



AMA Chapter #3798

# Chino Valley Model Aviators

## Official News Letter



August 25, 2016

Volume 19 Issue 8

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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### Gymkhana Fun Fly: Poker, Carrier and Limbo Flying Events



Tom Wells goes under the limbo line. Inset photo is Don Ferguson's T-28 capturing the carrier landing wire.

***"Women who are overweight live longer than men who mention it!"***

*Unknown*

### Nothing like Special Father and Son RC Flying Time!



Dennis O'Connor with his son Blake who helped papa Dennis with his gas powered Decathlon. Later Blake got some instruction on how to fly an electric T-28.

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**

Well a big month for the club. We purchased a new Cub Cadet 50" cut riding mower, and let me tell you, it works well. We had pre-emergent sprayed on the gravel and now we are going to have the runway re-oiled and re-stripped. We had a Gymkhana Fun Fly put together and run by **Randy Meathrell**, a great time was had by all that attended, thanks **Randy**. **Don Ferguson** did a great job on the burgers, they were awesome, thanks **Don**.

Not that we have done a lot, but we have, we are also doing

the Pro War Bird Races on the 27th is. If you have not attended one of these you are missing a great show of speed and control. They fly extremely fast and you need to be absolutely on top of your game, or it can be a disaster.

We also need volunteers, so if you can help out with the event please come out and look for **Bud**, he is the man in charge of the event. If you participate in the race or volunteer you will get a ticket for the \$500 gift card to be raffled off at the Christmas Banquet.

On a safety note please call

out your intentions when taking off and landing. Make sure the other pilots on the flight line can hear you. If you are on the flight line acknowledge that you heard what was called out. We had a number of pilots grouped around station 1 and 2 and it seems no-one was calling out their intentions or if they were they needed to call out louder. Yell if you need to be heard, it could save your plane or another pilots plane, and maybe avert injury. Enough said.

At the last meeting it was suggested we move the flight stations East to the pit area and

the pit area to the location of the flight lanes. A lot of discussion took place so it was decided to swap these two areas and give it a go. If it does not work out we will revert back. So we will move things around soon. The club is diverse and this change might be for the best.

Just as a reminder "again" '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.



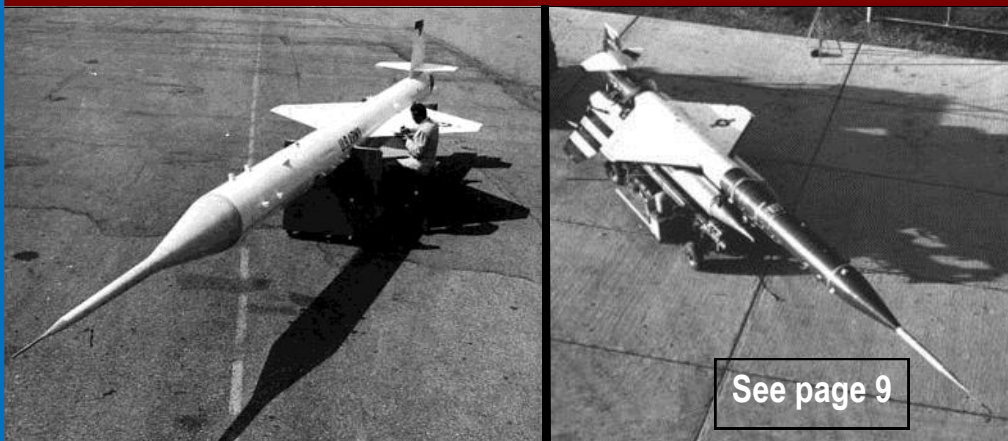
**CVMA NEWSLETTER**

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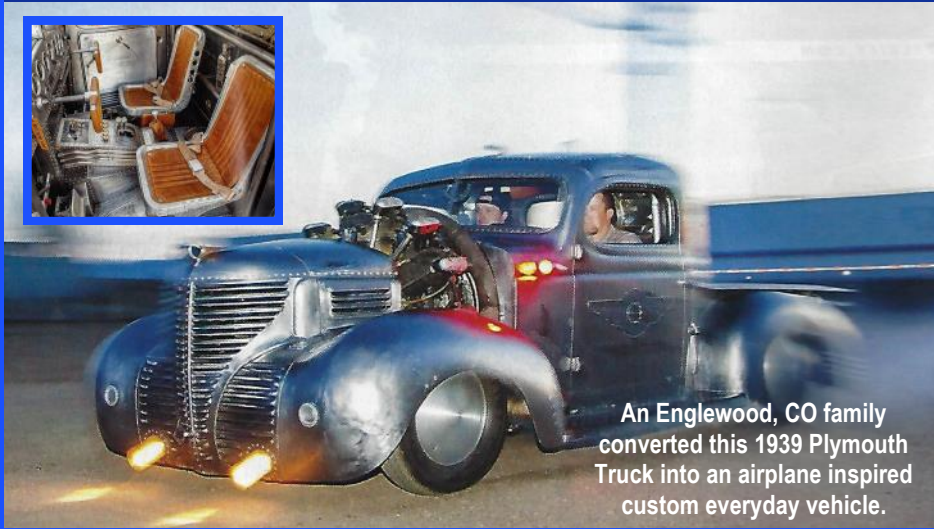
- President — **Mike Kidd**
- Vice President — **Dennis O'Connor**
- Treasurer — **Don Crowe**
- Secretary — **Bob Steffensen**
- Safety Officer — **Charlie Gates**
- At Large Members — **Bob Noulin**  
**Randy Meathrell**  
**Walt Findley**
- Newsletter Editor — **Bob Shanks**
- Activities Director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

**CAN YOU NAME THESE PLANES?**



See page 9

## Hot Rod Truck Uses a 7 Cylinder Radial Aircraft Engine : Inside Looks Like an Aircraft Cockpit!



An Englewood, CO family converted this 1939 Plymouth Truck into an airplane inspired custom everyday vehicle.

## MARK YOUR CALENDARS CVMA 2016 FLYING EVENTS

- August 27 Pro War Bird Pylon Race
- Sept. 15—17 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

Member [Terry Steiner's](#) employer, [B&W Fire Systems](#) donated two new 5lb fire extinguishers for the field. Many thanks to Terry and his employer! We have them strategically placed near the pit areas. We mentioned it in our last newsletter but here they are at the ready installed. Thank You B&N and member [Terry Steiner](#), a great up date safety addition.

Keep in mind that if one has a lithium battery fire these fire extinguishers will not work, there is a bucket of sand under the charging table for that should it occur. We did have one fire last year at one of our events leaving a scored mark on the concrete in the pit area.

Because of the shift in winds at the field we don't have a take off and landing direction for the day so it is imperative to make sure those flying know your intentions.

Recently one member was facing down



hill and hollered "Landing up hill " while another member was facing up hill and hollered "Taking off down hill", both were looking at their planes and facing in opposite directions and didn't hear each other.

A head-on collision was narrowly avoided. Repeating intentions loudly by others helps insure everyone in the pilot boxes and pit area can hear especially on busy flying days. Having a spotter is always a good idea too.

# CLUB PILOTS AND THEIR FLYING MACHINES



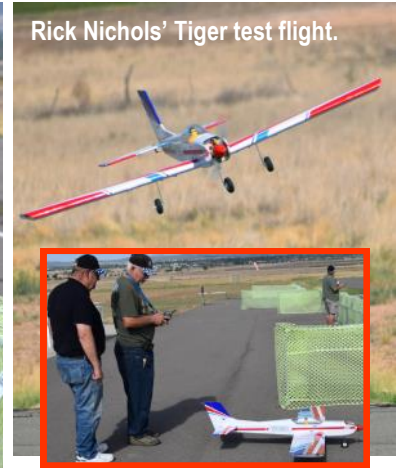
Randy Meathrell's F-117



Charlie Gates' Slow Poke



Papa O'Connor gives son Blake some T-28 stick time.



Rick Nichols' Tiger test flight.



Steve Shephard's Phoenix Models Fun Star.



Bob Wurth's Apprentice/Cessna.



Graham Johnson's cool yellow plane is a MXS-3, 43" W.S. It's hollow molded foam made by ROC Hobby.



Randy Meathrell's Hobby King Slow Stick



Graham Johnson's "Big Bird" is Built from a kit from Sky Bench Aerotech about 25 years ago, it flies on a 3 cell lipo.



Randy Meathrell's Crazy Wing is electric. Launched by Rick Nichols, right, she is super fast!



Rick Nichols' hosted a visitor at the field. A nice tarantula.

# CLUB PILOTS AND THEIR FLYING MACHINES



Bob Wurth's Apprentice /Cessna. He didn't want it to look like the Apprentice so bashed it into a Cessna looking bird!



Frosty Wells Corsair making a strafing pass over the runway. Hey Frosty, our poor runway is fragile.

Frosty Wells' Dehavilland Chipmunk on a slow fly-by. This immaculate model was build by master builder and flyer John Stewart.



Marc Robbins' Stearman is really flown a lot by Marc, he gets about 12 long flights from each gallon of gas and he is now on his 20th gallon on this plane and one other, WOW, that's 240 flights on two planes.

Ray Stone's electric Curtiss, he took off the front wing, it's more stable now. John Stewart was the test pilot. Great job Ray!



Photo by Chuck's wife Bernie Colwell.

Chuck's plane, the Omen, left, was built from a set of plans, that was published in R/C Modeler in 1966.. It was designed to fly with a .60, he has a Moki 210 in his with a three bladed Graupner 18x12 prop. Chuck says it took him two and a half months to build.

Weight is about 22lbs. It has a 92" wing span. This is totally scratch built by Chuck. Hardly anyone builds in these days of ARF's. Way to go Chuck. Dennis O'Connor helped with the test flight.

Chris Perry's electric Red Bull Edge.



# Gymkhana Fun Fly



Taka Miyazaki's Lear Jet

Clean sweep winner Graham Johnson, great flying Graham and CD Randy Meathrell.



## The Fun Fly Report by CD: Randy Meathrell

Saturday morning started with clear skies and light winds, perfect for a CVMA FUN FLY. After repairing some damage caused by the previous evenings thunder storms it was time to start the Poker game. Each of the 14 club members who entered was tasked to land 4 times on areas marked on the runway. The markings were arranged as a 10, Jack, Queen, King and Ace. Where the planes wheels touched down, that was one of the cards in the poker hand. To add to the excitement, the fifth card in the hand was selected from a Pinochle deck. Graham Johnson won this event with a perfect 5 ACES. Amazing!!!

The next event of the morning was Aircraft Carrier Operations. Each contestant was given 5 attempts at landing on the carrier, which was made up of 4 string arresting wires held off the runway surface. Hooks were attached to the model with tape. The wires were scored as 10, 20, 30, and 10, with the number 3 wire providing the highest score. The number 3 wire is the desired wire to catch on a full size carrier. This event displayed some fantastic flying by your club members, but in the end Graham Johnson was again victorious with a score of 100 points from 5 landings. He demonstrated fantastic flying with his Slo Stik.

The final event of the day was LIMBO. You can imagine how this was done, with crape paper hung across the runway. Again, some fierce flying was seen and one member even flew the limbo inverted. He also landed that way - OOPS! In the end only Tom Wells and Graham Johnson were left in the competition. Tom flew his Blue Baby with skill but hit the streamer at 4 feet to give that guy Graham Johnson the CLEAN SWEEP for the contest. Graham flew with skill and knowledge, and used the winds to his advantage to win the event. WELL DONE Graham...

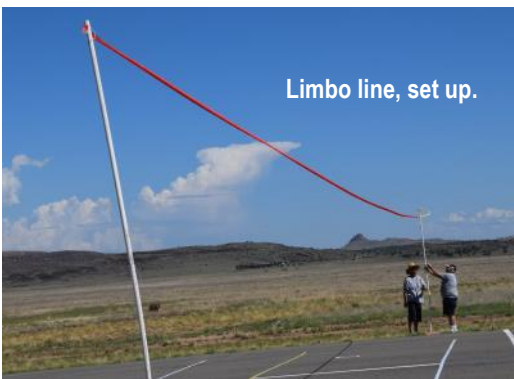
Do you have an idea for an event? Let us know and maybe the next event could be yours. Remember pilots, if you are not having FUN you are doing something wrong.

Safe Landings Members.

Randy Meathrell, Marc Johnson and Larry Parker getting the carrier wires set up.



Limbo line, set up.



Tom Wells goes under the line.



Charlie Gates just clears the line.



# Gymkhana Fun Fly: More Pictures of the Fun!



Taka Miyazaki's Lear Jet



Great attendance.



Limbo winner and overall winner consistently, *Graham Johnson* comes under the Limbo line with his slow stick.



Marc Robbins flew under the Limbo upside down with his Edge 540 thrilling the crowd with his last minute roll inverted as he flew under.



Larry Parker's Cub lands hard on the "King" spot during Poker event.



Don Ferguson's T-28 catches the wire on this carrier landing.



Ray Stone concentrates hard as he tries to come up with a winning "landing hand" during the Poker event.

# August General Meeting Highlights



## Ray Stone's Curtiss Pusher

The General Membership meeting began at 7pm and opened with Pledge lead by President **Mike Kidd**.

Membership stands at 123. Twenty nine members were in attendance tonight. (A little short of the usual...support your club and join the fun each month!).

Minutes of previous meeting were approved without correction and one nay from he who shall not be named.

### President's Agenda

Thanks to **Randy Meathrell** for great fun and games Gymkhana! Also Don Ferguson for tasty burgers.

New mower has been delivered and in action with **Willie Herman** at the controls. Thanks to Willie for providing needed maintenance as required. Members...don't forget the work

party for August 20 to prep for the Warbird Race. The many hands raised showed who anticipated being there with tools.

We will oil and restripe runway on August 24. All will be completed that day and will be ready for flying next day.

Secretary **Bob Steffensen** was thanked for bird removal from shed's roof vent.

Treasurer **Don Crowe** presented monthly Treasurer's Report which was approved.

Safety Officer **Charlie Gates** said to stay safe and related need to have emergency pilot safety meeting at field Saturday when about 35 pilots showed. Good move Charlie! There was some discussion about standard pattern flying when many are flying...nothing resolved other than stay observant and echo pilot intentions so all hear and under-

stand. He who shall not be named discussed we swap the pilot stations and pit for a while and see if that works out...there was general agreement.

CD **Don Ferguson** restated the need for work day on August 20 and the subsequent Warbird Event the following weekend. The Jet Rally is September 15-17 with **Dan Avila** recruiting jet pilots and doing bulk of planning. October event is an Electric Fun Fly with raffles, food and much flying fun.

**Don Ferguson** and **Mike Kidd** did a radio show on KQNA for about 15 minutes of airtime promoting the club.

We broke at 7:39pm for home-made cookies by Pam and Mike Kidd, they were super good!

### Show and Tell

**Marc Robbins** showed of his latest non flying creation...a Little Jon air

boat; **Bob Steffensen** displayed the colorful Pilatus PC6 that he won in last month's raffle; **Randy Meathrell** pitched his inexpensive Hobby King Slow Stick; **Larry Parker** showed his big DC3 in WWII colors and invasion stripes; **Rick Nichols** brought his Tiger that he won in a previous monthly raffle; and **Don Ferguson** showed us his unusual but great looking F82 warbird scratch built.

### Door Prize & Raffle

**Glen Heithold** grabbed the bag of goodies for the door prize and **Don Ferguson** won the Tower Hobby Kaos in the monthly raffle

We adjourned about 8:30pm Respectfully, **Bob Steffensen Club**



Larry's C-47.



Bob's Pilatus

Marc's Air Boat.



Rick's Tiger



Don's scratch built F-82 twin Mustang.



Randy's Hobby King Stick.



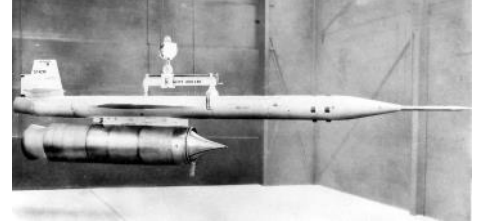
Larry did a nice job on his scale C-47.



## Name That Plane: *X-7 Flying Stove Pipe and AQM-60 Kingfisher*

The Lockheed X-7 (dubbed the "Flying Stove Pipe") was an American unmanned test bed of the 1950s for ramjet engines and missile guidance technology. It was the basis for the later Lockheed AQM-60 Kingfisher, a system used to test American air defenses against nuclear missile attack. The aircraft is one of the lesser known designs by Kelly Johnson, who went on to become the creator of the SR-71 family of aircraft.

*X-7 ramjet test bed.*



### X-7 Design and development

The X-7 was carried aloft by a B-29 or B-50 Superfortress carrier aircraft.

A booster ignited after launch and propelled the vehicle to a speed of 1,000 mph (1,625 km/h). The booster was then jettisoned, and the underslung ramjet took over from that point. The X-7 eventually returned to Earth, its descent slowed by parachute. A maximum speed of 2,881 mph (4640 km/h / Mach 4.31) was attained, setting a record for fastest air-breathing aircraft at the time. A total of 130 X-7 flights were conducted from April 1951 to July 1960.

The X-7 was unique in that it was constructed of steel, as opposed to the titanium used on later ramjets such as the more well known SR-71, and its predecessors, the A-12 and YF-12. The X-2 test aircraft preceded the X-7 by having Stainless steel wings, but its fuselage was composed of Nickel alloy. Steel was not widely used in aircraft until the later Mig-25 Foxbat.

The X-7 was also used to test HEF-2 and Hi Cal-3 zip fuel, which has a superior heating value of 26,500 Btu/lb. compared to hydrocarbon fuel with 18,400 Btu/lb.

Specifications (X-7A-1)

### AQM-60 Kingfisher

The AQM-60 Kingfisher, originally designated XQ-5, was a target drone version of the USAF's X-7 test aircraft built by the Lockheed Corporation. The aircraft was designed by Kelly Johnson, the designer who later went on to create the Lockheed SR-71 Blackbird and its relatives, such as the Lockheed A-12 and Lockheed YF-12.

The X-7's development began in 1946 after a request from the USAF for a Mach 3 unmanned aerial vehicle for test purposes. This unmanned test craft eventually evolved into the Kingfisher when the need arose for a target to test anti-missile systems such as the MIM-3 Nike Ajax, SAM-A-25/MIM-14 Nike Hercules, and IM-99/CIM-10.

The Kingfisher was capable of evading the vast majority of weapons systems it was used to test, despite the systems being designed to destroy hypersonic missiles in flight. This created a significant amount of embarrassment at the USAF, resulting in considerable political fallout, which led to the eventual discontinuation of production in 1959 and the cancellation of the project entirely in the mid-1960s.

### Kingfisher Specifications

Length: 38 ft 1 in (11.6 m)

Wingspan: 9 ft 10 in (3 m)

Height: 6 ft 11 in (2.1 m)

Gross weight: 7,937 lb (3,600 kg)

Power plant: 1 × Marquardt XRJ43-MA ramjet (Sustainer)

Power plant: 2 × Thiokol XM45 (5KS50000) solid-fuel rockets, 50,000 lb thrust each.

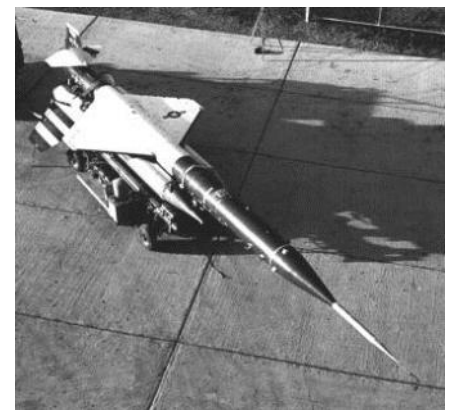
### Performance

Maximum speed: Mach 4.3

Range: 113 Nautical Miles 130 mi (210 km)

Service ceiling: 98,000 ft (30,000 m)

*AQM-60 Kingfisher awaiting loading onto its B-50.*



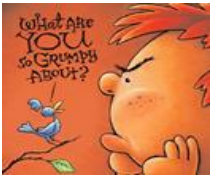
Data from Wikipedia



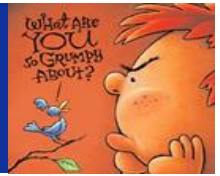
## *Ten Reasons for Women to Appreciate Men Who Fly RC Model Airplanes*

1. He will always be able to tell her the weather forecast.
2. He is young at heart, has a love of fun and he understands toys are not only for kids.
3. The “Models” he is most interested in are made out of balsa, foam and light plywood and they arrive in a box. He will spend several hours assembling them to perfection.
4. He knows a lot of very cool stuff and is willing to share that knowledge with anyone.
5. He is always looking up and looking forward – literally and figuratively.
6. He is a dedicated, patient person that is great with his hands and is a phenomenal problem solver.
7. He will never question when you tell him that YOUR new purchase only cost \$50!
8. He is an expert at planning in advance and adapts easily when circumstances change unexpectedly.
9. He has a great sense of humor even when things don't necessarily go as planned.
10. You will always know where to find him on calm Saturday mornings.





## RC Flying is a Great Hobby: Put on Your Positive Hat Before Coming Out to Fly!



A member sent me a article from another club reminding the members of that club this is a hobby for fun and to double check attitudes before coming out to fly. Don't eat any "Crabby Flakes" cereal in the morning members!

Our Chino Valley Model Aviators (CVMA) is a great group of intrepid flyers and the best of the five clubs I have belonged to over the years. When I first joined this club almost 10 years ago we had our share of grumpy folks, in fact one of our active members now joined shortly after I did and he almost didn't join when he came to his first meeting and heard a bunch of complainers arguing about nothing. These minor flare ups can occur in any club, however. Thank goodness we really don't have any serious issues, but all RC modelers have to work at being positive contributing members of their RC club.

We also have to give credit to the CVMA board, our president [Mike Kidd](#) is quite responsive to members needs and works to solve many potential problems before they become club wide issues.

Here's some bullet points to keep in mind to keep our group friendly and collegial:

- ◆ Be yourself, no matter what pops up is a good plan, cooperate help others at the field
- ◆ Try to improve your flying and building skills with every new plane
- ◆ Use the bottom Shelf of our assembly tables, don't leave your gear on the top make room for others
- ◆ When flying watch the clock so other's will have a chance to fly if it's a busy day
- ◆ Use a spotter if a busy flying day since our wind can shift suddenly
- ◆ Reach out to others, be helpful and a problem solver
- ◆ Don't be hyper-critical of others planes or flying skills
- ◆ Watch your "peanut gallery" comments, make sure they are directed in a positive manner, if sarcastic make sure it is to a good friend and not a member who doesn't fly often
- ◆ Our rules are for everyone, review them once in a while
- ◆ Be socially acceptable by working with everyone
- ◆ Be a problem solver, not a grumbler
- ◆ Be active, attend meetings, field work days etc.



## Member Bob Wurth's Trim Procedure

Bob's plane is a EQT design from the 70's that he covered in primary color using Monokote. You can also use Ultracote. Here's his process in his words:

- 1) Cut trim pieces of desired colors on a sheet of glass using a metal ruler or 1/8" ply template
- 2) Lightly spray Windex on the main color...then place the trim on top of Windex prepped part
- 3) Smooth out trim with a piece of paper towel to suck up most of the moisture.
- 4) Take a piece of very wet 1/16" BALSA and squeegee out ALL the air bubbles and Windex keeping trim in place  
Do NOT use a playing card or plastic squeegee. The wet 1/16" balsa is more effective.

Make sure you get out ALL the small wrinkles and air bubbles/Windex....If air bubbles persist, remove trim piece, re- wet and do it over....(If you do it right, no air bubbles will be present the first time through)

5) Continue to add trim pieces using the above technique making sure all trim is laying down flat.

6) Then let it let it dry out for about 12 hours (THE 12 HOURS IS IMPORTANT)  
If you get back to your trim project after 12 hours and you realize something was not lined up right, simply peel back that particular trim piece and cut a new one to replace it. You can still proceed. The WINDEX DOES NOT ACTIVATE THE ADHESIVE ON THE COVERING so it can be peeled away without damage to your main color. The "Windex method" simply helps push out all the air under the trim piece aiding in the flat placement. The above method will hold the trim with no shifting but is still removable. You are not committed yet.

7) Heat your covering iron to 225 degrees using an iron sock...No more than 225 degrees.

8) Make several light passes over the trim Piece working from the middle out.

There will be no wrinkles or bubbles if you do not go above 225 degrees. Once adhesive has been activated you are ready to go fly.

