



AMA Chapter #3798

Chino Valley Model Aviators

Official News Letter



April 25, 2017

Volume 20 Issue 4

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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Life Survey

- Single
- Married
- It's Complicated
- In a Relationship
- In RC Aviation

Support Our Local Hobby Shop



The Safeway Center
Prescott Valley, AZ

MAX & CINNIMON BANDY

THEY SUPPORT OUR CLUB

Please support them as well.

Bob Shanks' German Trainer Arado 76



This semi-scale plane was built from Model Airplane News plans over 10 years ago. Designed for glow, Bob converted it to electric and with the help of **Randy Meathrell** finally test flew it for the first time ever. It needs a bigger electric motor for our altitude.

DALE TOMLINSON AND HIS LITTLE WACO





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

Greetings Fellow Pilots,

Well the annual spring winds are upon us but if you get out early flying has been great and it is warming up slowly as well so dust off those planes and come out to fly.

Our new by-laws have been approved and will be sent out to all of you soon. Since we do have occasional snow birds and folks that live over 90 miles away but may not belong to a club or

can't for whatever reason we can now have them join as associate members. This won't affect many but will also help the club's coffers too.

Please mark your calendars for our spring field clean up and weed patrol for Saturday May 6, 7:00 am sharp. Our first big event is our May Spring Fling Fun Fly set for Saturday May 13th. We want our field to be in pristine shape for our flying season.

Seems we still have a problem with folks leaving the gate open. We have invested a lot of effort into our field in time, energy and money and could have damage and other losses by carelessly leaving the gate open. Last year the one individual who lives near did run some folks off. We also will be cleaning out our "hanger" and getting it organized.

We need to all thank [Steve Shephard](#) for being our club

flight instructor for the last three years, we now need someone else to step up and fill that job. We have 121 members currently so I know we have flyers with that capability. Please get involved and contact a board member or Steve directly.

We should have at least two instructors so one person is not bogged down with too many students.

[Safe Flying and Lock the Gate!](#)

A-10 THUNDERBOLT

The A-10 was designed around the 30 mm GAU-8 Avenger rotary cannon. Its airframe was designed for durability, with measures such as 1,200 pounds (540 kg) of titanium armor to protect the cockpit and aircraft systems, it can absorb a significant amount of damage and continue flying. It has a short takeoff run and is high maneuverable. *DMAFB, Tucson, AZ*



CAN YOU NAME THIS PLANE?



Read Page 8

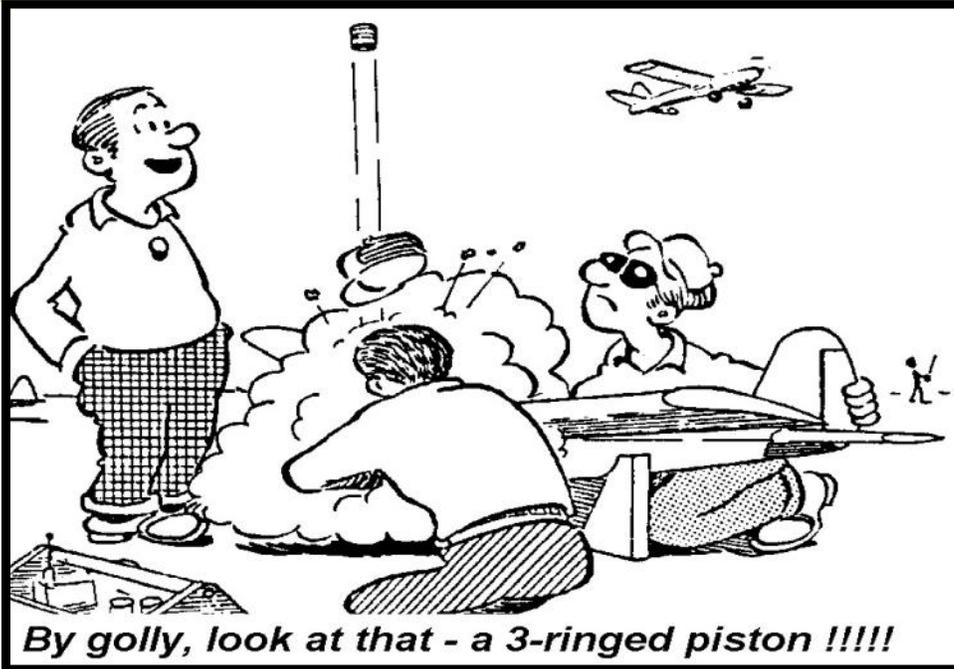
CVMA NEWSLETTER

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**

[A disturbing find at the field has been some spent shell casings. This seems to be an occurring problem, definitely a serious safety issue.](#)

If anyone knows who might be firing a weapon at the field, please let a board member know, this cannot be tolerated for obvious reasons. [The firing range is next door and that is where weapons are to be fired!](#)

There is a lot of research on the concept of situational awareness, especially in the intelligence world as well as with law enforcement. However, a lot of what applies to the broad topic of situational awareness is also quite applicable to RC flying.

When at the field be aware of who is flying and what. Keep a wary eye out when in the pilot boxes as well and let other pilots know of your intentions loudly due to engine noise that may be going on due to gas and glow engines.

Your editor has belonged to five clubs over the years and ours is one of the best on many levels but our pit area is quite close to the runway, more so than any of the other five club flying fields I have flown from. Our fenced-in pit area protects our parked planes and our pilot boxes offer a lot of protection to those flying. We all need to let fellow flyers know loudly we are landing or taking off for safety. Some have better peripheral vision than others and hear better than others but if aware of intentions one can take evasive actions if needed.

Attention deficit, also discussed in the April issue of our AMA journal, goes right along with awareness. Stay focused on your activity, a focused flyer is a safe flyer. We constantly ask that no one taxi into or out of the pits. Position your plane at the edge of the pit area before coming out to take off.

Always a good idea to shut down your planes power plant while it is parallel to the pit area and not pointing into the pit. A few years ago a former member lost control of his plane near the pit as he was coming in and it shot into the pit and hit another flyer in the leg as he was working on his plane with his back to the runway. No injury resulted but the flyer's jeans had a small cut in them but not his leg. I think he had to go home and change his shorts though!!

Never arm or fire up your power plant under the cabana. Always test your engine or motor in the pit area.

If it is a busy flying day, ask someone to spot for you. If it is a maiden flight let others know that so all pilots can allow a safe first flight. Have someone with you as well to help trim out the plane if needed so you can concentrate on flying.

CVMA CLUB PILOTS AND THEIR FLYING MACHINES



Dan Avilla's F-104



Randy Meathrell launches Rick Nichols' Crazy Wing.



"Hey flyers, anyone going to help me or not!" Dale Tomlinson spied our president Mike Kidd hacking a few weeds. Looks like we may need our annual spring field spruce-up sooner, it's scheduled for May 6.

Larry Parker's very nice foam electric twin, he used prescription pill bottles for the nacelles.



Frosty Wells Chipmunk built by John Stewart.



Dennis O'Connor's Tiger Moth overhead in the sun, nice scale.



Terry Steiner's wheels up T-6 Texan II high speed pass.



Frosty Wells 4 stroke powered P-51 look-a-like.



CVMA CLUB PILOTS AND THEIR FLYING MACHINES.

Ray Stone's 1911 Curtiss



Dale Tomlin's Waco (left) shows how little it is next to his radio.



Waco at touch down.



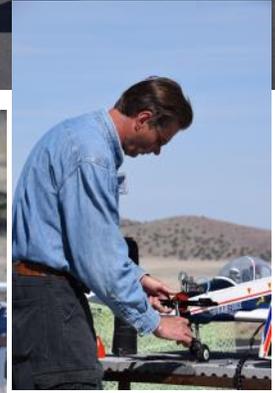
Erik Van Elburg's little red Pitts Special.



Terry Steiner's Air Force Beechcraft T-6 Texan II Taxies out for a flight. Below, he is changing the prop.



Glenn Heithold (right) adjusts his engine, he had a dead stick landing below. The kibitzers are (left) Marc Robbins, Dennis O'Connor, Charley Gates and Don Ferguson.



Jeremy Beck gets his P-51 ready.



Marc Robbins the hover master.



John Stewart's Citabria.



EAGLES TRAINED TO HUNT DRONES BY THE FRENCH AIR FORCE



Most of us in the RC hobby are concerned about the misuse of drones as it gives our hobby a black eye and negative publicity. While we all fly for the most part at our sanctioned RC flying fields and other areas allowed for safe use of RC aircraft, there are those untrained and simply, for want of a better word “stupid” about the proper use of these radio control devices. Ignorance can be cured but “stupid” is another matter altogether! They are not toys! Commercial use of drones serve many useful purposes in business, education and filming.

It would be safe to assume as well that many of these are given as gifts to people unaware of safety issues and the proper use of flying radio controlled devices. Another safe assumption would be that many users of drones have had little to no training other than what is packaged instructions that come with each drone and they are easy to fly. Drones do serve a purpose if used correctly and following the guidelines to stay away from sensitive areas, airports, large crowds and venues where permission has not been granted for their use.

The French Air Force has taken this matter quite seriously and are training eagles to bring down these menaces. Following incidents of drones flying over the French presidential palace and restricted military sites – along with the deadly 2015 Paris terror attacks – the French air force has trained four golden eagles to intercept and destroy the rogue aircraft.

Aptly named d'Artagnan, Athos, Porthos and Aramis – an homage to Alexandre Dumas' “The Three Musketeers” – the four birds of prey have been honing their attack skills at the Mont-de-Marsan in southwestern France since mid-2016.

The use of hunting birds – normally falcons and northern goshawks – by militaries around the globe is common practice in the fight to scare other critters away from runways and so cut the risk of accidents during takeoff or landing. But it wasn't until 2015 when the Dutch started using bald eagles to intercept drones that other militaries started to see the benefit of these winged warriors.

The French bred the four golden eagles – three males and one female -- using artificial insemination since eagles are a protected species and harvesting wild eggs is strictly forbidden. They chose the golden eagle because of the birds hooked beak and sharp eyesight.

Also weighing in around 11 pounds, the birds are in a similar weight class as the drones they're sent to destroy and clocking in at a top air speed of 50 miles per hour, with the capability of spotting its target from over a mile away, the eagles are deft hunters.

To protect the eagles from drone blades and any explosive device that might be attached the them, the French military designed mittens of leather and Kevlar, an anti-blast material, to protect the bird's talons. The birds are first taught to attack in a straight line before graduating to diving from heights. Soon they'll be patrolling the skies over the Pyrenees Mountains in southern France and could possibly be deployed at airports and special events, such as political summits and soccer tournaments. This concept of using eagles to hunt drones is still in the experimental stages.

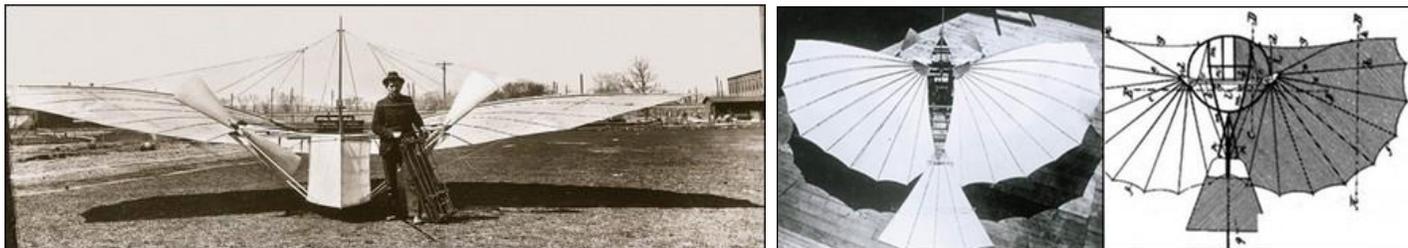
While an initial progress report on the eagles' capabilities is due in June, French officials say that the results are promising and the French air force already expects four more eagles to join the fleet at Mont-de-Marsan by the summer. To protect the eagles from drone blades and any explosive device that might be attached the them, the French military designed mittens of leather and Kevlar, an anti-blast material, to protect the bird's talons.

“A drone means food for these birds,” Gerald Machoukow, the military base's falconer, says, “Now they automatically go after them.”

<http://time.com/4675164/drone-hunting-eagles/>

<http://www.foxnews.com/world/2017/02/22/where-eagles-dare-french-military-using-winged-warriors-to-hunt-down-rogue-drones.html>

The Gustave-Whitehead Story: Really the First to Fly?



Gustave Whitehead - a Short History

Early in 1901, Gustave Whitehead built his 21st manned aircraft. He called it the "Condor". That summer – more than two years before the Wright Brothers – he made history's first manned, powered, controlled, sustained flight in a heavier-than-air aircraft. On March 8, 2013, the world's foremost authority on aviation history, "Jane's All the World's Aircraft", formally recognized Gustave Whitehead's claim. (Later, its editor, Paul Jackson, explained his reasons for doing so in more detail). Upon conclusion of peer review, both houses of the Connecticut legislature unanimously resolved to commemorate Whitehead's achievement. The law was signed by the State's Governor and took effect on June 26, 2013.

Whitehead and his "Condor No. 21", spring 1901 (Whitehead has extricated and is holding the ground wheel-motor. The propellor-motor is visible behind him on the aircraft).

When the Australian historian, John Brown, was hired to research an aviation documentary for Smithsonian Channel (aired April, 2013), the last book about Whitehead was more than 20 years old. Since then, publicly-funded Whitehead Research Committees in the USA & Germany had continued their efforts. And over 50 million pages of old newspapers had become accessible for online key-word searches. Furthermore, photographic technologies had entered the computer age. This led to some unexpected findings.

Within the first five days of research, known information about Whitehead more than doubled. This caused Dr. Tom Crouch Ph.D., Senior Aeronautics Curator at the Smithsonian, to write he was "incredibly impressed" and Dipl.-Ing. Univ. Hans-Günter Adelhard, Chairman of the Gustav Weisskopf Research Committee in Germany, that it was "atemberaubend" (breathtaking). The research revealed unknown aircraft, unknown public flight attempts (some, years earlier than previously thought), more than 250 unknown newspaper articles, – many of them front page items – and several other surprises, including the rediscovery of significant facts regarding the long-lost photo of the world's first powered airplane flight in 1901.

Over the decades, other leading historians have chimed in and recognized Whitehead's pioneering achievements: Research by the Library of Congress's Chief Aviation Historian, Prof. A. Zahm, Harvard University's Prof. J. Crane and, lately, many others has independently concluded that Gustave Whitehead flew before the Wright brothers.)

On October 4, 1897, Whitehead invited reporters from at least six New York newspapers along with international news correspondents to an unveiling of his two new aircraft in the courtyard of his residence on Prince Street. One was a bright red tri-plane, box kite glider. The other was a partly-finished biplane with retractable wings (according to him, his 42nd aircraft). Ensuing articles contained drawings of these two aircraft and described their planned motorization with a 3 hp gasoline motor. On October 6, 1897, Whitehead made two public flight attempts at Jersey City Heights witnessed by hundreds of spectators. The attempts were reported as far away as Pittsburgh. One of the spectators was "a young man" who told reporters he'd "witnessed flights by both Chanute and Lilienthal". (The only known person who fits this description was the New Yorker and aviation pioneer, Augustus Herring.)

Whitehead glider (lithograph, NY Herald), October 6, 1897, – note "cruciform" tail for stability. Whitehead's flights in this glider were witnessed by Augustus Herring who published plans for a similar aircraft.

After the demonstration, Whitehead put his machine in storage and moved to Buffalo. Six weeks later, on November 24, 1897, he married. When the clerk asked his profession, he replied "aeronaut". [Some commentators alleged, this is evidence of Whitehead's tendency to fantasize or self-aggrandize. But research makes it clear, Whitehead would have lied if he'd said anything else.] At that moment he was probably the only person in the world who could honestly state he'd been steadily employed for the past three years building heavier-than-air aircraft.

Whitehead's qualifications were impressive. He'd been formally trained as an engine-builder; had spent at least four years at sea handling and maintaining sails, rigging, motors and marine propellers.



Name that Plane: *Antonov An-2 Colt*



Museum of Flight

According to the Guinness Book of World Records, the Antonov An-2 Colt's 45-year production run is one of the longest ever for any aircraft. The plane is the workhorse of underdeveloped countries, prized for its multi-use capabilities, extraordinary slow-flight and short takeoff and landing capabilities, and its ability to handle extreme weather conditions and unimproved runways.

The An-2 is the largest single-engine biplane ever produced, in addition to its home factory in the former Soviet Union the plane has seen production runs in the Ukraine, Poland, and China. Fitted with a 1,000-horsepower 9-cylinder Shvetsov ASH-62 radial engine, the An-2 has no stall speed recorded in its operating handbook and pilots have been known to fly the biplane under full control at 30 mph. A note from the pilot's handbook reads:

"If the engine quits in instrument conditions (blind flying when you can't see the ground) or at night, the pilot should pull the control column full aft (it won't stall) and keep the wings level. The leading-edge slats will snap out at about 40mph (64km/h), and when the airplane slows to a forward speed of about 25mph [40km/h], the airplane will sink at about a parachute descent rate until the aircraft hits the ground."

In 1998, The Museum of Flight's An-2 Antonov named Polar 1 participated in a commemorative polar flight honoring the flight originally made from Barrow, Alaska, USA to Spitsbergen, Norway in April of 1928 by Eielson and Wilkins. The Museum's aircraft landed at the North Pole on April 13, 1998 and was donated at the completion of the return flight by owner Shane Lundgren. <http://www.museumofflight.org/aircraft/antonov-2-colt>



Wikipedia

The An-2 was used by combat services in the Korean War. During the 1960s an An-2 attempting to engage South Vietnamese naval units was shot down by an F-4 Phantom II under the control of an Air Intercept Controller (AIC) on the USS Long Beach.

On 12 January 1968, a clandestine TACAN site (call sign: Lima Site 85/Phou Pha Ti) installed by the United States Air Force in Northern Laos for directing USAF warplanes flying from Thailand to Vietnam was attacked by three North Vietnamese An-2s. Two An-2s fired on the outpost using machine guns and rockets while a third An-2 orbited overhead to survey the assault. An Air America Bell UH-1B, XW-PHF, resupplying the site chased the two attacking aircraft. By using an AK-47 the American crew (Ted Moore Captain, Glen Wood kicker) succeeded in shooting down one of the An-2s while the second aircraft was forced down by combined ground and air fire and crashed into a mountain. The surviving Antonov returned to its home base, Gia Lam, near Hanoi.

During the Croatian War of Independence in 1991, a few old Antonov An-2 biplanes used for crop-spraying were converted by the Croatian Air Force to drop makeshift boiler bombs and were used in supply missions to the town of Vukovar and other besieged parts of Croatia. The chief advantage for the An-2 was that they could take off and land in small or improvised airstrips. They were also used to drop supplies by parachute on isolated garrisons. At least one was shot down on 2 December 1991 over Vinkovci, eastern Slavonia, by Serbian SAM missiles, purportedly SA-6s. Following the shoot down, the flights over Serbian lines ceased, due to the presence of TV guided SA-6's. The previous radar guided AA systems were avoided by keeping the airplane's speed below 140 km/h, the speed of objects that radars were programmed to erase from the screen.

Accidents

Over the years, there have been approximately 470 hull-loss accidents of An-2, claiming a total of 486 lives documented. One of the most recent accidents occurred around 18:45 on 17 May 2015 in the Baltic Sea, when an Antonov An-2 operated by Klaipėdos avialinijos (Lithuania) was operating a non-scheduled flight from Gothenburg to Klaipėda and crashed, killing both crew members on board. https://en.wikipedia.org/wiki/Antonov_An-2

April General Meeting Highlights



Dennis O'Connor's Stuka

General Membership meeting of April 19, 2016 opened by **President Mike Kidd** precisely at 7:00pm and began with Pledge of Allegiance. The Club membership stands at 121 fully paid. Thirty five members were in attendance tonight.

Minutes of previous meeting were approved unanimously. There were no corrections or additions.

President's Agenda

By Laws have been updated one more time with some minor corrections and the addition of a "snowbird" clause: "Individuals who reside more than 90 miles from Chino Valley, AZ for all or part of the year, will be considered Associate Members and pay dues accordingly". Tonight members approved unanimously the changes to the By Laws. Many thanks to **Bob Steffensen, Larry Parker** and all officers and members providing corrections and additions to complete.

Ammunition casings were found at flying field. If you or others are shooting...**NOT ALLOWED**...take it to the range next door. We have also found slugs from ricochets from the range. Please note the date found and give to a club officer. **Rich Nichols** has addressed this with Mayor of Chino Valley... who showed concern and stated he would follow up. We don't want to protest too mightily... just point out possible dangers to flyers.

Weed spraying and oiling of the runway needs to be accomplished, \$1500 was approved to accomplish this important runway maintenance task.

A work party is scheduled for 7am May 6. Please put on your calendars.

A NOTAMS was received from the FAA recently...no flying RC within 400 ft. of the boundary of any mili-

tary or other restricted area.

Member **Rick Gunderson** who works for Arrowhead Recovery has requested a field visit and intro to RC flying for his clients. The date is TBD.

Sweets for May meeting will be provided by **Mike Kidd** on behalf of **Bob Gunson** who is in Alaska.

Reports

Vice President **Terry Steiner** reported on maintenance on our field batteries. Batteries were removed from the box, cleaned, tested and rotated before replacing. Batteries are about 3 years old and will likely need replacing in about 2 years.

Treasurer **Don Crowe** presented his report which was approved unanimously.

Chief Flight Instructor **Steve Shepherd** presented a Solo Certificate to **Jerry Mitchell**.

We broke at 7:48pm for treats pro-

vided by **Randy and Carol Meathrell**. Thanks for the home made treats Carol!

Show and Tell

Bob Shanks showed us his Hacker Fun Master from Tower Hobbies; **Bob Steffensen** brought in his cool twin F7F3 Tiger Cat by Flight Line and Motion RC; **Don Crowe** brought in a recently completed wing from his 86". USA Balsa Smoothie; **Eric van Elburg** demonstrated his FPV setup on his UMX Waco; and **Don Ferguson** showed off his Unique Texan Two from General Hobby.

Door Prize/Raffle

Chris Perry won the door prize consisting of a razor saw, glue and aircraft recovery bag and **Tom Wells** took home the U Can Do it from Tower Hobbies in tonight's raffle. A comment was that Tom may take 3 years to balance it with his laser balancer so it may never fly! Just fly it Tom!

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



Above, **Jerry Mitchell** gets his solo certificate from flight instructor **Steve Shephard**.



Don Crowe showed his balsa frame work on his 86" WS Smoothie.



Don Ferguson's Texan II.



Eric Van Elburg's Pitts Special, see page five, it flies well.

Tom Wells (right) won the U-Can Do raffle ARF. We look forward to your first flight Tom.



Bob Shanks Hacker Funmaster.



Bob Steffensen, showed his beautiful F7-F3 Marine Tiger Cat.