



AMA Chapter #3798

Chino Valley Model Aviators

Official News Letter



September 25, 2017

Volume 20 Issue 9

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 This Plane 2
- ⇒ Safety Column 3
- ⇒ Club Pilot's Aircraft 4 & 5
- ⇒ Crash Analysis 5
- ⇒ Outstanding Member ARF 5
- ⇒ War Bird Races 6 & 7
- ⇒ Name the Plane Answer 8
- ⇒ September Meeting 9

Always do what is right. This will gratify some people and astonish the rest!

Unknown

Little Known Aviation Fact:

Only 5% of the world's population have ever been on an Airplane!

Don Ferguson's ME-262



Don's Dynam ME-262 has a wing Span of 59" and is powered by two electric ducted fans with electric retracts and flaps. He uses one five cell Lipo for power. Both fan units are upgraded 70 mm units with 12 blades for more power. Weight is about 88 oz. Don also installed LED Navigation lights. He uses two 80 amp ESC's for the 2150 KV motors.

Don Crowe's Wild Aerobatic SBach Breitling

Don's SBach is 60" Skyline model powered by a Dual Sky motor & Castle 75A ESC.

Breitling is a Switzerland based watch manufacturer.





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

Greetings Fellow Pilots,

If you did not get out to the field for the Steve Crowe Fun Fly, you missed a great day. We had more pilots and visitors at this event than we had seen in a long time. It was a great day of flying, the demos were amazing and the wind was cooperative until around 11:30. As usual the food was very good as well.

This is our premium event and I would like to thank Marc Robbins for doing an outstanding job running the event, Thanks Marc.

Well this is going to be a short message as well as my last. If you have not heard I am not running again. I do want to say that it has been a pleasure serving as President. I had a lot of fun as well as awesome help from an awesome group of people in this club.

The Board was very supportive also and fun to work with, thanks to each of you, we worked well together for the betterment of the club.

I hope I met your expectations as club President. Thanks for putting me in the drivers seat.

As usual, Well that's about it, Safe Flying and see you at the field. It has been great serving you all as president of our great club. Thanks Members,

Michael T. Kidd
President,
Chino Valley Model Aviators



What Plane is this Cockpit Photo From?



★ 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***Only One Club Event Left for 2017*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**

According to the FAA it is not recommended that model airplanes be flown closer than 5 miles to active airports. Of course if flying at a sanctioned airfield that is closer than 5 miles to the nearest airport one should not fly higher than 400 feet AGL another FAA recommendation. The recent Supreme Court ruling negated the FAA special rule P.L. 112-95 providing requirements for "drone" and RC model registration.

All the controversy surrounding "drones" has given the model airplane hobby a black eye so to speak and some in the public think all model airplanes are "drones" (multi-rotor aircraft)!

A modeler once said to me that it was irresponsible to fly too high with gliders but this writer thinks it is irresponsible to fly any kind of "drone" or model airplane closer than 5 miles to any airport, again, this writer's opinion.

Many times pilots in training often fly too low near airports for whatever rea-

son if they are making their approach to land or just looking at the airports surrounding area. A case in point, having taught at ERAU here for a number of years, I often noticed student pilots making low passes over the campus (with towers permission no doubt). I often wondered why they were allowed to fly so low, many times they appeared to be below 500 feet AGL.

Prescott's airport is one of the busiest in Arizona; the university is only 3.3 miles from Prescott's Love Field so ERAU's student pilots like to fly over their campus. As a modeler or possible full scale pilot, you can draw your own conclusions about proper approach altitudes for full scale aircraft.

If flying a glider or other RC airplanes that could exceed 400 feet AGL, (hard to accurately estimate) it is always wise to have a spotter. While our flying field is out away from Chino Valley and we have so many acres of over-

fly, one doesn't have to worry that much about full scale aircraft but occasionally we do have a plane or helicopter flying near our field and it is clearly marked with big "X's" both ends of our main runway.

One year we had a student helicopter fly low over our field and a picture was taken of the aircraft showing its number, we complained in person to the school, the owner said they didn't fly low or near our field so we produced the picture, he apologized and said he knew who that was and he took care of that problem by talking to the pilot.

In last month's safety column, I covered the misconception that the FAA had a strict rule against flying model airplanes over 400 feet AGL. There was never such a rule. Read the July safety column on our web site if you missed it at: www.chinovalleymodelaviators.org. Many RC models routinely fly above 400 feet just by their size and design.



CVMA CLUB PILOTS AND THEIR FLYING MACHINES

Don Crowe's Breitling .

Don taxi's out his ME-262.



Bob Shanks 17" Pitts Special.



Charlie Gates Four Star 120!



Larry Parkers C-47 twin electric.

Bill Gilbert's Addition.



Outstanding Member ARF: *Shel Liebach's Electric Twin Otter*



Rick Nichols' 17" W.S Space Walker.



Shel's ARF is a 73" WS scale Canadian Otter by VQ models. The plane has two Tacon 25 motors with two 60 amp ESC. He uses two 4 cell 3600 milliamp batteries to power his Otter, it flies very scale-like.



Don Ferguson's ME-262

CVMA CLUB PILOTS AND THEIR FLYING MACHINES

CHINO VALLEY MODEL AVIATORS CRASH ANALYSIS: "FROSTY WELLS" SCALE KINNNER CRASH

Board member **Don Crowe** saw an interesting column in a west coast RC newsletter **Rogue Eagles** from Medford, Oregon about crash analyses:

<http://www.rogue-eagles.org/club-newsletter>

While many if not most of our crashes are pilot error or as many say "Dumb Thumbs" some are not. Some assembly, preflight and build actions along the way to flight may contribute to crashes other than pilot error.

As your editor, I try not to publish crashed shots if not related to safety but Don's idea is a good one and crashes can be related to safety as is this one.

So here's our first CVMA Crash Analysis segment at right. Thanks Don for the new column idea!

We may be developing our own club NTSB of RC! incidents!



The picture at left is a before photo. The crash occurred on a Taco Tuesday flying day.

FINDINGS BY JOHN STEWART BUILDER:

Frosty's plane was a Kinner balsa kit built about 2004 . The wing span was 117 inches, weight 23 pounds and powered by a 41 cc Quadra gasoline engine. All the normal checks were done after the crash. The electronic system including the transmitter was checked and operational. The weather conditions at the time were acceptable and normal. Feed back from observers did not report anything abnormal or unusual during the first flight.

The pilot said he lost radio communication with the aircraft just before the crash. A statement was made that the plane had a rough previous landing and dirt got into the open cockpit. The cockpit area was flushed out with alcohol, then another flight attempt was made resulting in the crash.

The crank shaft was sheered off just behind the prop washer. The carburetor was also sheered off the crank case housing. The magneto was smashed into the crankcase. At first it was thought that maybe the crank shaft may have broken inflight, however, the flywheel was almost sheered off which indicates that it was running full throttle at time of impact.

Further inspection revealed that the plastic housing for the ignition switch which was in the cockpit area that was cleaned. The cleaning with alcohol may have degraded the switch by dissolving the plastic housing. The switch was disassembled and found to function intermittently. Frosty said he noticed that the switch felt odd or at least not normal just before the last flight but worked so the flight proceeded. The switch may be the culprit here! Always be careful using cleaning fluids around your electronics, switches and wiring.

This could have been a crash at our fun fly with the public there making a crash like this a potential incident to badly hurt someone since it crashed in the parking lot behind all the member cars parked there that day for flying.

Good thorough preflight checks are always needed before the first flight of any new airplane and also with a spotter to assist on all maiden flights.

Life Survey: RC Flyers Spot!

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



CVMA SPONSORED 2017 REGIONAL WAR BIRD AIR RACES CONTEST DIRECTOR: OUR OWN BUD MELLOR



The wind sock was limp as this plane zips around the pylon.



The club received \$840 from race registrations and a \$20 donation so it was a good day financially for our group. We showed 27 registered for the races. It was truly a great day for the races, the weather cooperated for a change since last year we were rained out and it was a cold rain. The field then was a mud bath as well so this was indeed a nice chance for some great races. To the right are the winners:

Bronze Class winners with first place; *Rob Sawyer*, second place *Ernest Shackleton*, and third place went to *Charles Moses*.

Silver Class winners; first place *John Gonzales*; second place; *Jim Allen* and third place to *Tony Lopez*.

Gold Class winners; first place *Tony Lopez*; second place *Graig Pitcock*; and third place went to *Steve Steward*.

RC race pilots came from California, Utah, Nevada and Arizona. In case you have never been to a race, the event is patterned after the Reno Air Races. Three classes are flown and are separated by aircraft speed. The **BRONZE** class is first up with racers that must complete 10 laps of the course in 2 minutes 30 seconds or more at speeds around **100 to 120 Mph**. If they complete the 10 laps in under the allotted time they move to the next class, which is **SILVER**. The **SILVER** class racers must complete the 10 laps at 2 minutes or more and the models fly around **130 to 150 Mph**. The **GOLD** class is for the die hard racer who wants to push his model to speeds of **160 to 190 Mph** in 10 laps. Only the Best of the Best race in the Gold class. The winners at right were photographed by *Rick Nichols*.

Bronze Class Winners



Silver Class Winners



Gold Class Winners



The cabana was packed with racers, planes and family

MORE CVMA 2017 REGIONAL WAR BIRD AIR RACES



Marc Robbins starts the race Bud flags its end.



CD Bud Mellor checks watches a racer.



Pilots meeting with CD Bud Mellor.



Planes in the pit getting set up for a race.



Pilots and spotters concentrating on their planes.



High speed turn around the pylon.



This Gold Class racer is a blur as it comes around the pylon.





Plane from Page 2: C-47 Cockpit



The Douglas C-47 Skytrain or Dakota (RAF designation) is a military transport aircraft developed from the civilian Douglas DC-3 airliner. It was used extensively by the Allies during World War II and remains in front line service with various military operators.

The C-47 differed from the civilian DC-3 in numerous modifications, including being fitted with a cargo door, hoist attachment, and strengthened floor, along with a shortened tail cone for glider-towing shackles, and an astrodome in the cabin roof.

The specialized C-53 Skytrooper troop transport started production in October 1941 at Douglas Aircraft's Santa Monica, California plant. It lacked the cargo door, hoist attachment and reinforced floor of the C-47. Only a total of 380 aircraft were produced in all because the C-47 was found to be more versatile.

During World War II, the armed forces of many countries used the C-47 and modified DC-3s for the transport of troops, cargo, and wounded. The U.S. Naval designation was R4D. More than 10,000 aircraft were produced in Long Beach and Santa Monica, California and Oklahoma City, Oklahoma. Between March 1943 and August 1945 the Oklahoma City plant produced 5,354 C-47s.

The C-47 was vital to the success of many Allied campaigns, in particular those at Guadalcanal and in the jungles of New Guinea and Burma, where the C-47 (and its naval version, the R4D) made it possible for Allied troops to counter the mobility of the light-travelling Japanese army. Additionally, C-47s were used to airlift supplies to the embattled American forces during the Battle of Bastogne. Possibly its most influential role in military aviation, however, was flying "The Hump" from India into China. The expertise gained flying "The Hump" was later used in the Berlin Airlift, in which the C-47 played a major role, until the aircraft were replaced by Douglas C-54 Sky-masters.

In Europe, the C-47 and a specialized paratroop variant, the C-53 Skytrooper, were used in vast numbers in the later stages of the war, particularly to tow gliders and drop paratroops. During the invasion of Sicily in July 1943, C-47s dropped 4,381 Allied paratroops. More than 50,000 paratroops were dropped by C-47s during the first few days of the invasion of Normandy, France, in June 1944. In the Pacific War, with careful use of the island landing strips of the Pacific Ocean, C-47s were even used for ferrying soldiers serving in the Pacific theater back to the United States.

About 2,000 C-47s (received under lend-lease) in British and Commonwealth service took the name "Dakota", possibly inspired by the acronym "DACoTA" for Douglas Aircraft Company Transport Aircraft.

The C-47 also earned the informal nickname "gooney bird" in the European theatre of operations. Other sources attribute this name to the first aircraft, a USMC R2D—the military version of the DC-2—being the first aircraft to land on Midway Island, previously home to the long-winged albatross known as the gooney bird, which was native to Midway.

The United States Air Force's Strategic Air Command had Skytrains in service from 1946 through 1967. The US Air Force's 6th Special Operations Squadron was flying the C-47 until 2008.

With all of the aircraft and pilots having been part of the Indian Air Force prior to independence, both the Indian Air Force and Pakistan Air Force used C-47s to transport supplies to their soldiers fighting in the Indo-Pakistan War of 1947.

After World War II, thousands of surplus C-47s were converted to civil airline use, some remaining in operation in 2012, as well as being used as private aircraft.

Several C-47 variations were used in the Vietnam War by the United States Air Force, including three advanced electronic warfare variations, which sometimes were called "electric gooneys" designated EC-47N, EC-47P, or EC-47Q depending on the engine used. Air International, Miami International Airport was a USAF military depot used to convert the commercial DC-3s/C-47s into military use. They came in as commercial aircraft purchased from third world airlines and were completely stripped, rebuilt, and reconditioned. Long range fuel tanks were installed with upgraded avionics and gun mounts. They left as first rate military aircraft headed for combat in Vietnam in a variety of missions. [Note 1] EC-47s were also operated by the Vietnamese, Laotian, and Cambodian Air Forces.[11] A gunship variation, using three 7.62 mm mini-guns, designated AC-47 "Spooky", often nicknamed "Puff the magic dragon", also was deployed.[8]

Large numbers of DC-3s and surplus C-47s were in commercial use in the United States in the 1940s. In response to proposed changes to the Civil Air Regulations airworthiness requirements that would limit the continuing use of these aircraft, Douglas offered a late 1940s DC-3 conversion to improve takeoff and single-engined performance. The new model, the DC-3S or "Super DC-3", was 39 in (0.99 m) longer. It allowed 30 passengers to be carried, with increased speed to compete with newer airliners. The rearward shift in the center of gravity led to larger tail surfaces and new outer, swept-back wings. More powerful engines were installed along with shorter, jet ejection-type exhaust stacks. These were either 1,475 hp (1,100 kW) Wright R-1820 Cyclones or 1,450 hp (1,081 kW) Pratt & Whitney R-2000 Twin Wasps in larger engine nacelles. Minor changes included wheel well doors, a partially retractable tailwheel, flush rivets, and low drag antenna. These all contributed to an increased top speed of 250 mph (400 km/h). With greater than 75% of the original DC-3/C-47 configuration changed, the modified design was virtually a new aircraft. The first DC-3S made its maiden flight on 23 June 1949.



August General Meeting Highlights



Bob Shanks' 17" WS Pitts S-1

General Membership meeting of September 20, 2017 was opened by President Mike Kidd at 7:00pm and began with Pledge of Allegiance.

The Club membership now stands at 132. Sign in roster showed 38 members were in attendance tonight, including new members **Jordon Siebenthal**, **John Myer** and guest **Lee Boekhout**. Also **Max Bandy** introduced **Tyler Shafer**, new owner of **Valley Hobby**. Minutes of previous meeting were approved unanimously...with no corrections.

We thank **Gary** and **Becky Russell** for filling the water tank at the field. They have graciously agreed to fill as needed.

We are expecting another paving bid (hopefully!) from Verde Valley Paving. They have runway paving experience and have measured the field for the estimate.

We thank **Marc Robbins** for his preparation and publicity (both radio and newspaper) work for the **Steve Crow Fun Fly**. Marc says the Fun Fly was well attended with flying, demos by talented club pilots **Dan Avila**, **Bill Gilbert** and **Andrew Grant**.

Chuck Colwell revealed the slate of club officers for coming year: President – **Don Crowe**; VP – **Mark Lipp** and **Larry Parker**; Treasurer – **Marc Robbins**; Secretary – **Bob Steffensen**; and Safety Officer – **Jerry English**. Also named were: Newsletter - **Bob Shanks** and members at large – **Randy Meathrell** and **Rick Nichols**. Nominations were closed until next month's meeting. **Larry Parker** will provide next month's break goodies.

Dennis O'Connor encouraged all to vote in the AMA elections.

Chuck Colwell thanked Max and **Cinnamon Bandy**, former owners of **Valley Hobby**, for their support of the club. Members echoed that sentiment with applause.

Treasurer **Don Crowe** presented his report which was approved unanimously. Don asked for a show of hands for build and fly next month...there are many aircraft in the making in member shops. Chief Flight Instructor **Marc Robbins** has trainers and radios available for training for several new students. Safety Officer **Charley Gates** says to always announce your intentions and watch out for snakes...we have seen them recently!

We broke about 7:45pm for goodies provided by **Lou Yanni**. Thanks Lou! We resumed the meeting at about 8:00pm.

Show and Tell

Rick Nichols showed his recently completed **Sig Fun Master 72** and **Don Crowe** showed us the **Sig LT40** that **Riley Harley** recently recovered for use as a club training aircraft.

Door Prize/Raffle

Fred Giles Vonner won the door prize consisting of glue and a LIPO battery sack; **Jerry English** won the **Cherokee** raffle and immediately auctioned it off for \$85 to **Don Crowe**. The \$85 dollars was donated to the runway fund. Two additional planes that were donated by **Chuck Colwell** were snagged by **Jordan Siebenthal** (**Citabra**) and **Bob Steffensen** (**De Havilland Mosquito**).

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



Rick's Sig Fun Master 72.

Rick's Fun Master's bomb bay →



Don Crowe and his Sig LT-40.



Chuck Colwell congratulates by Jordan Siebenthal who won the raffled off Citabra Chuck donated.

Rick had Callie Graphics make up some stickers of a family for his Fun Master's cockpit. He also has a working bomb bay (inset above left).



Fred Giles Vonner at right captured the door prize of glue and a LIPO battery sack.

