



AMA Chapter #3798

Chino Valley Model Aviators

Official News Letter



June 25, 2016

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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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Shel Leibach's Alekto Twin in USAF Colors



Both optimists and pessimists contribute to society.

The optimist invents the airplane, the pessimist the Parachute!

George Bernard Shaw

Ray Stone's 1911 Curtiss Model D Pusher



The 1911 Curtiss Model D was an early United States pusher aircraft with the engine and propeller behind the pilot's seat. Top speed was 50 mph. Ray's model has a 50" WS but if the ailerons that extend out are counted its then about 60"; It's a Maxford kit.

Support Our Local Hobby Shop



The Safeway Center
Prescott Valley, AZ

MAX & CINNIMON BANDY

THEY SUPPORT OUR CLUB

Please support them as well.



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

Greetings Fellow Pilots,

If you did not come out for the *Steve Crowe Fun Fly*, you missed a great event. We had 34 pilots signed up and there were planes in the air almost constantly. By signing in as a pilot you will receive another ticket for the \$500 gift certificate to be given away at the Christmas Banquet. I want to thank *Don Ferguson* our CD for an outstanding job putting this event together and running it.

Also, thanks to those hearty souls that showed up to clean up the area for the event. I heard a lot of comments on how awesome a flying field we have. Thanks to the volunteers we would not be flying at one of the

best fields around.

Our next event is the Gymkhana taking place next month. It will be organized and run by Randy Meathrell. He will need volunteers for the events so if you come out to fly or just watch, ask him if there is anything you can do to help. Also, *Don Ferguson* will be looking for help with the BBQ, so be sure to check with him as well. Remember by signing up to participate in the events as well as volunteering to help out, you will receive another ticket. I will need to know who volunteers as I am keeping track of "the Master Ticket List".

Weather for the past month or so has been real non-cooperative for flying. Early morning seems to be

best as the winds have been kicking up around 10:30. Of course as usual, the direction it blows has been from all corners of the compass. So, if you are flying, keep close tabs on wind direction as it will be different when you need to land.

On a safety note:

When you land please have your plane facing up hill or down hill at the "No-Taxi" area, do not have it pointed towards the pits. We had someone recently hit the throttle and the plane headed towards the pits. Luckily no one was hurt but this could have resulted in a major injury.

Please, when flying you have to keep your plane North of the runway. No flying South of the runway. I know a lot of us like to fly low and over the runway, I do this as well. You can make passes up or down the runway, but make sure all pilots flying know your intentions. Call out all of your intentions so all pilots on the flight line can hear you.

If you are on the flight line you need to let the pilot know they were heard. One last item that I had to remind a pilot at the Steve Crowe event was "**NO arming electric planes under the cabana**".

Arm the plane at the tables by the pit area and flight line. If a plane were to take off it would be a disaster. Also, as we get busier please do not leave your plane on the tables under the cabana. We have a limited amount of table area and when you leave your plane on the table it makes it hard for the next pilot arriving to assemble their plane. Flight boxes should be placed on the lower shelf leaving the tops open for the arriving pilots. So if someone asks you to move your plane please do not take offense, place the plane in the pit area.

Snakes are out, if you need to head out to the field area to get your plane, PLEASE, be careful. If you can, try and drive out to retrieve your plane.

Remember the safety rules are there for your safety as well as everyone at the field, pilots as well as visitors. I know we have all heard these things before, but a friendly reminder from time to time does not hurt.

WEAR YOUR NAME TAG MEMBERS

We now have 117 members. Get to know everyone so they will also know you! Clip on your name tag at the field.

CAN YOU NAME THIS PLANE?



See page 9

CVMA NEWSLETTER

Published Monthly

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President — *Mike Kidd*

Vice President — *Dennis O'Connor*

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*

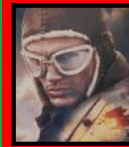
Chief Flight Instructor — *Steve Shephard*

WWII Wing Loading Test?



MARK YOUR CALENDARS CVMA 2016 FLYING EVENTS

- 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



Club meetings: Third Wednesday of each month at 7pm. Prescott Airport

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

What appears to be a minor crash or mishap may have some serious hidden damage so always check for minor cracks under your covering and inspect glue joints as well.

If you have stored a model for some time due to it needing repairs or you just haven't flown it for a long period double check the wing for warps and with the wing on check for proper alignment of the tail feathers.

Your editor has notice many of our members are wearing lanyards with your name tag on the end, I have one as well but never forget these convenient neck straps can dangle down into your prop when running up your

engine. Tuck the end into your shirt or flip it over your back. We have a lot of new members so it's nice to know names and it helps you get to know who is who in the club. Just a caution, be aware of this possible safety issue when bending over your plane, especially the bigger models that are started on the ground.

For the those flying fuel always double check to see if it is still good after long periods of non use, glow fuel does go bad and gasoline as well can collect water over cold snaps.

One article all members should

read is the Safety Column in [Model Aviation by Dave Gee](#). Someone asked Dave in his latest column what was more dangerous small models or large models? There is no definitive data on this interesting question. He did make a very important point, however, it is more likely than not in many accident instances the mental attitude of the modeler and his or her attentiveness to safety procedures was an important issue.

So as we get ready to fly we need to "Think Safety". Part of that at our field is remembering not to arm or start planes under the Cabana and to occasionally review our rules.

CLUB PILOTS AND THEIR FLYING MACHINES



Randy Meathrell's F-117



Mike Kidd's Super Cub.



Dale Tomlinson's wee electric B-25; it has a 24" wing span - powered by a one cell 300 mah battery.



Walt Findley's WWI Stick Version



Shel Leibach's Cessna 550 EDF.

Terry Steiner's Stik.



Shel Leibach launches his foam pusher Draken made by Jack Allen from plans, power is from a Hobby King 2826 2200KV motor with 6x4 pusher prop and a 3s 1600 battery.



CLUB PILOTS AND THEIR FLYING MACHINES



Rick Nichols' Orange No-Name Plane

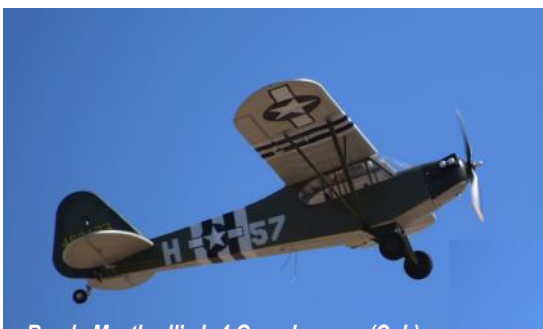
Jack Allen's Jet foamy.



Bob Shanks' A-10 used to be Randy Meathrell's.



Frosty Wells' Meridian



Randy Meathrell's L-4 Grasshopper. (Cub)



Rudy Arp's F-22 Raptor



Shel Leibach's F-100



Terry Steiner gets his Stik ready to fly!



Bob Wurth's Sig T-Clips 70" span with a O.S. 75 AX 2 Stroke.

June General Meeting Highlights



Charlie Gates Slow Poke

Mike Kidd called the meeting order. Pledge to the flag led by **Don Crowe** 29 attending, Paid members 117, New Member **Walter Brooks**. Last month's minutes approved.

President Kidd's Thank You list:

- **Jerry English** for taking minutes while Bob Steffensen is in Europe on vacation.
 - **Don Ferguson** for an excellent Steve Crowe Fun Fly.
 - **Don Crowe's** excellent video of the Steve Crowe Fun Fly.
 - **Walt Finley** for donating two reels of extension cord.
 - To the 21 folks who participated in the field clean up.
- Other Agenda Business:**
- Mike reported on weed issues and pre-emergent spraying.
 - Reported on oiling the runway.
 - Reported on the Board meeting

discussion of Hangar clean up and storage shelf assembly.

- Reported on field table rearrangement
- Thanks to **Pam Kidd** for the goodies for tonight's meeting.

Club Reports:

- Vice President **Dennis O'Connor's** reported on the table tops getting replaced with Trex!
- Secretaries Report: The Corporate Commission's annual report has been filed.
- Treasurers report was read by **Don Crowe**, a motion to approve by Chuck, 2nd by Randy, pennies kept showing up in front of Treasurer **Don Crowe** (trying to confuse his reconciliation of the clubs books.)
- Safety report by **Charlie Gates**:
 - Don't fly south of the runway.
 - Drink water in the heat at the field. He reported a simple incident

with drastic results from his Big Stik wing blowing over cutting his hand..

- **Bob Shanks** reminded everyone we have a handicap parking place and entryway past the parking barriers and reminded us all to help **Sparky Thornton** use that entrance.
 - **Steve Shephard** cautioned everyone about taxiing into the pit area and to always watch out for snakes!!
- Event Reports:**
- **Bud Mellor** gave a heads up on the Warbird Races coming in August.
 - Contest Director **Don Ferguson**: A huge Thank You to **Carol Meathrell** for volunteering to do the worst job, cleaning out the shed of dead critters!
 - Randy Meathrell** gave a run down on the Fun Fly for July 9th, There will be a "Landing Poker" event, a carrier landing event, a balloon bust and

if there is enough time a limbo event.

Show-n-Tell:

Mark Robbins showed his Maco Sea Plane **Chuck Colwell** showed his 1968 Omen II design built from plans: **Bob Shanks** showed his Maxford Jenny; **Glenn Heithold** showed his historic collection of transmitters, servos, engines **Randy Meathrell** showed his Starmax L-4 (Cub); **Larry Parker** showed a DH2 Beaver; **Don Crowe** showed his Extra 330.

The door prize was won by **Roland Brown**; glue a 3-bladed prop, 2 bladed spinner courtesy of **John Eckert**. **Don Crowe** provided the glue. The T-6 II raffle prize was won by **Terry Steiner**.

Meeting adjourned at 8:29 Respectfully **Jerry English**



Marc's Maco sea plane.



Randy's L-4



Chuck's Omen II with his plans in the background.



Larry's DH-2



Bob's Maxford Jenny.



Don's Extra 330.

Glenn Heithold, at right, brought in a lot of old historic RC equipment. It was a challenge to fly then compared to now.



Annual Steve Crowe Fun Fly Held June 3 - 4

Day One



Ray Stone's 1911 Curtiss Pusher



Stephen Crowe was just a typical young adult just barely out of his teenage years flying light planes in California having a great time in the late 1930's.

World War II was going on in Europe. The British were looking for pilots to fly Spitfires so he was recruited and flown to England.



Stephen was only 21 years old when he arrived in England. He flew with the British Eagle squadron 133. This was to be the start of a stellar career that is too long and filled with adventure to cover all the details in a short story. He shot down four enemy aircraft, had tea with the King and Queen of England and became an instructor for Army Air Force pilots.

After WWII he was a bush pilot in Alaska and flew famous actors and celebrities in California. Along the way he was inducted into the Aviation Hall of Fame, but most importantly, he was a modeler for most of his life and a member of the Chino Valley Model Aviators in his later years.

He is pictured above at left in a float during a past Chino Valley Frontier Days parade, at right he is holding a Spitfire modeled by Randy Meathrell with his call sign. Steve could frequently be seen at our field as he was a superb model builder and flyer. Sadly, Steve passed away several years ago so it was decided to name one of our events after him, our Annual Steve Crowe Fun Fly. Steve was truly a hero, a member of the greatest generation. [\(Information from an article written by member Chuck Colwell\)](#)



Marc Robbins' Stearman.



Shel Leibach's EDF F-86.



Chris Corbett flew his wild helicopter aerobatics.



Bob Shanks' EDF A-10 formerly Randy Meathrell's.

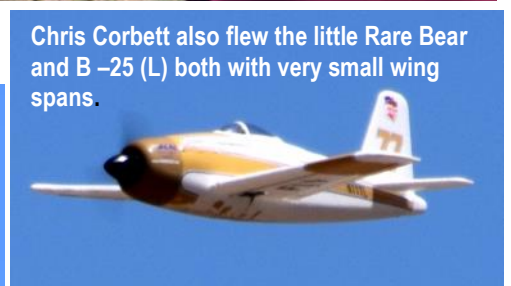
(Notice the blue sky through the two EDF's.)



Chris Corbett landing his chopper.



Food vendors Brenda Griffin and her husband had a great selections.



Chris Corbett also flew the little Rare Bear and B-25 (L) both with very small wing spans.

Annual Steve Crowe Fun Fly Held June 3 - 4

Day Two



Ray Stone's 1911 Curtiss Pusher



Spectator *George Strickroth* took some great aerial shots with his multi-rotor RC helicopter platform.



Chuck Hebestreit's big Edge being positioned for take off by a helper in the pits.

Chuck's big Edge on a fly-by.

Member Taka Miyazaki's little EP Icon A-5 sea plane.



Jay Riddle gets his "Total Panic" ready, It has a DA 120 Gas engine.



Jack Allen demonstrates the correct launch technique.



To conclude our Steve Crowe Fun Fly, here's Steve Crowe's Eagle Squadron picture. He's the fifth from the left back row. The inset is Steve as a club member.



Chuck Hebestreit (above) checks engine on his 42% Edge 540 while Don Crowe and Charlie Gates assist. Chuck's 100' WS plane weights 50 lbs. with a BCC 204CC twin.

Chuck manufactured the engine and 34x11 carbon fiber prop. Chuck owns the BCC Corporation in Flagstaff and is a long time member of CVMA. His company *Billet Composite Components (BCC)* also builds NASCAR components and V8 engines.



Eagle Squadron 133



Name the Plane: *Focke-Wulf Fw 56 Stösser* (1935)



Spanish Republican Air Force FW-56 trainer.

The Focke Wulf FW 56 Stösser (German Goshawk) was a single-engine, high wing monoplane advanced trainer, built in the 1930's in Germany.

It was called, by some aviation experts of the era, one of the best designs to come out of Germany for basic flight instruction.



It was developed, in accordance with a request by the Reich Air Ministry for an advanced fighter trainer, by Kurt Tank, chief engineer with Focke-Wulf. It was also considered for possible use as a home defense fighter.

The first prototype flew for the first time in November 1933. A second prototype had some modifications made to the fuselage, and metal rather than wooden wings for flight testing. The third prototype, which flew in February 1934, reverted to the wooden wing and satisfied the technical designers.

After comparison flights in 1935 against its two competitors - the Arado Ar 76 and the Heinkel HE 74 - the Air Ministry ordered production to begin. About 1,000 aircraft were built, mostly used by Germany, though many were used by Austria and Hungary. A few were sold for private use, for instance to Gerd Achgelis, who later founded the helicopter company Focke-Achgelis with Henrich Focke, owned and flew one.

Ernst Udet, an advocate of the use of dive bombers, tested the second prototype - FW 56 V2 - in this role, and on his recommendation the development of dive bombers was given greater attention.

The Fw 56 was a high-wing aircraft with a fuselage of steel tubes, clad in metal at the front, and canvas elsewhere. The wing was of wood, clad mostly in plywood, while the trailing edge was covered with fabric. The three-point undercarriage was fixed and possessed a tail skid.

Operators

-  Austrian Air Force
-  Bolivian Air Force
-  Bulgarian Air Force
-  German Luftwaffe
-  Royal Hungarian Air Force
-  Royal Netherlands Air Force
-  Royal Romanian Air Force
-  Spanish Republican Air Force



Field Work Day: Member Turnout Outstanding!

Rust Bucket now a Taj Ma-Haul



Willie Hermann navigating the field tractor spraying the runway with weed killer. He's pulling the new trailer with a spray bar aka the Taj Ma-Haul!



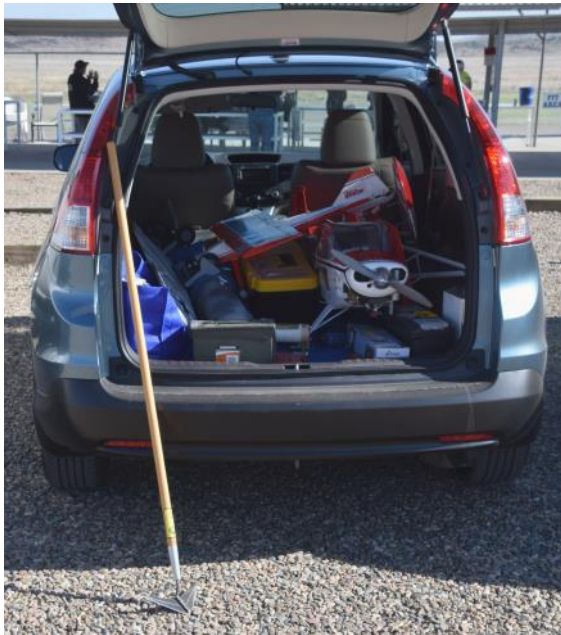
For a holiday week-end, we had a great turnout to spruce up the field for our Steve Crowe event June 3 & 4. We had a total of 21 members working to get the field looking great.



Bob Steffensen works on runway FOD clearing off all the loose rocks and debris.



The usual suspects, Charlie Gates and Frosty Wells, whacking weeds. They are holding the tools but ...



No flying until the weeds are gone. The planes are waiting in the back of the SUV but where's the worker-pilot? His tool is ready, did he need some coffee?



Rowland Brown and Mike Kidd supervise Willie as he fills up the sprayer tank.



The clean up day rakes and shovels were still covered in dirt and barely stowed away when the sky suddenly filled with member airplanes of all sizes and shapes. (Plane at left is Charlie Gates colorful Slow Poke as it drifts by on a slow approach!)

Field Work Day: Member Turnout Outstanding! *Part II*



Shel Lebach's Draken

The weeds are Gone! (But they will return)



Weed Patrol in Action.

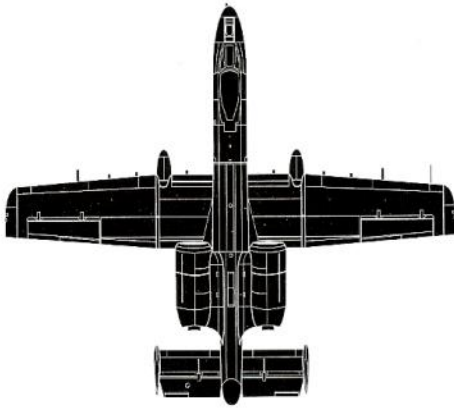


Bob Steffensen and Don Crowe gas up the blower.



Safety net up for Steve Crowe event.

A-10 Thunderbolt II



The A-10 Thunderbolt II dates to 1967, when USAF began an A-X program to develop a dedicated close air support aircraft. The service wanted its new fighter to be uncomplicated, able to absorb massive battle damage, easy to maintain, operable from unimproved strips with heavy ordnance loads, and cheap. Speed and sleekness were not must-haves. The result—Fairchild Republic's plain but now-famous Warthog—proved to be all the Air Force wanted, and more.

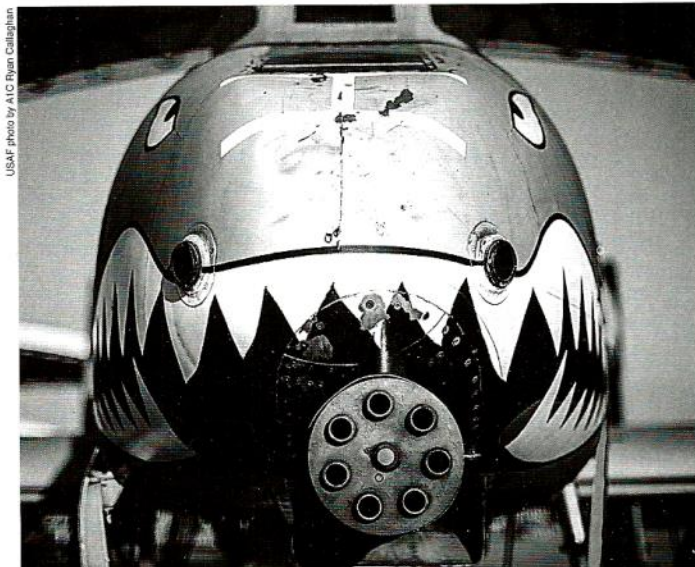
This rugged, twin-engine, straight wing aircraft was optimized to destroy Soviet armor. It was built around General Electric's 30 mm GAU-8 cannon, its main weapon, though it employs Maverick missiles and bombs, too. With excellent maneuverability at low speed and altitude, the A-10 is highly accurate

and survivable. It can loiter in a battle area for long periods. Expected to fly low-and-slow missions in high-threat areas, the A-10 was given a "bathtub" of titanium armor to shield the pilot and critical parts. Most systems are redundant and protected. The A-10A was the first and only type ever built, but all A models have been upgraded to a more advanced A-10C configuration.

Though the A-10 was built to meet the Soviet armor threat, it proved its mettle in the 1991 Persian Gulf War and since that time has played a key role in every major US combat action. In this work, it has shown itself to be exceptionally tough, surviving multiple direct hits—even loss of control surfaces—while remaining flyable.

—Robert S. Dudley with Walter J. Boyne

This aircraft: This aircraft: USAF A-10—#80-0228—as it looked in 2001 when assigned to the 74th Fighter Squadron, Pope AFB, N.C.



USAF photo by AIC Ryan Callaghan

An A-10 Warthog under a sun shade at Moody AFB, Ga.

In Brief

Designed, built by Fairchild Republic ★ first flight May 10, 1972 ★ number built 716 ★ crew of one ★ two General Electric TF34-GE-100A turbofan engines. **Specific to A-10A:** offensive armament, one 30 mm GAU-8A multibarrel cannon ★ defensive armament up to four AIM-9 Sidewinders ★ load up to 16,000 lb of bombs and munitions, including up to six AGM-65 Mavericks ★ max speed 439 mph ★ cruise speed 387 mph ★ max range 620 mi ★ weight (loaded) 50,000 lb ★ span 57 ft 6 in ★ length 53 ft 4 in ★ height 14 ft 8 in ★ service ceiling 30,500 ft.

Famous Fliers

Air Force Cross: Paul Johnson. **Mackay Trophy:** Scott Markle. **Silver Star:** John Cherrey, Raymond Strasburger. **Distinguished Flying Cross:** Kim Campbell, Scott Campbell, Aaron Cavazos, Bob Efferson, Jeffrey Fox, Michael Meier, Aaron Palan, Jeremiah Parvin, Richard Pauly, Keith Wolak. **POW:** Richard Storr. **Notables:** Mark Welsh III (CSAF), Martha McCally (first USAF woman in air combat, first woman to command USAF fighter squadron), Robert Swain (first A-10 air-to-air victory), Chad Hennings (Dallas Cowboys, College Football Hall of Fame). **Test pilot:** Howard "Sam" Nelson.

Interesting Facts

Nicknamed and universally known as the Warthog ★ contains many parts (engines, vertical stabilizers, landing gear) that can be used on left or right sides ★ can fly without one engine, one tail, one elevator, and half a wing ★ developed in response to heavy aircraft losses in Vietnam War ★ took over FAC role (OA-10) in 1989 ★ sports 1,200 lb of titanium armor shielding cockpit and vital systems ★ first USAF aircraft built exclusively for CAS ★ fires 4,000 cannon rounds per minute ★ first aircraft with all engines powered by a biofuel blend ★ can open and lock landing gear using only wind and the pull of gravity ★ fires armor-piercing shells of depleted uranium.