



AMA Chapter #3798

Chino Valley Model Aviators

Official News Letter



March 25, 2017

Volume 20 Issue 3

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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Imagination is more important than knowledge.

Albert Einstein

Support Our Local Hobby Shop



The Safeway Center
Prescott Valley, AZ

MAX & CINNIMON BANDY

THEY SUPPORT OUR CLUB

Please support them as well.

DENNIS O'CONNOR'S STUKA DIVE BOMBER



This Stuka is a 75" ARF from *Phoenix Models*. Dennis says it was one of the best ARF's out there. It took him 20 hours to finish. Dennis weathered the authentic finish then sprayed it with clear matte. Phoenix Models also installed all the hardware, Flaps, Ailerons and DLE20 engine.

Tom Wells is Keeping His Blu-Baby In low and Close: A Foggy Flying Day!



It was a foggy day at the field, if you didn't keep in close you would lose sight of your plane. Here *Tom Wells* is flying his Blu-Baby and it is almost in the edge of the cloud. The fog didn't lift until almost 10:30 and then it was blue skies.



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

Greetings Fellow Pilots,

The weather is starting to change it is getting warmer. Been real nice for the past 2 weeks. Of course, I am sure that will change soon as the dreaded monsoons are still in the forecast. But for right now it is awesome. Come on out and fly.

Randy Meathrell presented a very good lesson and update on battery

safety and charging procedures. I know a lot of us use LiPO's every time we are at the field, however, a refresher now and again can be good for all of us. We can get a bit complacent regarding charging as well as discharging when we fly. You do not want to discharge LiPO's too low as this can result in cell damage and a possible overheating of the battery which can lead to a

real dangerous situation. If you did not attend the meeting and would like this short update, I believe Randy can provide the presentation, let me know and I will check with him.

Two years ago we started to work on updating the bylaws. The Board put the finishing touches on them at the last Board meeting and our Secretary has updated them and sent them to me. I will be

going over them in the next few days. When I am sure they look good I will send them out to everyone as a "Draft". We will be voting on them at the meeting in April.

I know this message is short but sometimes that is how it goes.

Our next regular meeting will be April 19, 2017 hope to see you there.

Well, that is all for now, safe flying.

B-29 "Doc" Restored and Flying Again!



Doc is now one of only two B-29's still flying. It was rolled out in Wichita, KS near McConnell Air Force Base in July of 2016.



CAN YOU NAME THIS PLANE?



See Page 8

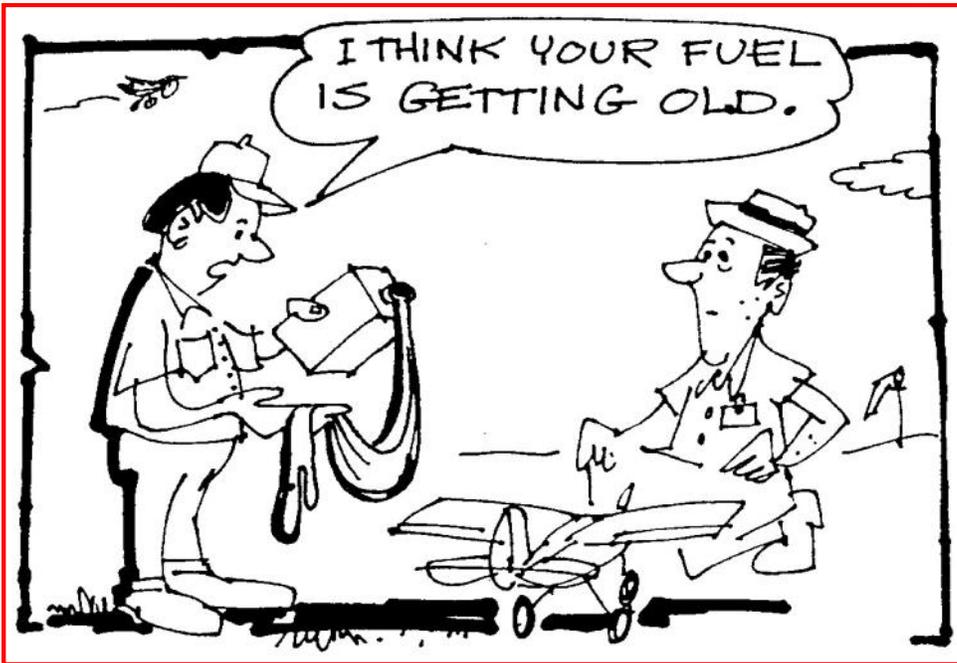
CVMA NEWSLETTER

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, & Marc Robbins*

**MARK YOUR CALENDARS****CVMA 2017 CLUB SCHEDULE**

- May 13, 2017 Club Spring Fling
 July 4, 2017 Fun Fly, pot luck & Town fire works
 Aug 26th, 2017 War Bird Races
 Sept 29-30, 2017 Steve Crowe Fun Fly
 Dec 1, 2017 Christmas Banquet



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.**

**SAFETY: ALWAYS A CRITICAL ISSUE**

In this column your editor has often mentioned the AMA safety column in *Model Aviation* as a must-read article.

This month's is about a problem many probably don't think much about, rings on fingers that could touch the metal tabs that might be on the ESC connectors while being unplugged from the battery. The author who sent in the letter had his wedding ring touch the "hot" ESC metal tab resulting in a nasty burn to his finger. Read the entire article, something most would not think of as rings are taken for granted. Our models today have much higher voltages than in the past so the recommendation was to leave the jewelry at home or take it off in your car for safe keeping.

Anything that hangs down like long hair, loose sleeves, necklaces and in our club's case our lanyards that hang down from our necks with our name tags on them so be aware. Anything

loose caught in the prop that is attached or wrapped around your neck could be potentially quite hazardous.

Another item brought up in the March issue's "*Safety Comes First*" column concerns dual vision glasses, bifocals or progressives. Seems some modelers have had problems landing by looking through the bottom highly magnified portion of their glasses momentarily while landing causing some rough touch downs.

If you have these kinds of lenses and in our club, age wise we all seem to have to wear glasses, be careful and insure your spectacles fit properly and always wear sun protection for your eyes. We are coming into the hot bright warmer flying days so protect those eyeballs!

We have a number of great instructors in our club but we are running short of flight instructors. I believe we

only have one instructor left and he is coming down to the end of his tenure as a flight teacher. Being a flight instructor does take some patience and schedule rearranging as many new flyers are still working and can only come out the field at certain times, times not always convenient for the instructor. If you have instructed in the past and would be interested in teaching again please let our President Mike Kidd know. We will soon be out of instructors so if interested step up and give the club a hand.

If you like to build from plans don't forget the excellent plans available from AMA. For new models built from scratch or even from a kit it is always wise to have someone who is well versed in aerodynamics check out your model before attempting to fly it. We have some real experts in our club so don't hesitate to find out who they are!

CVMA CLUB PILOTS AND THEIR FLYING MACHINES



Dan Avilla's F-104

Rick Nichol's Stik.



Frosty Wells assisted John Stewart on the Citabria maiden flight.



Dale Tomlinson's wee Cub 12" WS.

Steve Shephard thinks Rick Nichols might need the buddy box!



Rick's bright red Waco.



Clint Manchester's foam DC-3.



Steve Shephard's Revolver.



Terry Steiner's USAF T-6 Trainer at right.



Randy Meathrell's Hobby King Slo-Stick.



CVMA CLUB PILOTS AND THEIR FLYING MACHINES.

Ray Stone's 1911 Curtiss



Rick Hartley's big electric T-28, he has a camera in the cockpit.

Marc Robbins at right gets some shots of Dennis O'Connor flying his Stuka. Marc puts them on his Internet page.



Gary Russell's FMS Firefly.



Dennis' Stuka coming in low.



Dale Tomlinson's very small EP Cessna is almost in the fog!



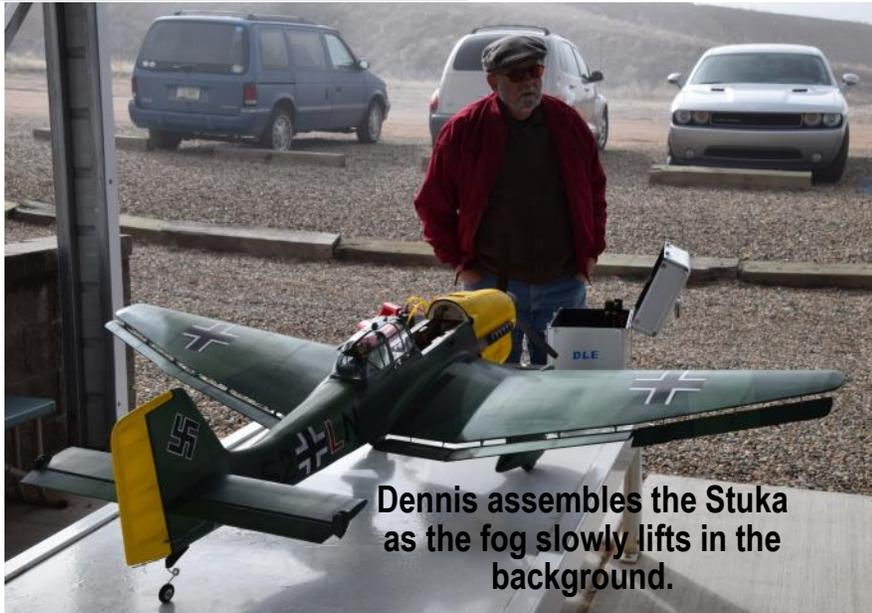
Stuka pilots ready to fly!



Bill Evans is "Conscendo." glider.



Stuka up close and personal.



Dennis assembles the Stuka as the fog slowly lifts in the background.



Ooops...what's charging the bags or the batteries? Members please remember to use the tables and keep the charging stations open for their designed use, charging batteries! During events and busy flying days it is not uncommon to see almost every charging outlet in use so be courteous and keep the charging spaces open.



CVMA CLUB PILOTS AND THEIR FLYING MACHINES

Terry Steiner's T-6
(Won at a monthly meeting raffle)

Frosty Wells British Chipmunk originally built by *John Stewart*.



Nice use of the tables at right keeping the top clear for others.



Clint Manchester's PT-19

John Stewart's Citabria on a fly-by.



Marc Robbin's "slow walkin" Edge 540

Member Projects: *John Stewart's* Very Cool Citabria Gasser



THE WORLD'S LARGEST PROPAGANDA PLANE: THE MAXIM GORKY ANT 20 DESIGNED BY ANGREI TUPOLEV



The Ant-20 left, photographed over Moscow on a demonstration flight.

At right is an artists rendition of the very large Ant-20



The Tupolev ANT-20 Maksim Gorki was a Soviet eight-engine aircraft, the largest of the 1930s. Its wingspan was similar to that of a modern Boeing 747, and was not exceeded until the 64.6 meter wing span, American Douglas XB-19 heavy bomber prototype first flew in the early summer of 1941.

The ANT-20 was designed by Andrei Tupolev, using the all-metal airframe technologies devised by German engineer Hugo Junkers during the World War I years, as the largest-ever aircraft to use Junkers' original all-metal aircraft design techniques from 1918, and constructed between 4 July 1933 and 3 April 1934. It was one of two aircraft of its kind built by the Soviets.

The aircraft was named after Maxim Gorky and dedicated to the 40th anniversary of his literary and public activities. The ANT-20 was the largest known aircraft to have used the Junkers design philosophy of corrugated sheet metal for many of the airframe's key components, especially the corrugated sheet metal skinning of the airframe. It was intended for Stalinist propaganda purposes and was equipped with a powerful radio set called "Voice from the sky", printing machinery, library, radio stations, photographic laboratory and a film projector with sound for showing films in flight. In a first in aviation history the aircraft was equipped with a ladder which would fold on itself to become part of the floor.

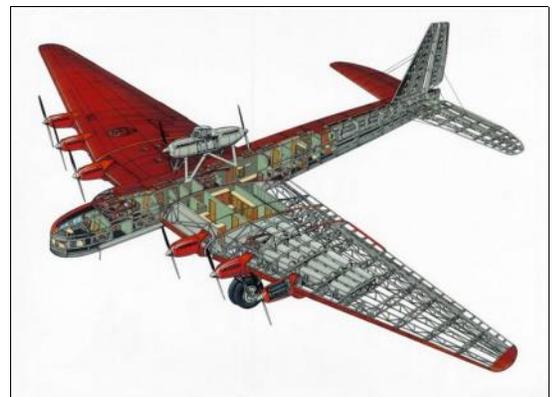
Another first for the plane is that it used both direct current and alternating current. The aircraft could be dismantled and transported by rail if needed. The aircraft set several carrying capacity world records and is also the subject of a 1934 painting by Russian artist Vasily Kuptsov, which is now in the collection of the Russian Museum at St. Petersburg.

On 18 May 1935, the Maxim Gorky and three more Russian aircraft took off for a demonstration flight over Moscow. The main purpose of the other three aircraft flying so close was to make evident the difference in size. The accompanying I-5 fighter piloted by Nikolai Blagin had performed two loop maneuvers around the Maxim Gorky. On the third loop, they collided. The Maxim Gorky crashed into a low-rise residential neighborhood near a Moscow metro station.

Forty-five people were killed in the crash, including the two pilots as well as their 33 passengers and family members of some of those who had built the aircraft. Authorities announced that the fatal maneuver was impromptu and reckless, it has been recently suggested by some researchers that it might have been a planned part of the show. Also killed was the fighter pilot, Blagin, who was made a scapegoat in the crash and subsequently had his name used in Russian to mean a "cocky disregard of authority." However, Blagin was given a state funeral together with ANT-20 victims.

A replacement aircraft, designated ANT-20IBS had begun production the following year and first flew in 1938. It was largely identical in design but with six more-powerful engines. This plane, served with Aeroflot on transport routes in Russia and Uzbekistan. On 14 December 1942, it also crashed after the pilot allowed a passenger to take his seat momentarily and the passenger apparently disengaged the automatic pilot, sending the airplane into a nosedive from an altitude of 500 m (1,600 ft) and killing all 36 on board.

Wikipedia





Name that Plane: *Northrup YF-17 "Cobra"*



The Northrop YF-17 (nicknamed "Cobra") was a prototype lightweight fighter aircraft designed for the United States Air Force's Lightweight Fighter (LWF) technology evaluation program. The LWF was initiated because many in the fighter community believed that aircraft like the F-15 Eagle were too large and expensive for many combat roles. The YF-17 was the culmination of a long line of Northrop designs, beginning with the N-102 Fang in 1956, continuing through the F-5 family.

Although it lost the LWF competition to the F-16 Fighting Falcon, the YF-17 was selected for the new Naval Fighter Attack Experimental (VFAX) program. In enlarged form, the F/A-18 Hornet was adopted by the United States Navy and United States Marine Corps to replace the A-7 Corsair II and F-4 Phantom II, complementing the more expensive F-14 Tomcat. This design, conceived as a small and lightweight fighter, was scaled up to the Boeing F/A-18E/F Super Hornet, which is similar in size to the original F-15.

The aircraft's main design elements date to early 1965, from the internal Northrop project N-300. The N-300 was itself derived from the F-5E, and features a longer fuselage, small leading-edge root extensions (LERX), and more powerful GE15-J1A1 turbojets, rated at 9,000 lbf (40 kN) each. The wing was slightly elevated to increase ordnance flexibility. The N-300 further evolved into the P-530 Cobra.

When the Lightweight Fighter program was announced in 1971, Northrop modified the P-530 into the P-600 design that would be designated YF-17A. Whereas the P-530 was intended as a multi-role aircraft, the P-600 was to be strictly an air-to-air demonstrator, and consequently the cannon moved from the underside of the fuselage, to the upper part. Design of the YF-17 and the prototype YJ101 engine (a development of the GE15 engine), consumed over a million man-hours, and 5,000 hours of wind tunnel testing.

The YF-17 was primarily constructed of aluminum, in conventional single shell stressed-skin construction, though over 900 lb (408 kg) of its structure were graphite/epoxy composite. The small nose contained a simple ranging radar. The cockpit sported an ejection seat inclined at 18°, a bubble canopy, and a head-up display (HUD). The thin wings carried no fuel, and in areas such as the leading and trailing edge and the LERX, were composed of a Nomex honeycomb core with composite face sheets. The rear of the aircraft featured twin all-moving stabilizers of aluminum over a honeycomb core, and twin vertical stabilizers of a conventional construction. Like the wings, the leading and trailing edges were constructed of composite face sheets over honeycomb core. A composite speed brake was located above and between the engines.

The aircraft was powered by a pair of General Electric YJ101-GE-100 turbofans. For ease of maintenance, the engines are mounted in a steady-rest that allows removal from below the aircraft, without disturbing the empennage controls. Each engine drove an independent hydraulic system.

Studies showed a single vertical stabilizer was insufficient at high angles of attack, and it was changed to twin vertical stabilizers, canted at 45°, resulting in a "relaxed longitudinal stability" design, which enhances maneuverability. Northrop was not yet confident in fly-by-wire controls and retained mechanically-signaled flight controls. The resulting aircraft, unveiled on 28 January 1971.

The first prototype (serial number 72-1569) was rolled out at Hawthorne on 4 April 1974; its first flight at Edwards AFB came on 9 June with Henry "Hank" Chouteau at the controls [4] flying for 61 minutes reaching an altitude of 19,000 feet and a maximum speed of 610 miles per hour.

The second YF-17 first flew on 21 August. Through 1974, the YF-17 competed against the General Dynamics YF-16. The two YF-17 prototypes flew 288 test flights, totaling 345.5 hours. The YF-17 attained a top speed of Mach 1.95, a peak load factor of 9.4 g, and a maximum altitude of over 50,000 ft (15,000 m). It could attain a sustained 34° angle of attack in level flight, and 63° in a climb at 50 kt (58 mph, 93 km/h).

Initially, the U.S. Navy was not heavily involved as a participant in the LWF program. In August 1974, Congress directed the Navy to make maximum use of the technology and hardware of the LWF for its new lightweight strike fighter, the VFAX. As neither contractor had experience with naval fighters, they sought partners to provide that expertise. General Dynamics teamed with LTV Aerospace for the F-16N; Northrop with McDonnell Douglas for the F-18. Each submitted revised designs in line with the Navy needs for a long-range radar and multirole capabilities.



March General Meeting Highlights



Riley Harley's Phaeton

The General Membership meeting began at 7:00pm and opened with Pledge of Allegiance lead by Everybody. Club membership stands at 119 fully paid. Head count showed 32 members were in attendance. Minutes of previous meeting were approved. No corrections were noted with one nay from Jay Riddle.

President's Agenda

By Laws updated one more time. **Bob Steffensen** has made additional changes that were approved at the 3-8-2017 Board meeting. President Mike Kidd will review one more time and send to all members for comment soon. Intent is to offer a motion for members to approve

the changes to the By Laws at April General meeting.

A LIPO battery information and safety education slide show was presented by **Randy Meathrell** this evening. Good discussion and additional comments were offered by knowledgeable members in attendance. Thanks Randy! Sweets for April meeting will be provided by **Randy (Carol) Meathrell**.

New Business & Discussion

Flight Instructor **Marc Robbins** has been approved by AMA to be a CD.

Officer Reports:

Vice President Terry Steiner said maintenance on the battery boxes is scheduled to begin

about noon Saturday 3-18-2017. No battery charging will be available for the remainder of the day.

Treasurer Don Crowe presented his report which was approved unanimously for the third month in a row.

Chief Flight Instructor Steve Shepherd asked that at least 2 new LIPOs be purchased for training aircraft. Treasurer Don Crowe will purchase.

We broke at 8:10pm for goodies provided by **Terry Steiner**. We resumed the meeting at about 8:25pm. Terry even brought some gluten free snacks, thanks Terry!

Show and Tell

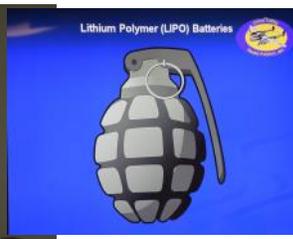
Chuck Colwell brought in one

completed wing of the Telemaster he showed us last month. Chuck gave us some tips on building tools and techniques. **Don Ferguson** showed us his recently completed Dave Plat WACO kit and **Larry Parker** displayed his Beechcraft Duke 60 twin.

Door Prize/Raffle

Marc Robbins won the door prize consisting of a craft knife, Futaba coffee cup, and ac recovery bag and **Bob Colliani** took home the Great Planes Escapade MX GP/EP ARF in tonight's raffle.

We adjourned about 8:40pm Respectfully, **Bob Steffensen** Club Secretary



Randy Meathrell's presentation on LiPo batteries was excellent and had a lot of information all of us need to constantly consider.



Chuck Colwell above discussed his method for checkerboard squares on his nearly completed Telemaster.



Don Ferguson showed his old Platt Models Waco biplane he has almost finished this nice electric powered model.



Larry Parker presented his twin electric Beechcraft with counter rotating props. It's almost finished.



Marc Robbins won the door prize and **Bob Colliani (L)** won the very nice Escapade ARF.

