



AMA Chapter #3798

# Chino Valley Model Aviators

## Official News Letter



July 25, 2017

Volume 20 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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**Hell, there are no rules here-- We're trying to accomplish something.**

Thomas A. Edison



**MAX & CINNIMON BANDY**  
*Retire: Valley Hobby Closes*

Thank you for your superb service to our hobby.  
Have fun in Your Retirement!



## Bob Vaught's Foam Fokker Tri Plane



Member **Bob Vaught's** foam "Twisted Hobbies" electric Fokker Tri-wing with a cartoon character pilot that looks like a detective from the Pink Panther movies!

## MASTER MODELER — MEMBER SPARKY THORNTON



Sparky with his daughter **Linda Cook** and **John Stewart** at right. That's **John's Sopwith Camel**. Sparky is a long time Member and expert builder. See page 6 for some brief club history.



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

### Greetings Fellow Pilots,

Well it would appear that the Monsoon's have finally arrived. Of course, it seems that the weather is good in the morning. So if you can come out and fly the mornings seem to be just fine.

I would like to ask everyone that uses the short tables for assembly of their large air-planes to be mindful of any mess you might make. Clean up the table when you are done. Also, fill your plane out at the uprights not on the tables. It seems that the tables were all a real mess from fuel and oil. Marc Robbins was kind enough to scrub them clean this week. Give him a big thank you when you see him.

If you had not heard someone decided to fill the lock at the gate with CA. We had to cut it and purchase another

one. I firmly believe I have an idea who did this and it was not a club member, at least I would hope it was not a club member.

I have to apologize for the event for the Fourth of July. I should have added that if anyone still wanted to come out and do the picnic thing by all means go for it. Appears there were a few hearty souls that did come out and enjoy dinner. So, again, sorry for the confusion. Next year we will try again, however, maybe it will be one of those "bring your own" events, this way trying to get the food arrangements all set up will be a non-issue.

As mentioned at the Wednesday meeting, we moved up the Steve Crowe Fun Fly. It will be a one day event Saturday 23rd. Of course if anyone is coming out Friday to

camp over night by all means do so. We moved this event because of a Float Fly hosted by Casa de Aero scheduled for September 30th. Of course the work party has been bumped up as well, to September 16 at 7:00am. Hope to see a big turn out to get the field ready.

I e-mailed the updated flyer to everyone on my list. If you did not get it, let me know and I will send it to you. Well the year is now in the second

half, where does time go. Just seems like the year just started and here we are middle of July. I guess the old saying, "time flies faster the older we get" really does apply.

Well that's about it, Safe Flying and Lock the Gate!



LIGHT YOUR AFTERBURNERS MEMBERS  
BRING A PROJECT TO OUR NEXT MEETING

## Did This Plane Really Exist?



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*

Flight Instructor — *Marc Robbins*



**MARK YOUR CALENDARS****CVMA 2017 CLUB SCHEDULE**Aug 26th, 2017 **War Bird Races**Sept 23, 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**

We have a few members flying electric gliders and discussion at the field repeatedly pops up about the FAA rules saying we all have to fly at or under 400 feet. **This is false!**

The FAA never had a rule or regulation requiring a 400 foot AGL ceiling; in fact it is just a FAA recommendation. To put to rest this misunderstanding your editor did some additional research.

In a letter from the FAA sent to **Mr. Dave Mathewson, Executive Director of the AMA**, the FAA said;

"...the Provision specifically addressing model aircraft in the 2012 FAA Modernization and Reform Act does not contain a definitive altitude limitation for model aircraft operations. Rather, it requires operation of model aircraft 'in accordance with a community-based set of safety guidelines..."

Members let's not forget the FAA act

requiring registration has been ruled unconstitutional by the Supreme Court so much of this is a rather a moot discussion point but we still have folks thinking we can't fly above 400 feet!

What all this means simply is that the AMA is a community-based organization that regulates our hobby and their guidelines can exceed the FAA 400 foot AGL altitude recommendation. Members, the key word here is the **FAA recommends a 400 foot ceiling**. If the FAA ever had a hard and fast rule of 400 feet there would be no glider events, contests or other flying activities, around the nation. Many RC events often exceed 400 feet AGL.

So members it is perfectly legal to fly as high as you want as long as you are maintaining line of sight, watching out for other aircraft, flying safely and not entering some kind of restricted airspace. The FAA confirmed one can

safely fly above 400 feet. Here's the web site confirming this:

<http://amablog.modelaircraft.org/amagov/files/2016/07/FAA-400feet.pdf>.

However, the FAA also emphasized in that letter to the AMA that it may pursue enforcement action against model aircraft operators who endanger the safety of the National Airspace System (NAS). All of these altitude and other misunderstandings, confusion and discussion resulted from people buying multi-rotor "drones" and flying them where they shouldn't, i.e., around forest fires or airports, etc. This is why responsible RC model enthusiasts fly at AMA sanctioned model airfields and pay our AMA dues that includes insurance for unforeseen incidents.

Getting models built and repaired is a constant it seems so members practice workshop safety. It has been hot lately but it will cool down eventually too so you can get back into your shop.

# CVMA CLUB PILOTS AND THEIR FLYING MACHINES



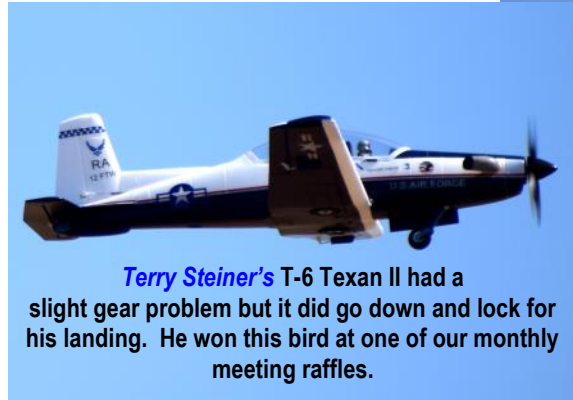
Dan Avilla's Turbine Powered F-104



Richard Vonner flying the Stik, with Charlie Gates.



Jeremy Beck's P-51.



Terry Steiner's T-6 Texan II had a slight gear problem but it did go down and lock for his landing. He won this bird at one of our monthly meeting raffles.



Dennis O'Connor helps Richard Vonner and Charlie Gates tune the gas engine.

Some Pronghorn spectators, right were watching Charlie Gates and Richard Vonner fly.



Bob Vaught's foam electric Fokker Tri-wing coming at the camera!



Riley getting his Lancair ready for flight.



Riley's gas powered Lancair!

Richard and Charlie listening to the engine: Charlie is saying, "You think it's ready to fly Richard?"



Larry Parkers Twin Electric.



Riley's Harley's nice bi-wing zips by!





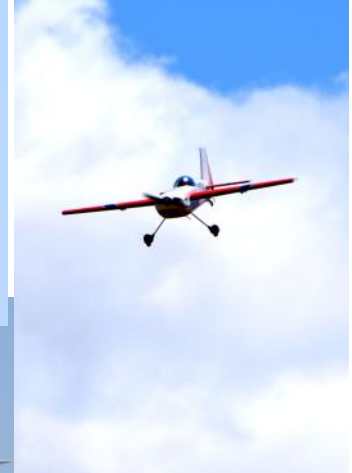
# CVMA CLUB PILOTS AND THEIR FLYING MACHINES

Bob Shanks Twin Delta



Rick Nichols and his Astro Hog!

Dane O'Brien's Krill 120.



Dennis O'Connor's DLE20 gas powered Edge 540 left and on a downhill approach coming out of the monsoon clouds.



Gary Russel's EDF Viper.



Larry Parker's Waco Bi-Wing.



Rick Nichols gets his Stik ready and watches some of the action.



Dan Waidner's Something Extra at left.



Graham Johnson flying with one hand as his glider circles higher and higher in a thermal.



Graham's glider altitude was at least 700 feet and climbing.

## ***A BRIEF SNIPPET OF CHINO VALLEY MODEL AVIATORS CLUB HISTORY FROM LONG TIME MEMBER CHUCK COLWELL***



Chuck Colwell

Here is the list of members when long time member [Chuck Colwell](#) joined the club in 2000. At that time, [Len Pyka](#), was President, his wife was Secretary/Treasurer and his son was a board member. Chuck's says he also remembers [Jerry Gill](#), [Andy Younker](#), [Tom Wells](#), [Jeff Hopper](#), [Frank Melanson](#), of course [Chuck Colwell](#) himself.

Chuck said other members after 2000, in the very early years of the club, were [Vern Godfrey](#), [George Porter](#) and son, [Norm Walsh](#), (the founder of the club) as well as [Walt Allen](#), [Monte Murphy](#), [Wayne Kinne](#), [Lloyd Young](#), [Bill Jones](#) and the one and only electric guy at the time was [Art Hughes](#). Chuck said [Scott Sibson](#) was also an early member who worked at the hobby shop then and supplied him with the club application to join CVMA.

According to Chuck, [Scott Sibson](#) later went on to fly tankers for fighting fires and is still flying tankers today. Chuck says at the time he joined there were only 21 people in our club. Chuck related to the editor that the club certainly has come a long way. Our club really has evolved, we now have 125 members. We would be remiss if we didn't mention the tremendous support we receive from the town of Chino Valley. Many clubs struggle to get and maintain flying areas.

Of course our flying field has undergone major changes to accommodate increased membership and flying activities. Credit for our flying field changes belongs almost entirely to member [Jay Riddle](#) who assisted the club with a loan so major modifications could be made, he also constructed the great metal tables at the field as well as much more.

Along with all our club growth and changes are improved RC designs and Almost Ready to Fly (ARF) models. The break through development of Lithium Polymer (LiPo) batteries for electric flight power has contributed tremendously to the hobby. Along with battery improvement is the development of better gasoline powered engines, very efficient electric ducted fans (EDF) designs for electric power along with better designed efficient miniature turbine powered models has added diversity to this hobby and we see it all at our field. Of course we also have better radio systems now using 2.4 gigahertz as opposed to the old 72 megahertz radio systems making for a safer hobby.

The one electric guy Chuck mentioned was probably using very heavy Nickel Cadmium (Nicaid) batteries or perhaps at that time he was able to get some of the then newer Nickel Metal Hydride batteries. Your editor had one electric glider years ago in his hanger of mainly glow powered ships and it was powered by a very heavy 10 cell Nickel Metal Hydride battery. Lots of changes have certainly taken place in our hobby and it is continuing to evolve as you read the RC magazines.

### ***RC History Fact: John H. Hammond is "The Father of Radio Control" Systems***



[John Hays Hammond Jr.](#) earned the title of father of radio control by developing the radio remote control capabilities now used for modern missile guidance systems and of course our RC hobby.

Hammond was born in California, but spent part of his childhood in South Africa and England as his father worked as a mining engineer. He graduated from Yale University with a bachelor of science degree in 1910. According to Wikipedia, his mentors included Thomas Edison and Alexander Graham Bell, and he was a friend of another radio pioneer, Nikola Tesla.

He worked at the US Patent Office to learn about the patent process and stay up to date on what innovations were happening, before founding the Hammond Radio Research Laboratory in Gloucester, MA, where he began pursuing his interest in radio waves.

By the beginning of World War I, he had developed the early radio remote control idea. In 1914, Hammond incorporated a gyroscope to his system to send an experimental yacht called Natalia on a 120-mile round trip from Gloucester to Boston. His work also extended to techniques preventing jamming of remote control and an early radio controlled torpedo for coastal defense.

Over his career, Hammond received 800 patents mostly in radio control and naval weaponry. Some of his patents include a system for radio control of moving bodies, a submarine sound transmitter, and a paravane torpedo. (An underwater defensive device against mines).

In addition to his work in radio, he researched and developed a frequency modulation (FM) system, a secure telephone communication system, a unicontrol superheterodyne (a radio receiver that uses frequency mixing), a variable pitch propeller for ships, and a system for secure television transmission of classified data called "Telespot."

He also served on the Board of Directors of RCA and was president of the consulting firm Hammond Research Corporation, which was based out of his estate in Gloucester, MA now known as the Hammond Castle Museum.

# A Poor Man's Warbird: Little Airplane for a Big Job!

BY BARRY SCHIFF of AOPA at [http://www.als-cannonfield.com/Downloads/aopa\\_turbinepilot\\_201507.pdf](http://www.als-cannonfield.com/Downloads/aopa_turbinepilot_201507.pdf)



A little Airplane for a big job describes this claim accurately. These small metal tube-and-fabric American liaison airplanes were the most feared aircraft of World War II. The claim seems incredulous, almost laughable, but those aware of the facts argue persuasively the claim is very true.

At a time when there were no satellites, helicopters, or drones; liaison airplanes, the L-birds as they were called, would fly over the next hill, scout for the enemy, and assist in his destruction. They were the eyes of the artillery. The pilot of an L-bird would call for firepower to be directed at the appropriate grid position shown on his chart, then observe the results. He would then call out successive aiming

corrections on the radio to help the gunners zero in on the target. Soon, as many as 100 large-caliber guns would rain down lead upon the enemy. These little airplanes and their

pilots were responsible for an incredible number of battlefield victories, but went largely unnoticed by the public.

Although their low altitudes and airspeeds made L-birds easy prey for ground fire, the enemy often was unwilling to take a shot. He feared that the firing flash from his guns would expose his position and increase his vulnerability. The L-birds were the smallest and lightest airplanes of the war. In addition to being effective artillery spotters, they served in an almost limitless variety of other roles. These included intelligence gathering, supply delivery, courier service, transport and ferry service, casualty evacuation, photo recon, search and rescue, dropping surrender leaflets, and more. There wasn't much that L-birds didn't do. These little birds did it all while avoiding enemy aircraft. It has been claimed that no American liaison airplane was ever shot down by a fighter.

Six models were used as L-birds during the war. The [Stinson L-1 Vigilant](#) (324 built) was a relatively large, capable, 295-horsepower airplane, but it was too complex and heavy. The tandem-seat [Taylorcraft L-2](#) (1,500 built) was much lighter, simpler, and far more practical, but most of these were used stateside in the Civilian Pilot Training Program.

The [Piper L-4 Cub](#) was produced in the greatest numbers (5,424 built) and used in all theaters of the war, including North Africa. It was identical to the civilian J-3 Cub except that it had more windows for better visibility. The Taylorcraft, Aeronca, and Piper aircraft were powered by four-cylinder, 65-horsepower Continental engines and were known as Grasshoppers.

The rugged [Stinson L-5 Sentinel](#) (4,481 built) was commonly referred to as the "flying Jeep." It was the most utilitarian of the L-birds and used mostly in the Pacific and Asia, as well as during the Korean War. It was roomier—it could carry a litter patient—and more powerful. High-ranking officers (including generals Bradley, Clark, Eisenhower, Patton, and Stillwell) used them for transportation. On D-Day plus one (June 7, 1944), an L-5 became the first Allied airplane to land in France (on Utah Beach). When Hermann Göring, once the second most powerful man in Germany, surrendered to the Allies, he was removed in an L-5.

The last of the wartime L-birds was the Interstate [L-6 Cadet](#), but only 350 were built. Altogether, more than 14,000 liaison airplanes contributed to the war effort. (This is a shortened version of a very extensive article found at the web site in the headline.)

## Additional Liaison Airplane References:

<http://web.ipmsusa3.org/content/l-birds-american-combat-liaison-aircraft-world-war-ii>

<http://www.lbirds.com/indexarticle.htm#IndexJump>



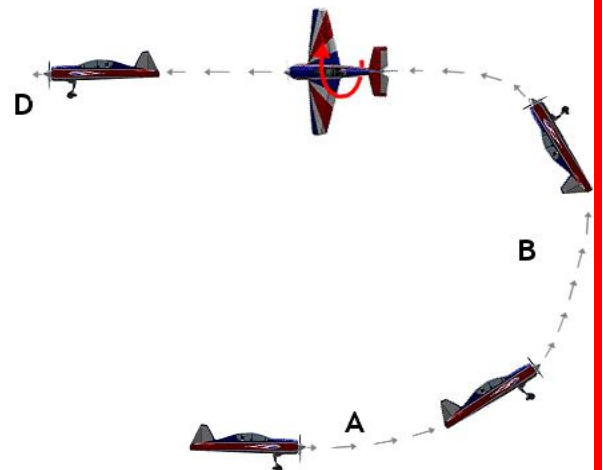
## Flight Maneuver for July: The Immelmann Turn

Named after the German WWI fighter ace Max Immelmann, this aerobatic maneuver is a modified and simplified version of his attack maneuver that he used during dogfights.

### How to Fly the Immelmann Turn

Commence the maneuver as if performing a standard inside loop by entering the maneuver from straight and level flight at point A in the picture at right, with full power. Let the airplane complete its vertical climb and roll over onto its back, then at point C use ailerons to roll through 180 degrees.

Level the airplane out once it has rolled over, and exit the maneuver on a straight and level course, higher than and in the opposite direction to your initial entry course.







## The Plane from Page 2: *Pierre Drolet Museum's Sci-Fi Viper*



The plane on page two is a WWII science fiction rendering of a fantasy VIPER from the *Pierre Drolet Sci Fi Museum*. Drolet lives in Los Angeles, CA. This article and pictures are taken from his web site:

<http://www.pierre-drolet-sci-fi-museum.com/>.

Drolet says they needed a retro Viper for the virtual world so he came up with this aircraft. Yes, it is a P-40 turned into a WWII Viper. He thought it would look cool and he did just that for the fun of it. This was his way to pay homage to what he feels is one of the coolest looking WWII airplanes of all time. From this WWII Viper, he also did a Viper fighter jet version and kept the same idea for some kind of evolution

between both of them for use in movies and science fiction films. Here's his biography taken from his web site.

Peirre Dorlet was born in Québec City, Canada, just a few months before *Neil Armstrong* became the first man to walk on the moon in 1969. He was part of the generation that was influenced by the conquest of space as he grew up watching *Star Wars*, *Star Trek*, *Battlestar Galactica*, *Cosmos 1999*, not to mention the Saturday morning cartoons.

He started to draw everything that was fascinating to him as a child from horses to spaceships. During his adolescence he experimented with various mediums such as acrylic, oil painting, clay and wood sculpture, and of course the old traditional pencil. For the younger generation, remember that back then computers were not readily accessible yet for everyone.

After high school he went on to college and graduated in graphic communication at Laval University. As luck would have it in 1995 he got a job in the video game industry as a Lead 2D Artist. In 1999 there was a big international contest held in Canada that was sponsored by a US-based company which he entered. He was surprised, he won the contest based on three 3D images he made for the competition. The winning prize was a job as a CGI modeler at Foundation Imagine in Los Angeles. That launched his career!

He moved to LA and worked as the Lead Modeler for many companies including Eden FX, Universal Studios and now at Pixomondo with some of the most talented people in the industry. One of his strengths is that he can design and build at the same time. He has worked on many TV shows and movies like *Star Trek (Voyager)* (*Enterprise*) (*Nemesis*), *Battlestar Galactica*, *Firefly (Serenity)* and a host of others.

He has built and designed a lot of 3D models of all kinds since he has been in LA. He tries to stay under the radar and pretty much stays out of the public eye. He says he is pretty sure that many in the movie going and TV viewing audience have seen his work somewhere somehow, especially if you like science fiction.

He is now going through his many models in his collection, for a virtual Sci-Fi museum. Some of the models have a story behind them he would like to share with fans. He is putting in a lot of work on his website that is requiring a considerable amount of time so check out his web site listed above. (From Pierre Drolet's biography on his web site.)



Two of  
Pierre  
Drolet's  
models  
used in  
films.





Ray Stone's 1911 Curtiss



# July General Meeting Highlights

General Membership meeting of June 21, 2017 opened by President Mike Kidd at 7:00pm and began with Pledge of Allegiance. The Club membership is now 124 fully paid. Sign in roster showed 28 members were in attendance tonight, including new member **Clyde Olive** and guest **John Meyers**.

Minutes of previous meeting were approved miraculously unanimously...with one complaint by **Terry Steiner** and no corrections.

### President's Agenda

We are experiencing problems in getting someone to fill the water tank. After discussion Don Crowe volunteered to haul water in 55 gal containers provided by **Jerry English**. Problem solved.

The Club By-Laws have been updated for the previously approved changes in membership dues administration.

**Steve Shepherd** reported on the bids for resurfacing the old section of the runway. Chip seal would be about \$11, 250 and asphalt about

\$19,700. After some discussion on the benefits of each we decided to proceed to raise funds from members towards an asphalt solution. **Bud Mellor** has volunteered to head up fund raising assisted by: **Jerry English, Erik van Elburg, Bob Shanks** and **Rick Nichols**.

Our **Steve Crow Fun Fly** Event will be one day only and moved to September 23 to de-conflict with an annual event held by Casa Del Oro. A work day will be September 16 for field clean up.

Planning for Build and Fly event in October is well underway. Some models were on display tonight with many more under construction in member workshops.

The Board approved gift cards to **Max** and **Cinnamon Bandy** of **Valley Hobby** (that is now closing) for their club support over the years and the welder who repaired our field roller.

The low tables, principally used by those flying fuel aircraft, have been in a sad state of cleanliness lately. Please clean up after your-

selves! Thanks to **Marc Robbins** for cleaning them up most recently. VP **Terry Steiner** noted that with the closing of **Valley Hobby** we would need to get together for fuel runs to Phoenix. **Bud Mellor** stated that he goes down nearly every week and would be happy to take orders for fuel.

### Member Comments

**Bob Shanks** thanked President **Mike Kidd** for his service to the club which is often a thankless position as President. Thanks Mike! Sweets for August meeting will be provided by **Steve Shepherd**.

### Reports

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

Chief Flight Instructor **Marc Robbins** has trainers and radios checked out and ready for training new students.

Safety Officer **Charlie Gates** implores us to always announce your intentions! As always don't tease the snakes they may bite!

We broke about 7:45pm for goodies provided by **Erik van Elburg**. Thanks Erik! We resumed the meeting at about 8:00pm. Show and Tell:

**Terry Steiner** showed us his almost ready to cover Funmaster 72 by Sig; **Rick Nichols** demonstrated his bomb bay for the Funmaster that he also is building; **Bob Shanks** brought in his Hacker Attack Funmaster foamy a \$99 fun flyer; and **Jerry English's** Lockheed Y03A was a unique aircraft with a 72" wing span.

### Door Prize/Raffle

**Richard Vonner** won the door prize consisting of glue, balsa knife and A/C recovery bag; **Larry Roberts** was the lucky guy took home the sweet Phoenix Model 1/8 Spitfire Mk2.

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



**Terry Steiner's** Sig Funmaster 72 below is almost ready to cover. **Rick Nichols** is building one as well and brought his bomb bay that will fit into the Funmaster. He demonstrated it below right and also showed how it fits into the Funmaster far right.



A full scale Lockheed Y03A above in flight.



**Richard Vonner** at right won the door prize of glue balsa knife and aircraft recovery bag **Larry Roberts**, left, won the raffle Spitfire.

