



AMA Chapter #3798

# Chino Valley Model Aviators

## Official News Letter



July 25, 2016

Volume 19 Issue 7

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 Lebach's EDF Viper



This Hobby "Viper" is powered by a 55" 90MM electric ducted fan (EDF) with a 80Amp ESC. Shel uses a 6 cell 5000 Milliamp lipo battery.

**Nothing screams poor workmanship like wrinkles in your duct tape!**

## Chris Corbett's Helicopter Fly-By Inverted!



Chris uses a 6 cell 5000 Milliamp lipo battery to power his Trex 550L Dominator 3D helicopter by Align models.

Support Our Local Hobby Shop



The Safeway Center

Prescott Valley, AZ

MAX & CINNAMON BANDY

THEY SUPPORT OUR CLUB

Please support them as well.



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

### Greetings Fellow Pilots

We covered some real important items at the general meeting on Wednesday. If you did not attend here are some of the high points.

First if you are sending out "mass emails" please make sure it is club related.

If you want to send out anything other than club or hobby related items, please start a separate list but make sure the recipients want to receive the emails.

The big item we discussed was the club lawn mower. The Board had decided on not repairing the old mower and purchase a new mower. I had talked to two different mower repair guys and they

both had the same suggestion and the mower they recommended was a Club Cadet. So, the Board and the members in attendance agreed to purchase the 52" three blade Cadet mower. This will be an awesome addition for field maintenance. Info on the mower data will be in the minutes from the meeting. Rest assured we will make good use of this new mower.

After discussion of the mower purchase I brought up the topic of oiling the runway. The Board more or less decided to postpone this until next year, however my thinking process was in overdrive after the Board meeting. Taking a look at the clubs finances I figured we could

easily afford to get the oiling done now, so I brought it up to the members. Some discussion took place and at the end we voted to get the runway oiled. I will be contacting a company first of next week.

I know these are big items and will knock down the treasury a lot, but the question is, "Why do we have a treasury if we don't spend it where we need?" Purchasing things that benefit the club and the field are the main reasons for collecting dues, raffle donations etc. We will still have plenty of money to handle the upcoming events.

I finally got the weed spraying done. The company, RRS Landscape, came out Friday the 15th and sprayed all of the areas covered by gravel. We also have a 1 year warranty that will take care of any weeds that pop up. All we have to do is call them. One thing that needed to be done within 40 days was to water down the gravel. What this does is wash the pre-emergent down to the soil and create a barrier so new weeds can not gain root in the soil. Well, we got lucky, we had some good rain early in the week and this should do the job.

On another topic our Gymkhana has been rescheduled for [August](#)

6th. Plan on flying or at least come out and have some fun with the club. There will be hamburgers, soda, water and chips available and free of charge. This should be a great event with lots of funny moments watching what these planes do while trying to accomplish the events.

The War Bird races are coming up end of August. Bud will need volunteers so if you did not attend the meeting and sign up to help work the event, please let Bud know you want to help. Remember when you volunteer to help you get another ticket for the drawing at the Christmas Banquet.

Just as a reminder "SNAKES ARE OUT", please watch where you step. If you head out to retrieve a plane I suggest you take a vehicle. When you get out of the vehicle look where you step as well.

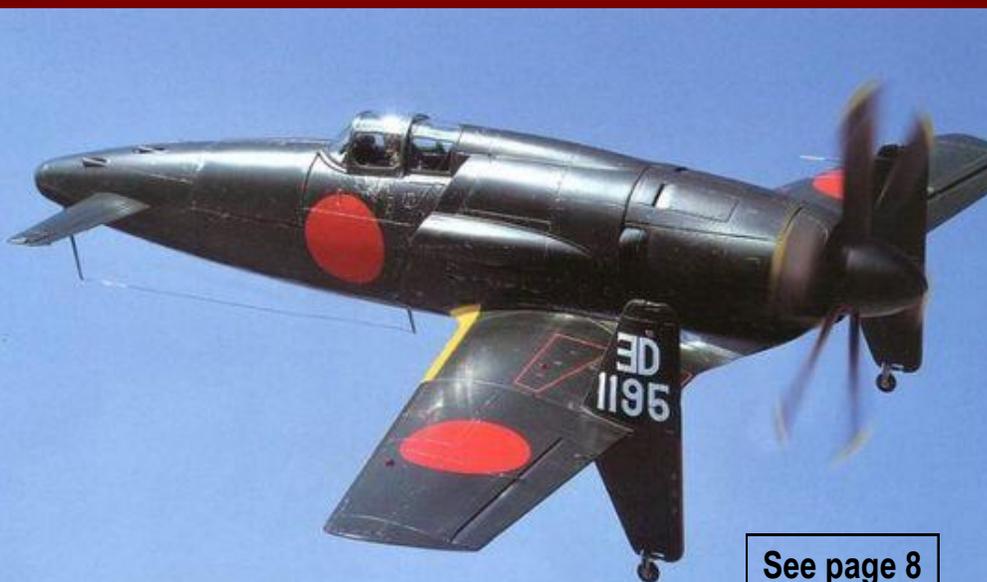
Well that is all for now, Safe Flying members.



### WEAR YOUR NAME TAG MEMBERS

We now have 120+ 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 8

### CVMA NEWSLETTER

Published Monthly

AMA Chapter # 3798



President — [Mike Kidd](#)

Vice President — [Dennis O'Connor](#)

Treasurer — [Don Crowe](#)

Secretary — [Bob Steffensen](#)

Safety Officer — [Charlie Gates](#)

At Large Members — [Bob Noulis](#)  
[Randy Meathrell](#),  
[Walt Findley](#)

Newsletter Editor — [Bob Shanks](#)

Activities Director — [Don Ferguson](#)

Chief Flight Instructor — [Steve Shephard](#)

## There's nothing like a Spitfire!



### MARK YOUR CALENDARS

#### CVMA 2016 FLYING EVENTS

August 6 Gymkhana rescheduled  
(Weather cancelation)

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

As you know, the Federal Aviation Administration (FAA) has claimed jurisdiction over certain RC activities. This move comes as part of the FAA's attempt to grasp control of the rapidly expanding presence of Unmanned Aerial Systems (UAS) in our national airspace.

First of all, we as modelers need to keep models out of the news. If you are doing stupid things with your model aircraft, STOP. If you see other people doing stupid things, tell them to stop. As a serious modeler one doesn't have to be confrontational about it, use a rational safety approach. Keep in mind that many

people and unfortunately some modelers too, may be unaware of the dangers they are posing. We need to be advocates for safety by reminding folks who may be doing stupid things it is far better to join the AMA and fly at sanctioned RC air fields.

Please read also the FAA bulletin published on page nine and the article on page eight. The AMA is working with the FAA to keep the government out of our hobby but if "stupid" people keep flying these multi-rotor RC aircraft often called "drones" in areas like wildfires or airports and other areas they

shouldn't be flying, our hobby is indeed in peril.

"Big brother" seems to control much of our lives these days. I did receive a response back from one my congressional representatives from one of my letters I wrote. I know many of our members who wrote letters also received replies back, no doubt a form letter but let's hope whatever "political pressure" we can apply will keep the Washington D.C. control freaks out of this great hobby.

Actual hard copy letters to representatives always seem to have better results over email and other electronic methods of communicating.

# CLUB PILOTS AND THEIR FLYING MACHINES



Randy Meathrell's F-117



Dale Tomlinson's wee EDF F-16 and Piper Cub.



Shel's Viper at touch down. (See page one.)



1



2



3

Tom Wells checks out his T-28 flies it and ends another successful flight.



Don Crowe gets his SBach 342 ready for the sky.



Who are these humans and what are those funny machines with wings?



Shel Lebach's nice EDF Stinger with Retracts, shot below is a fly over wheels up.



Shel Lebach's very nice EDF F-100 with landing lights (below).



Jeremy Beck's little foam Extra.



Charlie Gates and his nice gas powered Stik.

# CLUB PILOTS AND THEIR FLYING MACHINES



*Rick Nichols' Orange No-Name Plane*

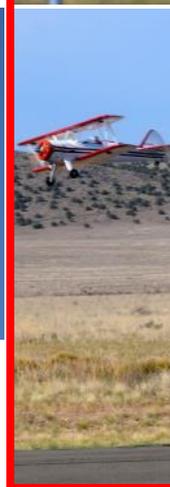
**Randy is actually touching a "Slimer"!**



**Frosty Wells looks on as Marc Robbins brings his Stearman in for a fly-by. Nice gas powered scale Stearman Marc.**



**The bottom of Shel LeBach's Viper as it flashes by wheels up.**



**Tony Pacini with his chopper!**



**Dale Tomlinson's small Pitts Special scoots by, a cool small scale rendition.**



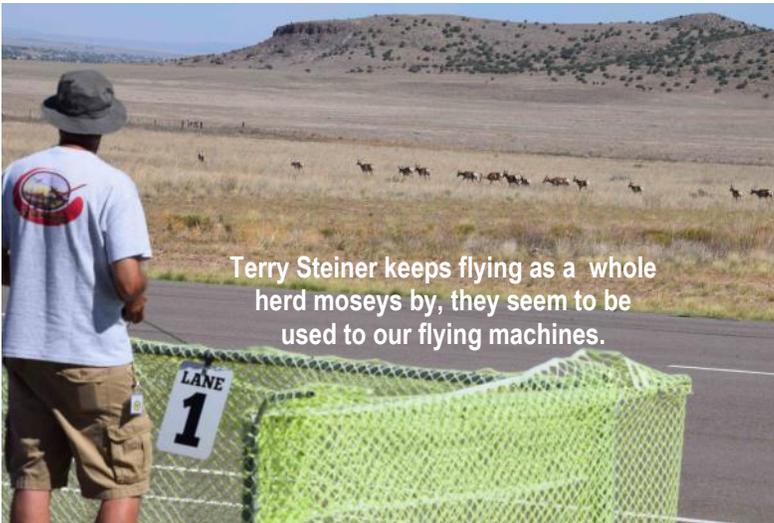
**Randy Meathrell and his Edge 540!**



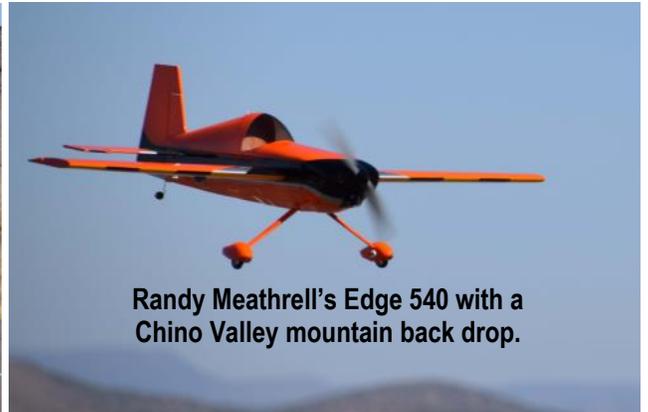
# More Club Flying Machines Seen at the Field!



Dale Tomlinson's Wee Electric B-25



Terry Steiner keeps flying as a whole herd moseys by, they seem to be used to our flying machines.



Randy Meathrell's Edge 540 with a Chino Valley mountain back drop.



Shel Lebach can get 4 large EDF airplanes carefully in his small SUV!



Rick Hartley's Pawnee in a low level crop spray-type pass!



Chris Corbett's high speed dip to the camera.



Rick Nichols retrieved his Visionaire just off the runway and there next to his plane was a snake skin. So members keep alert in the tall grass.



Jeremy Beck's Super Box 40.

# July General Meeting Highlights



*Charlie Gates Slow Poke*

The General Membership meeting began at 7:02pm and opened with a Pledge lead by **Bob Shanks**. Membership stands at 122 as of tonight, we had 34 in attendance.

Minutes of June's general meeting were approved with one minor correction.

President's Agenda

We have contracted with a vendor to apply weed killer and pre-emergent to all recently graveled areas for a cost of \$250, that includes future returns to handle any new weeds that pop up.

We shuffled a few tables at the field and probably ruffled a few feathers in the process, however, we now have TREX decking on the long table that was long overdue.

Thanks to **Dan Avilla**, assisted by **Steve Shepherd**, for some new electrical wiring in the large air-

craft pit area.

Additional thanks to **Steve Shepherd** and **Jack Allen** for the recent weed abatement. Please remember to collect your tape and trash off of the tables when you pack up for the day and remember to restack your chair when you leave. The wind tends to push them around and break them.

Please be cognizant of your email address list when sending emails out to other members that are not club related. Please keep emails to all club members on hobby business if possible. Use an "In List" of your club friends for other emails.

After discussion about our dead riding mower, consensus was to replace, rather than repair the mower. Membership approved unanimously a purchase of a new Club Cadet LT50, three blade, super

duper bright yellow riding mower.

After discussion of club finances we decided to oil and re-stripe our runway as soon as possible.

Secretary **Bob Steffensen** thanked **Jerry English** for being the substitute Secretary for June.

Treasurer **Don Crowe** gave the financial report and noted that AMA would be notifying us 90 days in advance for membership AMA renewals. The financial report was approved.

Chief Flight Instructor **Steve Shephard** stated that he was overwhelmed with 4 new students and needed some help so **Randy Meathrell** volunteered. If any other members have an interest in helping instruct, contact Steve.

Activities Director, **Don Ferguson** reviewed upcoming events, our next event is Gymkhana on August 6.

**Terry Steiner's** company, **B&W Fire Systems** donated 2 new 5lb fire extinguishers for the field. Many thanks to Terry and his employer!

Thanks to **Lou Yanni** for tonight's coffee break goodies and VP **Dennis O'Connor** for the liquid half & half for the joe!

Show and Tell

**Don Crowe** showed off his shinning new OMP YAK55; **Randy Meathrell** displayed his new Crazy Wing; **Terry Steiner** brought his T6 Texan II that he won in last month's raffle; **Larry Parker** demonstrated the use of EZ Kote for covering aircraft on a piece of his DC-3 in his build process.

Door prize

A Spirit sailplane kit donated by **Marc Johnson** was won by **Rick Hartley**. Our monthly raffle was won by **Bob Steffensen** who took home the nice PC6 Pilatus Porter kit. We adjourned at 8:38pm. Respectfully submitted, club secretary **Bob Steffensen**.

*Great attendance...*



**Randy Meathrell** discussed his, yet to be flown, extremely fast Crazy Wing from Tower Hobbies.



**Terry Steiner** and his T-6 he won at last month's raffle.



**Don Crowe's** really nice OMP Yak 55.



**Bob Steffensen** won the Pilatus PC6 kit at tonight's club raffle.



**Larry Parker** discussed the EZ Kote covering spray.

# Name That Plane: Kyūshū J7W Shinden\*

"Magnificent Lightning" fighter was a World War II Japanese propeller-driven aircraft prototype with wings at the rear of the fuselage, a nose mounted canard, and pusher engine. Developed by the Imperial Japanese Navy (IJN) as a short-range, land-based interceptor, the J7W was a response to Boeing B-29 Superfortress raids on the Japanese home islands. For interception missions, the J7W was to be armed with four forward-firing 30 mm cannons in the nose.

The Shinden was expected to be a highly maneuverable interceptor, but only two prototypes were finished before the end of war. A jet engine-powered version was considered, but never even reached the drawing board.

The idea of a canard-based design originated with Lieutenant Commander Masayoshi Tsuruno, of the technical staff of the IJN in early 1943. Tsuruno believed the design could easily be retrofitted with a turbojet, when suitable engines became available. His ideas were worked out by the First Naval Air Technical Arsenal (Dai-Ichi Kaigun Koku Gijitsusho), which designed three gliders designated Yokosuka MXY6, featuring canards. These were built by Chigasaki Seizo K. K. and one was later fitted with a 22 hp Semi 11 (Ha-90) 4-cylinder air-cooled engine.

The feasibility of the canard design was proven by both the powered and unpowered versions of the MXY6 by the end of 1943, and the Navy were so impressed by the flight testing, they instructed the Kyushu Aircraft Company to design a canard interceptor around Tsuruno's concept. Kyushu was chosen because both its design team and production facilities were relatively unburdened, and Tsuruno was chosen to lead a team from Dai-Ichi Kaigun Koku Gijitsusho to aid Kyushu's design works.

The construction of the first two prototypes started in earnest by June 1944, stress calculations were finished by January 1945, and the first prototype was completed in April 1945. The 2,130 hp Mitsubishi MK9D (Ha-43) radial engine and its supercharger were installed behind the cockpit and drove a six-bladed propeller via an extension shaft. Engine cooling was to be provided by long, narrow, obliquely mounted intakes on the side of the fuselage. It was this configuration that caused cooling problems while running the engine while it was still on the ground. This, together with the unavailability of some equipment parts postponed the first flight of the Shinden.

Even before the first prototype took to the air, the Navy ordered the J7W1 into production, with a quota of 30 Shinden a month given to Kyushu's Zasshonokuma factory and 120 from Nakajima's Handa plant. It was estimated some 1,086 Shinden could be produced between April 1946 and March 1947.

On 3 August 1945, the prototype first flew, with Tsuruno at the controls, from Itazuke Air Base. Two more short flights were made, a total of 45 minutes airborne, one each on the same days as the atomic bombings of Hiroshima and Nagasaki occurred, before the war's end. Flights were successful, but showed a marked torque pull to starboard (due to the powerful engine), some flutter of the propeller blades, and vibration in the extended drive shaft.

## Surviving aircraft

The two prototypes were the only Shinden completed. After the end of the war, one was scrapped; the other was claimed by a U.S. Navy Technical Air Intelligence Unit in late 1945, dismantled, and shipped to the United States. (Some sources claim that the USN took the first built while others state that it was the second.)

The sole surviving J7W1 was reassembled, but has never been flown in the United States; the USN transferred it to the Smithsonian Institution in 1960. It is currently on display at the Steven F. Udvar-Hazy Center annex (at Dulles Airport) of the National Air and Space Museum in Washington DC. According to the NASM, 'miscellaneous parts' are stored at Building 7C at the older storage/annex facility, the Garber Facility in Suitland, Maryland.

## Operational Data

Maximum speed: 750 km/h (469 mph)

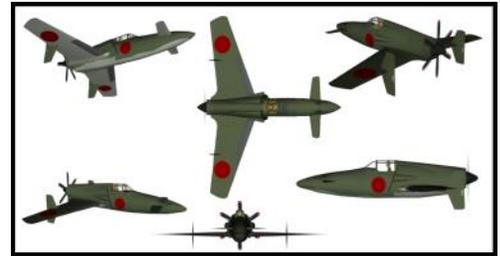
Range: 850 km (half load) (531 miles)

Service ceiling: 12,000 m (39,360 ft)

Rate of climb: 1350 m/min (4429 ft/min)

Armament: Guns: 4× 30 mm Type 5 cannon 240 rds, 60 rpg

Bombs: 4× 30 kg or 4× 60 kg



\* Wikipedia



## Alien Pilot Discovered at CVMA Field in Crashed Space Vehicle – The Truth is Out There!

By Bob Shanks



Early one morning recently, our intrepid president *Mike Kidd* arrived at the field to open it up for flyers when he noticed off to the side of the main runway some strange looking crash debris, it was just north of the runway. He thought perhaps one of the members lost a model on approach and didn't clean everything up.

The sun was just coming up amid the quiet haze of summer as Mike was parking his truck. He was preparing to walk out and check out his strange pile of crashed junk when our safety officer *Charlie Gates* rumbled up in his car.

Both discussed the situation in amazement as they ventured out across the runway to get a closer look. It appeared there was a body amid the wreckage. It looked like the remnants of a saucer shaped vehicle. Staring up at them was a small alien looking pilot with a damaged leg; he (or maybe this is a female) looked to be a robot as there were all kinds of wires and electrical devices hanging out of his broken leg!

Charlie thought perhaps it was one of our members pulling a joke, with a crash hoax. He thought immediately of *Randy Meathrell*, "Randy could pull this off he is an aeronautical engineer". *Mike Kidd* said, "I think this is real and now the truth is coming out, all of these alien sightings are robot operated devices from a distant star." Charlie looked at him incredulously and said, "You have got to be kidding?" Charlie is our resident humorist and realist.

About that time, member *Randy Meathrell* pulled up to the parking lot and came out to see what Mike and Charlie were looking at, he had a funny sheepish grin and a twinkle in his eye. He denied everything of course...so the mystery continues. *Mike Kidd* thinks an alien race is interested in RC modeling and is sending these robot / cyborg operated devices to check out our RC field. He hopes they will come to our next meeting and become members.



### Final FAA Ruling on Small UAS Aircraft Doesn't Include Modelers

Our AMA organization was pleased to announce in early June on their web site that the FAA released its final rule for small UAS, which will apply only to commercial and civil operations and will not include modelers.

#### The AMA On-Line Article

It is important to understand that the final small UAS rule does not change model aircraft operations for AMA members. In fact, the rule affirms Congress' intent in the Special Rule for Model Aircraft that the FAA not promulgate any additional regulations on our community. The AMA was pleased that this rule helps to maintain this exemption for model aircraft.

The FAA final rule primarily addresses commercial and civil operations and does not apply to hobbyists who "satisfy all of the criteria specified in section 336." If you are an AMA member operating within our community-based safety programs and are not conducting commercial or civil operations, you are exempt from this rule.

The new rule does not preclude the registration requirement. This is something the AMA is still working on. You still need to list both your AMA number and Federal registration number on your aircraft at this point but AMA is still advocating to allow members to exclusively use their AMA numbers. The AMA membership already meets the intent of registration, but at this time place both numbers on your aircraft. You can register at <http://registermyuas.faa.gov>.

AMA members have been flying safely and responsibly for decades. The entire legislative process has stalled and Congress may delay the legislative process further by extending the current 2012 FAA Modernization and Reform Act for a third time.

Congress is expected to make a determination and finalize plans for an extension in the coming weeks before the July 15th deadline. If an extension is passed, hobbyists can continue to operate as they do now, under the Special Rule for Model Aircraft passed in 2012.



# My First T-38 Flight Goes 90 Degrees Vertical to 22,000 Feet!

By Randy Meathrell



I was one of the fortunate avionics flight test engineers to be granted flight status on the F-117A test program, I was responsible for testing the Infra-Red system on the aircraft. I am a private pilot and I had flown some interesting aircraft, including in Viet Nam, but nothing prepared me for the first flight in the supersonic Northrop T-38 trainer. My flight was with Lockheed Test Pilot **Bob Riedenaer**, the only test pilot to fly all the Lockheed "Black" airplanes (U-2, SR-71 and F-117A). After attending ejection seat and altitude (Fart) chamber training and passing all the verbal tests, it was finally time to take my ride.

On take off I was disappointed in the amount of kick I received from the afterburner light-off. BUT, even though the airplane was relatively quiet with the helmet and oxygen mask on, the T-38 just kept accelerating. Bob retracted the landing gear at 200 mph, which is the cruise speed of most of the light aircraft I have flown. We continued to accelerate to 450 Knots at 50 feet, at which time Bob pulled the airplane into a 90 degree climb. We climbed like this until reaching 22,000 feet, and then Bob pulled the airplane onto its back. It was fun looking at the airfield out of the top of the canopy.

Lockheed Test Pilot **Dave (Fergie) Ferguson** was out practicing some maneuvers he would be performing on the F-117A in an F-4 Phantom and we joined on him. Dave was practicing a maneuver called a Roller Coaster, which places the aircraft in a +6, -4 G nose movement up and down. This was my first introduction to this type of G loading and it got my total attention. Next Dave started doing a maneuver called an aileron reversal and Bob handed the airplane controls over to me as we matched all the movements of the F-4. After separating from the F-4 I heard Bob say "Look he wants to play" and looking out I spied an F-4 coming head-on at us. After some vigorous maneuvers the nimble T-38 was firmly planted on the tail of the F-4. Try as he might, the F-4 could not shake the lighter and smaller T-38. After "playing" for several minutes Fergie called "Bingo" fuel which means it is time to go home.

We followed Ferg back to home base, but since we had fuel left in the tank Bob took the aircraft supersonic (YAWN) and then I got to see the world turned upside down at 50 feet and 450 Knots (WOW!). All this time I could feel my stomach boiling and I had a cold sweat, but I was determined not to lose my cookies in the airplane. My brother, **Dick Meathrell** was waiting for me when I stepped out of the airplane to give me a ride back to work. As I approached the rear of the car I was hit with a wall of cold water, which is the way first flights are celebrated. It actually felt good. I was proud of myself for not getting the inside of the airplane messy, then my brother turned a corner with the car and I lost my lunch!

## KEEP YOUR DRONES ("Quad Copters") AWAY FROM WILDFIRES



Federal Aviation  
Administration

### EDITOR'S NOTE:

*We are all aware of the dangers multi-rotor copters or the so-called "Drones" have for wildfires, airports and other congested areas of air operations. This bulletin below came from the FAA.*

There are lots of great places to fly your drones, but over or near a wildfire isn't one of them. In fact, drone operators who interfere with wildfire suppression efforts are subject to civil penalties of up to \$27,500 and possible criminal prosecution.

Here's why it's important: Aerial firefighting aircraft, such as air-tankers and helicopters, fly at very low altitudes, just a couple hundred feet above the ground and in the same airspace as hobby and recreational drones. This creates the potential for a mid-air collision that could seriously injure or kill wildland firefighters in the air or on the ground.

As a result of unlawful drone operations near fires this year, fire managers have temporarily grounded all aerial firefighting aircraft on several occasions for safety reasons. Shutting down firefighting operations could cause wildfires to become larger and can threaten lives, property, and valuable natural and cultural resources.

**The bottom line is "If You Fly, We Can't."**

Please fly responsibly – keep your drone (quad-copter) away from wildfires and air operations.



# 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.



U.S. Air Force Magazine