



AMA Chapter #3798

Chino Valley Model Aviators

Official News Letter



October 25, 2016

Volume 19 Issue 10

www.chinovalleymodelaviators.org

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

Inside this issue

- ⇒ Presidents Message 2
- ⇒ Name The Plane 2
- ⇒ Safety Column 3
- ⇒ Field Photos 4-5
- ⇒ Electric Festival 6-7
- ⇒ School Glider Project 7
- ⇒ AOPA Prescott Fly-In 8
- ⇒ Monthly Meeting 9
- ⇒ Name the Plane Data 10
- ⇒ Today's Air Power 12

Intelligence is like a river — The deeper it flows, the less noise it makes.

Support Our Local Hobby Shop



The Safeway Center
Prescott Valley, AZ

MAX & CINNIMON BANDY

THEY SUPPORT OUR CLUB

Please support them as well.

Halloween Witch Sited at Our Field



Rick Nichols' witch flies over the field in preparation for Halloween, a time to make fun of evil. The hat serves as the wing complete with a broom for the elevator. Rudder is the witch's body. Nice October touch Rick!

CLUB'S 2016 LAST BIG FLY-IN: OUR ELECTRIC FESTIVAL



This is Ryan FR-1 Fireball developed for the Navy in 1945. This aircraft featured a piston engine for range and a jet engine in the tail for speed. It apparently was never manufactured in large numbers. This is *Barrett Hochhaus* foam electric flyer he built and flew at our Electric Festival. Barrett is from the Phoenix area. What a builder and RC flyer. See more of his planes on pages six and seven.



Field Chatter from CVMA President Michael Kidd: No Kidding!

Greetings Fellow Pilots

We had a decent turn out for our general meeting and elections. The Board has only one change and that is **Terry Steiner** as Vice President. Congratulate him next time you see him. Unfortunately, we do not have a Activities Director. Because of this we are going to have one event, The Steve Crowe Fun Fly. **Marc Robbins** volunteered to be Contest Director of this event and it will be an "Official" AMA sanctioned event. It is possible that we might have a Gymkha-

na style event or two. This will depend on whether or not we get anyone to volunteer to put one together. I want everyone to give a hearty thank you to **Don Ferguson** for his outstanding job as our Activities Director for the past two years, thank you Don.

We had a great two days at the Electric Fun Fly. Planes were in the air all the time and everyone had a great time. **Jerry English** did a great job and if you attended the Fun Fly, next time you see him let him know. Without volunteers like Jerry the Fun Fly would not be possible.

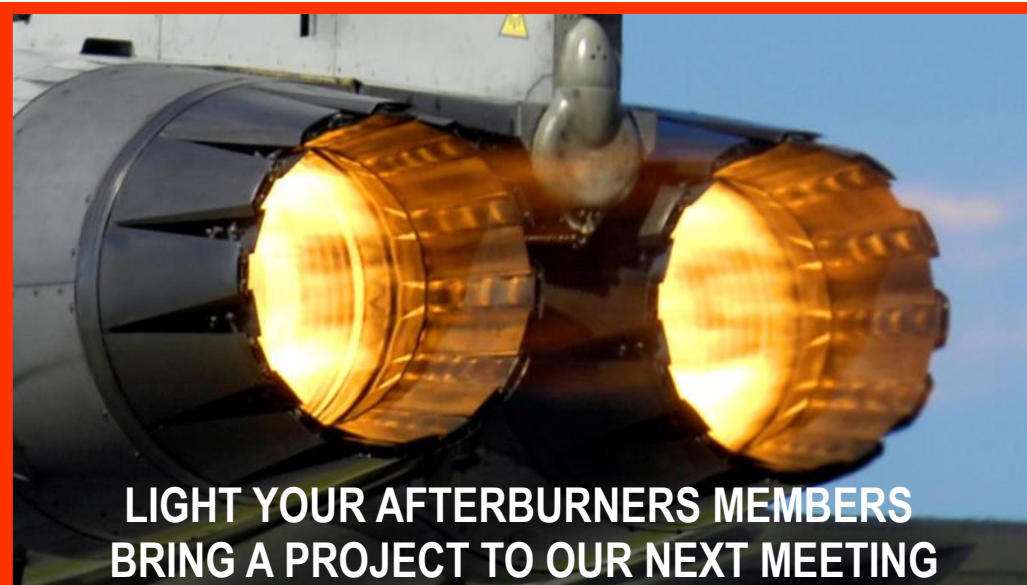
As a reminder the tables are

not for plane storage. If your plane is ready to fly, or just brought out for show, please remove them from the tables. This allows others to use the tables without being crowded. If you need to make minor repairs or adjustments by all means utilize a table then put the plane back in the pit areas. All pilots need the freedom of being able to use the tables without having to ask someone to remove their plane; just a friendly reminder.

The Christmas Banquet is fast approaching. Deadline is the next General Meeting No-

vember 16th. If you are planning to attend you can bring in the menu application and payment to the meeting or send to the P.O. box. If you are not sure whether to attend the Banquet, I suggest that you attend. We have a great time with the gift exchange as well as the awards. **Rick Nichols** will be the Master of Ceremonies, and let me tell you he does an awesome job. He leaves no subject untouched or stone unturned. I will be tallying up the tickets people have earned after the meeting in November for the \$500 gift certificate.

This is my second request, if you have a key to the Hanger please send me an email so I can keep track of who has a key. Well that is all for now, Safe Flying. See you at the next meeting.



**LIGHT YOUR AFTERBURNERS MEMBERS
BRING A PROJECT TO OUR NEXT MEETING**

CAN YOU NAME THIS PLANE?



See Page 10

CVMA NEWSLETTER

Published Monthly



AMA Chapter # 3798

President — **Mike Kidd**
 Vice President — **Terry Steiner**
 Treasurer — **Don Crowe**
 Secretary — **Bob Steffensen**
 Safety Officer — **Charlie Gates**
 At Large Members — **Randy Meathrell, Jerry English, Larry Parker, Marc Robbins**
 Newsletter Editor — **Bob Shanks**
 Chief Flight Instructor — **Steve Shephard**



Cartoon by the late Richard Thompson of Smithsonian Air&Space Magazine.

MARK YOUR CALENDARS CVMA 2016 FLYING EVENTS

Dec 3 CVMA Christmas Party



Club meetings:
Third Wednesday of Each Month
Time: 7pm.
Prescott Airport Executive Building

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

Recently one of our members, low and behold it was our **Safety Officer Charlie Gates**! He somehow got his thumb in the way of his prop. After 7 stitches and a trip to a hand specialist who took the stitches out since they were too tight. The doctor then placed a big guard over his thumb for protection. All is OK, he has feelings and no nerve damage.

He then went on vacation to New York City with his wife Connie. He said he had trouble tying his shoes and of course with a big protective guard over your thumb your fine motor controls are severely limited, like the simple task of tying shoes. Charlie said you take for granted what your thumb does for you in your daily simple activities of life. So what caused this unfortunate

accident?

Charlie says when starting a Nitro or Gas plane from the stand, don't clutter the area around the engine with tools glow starters and or your transmitter to prevent you from getting struck by the prop. This is his story and he is sticking to it but it makes sense too. Keep that area clear of all things so one has room to work and stay away from the prop arc.

Working around a running engine one does not want to have anything that could get caught in the prop shatter the prop and send pieces flying out that could potentially strike others.

When wearing your name tag make sure if it is on a lanyard that it doesn't hang down into the prop area, clip it on to your shirt or move it behind you out

of the way. A big thanks to **Don Crowe** who took Charlie to the emergency room.

We have a great medical kit at the field but it would also be smart to have a few band aids, some aspirin and other minor first aid items of your choosing in your tool box. This also brings up an important point about flying alone. While we don't have a rule against that one should not fly alone if possible for safety reasons if for no other reason and for this report of what happened to our intrepid safety officer.

At our recent Electric Festival our CD **Jerry English** really stressed safety and to use a spotter if three or more pilots were flying. Using a spotter on busy flying days is always a good idea.

CLUB PILOTS AND THEIR FLYING MACHINES



Randy Meathrell's F-117



Dennis O'Connor's Edge 540 on the edge!



Kibitzers L to R: Walt Findlay, Dennis O'Connor, Glenn Heithold, Jay Riddle and Marc Robbins.



John Stewart checks his big Sopwith Camel for flight



Chris Corbett gets ready to fly some test racing laps as Tony Pacini readies the plane.



Chris' very fast pylon plane as it zips by at or near 200 mph!



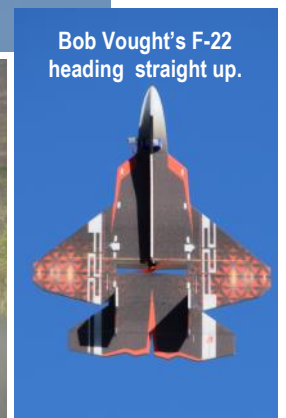
Long time members Sparky Thornton and Ray Stone.



Chris Corbett has his copter in a hover.



Tony Pacini and his cool helicopter.



Bob Vought's F-22 heading straight up.

CLUB PILOTS AND THEIR FLYING MACHINES



Chris Corbett's Acrobatic Helicopter



Larry Roberts Eagle One Slo-Stick. Nice modification Larry.



Clint Manchester's colorful Stick.



Clint Manchester and Mike Goedecker get the wild colored stick ready to fly.



Is John's Sopwith Camel firing at the photographer?



John Stewart's Sopwith Camel.



Marc Robbin's DeHavilland British Vampire. This was the first jet to land on a carrier!



Gary & Becky Mitchell's Sea Wind coming in for a landing.



Top, Jay Riddle and his EP stick. Right, Greg Daebelliehn's yellow Four Star 40.



Our Club's 2016 Electric Festival

Randy Meathrell's F-117.



Friday and Saturday October 21 and 22 was our last big event of the year. The Electric Festival attracted 22 pilots from our area and some from Phoenix. **Barrett Hochhaus** from the valley brought 6 airplanes. He is a masterful builder using foam and foam board. We had many electric ducted fans as well. The sky was full of airplanes each day. Whenever 3 or more pilots were flying there were spotters helping out. The winds were fairly calm for both Friday and Saturday with warm fall temperatures. **Jerry English** was our C.D. and he did an outstanding job.

Thank you to Jerry and all members who helped with this event, our last event for 2016 was a tremendous success.

Barrett Hochhaus' B-24 on a fly by.



Barrett Hochhaus with his B-24.



Jerry gives the pilot briefing.



Member Shel Leibach's Czechoslovakian L-39 EDF.

Barrett Hochhaus' B-17.



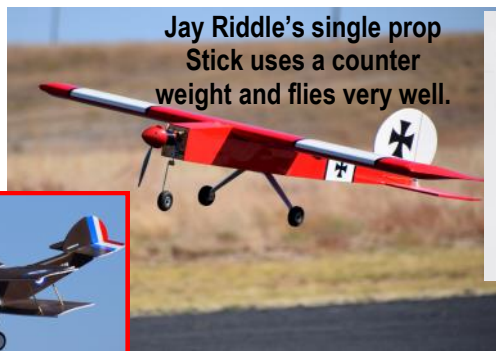
Member Larry Parkers' twin foam Multiplex Twin Star.



More on Our Club's 2016 Electric Festival



Barrett Hochhaus' Sopwith Pup in a loop.



Jay Riddle's single prop Stick uses a counter weight and flies very well.



counter weight



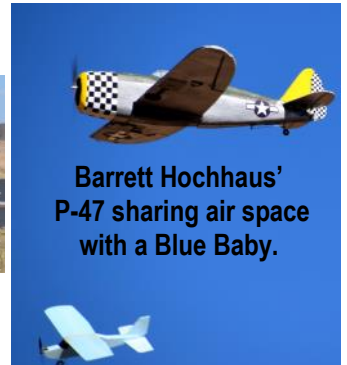
B-24 overhead.



Barrett's P-47 on a fly by.



Barrett Hochhaus with his P-47.



Barrett Hochhaus' P-47 sharing air space with a Blue Baby.

Granville Elementary School Builds and Flies Foam Gliders Randy Meathrell Instructs a 5th Grade Class in Aerodynamics



Randy Meathrell was asked to come to Prescott Valley's Grandville Elementary school to *Miss Flulfer's* 5th grade extra curricular class and talk about flying and to help the students make some foam plate gliders, decorate them and then fly them in the gymnasium. This class is an extra curricular 5th grade science class she teaches for before school starts for no pay, an amazing teacher! Several of the kids had a good knowledge of what causes airplanes to react to control inputs.

These very bright students also had a chance to fly Randy's Real Flight Simulator on his lap top. A great community project for our club.



Aircraft Owners and Pilots Association Fly-In Prescott's Love Field Hosts 565 Aircraft Saturday Oct 1



Melissa Andrzejewski flying a low knife edge in her Edge 540.

There were 565 aircraft parked at Love Field Saturday October first with lots of static displays and dozens of exhibitors with the latest in aviation technology.

The AOPA event was held in conjunction with Embry-Riddle's October West celebration held at the airport each year. From noon to 1pm there was an exciting aerial demonstration. The Fly-In was free to the over 6,300 who attended.

Melissa Andrzejewski, an alumna of the Embry-Riddle Aeronautical University's Prescott campus, flew a solo act in her Zivko Edge 540, followed by Skip Stewart in his modified Pitts S-2S biplane and Bill Stein, also flying an Edge 540. Andrzejewski and Stewart also performed a



Melissa Andrzejewski and Skip Stewart flying a duel performance.



Melissa Andrzejewski's Edge 540.



Skip Stewart in his Pitts S-2S.



October 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 130. 34 attended.

Minutes of previous meeting were approved with no corrections or nays.

President's Agenda:

Nominations were asked for but eventually closed for 2017 Club Officers. The following officers were elected or re-elected by members present: President – **Mike Kidd**; VP – **Terry Steiner**; Secretary - **Bob Steffensen**; Treasurer – **Don Crowe**; and for Safety Officer – **Charley Gates**. Members at Large appointees: **Randy**

Meathrell, Jerry English, Larry Parker, and Marc Robbins.

The Chino Valley Review (CVR) did a story and video on the Club...you can see it at the CVR website.

Jerry English briefed us on the upcoming Electric Fun-Fly on Oct 21-22. Just fun is the name of the game.

Christmas Banquet plans are set for Century Club (Prescott Golf Course) December 3. Prime rib is \$32 and Chicken Marsala is \$26. This will be a nice sit down dinner with cash bar. Get your tickets and money (cash or check) to **Don Crowe** not later than November 16. If you would like us to display one

of your great looking planes and please let **Bob Steffensen** know you can provide a plane. **Rick Nichols** will provide goodies for Nov and Dec.

Treasurer **Don Crowe** presented monthly Treasurer's Report. Approved with one nay from **Rick Nichols** mumbling something about a pennies from heaven issue. Safety Officer **Charlie Gates** got a thumbs up on his prop to thumb injury story...stay safe always! We broke at 7:38pm for goodies provided by **Willie Herman** with thanks to Betty his wife for home cookies. We resumed at 7:58pm.

Show and Tell:

Jerry English demonstrated his retracts on the BV38 of Indiana Jones fame; **Rick Nichols** showed his Craze Wing complete with caliper balance; **Larry Parker** displayed his bright yellow Multiplex Twin Star with glucosamine bottle cowls.

Door Prize/Raffle:

New member's scored tonight with **Mike Goedeker** taking home the nice Hobby King Estrella Sport/ Aerobatic Plane 50E in the raffle and the door prize of glue, foam and charger going to **Ramon Jimenez** and Son.

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



Randy Meathrell gives Erick Von Elburg his solo AMA solo certificate.



Larry Parker's Twin Star.



Ramon Jimenez with son won the door prize.



Steve Shephard gives Mike Goedeker his AMA solo Certificate.



Rick's Craze Wing.



Steve Shephard gives Ryan Spengler his AMA solo certificate.



Mike Goedeker won the ARF Estrella.



Jerry English's BV-38.

Name That Plane: F-107A

The first F-107A (s/n 55-5118) with North American's chief test pilot Bob Baker at the controls, made its initial flight on 10 September 1956, attaining Mach 1.03. Although successfully carrying out its flight, the brake chute did not deploy, which resulted in a "hot" landing with the nose gear strut breaking. The aircraft first achieved Mach 2 in tests on 3 November 1956.

It was joined by the second F-107A (s/n 55-5119), which made its first flight was on 28 November 1956. It was used for weapons testing with both conventional and atomic bombs. The last prototype, (s/n 55-5120) had its maiden flight on 10 December 1956. At the conclusion of the F-107A's successful test program, the Tactical Air Command decided to hold a fly-off competition between the F-107A and the Republic F-105 which was designed to same mission requirements and used the same engine. Although the competition was close, the F-105 was selected as the new standard TAC tactical fighter. The three F-107A prototypes were relegated to test flying while the pre-production order was cancelled.

In late 1957, prototypes #1 and #3 were leased to the National Advisory Committee for Aeronautics (NACA) for high-speed flight research. Aircraft #1 is now in the collection of the Pima Air & Space Museum. In September 1959, with Scott Crossfield at the controls, aircraft #3 was damaged during an aborted takeoff. The aircraft was not repaired and, ultimately, used for fire-fighting training and was destroyed in the early 1960s. (Note; 5-5120 was also noted to be stored in poor condition in the Tallmantz collection at Orange County Airport California in September 1970.)

How Prototype #2 got to the Air Force Museum: A Great Flight Story

Prototype #2 was never used for testing, and instead flown on 25 November 1957 to the National Museum of the United States Air Force near Dayton, Ohio. This aircraft had not been completed and none of the radio navigation systems had been installed. To fly it to the museum, Major Clyde Good intended to follow an F-100 being delivered the same day. After an enroute refueling stop the two aircraft became separated, and Good was forced to follow roads to the St. Louis area when it turned dark and overcast. The aircraft was not equipped with cockpit or instrument lighting, so Good periodically flicked his Zippo lighter to read the instruments. Guessing a heading, he flew close enough to Dayton to be seen on radar at Wright-Patterson Air Force Base and was talked down to the runway. It was then that Good discovered that the landing lights had not been installed either, but he was able to successfully land the plane while using the Zippo to light the air-speed indicator through the approach.

Aircraft disposition

AF Ser. No. 55-5118 - Pima Air and Space Museum, adjacent to Davis-Monthan AFB in Tucson, Arizona.

AF Ser. No. 55-5119 - experimental aircraft hangar at the National Museum of the United States Air Force at Wright-Patterson AFB near Dayton, Ohio. It was delivered to the museum in 1957.

AF Ser. No. 55-5120 - scrapped in the 1960s.



The F-107 became a “might-have-been,” a solid performer that didn’t quite make the grade – described by one observer as “the best Air Force fighter never to go into production.” On the web, author Ivan Castro wrote that the Air Force’s “rejection of the F-107 ... is considered one of the greatest military blunders of all time.”

Data from Wikipedia

Member Bob Colianni Displays His Car At Prescott Lakes Car Show



The Prescott Lakes Golf club sponsored a car show to raise funds for Special Olympics.

Member *Bob Colianni* showed his Shay reproduction 1929 Ford model "A". Bob says Ford gave SHAY permission to built this car for 2 years only, 1979 and 1980. It has a Mustang frame with a Ford Pinto 80 hp Engine, their golden anniversary reproduction model.

B-29 FiFi Makes a Stop at Prescott

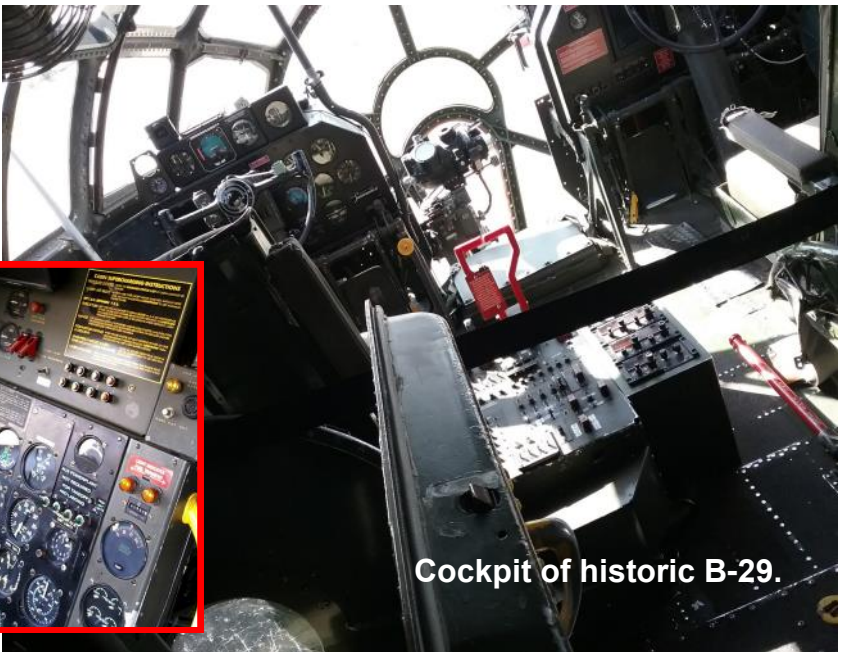


Photos by Marc Robbins

FiFi is hangered at Commemorative Air Force Fort Worth, Texas.



Marc with FiFi's nose art.



Cockpit of historic B-29.



Today's Air Power

F-35 Lightning II



In the 1990s, the US decided to build a stealthy, single-seat, single-engine, multirole fighter usable by the Air Force, Navy, and Marine Corps. The result was the F-35 Lightning II. This Lockheed Martin aircraft would provide the bulk of manned tactical airpower for all three services well into the 21st century. Many other nations signed on, too.

The F-35 was designed for strike and air combat. Plans called for three types—USAF's F-35A conventional takeoff and landing variant, USMC's F-35B short takeoff and vertical landing model, and the Navy's F-35C catapult-launched carrier-based system. Eighty percent of parts were common. Variations came in mission-specific systems. F-35 development was long, hard, and controversial. Its advanced sensor

package gathered, fused, and distributed more data than was seen in any fighter in history. Radar-absorbent materials were made to be highly durable. Initial operational capability came in 2015, in the Marine Corps B model.

Plans called for F-35 production to extend into 2037. Active development-production partners included Britain, Italy, Australia, Canada, Denmark, Netherlands, Norway, and Turkey. Several other nations ordered it, too. In the US, the jet was slated to replace the F-16, A-10, F/A-18, and AV-8B. Officials foresaw it operating in tandem with USAF's stealthy F-22 Raptor and orchestrating large-scale attacks in combination with armed manned and unmanned aircraft.

—Robert S. Dudley with Walter J. Boyne

This aircraft: USAFF-35A Lightning II—#09-5002—as it looked in October 2014 when assigned to the 33rd Fighter Wing, 58th Fighter Squadron, Eglin AFB, Fla.



USAF photo by S/A H. Alex Durbin

An F-35 Lightning II takes off at an air show in April 2016.

In Brief

Designed, built by Lockheed Martin ★ main purpose, strike ★ first flight Dec. 15, 2006 ★ number built 171 (to date) ★ number planned 3,140 (USAF 1,763; USN/USMC 680; foreign 697) ★ crew of one pilot ★ one Pratt & Whitney F135 turbofan engine. **Specific to F-35A:** defensive armament, one GAU-22/A 25 mm cannon; up to four AIM-9 Sidewinder, AIM-120 AMRAAM, other air-to-air missiles ★ total payload (external + internal) 18,000 lb of ordnance, including B61 mod 12 nuclear bomb ★ max speed 1,200+ mph ★ max range 1,381 mi (unrefueled) ★ combat radius: 719 mi ★ weight (max t/o) 70,000 lb ★ span 35 ft ★ length 51 ft 5 in ★ height 14 ft 5 in ★ service ceiling 50,000+ ft.

Famous Fliers

USAF Notables: Eric Smith (first USAF F-35 pilot); Christine Mau (first woman F-35 pilot), Scott L. Pleus, Matthew Renbarger, Andrew Toth. **Other Notables:** Tony Wilson (Navy, first carrier trap), Joseph Bachmann (USMC, first Marine flight). Foreign: Andrew Jackson

(Australia), Jim Schofield, Frankie Buchler, Ian Tidball, Peter Wilson, Simon Hargreaves (Britain), Morten Hanche (Norway), Laurens Vijge (Netherlands). **Test Pilots:** Jon Beesley (first flight); Graham Tomlinson (first F-35B flight); Jeff Knowles (first F-35C flight).

Interesting Facts

Awarded 2001 Collier Trophy (for X-35 prototype) ★ used composite materials for 35 percent of airframe ★ spontaneously named F-35 (out of typical sequence; should have been F-24 or, possibly, F-25) ★ lacked two-seat trainer versions ★ featured in movies "Live Free or Die Hard" (2007), "Green Lantern" (2011), "The Avengers" (2012), "Man of Steel" (2013) ★ named to honor both the American P-38 Lightning and English Electric Lightning ★ considered to be the biggest-ever US weapon program, in terms of planned total dollars spent.

