



AMA Chapter #3798

Chino Valley Model Aviators

Official News Letter



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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
- ⇒ Handling Fuselages 6
- ⇒ Steve Crowe Fun Fly 7
- ⇒ Name the Plane Data 8
- ⇒ October Meeting 9
- ⇒ Wings Out West Air Show 10

Good RC flying judgement comes from experience. Unfortunately, the experience usually comes from bad RC flying judgement.

Little Known Aviation Fact:

At any given hour there are over 61,000 people airborne over the USA!

RICHARD GUNDER'S CONVERGENCE VTOL A COMBINATION HOVER AND FIXED WING



This is a E-flight Convergence VTOL is powered by a 3S 3000mah battery and is fun to fly and hover. It has three motors, in hover mode all three are turning and providing lift, pitch, yaw, and roll. During the transition to forward flight, the rear motor shuts off and the elevons provide roll and pitch. Richard says it doesn't handle wind well and when the stability mode is off and can be a handful. It's fast enough in forward flight that it can get out of sight pretty quickly so throttle management and close-in flights are best.

Photo by Don Crowe

Dennis O'Connor's British B-25



CVMA President's Message from Don Crowe



Fellow Model Aviators,

Thank you for placing your trust and confidence in my abilities to assume the office of President. It is my honor and privilege to serve you in this role. I know it is a significant commitment, but I am prepared to contribute along with the newly elected and returning officers to build upon the successes of the past and to fulfill the mission of the board to support, promote and protect the interests of our club.

Please welcome new board members, Vice-President **Larry Parker**, Treasurer **Marc Robbins**, and Safety Officer **Jerry English**. I also thank our past officers, **Mike Kidd**, **Terry Steiner** and **Charlie Gates**, for their service.

We are truly blessed with a fine club and flying site. We

have heard from many already about the desire to complete the asphalt paving on the east side of the runway. **Larry Parker** has already started reaching out to contractors and hopes to have bids in soon. We would like to have this done as soon as weather permits, but it will likely be in the spring when it's warmer. Your dues are helping towards this project, but it's not enough. If you can spare a donation to the runway fund, please do so.

Members of the board aren't the only ones with ideas though, so I ask for your input. It's not my club, it's our club. What do you want done? What events would you like? What should we be planning for? As Noble winning chemist Linus Pauling said, "The best way to have a good idea is to have a lot of ideas."

As of this writing we have 133 members. I'd like to invite every single one of you to come out on 28 October for our first (maybe annual) CVMA Build and Fly Challenge. Not only will you get a chance to vote on planes, but also get to watch their maiden flights. I'd like to get a group photo of all of our members in attendance that day.

Finally... Safety ... By the power vested in me, I hereby appoint every single member of this club as deputy safety officer.

Feel free to wear a badge if you want. I charge everyone to "Stop The Line" if necessary to prevent accidents and injuries. We can't help dumb thumbs while flying, but we can help each other to prevent risks and shortcuts that can lead to a

trip to the Emergency Department. Respectfully speak up, or listen, and find a way to keep us all safe.



Don Crowe

New Valley Hobby Shop

Is now located at 6594 E. Second Street Suite C, Prescott Valley Stop in and see Tyler the new owner.

What Plane is this Cockpit Photo From?



★ See Page 8

CVMA NEWSLETTER

Published Monthly



AMA Chapter # 3798

President — **Don Crowe**

Vice President — **Larry Parker**

Treasurer — **Marc Robbins**

Secretary — **Bob Steffensen**

Safety Officer — **Jerry English**

At Large Member — **Randy Meathrell**

Newsletter Editor — **Bob Shanks**



MARK YOUR CALENDARS

CVMA 2017 CLUB SCHEDULE

- Oct. 28, 2017 Club Build Fly Challenge
 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

From time to time we discuss workshop safety. This is critical for building and working on our models safely. When sanding always have good ventilation and wear a mask to prevent breathing in the fine balsa dust generated. If one has asthma or other respiratory issues this can cause a lot of undue uncomfortable lung issues and possibly a trip the ER.

Along with balsa dust are the fumes from CA. Your editor has a problem with this so he tries to purchase the odorless kind which is usually a bit more expensive but worth the extra expense.

Workshops should also be kept as neat as possible to prevent injury from materials and tools. Keeping organized also speeds up construction and helps one keep track of small parts and tools. Nothing is more frustrating than to drop a small screw and not be able to find it because of shop clutter on the floor.

As part of our newsletter, we have started a new series entitled "Crash Analysis" or "Accident Analysis". The value of these analyses articles is of course safety as many time we all can learn from what happened so as to not make the same mistakes or have a repeat. We have been so very fortunate over the last few years with not many serious crashes or accidents. Think safety members!

Please read our latest article on a prop accident at the field on page 5 of this issue. With permission from *Greg Daebelliehn*, we ran a picture of the aftermath of his accident. His expression tells it all! Keep the starting stand clear of the flight box and other starting tools. Always adjust the needle valve from behind the prop. **DO NOT** reach over the prop as one is asking for a serious injury. Painting the tips of your props with a contrasting color like yellow or

white also helps keep a proper safety orientation.

Members please always read the safety column in *Model Aviation*. The October issue covers the recent "drone" frenzy and the over reaction of many communities around the country. *Dave Gee*, the author of the monthly safety column likens this "drone" crisis to a ring around the tub with the AMA left to clean up the mess and get accurate information out there. Apparently some communities have enacted such tough laws the laws themselves are a hazard. The L.A. area has some of these overly strict laws. According to Dave the AMA headquarters is doing a good job of helping stem this idiocy that sprung up around the uses of these multi-rotor aircraft. They do have their place but the negative media reports and some knee jerk reactions have certainly given our hobby a rather black eye that is not deserved.



CVMA CLUB PILOTS AND THEIR FLYING MACHINES

Don Crowe's Breitling .

Bob Colianni and his CTLS



Bob Wurth's Apprentice



Bob Wurth with his jazzed up Apprentice, it doesn't even look like the original. He painted it with several layers to fill in the foam dipple's. She is smooth like painted balsa, looks great and flies equally great too as do all Apprentice trainers!



Bill Gilbert puts his helicopter through its paces.



At right: **Larry Parker**, left is helping **Bob Collianni** get his Pawnee set up for a test run.

Left is **Don Ferguson** doing a test taxi with his EDF airliner. It needs more power to fly!



Don Ferguson's ME-262



CVMA CLUB PILOTS AND THEIR FLYING MACHINES

Richard Gunder's Convergence.



Rick Nichol's Astro Hog.



Marc Robbin's Yak.



Mike Goedeker's Cub with tundra wheels.



Accident Analysis: Greg Daebelliehn's Unfortunate Propellor Encounter



Photo Courtesy of Don Crowe

On a regular club flying Tuesday, member *Greg Daebelliehn* had an unfortunate encounter with one of his props on a model he had just started and was going to fly.

According to Greg....he landed his plane and a mountain lion was on the runway, it looked tame so he went to pet it and almost lost his thumb! Really Greg?

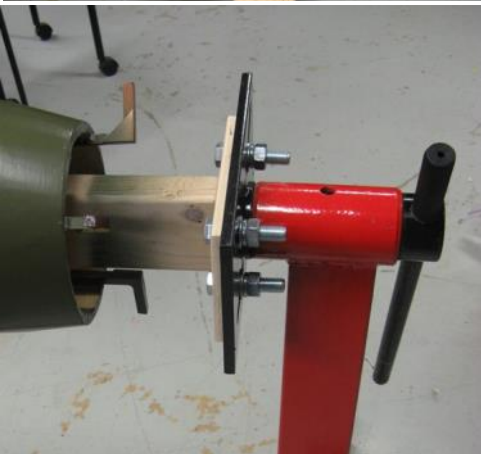
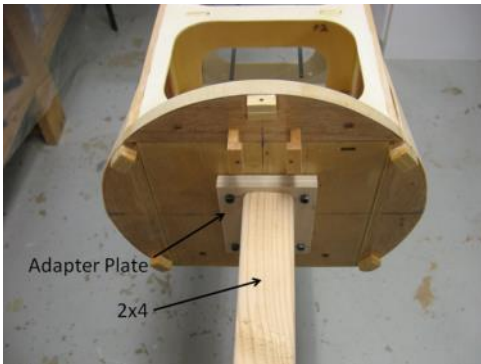
Actually he was trying to adjust his engine on the plane he was flying, it had a Perry Carburetor with a short needle valve. He reached over the prop instead of adjusting it from behind the running engine. His flight box was also on the starting table and should have been on the ground or one of the milk cases we have in the pit area.

As a bystander, your editor thought he was going to lose his thumb or part of it, however the VA emergency room hospital in Prescott saved his thumb. He has 11 stitches and lost part of his thumb nail.

Always adjust your engine from behind when it is running never reach over the prop. A good safety reminder for all members.

AN EASY WAY OF HANDLING FUSELAGES

BY CVMA MEMBER MARK LIPP



Have you ever been at a loss about how to hold a fuselage when covering or painting it? If you hang it from an overhead hook, it always seems to float away from you. Here is a simple way of solving this issue and which also provides a stable, rotatable platform that is very useful during latter stages of construction.

The top photo at left shows how an inexpensive automotive engine stand can be used to hold any fuselage that has a firewall or engine mount to which an adapter plate (can be attached. The engine stand in the picture was purchased (on sale) for \$40 from Harbor Freight and will hold up to 750 lbs., which should be more than enough unless you are in to really large scale! The fuselage in the top photo is for a 1/5 scale Royal kit of the Boeing P-26 with a Saito three-cylinder radial.

The engine stand has wheels so that it can be moved around and has a handle that allows the mounting bracket to be rotated 360 degrees, with a pin that can be used to lock the bracket at 0, 90, 180, and 270 degrees. This allows the fuselage to be easily rotated, which makes covering, painting, or working on the fuselage much easier. When spraying the fuselage, the main part of the engine stand is covered with an inexpensive sheet of plastic so that the stand does not also get painted.

For each different engine mount bolt pattern, an adapter plate is created from plywood. The center photo shows the adapter plate for a Balsa USA 1/4 scale Fokker DR-1 with a Saito 150 engine. The adapter plate has holes that match the fuselage engine mount so no unnecessary holes need to be made in the firewall. The adapter plate is screwed to a short for which an adapter plate can be created. The wings on my models are too long for them to be rotated (they would hit the floor) but the stand might still provide a solid mounting platform.

The adapter plate also has holes that match the fuselage engine mount so no unnecessary holes need to be made in the firewall. The adapter plate is screwed to a short length of 2x4.

The bottom photo shows the manner in which a short 2x4 is screwed to a flat piece of plywood which is attached to the engine stand. I leave the 2x4 and the flat mounting plate permanently attached to the engine stand and simply change the adapter plate as needed.

The adapter plate and 2x4 would have to be changed if your aircraft motor is not flat mounted to the firewall or if the firewall is too small for the 2x4. However, this should not be a major re-engineering effort.

I have used this technique on a 1/4 scale Fokker DR-1, a 1/5 scale P-26, and a 1/4 scale Fokker D-VII and believe it provides not only a solid stand for the fuselage but also the ability to easily and quickly rotate it, making construction, covering, and painting much easier. I have not used it on other aircraft parts, but I think it could be used on anything for which an adapter plate can be created. The wings on my models are too long for them to be rotated (they would hit the floor) but the stand might still provide a solid mounting platform.

Editors Note:

This is a good idea from Mark to help in handling a variety of aircraft sizes and other difficult to handle parts. The only limitation might be on the size of one's shop or building area in the garage.

If other members have article ideas write them up and send them to me or send me your idea for a future article on a topic you want to share with all our members. Thanks Mark for a great idea for the workshop.

Annual CVMA Steve Crowe Fun Fly



STEVE CROWE FUN FLY NOTE:

I want to thank each of you for helping to make this year's Steve Crowe Memorial Fun Fly a successful event. It takes many people to put on an event and I had a lot of help. Mother Nature even chipped in with low winds for most of the morning. The club netted \$214 in raffle ticket sales (all prizes were donated).

We also collected \$172 in donations for the Chino Valley Food Bank. A club member counted about 85 cars in the parking lot at one time so I'm estimating we had 200 folks at the field at that time. Judging from the crowds coming and going we perhaps had 300 or more folks visiting through the entire event. We hopefully sparked an interest in some of the youngsters that watched with wide eyes.

Marc Robbins



The local area crowds loved the Fun Fly!



Photographs by Marc Robbins



Bill Gilbert gets a certificate of appreciation for giving an RC helicopter demonstration at our fun fly from CD Marc Robbins.



Glenn Heithold helped get our Air Show fun fly poster set up at the corner of HWY 89 and Perkinsville Road.



KQNA radio's "Talk of the Town" show featured Marc Robbins and Rick Nichols to talk all about the Steve Crowe Fun Fly for some great publicity.



Cockpit from Page 2: F-35 Lightning



The Cockpit

The F-35 features a full-panel-width glass cockpit touchscreen "panoramic cockpit display" (PCD), with dimensions of 20 by 8 inches (50 by 20 centimeters). A cockpit speech-recognition system (DVI) provided by Adacel has been adopted on the F-35 and the aircraft will be the first operational U.S. fixed-wing aircraft to employ this DVI system, although similar systems have been used on the AV-8B Harrier II and trialed in previous aircraft, such as the F-16 VISTA.

A helmet-mounted display system (HMDS) will be fitted to all models of the F-35. While some fighters have offered HMDS along with a head up display (HUD), this will be the first time in several decades that a front line fighter has been designed without a HUD. The F-35 is equipped with a right-hand HOTAS side stick controller. The Martin-Baker US16E ejection seat is used in all F-35 variants. The US16E seat design balances major performance requirements, including safe-terrain-clearance limits, pilot-load limits, and pilot size; it uses a twin-catapult system housed in side rails. This industry standard ejection seat can cause the heavier than usual helmet to inflict serious injury on lightweight pilots.

The Lockheed Martin F-35 Lightning II is a family of single-seat, single-engine, all-weather stealth multirole fighters. The fifth-generation combat aircraft is designed to perform ground attack and air superiority missions. It has three main models: the F-35A conventional takeoff and landing (CTOL) variant, the F-35B short take-off and vertical-landing (STOVL) variant, and the F-35C carrier-based Catapult Assisted Take-Off But Arrested Recovery (CATOBAR) variant. On 31 July 2015, the United States Marines declared ready for deployment the first squadron of F-35B fighters after intensive testing. On 2 August 2016, the U.S. Air Force declared its first squadron of F-35A fighters combat-ready.

F-35 Lightning Overview

The F-35 descends from the X-35, the winning design of the Joint Strike Fighter (JSF) program. An aerospace industry team led by Lockheed Martin designed and manufactures it. Other major F-35 industry partners include Northrop Grumman, Pratt & Whitney and BAE Systems. The F-35 first flew on 15 December 2006. The United States plans to buy 2,663 aircraft. Its variants are to provide the bulk of the crewed tactical airpower of the U.S. Air Force, Navy and the Marine Corps over the coming decades. Deliveries of the F-35 for the U.S. military are scheduled until 2037 with a projected service life up to 2070.

The program is the most expensive military weapons system in history, and has been much criticized inside and outside government, in the U.S. and in allied countries. Critics argue that the plane is "plagued with design flaws", with many blaming the procurement process in which Lockheed was allowed "to design, test, and produce the F-35 all at the same time, instead of... [identifying and fixing] defects before firing up its production line". By 2014, the program was "\$163 billion over budget (and) seven years behind schedule". Critics also contend that the program's high sunk costs and political momentum make it "too big to kill".

F-35 development started in 1992 with the origins of the Joint Strike Fighter program and is set to culminate in full production in 2018. [20] The X-35 first flew on 24 October 2000 and the F-35A on 15 December 2006. The F-35 was developed to replace most US fighter jets with variants of one design common to all branches of the military. It was developed in cooperation with a number of foreign partners, and unlike the F-22 Raptor, intended to be available for export. Three variants were designed: the F-35A (conventional take off and landing, CTOL), the F-35B (short-take off and vertical-landing, STOVL), and the F-35C (carrier-based CATOBAR, CV). A number of design deficiencies were alleged, such as carrying a small internal payload, inferior performance to the aircraft being replaced particularly the F-16, and the lack of safety in relying on a single engine, and flaws were noted such as vulnerability of the fuel tank to fire and the propensity for transonic roll-off (TRO or "wing drop"). The possible obsolescence of stealth technology was also criticized. The F-35B is to be the first operational supersonic, STOVL stealth fighter.

The relatively short 35-foot wingspan of the A and B variants is set by the F-35B's requirement to fit inside the Navy's current amphibious assault ship parking area and elevators; the F-35C's longer wing is considered to be more fuel efficient.

A United States Navy study found that the F-35 will cost 30 to 40 percent more to maintain than current jet fighters; not accounting for inflation over the F-35's operational lifetime. Costs for the fighter have been dropping and accounted for the 22 percent life cycle drop since 2010. Lockheed stated that by 2019, pricing for the fifth-generation aircraft will be less than fourth-generation fighters.



October General Meeting Highlights



Bob Shanks' 17" WS Pitts S-1

General Membership meeting of October 18, 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 37 members were in attendance tonight, though I counted 45 (who is hiding in plain sight?). Guests included Dave Biggs, and Gary and Larry Jones. Minutes of previous meeting were approved unanimously...with no corrections it was a miracle indeed.

President's Agenda

Election of Officer's: The current slate for 2017 is: President - **Don Crowe**; VP - **Larry Parker**; Treasurer - **Marc Robbins**; Secretary - **Bob Steffensen**; Safety Officer - **Jerry English**; and Newsletter Editor - **Bob Shanks**. (Do you think you are in Congress Bob...elected forever?) Additional nominations were requested for each office. When there were no addition-

al, nominations were closed. A single vote to approve the entire slate by acclamation was approved. New officers will take their positions after the break this evening. CD for the Steve Crow Fun Fly, Marc Robbins said that the weather was great; the club realized \$214 from raffles; raised a total of \$172 for the Chino Valley Food Bank. There were an estimated 300 people at various times though out the morning.

Reports

Vice President **Terry Steiner** said good bye to the board and thanked all for the opportunity to serve. Secretary **Bob Steffensen** gave details on the annual CVMA Christmas Party to be enjoyed on Dec 1. Reservation forms will be emailed to all. The cost of the extensive buffet is \$38.50 per person. Please return your reservations with check

or MO payable to CVMA not later than Nov 15 (the next meeting). If you have a favorite aircraft you would like to display at the party please contact me.

Treasurer **Don Crowe** reported \$12,350 in the Runway Fund. The donations and additional donations anticipated are appreciated. Don asked about continuing the monthly meeting raffle as we have this year.

Also was proposed that members need not be present at the November meeting to win the raffle (winning ticket does need to be present J). Consensus was evident amongst the members present for both questions.

Safety Officer **Charley Gates** stated that there was an accident at the field recently. **Bob Shanks** related the story of **Greg Daebelliehn** reaching over his running engine to retrieve his tool box. The prop got a

piece of this thumb and required 11 stitches...ouch! Greg is doing well and flying with his bandaged thumb. Be safe pilots! Never reach over...always walk around those nasty props a turning. We broke about 7:32pm for goodies provided by Larry Parker. Thanks Larry! We resumed the meeting at about 7:47pm with new officers in their respective seats.

Show and Tell

Chuck Colwell showed us a Kadet Senior Sport, a beauty that is for sale; **Terry Steiner** demonstrated his "Candy Bomber" a Fun Master 72 by Sig, his Build and Fly Challenge entry; and **Don Crowe** brought in his ARF Arrow Plus RC YAK55; **Jerry English** displayed his slick SR22 Cirrus by E Flite. Door Prize/Raffle: **Jerry Mitchel** won the door prize consisting of sanding blocks, craft knives and 4 in 1 install tool. **Don Ferguson** won the raffle for the Phoenix Models Shoestring.

We adjourned about 8:15pm Respectfully, **Bob Steffensen** Club Secretary



Decaljunky.com is Terry Steiner's decal source for his fall orange Halloween Fun Master 72.



Chuck Colwell showed his Kadet Senior Sport he also has it for sale.



Jerry English, left, brought his all foam SR22 Cirrus. Above is **Don Crowe's** ARF Arrow Plus RCYAK-55

At right, **Jerry Mitchel** won the door prize of tools for his shop.



Don Ferguson won the Raffle Prize a great Shoestring kit.



Wings Out West City of Prescott & ERAU Air Show

The Wings Out West Air Show took place on Saturday, October 7th, 2017 from 10:00 AM to 12:00 PM. This event was in collaboration with the City of Prescott and featured a tech fair, regional fly-in, and a variety of food vendors and other concessions.

Embry-Riddle Aeronautical University sponsored one of the top airshow performers and air show champions in the world, Matt Chapman. He is recognized as an extraordinary aerobatic pilot who thrills millions of airshow fans each summer. Matt won one of only five slots on the U.S. Unlimited Men's Aerobatic Team in 1996 and 1998.

Other featured performers included **Bill Stein**, and **Skip Stewart**. **Bill Stein**, coach of the "Stars of Tomorrow" air team was featured flying the state-of-the-art Zivko Edge 540. Bill's experience includes competitive aerobatics and years of flying on the world famous Red Baron Stearman Squadron.

Skip Stewart was the recipient of the 2013 Bill Barber Award for Showmanship and the 2015 Art Scholl Award, Skip Stewart has proven to be one of the most entertaining Airshow pilots in the world today. With over ten thousand hours of flying experience. Skip thrilled audiences with his low level high speed runs using smoke and cutting a ribbon.

This was the first major air show at Prescott's Love field since 2006 when a major accident occurred between a civilian plane and a Mig-21. The crash was after that air show and did not take place at the airport and involved a Piper Cheyenne that was doing a photo flight with a Mig 21. The Piper flew through the jet wash of the Mig. The Mig did not crash. The crash was 13 miles north of Love Field.



Skip Stewart flying fast and low as it cuts the ribbon held between two poles.



Matt Chapman in the ERAU Edge 540.



Bill Stein's colorful Cub.



Some close team work aerobatics!



Skip Stewart has the smoke generator on as he does aerobatics.



Aircraft displays of all types were on the ramp.