



AMA Chapter #3798

# Chino Valley Model Aviators

## Official News Letter



November 25, 2017

Volume 20 Issue 11

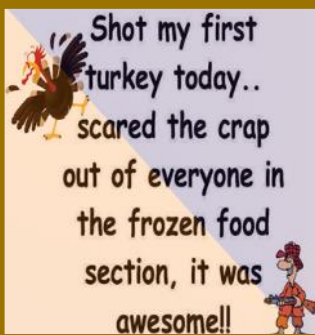
www.chinovalleymodelaviators.org

"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
- ⇒ Build Fly Challenge 5 & 6
- ⇒ How to Trim Your Plane 7
- ⇒ Name the Plane Data 8
- ⇒ November Meeting 9

### Happy Thanksgiving CVMA Members!



### Little Known Aviation Facts:

An aircraft takes off or lands every 37 seconds at Chicago O'Hare's International Airport

## CLUB'S FIRST BUILD AND FLY CHALLENGE CONTEST HELD OCTOBER 28<sup>TH</sup> AT OUR FIELD



We had eight participants take up the challenge 6 months ago. Standing left to right: **Ray Stone, Don Furgeson, Terry Steiner, Rick Nichols, Bob Shanks,** and **Riley Harley.** Kneeling left to right, **Bob Steffensen** and **Jerry English.** More on pages five and six.

## Bob Steffensen's Pilatus



Bob's plane has a wing span of 107 inches powered by a gas engine 26cc and an electric motor boost with a Lipo 22.2 volt 5000 mAh battery on his 6 channel radio. Bob's Pilatus has 8 servos.

## CVMA President's Message from Don Crowe



Fellow pilots,

We had a great turnout for our last general meeting of the year. The raffle for the big Turbo Beaver netted a record \$200 profit for the club.

([Greg Daebelliehn](#) was the lucky winner.)

The paving project for the east portion of the runway was discussed at length. We received three bids for the project and all were very similar in cost. The membership voted to accept the bid with a Prescott Valley company for

about \$19,300. At the time of this writing, we only have \$12,550 in the runway fund, so your pledges need to be sent in so we can move forward. Any amount from any member would be greatly appreciated.

So now that a contract has been selected and will be signed, lots of questions about when the project will be completed. For best results, the consensus is that it needs to be warm when hot asphalt is applied. Applying a thin layer while cold could lead to crack-

ing and increased maintenance over the life of the runway. Looking at temps last year, we didn't get into the 70's until mid-April and consistently in the 80's until late May. So that's what we are shooting for, sometime late April or May.

In other news, the first annual Build and Fly challenge was a big hit. We had 8 entrants, but the field was full of spectators cheering the pilots on. [Terry Steiner](#) took home top honors with his

glow powered Alien Aircraft Funmaster 72. His limited building experience was likely the deciding factor in a very competitive event.

More events for the coming year are being planned, so if you have any event ideas please pass it along.

For a complete rundown of our Build and Fly Challenge turn to pages five and six of this issue.

[Happy Thanksgiving](#)

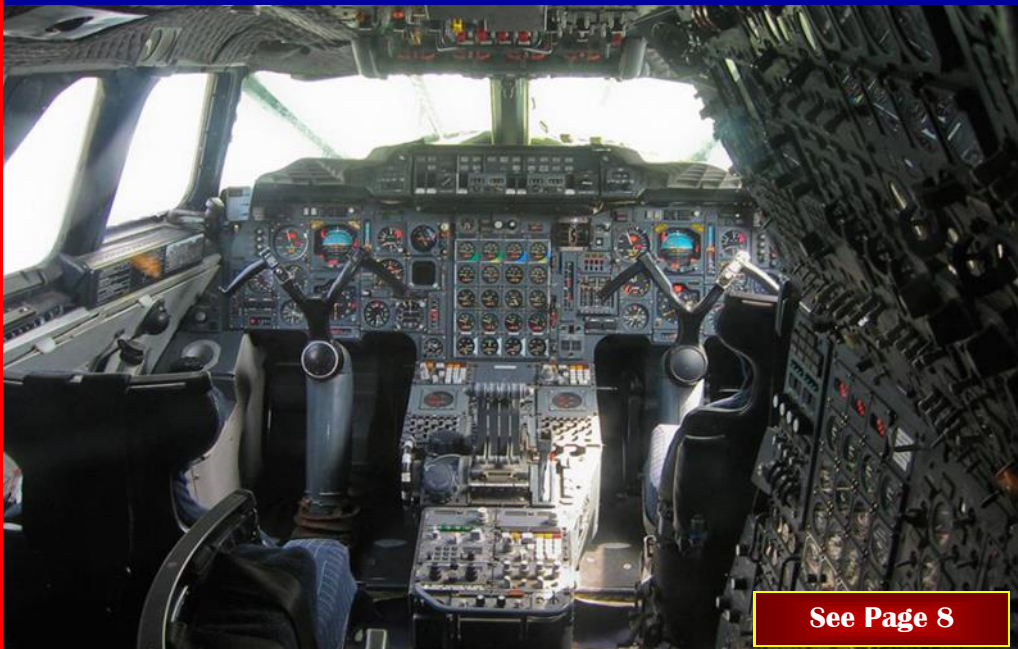


### Shop at the New Valley Hobby



The Hobby Shop is now located at 6594 E. Second Street Suite C, Prescott Valley, AZ

### What Planes Cockpit is this 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](#)

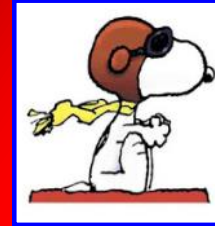




## MARK YOUR CALENDARS

### CVMA 2017 CLUB SCHEDULE

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

Guest Safety Article by Member Jerry English

### Editor's Note:

Member Jerry English submitted this for our safety column this month. He brings up some good points. We all have planes we don't fly often, and I've seen planes recently that were brought out of storage covered with dust because it has not been flown for a long time.

This is something new for me! Exploring new aspects of life is something I would encourage everyone to do. It opens your eyes and your mind to new visions of the world!

I began by reading the newsletter safety column for the last year. I've also spent a lot of time contemplating how to approach the subject of safety and what I see as the primary issues of safety.

"Fresh eyes" see ordinary things in new ways. Using this as a personal exercise to approach the things we do every

day can offer insight into the hazards we face in every day activities.

I would like to suggest that you ask a friend to do a pre-flight on your plane, or offer to do one on his. Especially a plane that's been sitting in the hangar a while. They can be particularly vulnerable to 'familiarity' checks that prove to be inadequate.

What I have been seeing at our field is the same issues coming up over and over and over again. Two incidents of fingers in the prop this year!! Taxiing into or facing into the pit area. Crashes from failure to, ignoring or incomplete pre-flight checks. Flying south of the runway. Folks not clearly announcing their intentions. Failure to program a throttle cut-off switch (separate from ignition kill on your "slimmers") *The term "slimmers" is often used for those planes using glow fuel due to the oily residue left on the plane after flying.*

Doesn't it always seem to be the simple things we've overlooked the jump up and bite us?

No matter what power system used one should do a thorough pre-flight check on a model not flown for a long time. Using electric power has a whole host of different problems to look for as opposed to glow fuel or gasoline. Electric connections need to be checked closely to insure adequate power reaches the electric motor etc.

A good place to check all your pre-flight work is your workshop, but also make sure you take the prop off first in case of a reversed throttle servo. Glow fueled planes need to have the tank and fuel lines checked closely for cracks and other issues. A good idea for fuel engines is to always make sure you use some oil in the engine when storing the plane. Glow fuel attracts moisture.



# CVMA CLUB PILOTS AND THEIR FLYING MACHINES

Don Crowe's Breitling.



Charlie Gates landing his Slow Poke.



Shel Liebach's newest EDF Sky Sword also known as the Diamond.



Marc Robbins Russian aerobat.



Shel Liebach's Decathlon.



Rick Nichols's sets up his T-28 for a flight.



An old glow plane from Glenn Heithold's hanger "Old Lady".

Don Ferguson's taxis out his American Airlines EDF.



# CVMA BUILD AND FLY CHALLENGE CONTEST

Our CVMA Build and Fly Challenge was held Saturday October 28. We had eight participants. Here's the vote tally based on the basic rules listed below:

1st Place - Terry Steiner - 55 points: Engraved Beer Mug and New Kit

2nd Place - Rick Nichols - 54 points: Engraved Beer Mug

3rd Place - Bob Shanks - 51.5 Points: Engraved Beer Mug

People's Choice Award — Jerry English (No prize just accolades)

## Contest Planes

Terry Steiner's first place winner the "Candy Bomber" is a Sig Fun Master 72 glow powered plane. Rick Nichols' second place winner the "Radio Flyer" is also a Sig Fun Master 72 and is electric powered. Bob Shanks third place winner is an old C/L Ringmaster converted to RC. He extended the fuselage by 8" and powered it with a .15 electric motor. Jerry English's Viet Nam era YO-3 crashed on take off and Don Ferguson's Tom Prescott Pusher Propjet didn't get off the ground, it appeared underpowered. Ray Stone and Riley Harley's WWI era Eindecker models flew well.

## The CVMA Build and Fly Challenge Basic Guidelines

All members received the complete set of guidelines from President Don Crowe six months ago when encouraged to enter the contest, however, out of 130 members only 15 committed to the contest with 8 finishing in time for the event. Judging from club response, this could prove to be a popular future event. Here's a brief summary of the guidelines Don sent out.

The idea of the challenge was to encourage people to build model aircraft. You will not be judged primarily on your building skills. That is not what the challenge is about, rather it is to encourage people to build, create a platform to help each other out with tips and techniques, and promote the fellowship and fun of the hobby.

This was not an AMA sanctioned event and as such rule 3(a) of the AMA Safety Code; so this code did not apply. As always, during any maiden flight, spectators were kept to a minimum and at a safe distance from the active flight area. This informal challenge contest was not publicized except within our club. Maiden flight was the day of the challenge.

## The Challenge

Participants were to declare their intent and accept the challenge formally. The culmination of the challenge was a display and flight of entries at the CVMA airfield on 28 October, 2017. Members had to accept the challenge by 1 September, 2017. This was a fun and friendly open competition challenge.

## The Judging

Judging was done by 3 volunteer CVMA members that were not participating in the challenge. The judges were: Mark Lipp the head judge, assisted by Al Marello and Marc Johnson.

All point tallies were blind and only known by the 3 judge panel. The points fell in the following areas:

1. People's Choice (as voted by everyone at the field that day using raffle tickets)
2. Best maiden flight:
  - a. The aircraft must takeoff; make at least one lap and land.
  - b. Entries must be flown by the owner.
3. Best plane (Static presentation, points awarded based on experience of builder, complexity and finish of model)

[Thank you Don Crowe for a great idea and fun event!](#)

## First Place:

Terry Steiner's "Candy Bomber"  
a Sig Fun Master 72



## Second Place:

Rick Nichols' "Radio Flyer"  
a Sig Fun Master 72



## Third Place:

Bob Shanks' C/L Ringmaster  
Converted to RC.



## Peoples Choice:

Jerry English's  
Lockheed YO-3



## Riley Harley's Eindecker



Bob Steffensen's Cub



Ray Stone's Eindecker

## Don Ferguson's Pusher Prop jet



# CLUB BUILD AND FLY CHALLENGE CONTINUED...

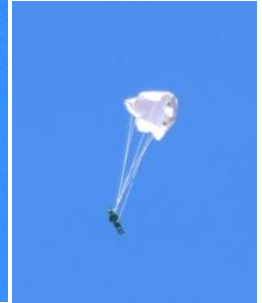
Ray Stone's Eindecker



Terry



Terry Steiner's Fun Master has a bomb bay, he dropped parachutes at our Build and Fly Challenge meet.



Ray's Eindexer.



Rick



Rick Nichols' Fun Master was trying to fly with the big boys during our Build and Fly Challenge.



Riley's Eindexer.



Bob's Cub.



Terry's "Candy Bomber"



Rick's "Radio Flyer"



Editor Bob's Ringmaster.



Jerry's Lockheed YO-3 "Quiet Star"



Don's Prop Jet.





# How to Effectively Trim Your Plane in Multi Colors

## by CVMA Member Bob Wurth

*Many of you have seen Bob Wurth fly his outstanding multi-colored trimmed planes at our field. We did publish his trim procedure a few years ago but with so many new members here's his relative easy to use method again. So get out your sharp xacto knife blades and design your own special trim for your next plane.*

- 1) Cut trim pieces of desired color(s) on a sheet of glass using a metal ruler or 1/8" ply template using a sharp exacto blade.
- 2) Lightly spray Windex on the main color...then place the trim on top of Windex prepped part.
- 3) Smooth out trim with a piece of paper towel to suck up most of the moisture.
- 4) Take a piece of very wet 1/16" Balsa and squeegee out ALL the air bubbles and Windex keeping trim in place Do NOT use a playing card or plastic squeegee. The wet 1/16" balsa is more effective. Make sure you get out ALL the small wrinkles and air bubbles/Windex....If air bubbles persist, remove trim piece, re-wet and do it over....(If you do it right, no air bubbles will be present the first time through).
- 5) Continue to add trim pieces using the above technique making sure all trim is laying down flat.
- 6) Then let it dry out for about 12 hours. (THE 12 HOURS IS IMPORTANT) If you get back to your trim project after 12 hours and you realize something was not lined up right, simply peel back that particular trim piece and cut a new one to replace it. You can still proceed. The WINDEX DOES NOT ACTIVATE THE ADHESIVE ON THE COVERING so it can be peeled away without damage to your main color. The "Windex method" simply helps push out all the air under the trim piece aiding in the flat placement. The above method will hold the trim with no shifting but is still removable. You are not committed yet.
- 7) Heat your covering iron to 225 degrees using an iron sock...No more than 225 degrees! You may have to use a little Monokote adhesive on some points.
- 8) Make several light passes over the trim piece....work from the middle of the trim towards the edges. There will be no wrinkles or bubbles if you do not go above 225 degrees. Once adhesive has been activated you are ready to go fly. *Bob Wurth*



Here's two of Bob's planes he used his procedure to trim. All of Bob's planes have outstanding trim designs.



## Cockpit from Page 2: Concorde



Aérospatiale/BAC Concorde is a British-French turbojet-powered supersonic passenger jet airliner that was operated until 2003. It had a maximum speed over twice the speed of sound at Mach 2.04 (1,354 mph or 2,180 km/h at cruise altitude), with seating for 92 to 128 passengers. First flown in 1969, Concorde entered service in 1976 and continued flying for the next 27 years. It is one of only two supersonic transports to have been operated commercially; the other is the Soviet-built Tupolev Tu-144, which was operated for a much shorter period.

Concorde was jointly developed and manufactured by Sud Aviation (later Aérospatiale) and the British Aircraft Corporation (BAC) under an Anglo-French treaty. Twenty aircraft were built, including six prototypes and development aircraft. Air France (AF) and British Airways (BA) were the only airlines to purchase and fly Concorde. The aircraft was used mainly by wealthy passengers who could afford to pay a high price in exchange for Concorde's speed and luxury service. For example, in 1997, the round-trip ticket price from New York to London was \$7995, more than 30 times the cost of the cheapest option to fly this route.



The original program cost estimate of £70 million met huge overruns and delays, with the program eventually costing £1.3 billion.[7] It was this extreme cost that became the main factor in the production run being much smaller than anticipated.[8] Another major factor impacting the viability of all SST programs was in how supersonic route options were eventually limited to ocean-crossing only to prevent sonic boom disturbance on populated areas. With only 7 airframes each being operated by the English and French, the per-unit cost were impossible to recoup, so the French and British governments absorbed the airframe and development costs. British Airways and Air France were able to operate Concorde at a profit, in spite of very high maintenance costs, because of this steep government subsidy. British Airways paid £1 per aircraft, so its entire Concorde fleet cost the airline £7.

Among other destinations, Concorde flew regular transatlantic flights from London's Heathrow Airport and Paris's Charles de Gaulle Airport to John F. Kennedy International Airport in New York, Washington Dulles International Airport in Virginia, and Grantley Adams International Airport in Barbados; it flew these routes in less than half the time of other airliners.

Concorde's name, meaning "harmony" or "union", was chosen to reflect the co-operation on the project between the United Kingdom and France. In the UK, any or all of the type are known simply as Concorde, with no definite article the. Concorde won the 2006 Great British Design Quest organized by the BBC and the Design Museum, beating other well-known designs such as the BMC Mini, the miniskirt, the Jaguar E-Type, the London Tube map and the Supermarine Spitfire. The type was retired in 2003, three years after the crash of Air France Flight 4590, in which all passengers and crew were killed. The general downturn in the commercial aviation industry after the September 11 attacks in 2001 and the end of maintenance support for Concorde by Airbus (the successor company of both Aérospatiale and BAC) also contributed to its demise.

[Wikipedia](#)





# October General Meeting Highlights



Bob Shanks' 17" WS Pitts S-1

General Membership meeting of November 15, 2017 was opened by President **Don Crowe** at 7:00pm and began with the Pledge of Allegiance. Club membership now stands at 132. Sign in roster showed 37 members were in attendance tonight which was consistent with the sign in sheet.

Guests included **Mark Delaney**, **Carly Anderson** and **Grant Anderson**. Carly ended the meeting a member... welcome aboard Carly!

Minutes of previous meeting were approved unanimously. There were no corrections...another Christmas miracle it was.

## Board Reports

VP **Larry Parker** said he has received a couple of more bids for the runway project, one out of Phoenix

and one local from Prescott Valley. Consensus was that we should stay local with the PV guy. One additional final vote for asphalt vs. chip seal, was taken...it was unanimous for asphalt. Larry also said there have been several strangely related aircraft crashes where pilots experienced loss of control. Discussion of causes were not conclusive tonight, (the Chino Vortex or Chino Triangle theories did not hold up). Call Larry if you have additional reports.

Treasurer **Marc Robbins** reported \$12,550 in the Runway Fund. The donations made to date and additional donations anticipated are greatly appreciated...we are still short about \$7,500 to complete the runway paving.

Secretary **Bob Steffensen** reminded Christmas parties that they needed to have their checks in the mail by next Wed. the 22nd. 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 22. If you have a favorite aircraft you would like to display at the party please contact me.

Safety Officer **Jerry English** said to be safe always and that we should remain cautious of walking in the field as the snakes may not have gone into hibernation yet. Always leave the shovel and rake out and handy for crash generated fires.

## President's Agenda

The meeting was presented by Power Point...good move President **Don Crowe**. Love your graphics.

Events suggested for 2018 are: Build & Fly Challenge; **Steve Crow Fun Fly**; "Twins" Fly In; **Warbird Races**; **T-28 Pylon Race**; **Slo Stik Combat**; and Veteran Flight Demonstrations. If you have other suggestions for events in 2018 email a Board Member.

## Member Comments

**Rick Nichols** suggested that we revisit the list of who gave and who didn't to push the runway project down the road.

We broke about 7:32pm for goodies provided by **Rick Nichols**. Thanks Rick! We resumed the meeting at about 7:45pm.

## Pilot Projects

**Randy Meathrell** showed us his mini P3 Revolution which resembles a Pitts Special and a \$4 homemade, light bulb charge drainer for a LIPO throw away; **Bob Shanks** displayed his great flying control line Ring Master RC conversion; **Shel Leibach** brought in his 90mm EDF Sky Sword by Hobby King which he said is fast! It looked fast! **Door Prize/Raffle**: **Dale Tomlinson** won the door prize consisting of glue, craft knives and multi-use plastic cups. **Greg Daebelliehn** won the raffle for the Turbo Beaver, promptly put it up for auction and it was snapped up by **Bob Noulin** for \$100..

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

