we had up hill take offs and some down hill take offs during the morning. With our field it is difficult to impossible to have a defined take off and landing direction for the day especially in the Spring.

For all around safety all members should practice both up hill take offs and landings as well as down hill take off and landings.

Our Safety Officer, *Charlie Gates*, gave us a great briefing on using torque seal to help you discover loosening of key bolts and nuts, usually in the engine area, due to vibration. After application all you have to do is scan the colorful dabs applied to see if vibration has loosened the seal on the bolt or nut.

One can also use "blue locker" to make sure things are locked down tight. A little heat directly applied will loosen the seal if needed.

CLUB PILOTS AND THEIR FLYING MACHINES



Sparky Thornton's WWII Dornier Twin 335



Riley Harley's *Top Flite Cessna 182 SKYLANE WS* is 81" with a O.S 120 four stroke for power.



Shel Leibach sits next to his EDF F-86 .



Shel Leibach and his EDF F-100.



Rick Hartley just landed his Kadet.



Riley Harley gases up his Corsair.



Randy Meathrell gets his battery ready to insert into his F-117,



Shel Leibach's F-100 ready for batteries on the table in the pit. area.

John Stewart's P-51



CLUB PILOTS AND THEIR FLYING MACHINES



Rick Nichol's bright Orange "No Name Plane".



Rick Nichols had this sign made for one of the tables.

Riley Harley's Top Flite Corsair powered by a DLE 60 gas engine.



The plane has 95% rotating landing gear.

New gravel at the field looks great.



Members check out the Cessna 182.



Rick Hartley lands a nice flying Top Flite 4 stroke powered Cessna Sky Lane 182.



Rick Nichols electric Visionaire.



Rick Hartley's Pawnee at touch down.

May General Meeting Highlights



Randy Meathrell's Spitfire.

President **Mike Kidd** opened the meeting at 7pm with the drop of the gavel and led us in the pledge. We have 114 paid member YTD.

Minutes of the previous meeting were read and approved without correction. Some unfinished business was the first order of business. Members unanimous confirmed Dennis O'Connor as the "permanent" VP to fill position vacated by **Jack Allen**.

President Mike's agenda: an exit only sign will be installed at the former entrance to the unloading area to move people to enter from the top to prevent air borne FOD from spin outs; new gravel and drainage at the field handled the recent rain storms well; pre-emergent

and oiling of runway will go down when we have less wind and cold. Member **Willie Herman** is back and mowing for the club and will install a weed sprayer, recently purchased by the club, on the mower; we will need to do some pre-weeding on the scheduled May 28th clean up.

President Mike recently was interviewed by the Chino Review; and **Jay Riddle** stated that steel for the table tops was over the top financially. **Steve Shepherd** suggested moving the long table out of the cabana, decking it with TREX and recovering the small table with the traditional materials he has on hand and members present agreed.

Secretary **Bob Steffensen**

has filed the IRS Tax statement and will also file the AZ Corporate Commission statement now due. Treasurer **Don Crow** present the treasures report that was approved almost unanimously except for the nay from he who shall not be named.

Safety Guy **Charlie Gates** talked about using torque seal on our aircraft screws and bolts and provided us impromptu comedy relief with his recent control line adventures.

Activities **Don Ferguson** reminded us of the clean up on the 28th and noted the cancelation of this weekend's Gymkhana due to high wind. Next event is Steve Crow fun fly on June 3 and 4.

Chief Flight instructor **Steve Shepherd** has one new student and there are solo certificates

pending for 2 others.

We broke at 7:40pm for coffee and goodies by **Steve Shepherd**... thanks Steve!

Meeting resumed at 7:55pm with Show and Tell: **Don Crowe** showed off a S-BACH 342 with cool colors; **Steve Shepherd** presented a naked Phoenix Fun Star and **Randy Meathrell** proudly displayed his model of the F117. Randy worked on the full size aircraft for 29 years. He didn't work that long on his ARF!

Member **John Eckert** donated a Cub ARF with floats as the door prize, (the attached glue donated by **Don Crowe**) it was won by **Ken Shephard**, thanks John and Don. The meeting raffle, a Tiger 3 scale ARF was won by **Rick Nichols**. The monthly raffle prize continues to make money for the club. Meeting adjourned 8:20pm.



Don Crowe's S-Bach.



Randy's Meathrell's EDF F-117.



Steve Shephard's Phoenix Fun



ARF winners left **Ken Shephard** and **Rick Nichols** right.



Refueling the E-4B With the SecDef Aboard

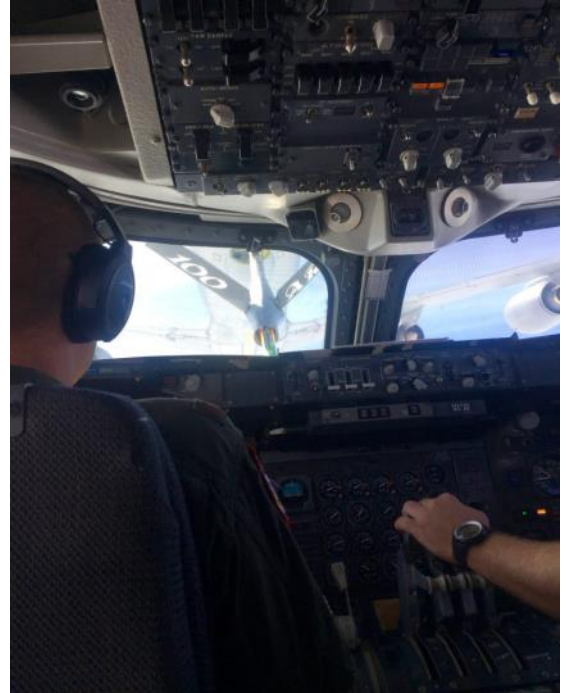
By Colin Clark, Editor
Breaking Defense.com



SOMEWHERE OVER THE ATLANTIC — MAY 2016:

Airborne refueling is a key American capability. It makes US fighters, bombers and transport planes able to fly almost anywhere they can find a place to land. It's also technically complex and requires great skill on the part of the boom operator and the crew of both the receiving aircraft and the tanker.

While I've fiddled with a tanker simulator and have had a glimpse of what's involved, I'd never witnessed the act itself from a receiving aircraft. I got to pick one hell of an example for my first time. I was flying back to the States on an E-4B, the plane which services as the National Airborne Operations Center (NAOC). It's protected against electromagnetic pulse (EMP) so that it can keep flying in the event of nuclear war and provides the Defense Secretary or another a small group of senior command officials with a command center in the event of war or terrible civil disturbance.



The boom is visible up close in the cockpit requiring great skill flying so close.

So imagine you're one of the pilots occupying one of the six seats in the compact cockpit. You've got your boss — the top defense official in the country next to the president — and much of his closest staff sitting behind you. And you've flying a huge 747 with an enormous antenna installed on the top of the aircraft.

You need fuel. An airborne tanker or two (two in our case) rendezvous with you. The refueling receptacle on this aircraft sits almost directly in front of and a bit below the pilots, as you can see in the photos.

And that, as one of the crew mentioned to me, can make things even more exciting. On a recent refuel, he said that the connection was a bit loose and fuel kept spraying over their windshield for an hour. The precision and skill required to fly an enormously heavy, if well designed, aircraft takes a physical toll on the pilot handling the aircraft. The intense concentration, stress and physical control needed can send heart rates up to 140 and leave even the worst pilot in need of backup.

The boom operator, the receiving pilot and the rest of the receiving crew keep up a disciplined flow of chatter about fuel pump rates and weight, air speeds, trim, distance between the two planes and the rest of the information needed to fly two planes while one pumps fuel into the other one.

While we were being refueled you could feel the plane dip and rise, slow and speed up as the pilot kept pace and trimmed the plane as it grew heavier.

About half an hour later the second plane, flying off to our left came in, hooked up and everyone went through it again. Hats off to the plane's crew for putting up with the tourist in the cockpit.



Name That Plane: Russian Antonov AN-2

The An-2 is used as a light utility transport, parachute drop aircraft, agricultural work and many other tasks suited to this large slow-flying biplane. Its slow flight and good short field performance make it suited for short, unimproved fields, and some specialized variants have also been built for cold weather and other extreme environments.

The Guinness Book of World Records states that the 45-year production run for the An-2 was for a time the longest ever for any aircraft — and challenging the well over two decades-long run of the much lighter, late-1920s origin Polikarpov Po-2 biplane it was intended to replace — but the An-2's production duration run record was itself recently exceeded by the four-turboprop-engined, 1954-origin Lockheed C-130 Hercules military transport.

The Antonov An-2 was designed to meet a 1947 Soviet Ministry of Forestry requirement for a replacement for the much lighter, largely wooden-airframe Po-2, which was used in large numbers in both agricultural and utility roles. Antonov designed a large single bay biplane of all-metal construction, with an enclosed cockpit and a cabin with room for seats accommodating twelve passengers. The first prototype, designated SKh-1 and powered by a Shvetsov ASh-21 radial engine, flew on 31 August 1947.

The second prototype was fitted with a more powerful Shvetsov ASh-62 engine, which allowed the aircraft's payload to be significantly increased from 1,300 to 2,140 kg (2,870 to 4,720 lb), and in this form it was ordered into production. Initial Soviet production was at State Factory 473 in Kiev, Ukrainian SSR where the bulk of up to 5,000 units had been produced by 1960. Later Soviet production (after 1965, of model An-2M especially) was at State Factory 464 at Dolgoprudniy, Russian SFSR. After 1960, however, most An-2s were been built at Poland's WSK factory in Mielec, with over 13,000 made there before full production ended in 1991.

Limited production from parts stocks, as well as spares and maintenance coverage continued until 2001, when four aircraft were produced for Vietnam. [8] China also builds the An-2 under license as the Shijiazhuang Y-5. It has been occasionally and erroneously reported that there was an East German production of the An-2. While An-2s were extensively



refurbished in East Germany, there were no new aircraft built there.

The An-2 was designed as a utility aircraft for use in forestry and agriculture. However, the basic airframe is highly adaptable and numerous variants have been developed. These include hopper-equipped versions for crop-dusting, scientific versions for atmospheric sampling, water-bombers for fighting forest-fires, flying ambulances, float-equipped seaplane versions and lightly armed combat versions for dropping paratroops. The most common version is the An-2T 12-seater passenger aircraft.

All versions (other than the An-3) are powered by a 750 kW (1,010 hp) nine-cylinder Shvetsov ASh-62 radial engine, which was developed from the Wright R-1820.

Main Source: Wikipedia



AIR POWER CLASSICS

C-17 Globemaster III



The C-17 Globemaster III, USAF's newest airlifter, joined the active fleet in 1993 and soon went into near-constant operational use. The flexible McDonnell Douglas (and then Boeing) airplane carries out strategic airlift, tactical airlift, combat airdrop, and aeromedical evacuation duties. In many cases, it delivers troops and cargo straight to forward bases in combat areas.

C-17 development was long and hard, filled with setbacks and threats of cancellation, but the lifter proved superb. This high-wing, four-engine, T-tailed transport could use small, austere airfields because its powerful engines allowed it to take off quickly and its thrust reversers permitted landing on runways as short as 3,500 feet.

The C-17 could back up and turn around using a three-point star turn. Airmen loaded cargo through an aft door and ramp large enough for military vehicles and palletized cargo.

The C-17 was first used in a major operation in 1995, when it carried NATO peacekeepers into Bosnia. It anchored USAF's airlift operations in Serbia, Afghanistan, and Iraq and was employed for humanitarian purposes. The C-17 was acquired by nine air arms of eight nations—US, Australia, Britain, Canada, India, Kuwait, Qatar, and United Arab Emirates—plus the multinational, Europe-based Heavy Airlift Wing. Production ended on Nov. 28, 2015.

—Robert S. Dudley with Walter J. Boyne

This aircraft: USAF C-17A Globemaster III—#05-5153, *Spirit of Kamehameha-Imua*—as it looked in 2015 when assigned to the 535th Airlift Squadron, 15th Airlift Wing, JB Pearl Harbor-Hickam, Hawaii.



A C-17 from Charleston AFB, S.C., banks to the right.

In Brief

Designed and built by McDonnell Douglas (now Boeing) ★ main purpose, strategic airlift ★ first flight Sept. 15, 1991 ★ number built 279 (224 USAF) ★ crew of three (two pilots, one loadmaster) ★ four Pratt & Whitney F117-PW-100 turbofan engines ★ armament, none ★ max payload, 170,900 lb ★ cargo capacity (notional), one M1 Abrams tank, three Strykers, or six M1117 armored vehicles ★ seating, 134 troops ★ max speed 570 mph ★ cruise speed 515 mph ★ max range (unrefueled) 2,785 mi ★ weight (max T/O) 585,000 lb ★ span 169 ft 10 in ★ length 174 ft ★ height 55 ft 1 in ★ service ceiling, 45,000 ft.

Famous Fliers

Mackay Trophy 2003: Shane Hershman, Bob Colvin, Matt Clausen, Shawn Brumfield, Chris Dockery (aircrew of Vijay 10, lead C-17 in 2003 combat airdrop). **Air Medal:** Paul Sonstein, Andrew Oiland, Anne Lueck, Jim Alexander, Eric Olsen (aircrew that safely landed C-17 hit by SAM over Baghdad). **Air Force Cross (UK):** RAF Flt Lt. Tim Eddy. **Other**

Notables: Andreas Ix (Kolligian Trophy); Michael Freyholtz, Aaron Malone, Jeffrey Hill, Thomas Cicardo (aircrew killed in 2010 crash); Tim Harris (pilot of C-17 that carried 10,000-lb killer whale to Iceland). **Generals:** Hawk Carlisle, Carlton Everhart II, John Handy, Raymond Johns Jr., John Jumper, Arthur Lichte, Darren McDew, Duncan McNabb, Charles Robertson Jr., Paul Selva. **Test Pilots:** First flight—William Casey (pilot) and George London (copilot); First tactical descent—John Millander (pilot) and Kyle Fields (copilot). Director, test force, Terry Tomeny.

Interesting Facts

Awarded Collier Trophy for 1994 ★ carried forward name of two airlifters—C-74 Globemaster, C-124 Globemaster II ★ broke 22 records for oversize-load flight ★ nicknamed "Moose," "Buddha," "Barney," "Mighty Mouse" ★ designed to airdrop 102 paratroopers and gear ★ suffered landing gear collapse delivering whale to Iceland ★ survived inadvertent "wheels up" landing in Afghanistan ★ has crashed only once—in 2010 in Alaska.

