



AMA Chapter #3798



Chino Valley Model Aviators



Prescott, Arizona...



Arizona's Christmas City

Official News Letter

December 20, 2017

Volume 20 Issue 12

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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Law of Logical Arguments:

Anything is possible if you don't know what you are talking about !

Little Known Aviation Fact:

"MAYDAY" is derived from the French word m'aidez, which means help me.

STEVE SHEPHARD GETS THE 2017 CLUB JAY RIDDLE PERPETUAL TROPHY AWARD



Our Christmas banquet MC, Rick Nichols, center watches as Club President Don Crowe presents Steve with the Jay Riddle award for club service and support.

JOHN STEWART'S RAPTOR



John is a premiere builder and flyer. Not only does he fly great fixed wing aircraft he often designs but is an expert helicopter pilot as well. John serves as one of our test pilots for our ERAU college support of the their aviation design class.

CVMA President's Message from Don Crowe



Season's greetings fellow pilots.

Tis the season to renew your club membership. Remember to renew your AMA membership as well, if due.

The gate combination will be changed on 1 January, 2018. We will be doing a mass-mailing of name badge letters after Christmas to members who have renewed. The new combination will be on this letter. Please do not share it with anyone.

Congratulations to **Steve Shepherd** for his selection as the 2017 Member-Of-The-Year. The perpetual trophy recognizes those individuals who have made significant and selfless contributions to the club. From training, field maintenance and helping others at the field, Steve has really shown what it means to be a servant-leader.

Many of us gathered for our annual Christmas party and had a great time. Thanks to **Bob Steffensen** for organizing

the event. **Rick Nichols** acted as Master of Ceremonies and raconteur, keeping everyone laughing, and sometimes groaning. Lots of canned goods were collected for the Chino Valley Food Bank.

Finally, the holiday season means many things for many people. For me, it means time to spend with family and friends, a chance to get a little flying in, or quiet time in the shop. However you celebrate, I wish all of you a Mer-

ry Christmas, to you and your family.

Don Crowe
CVMA President



Support Our Local Hobby Shop



The hobby shop's new location;
6594 E. Second Street Suite C,
Prescott Valley, AZ (928) 771-4071

Can You Name This Plane?



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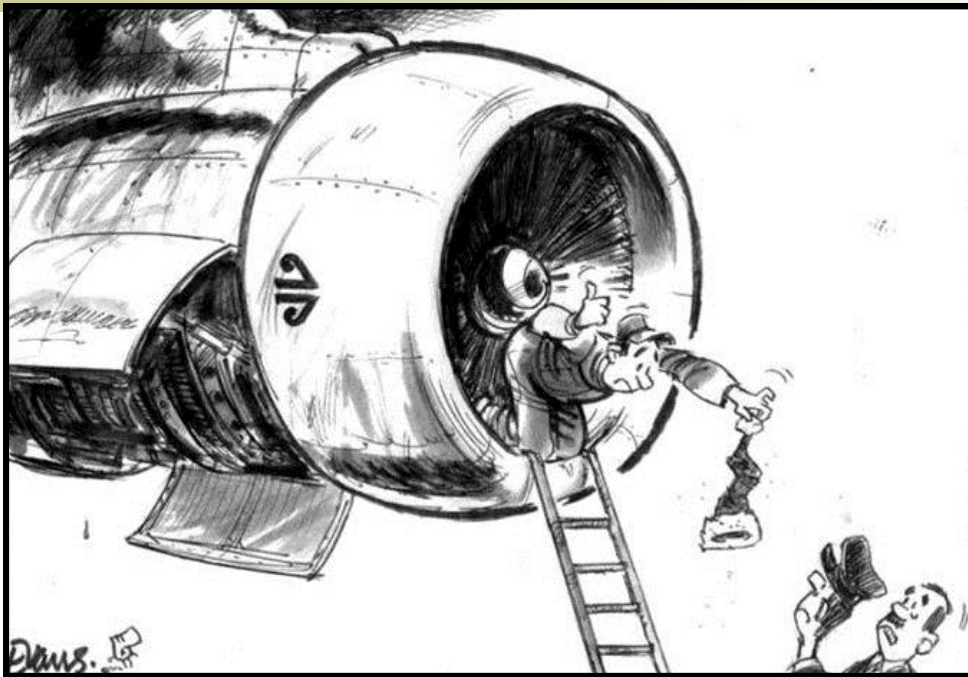
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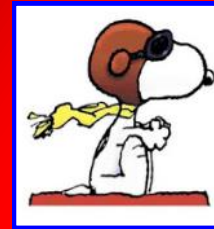
President — **Don Crowe**
Vice President — **Larry Parker**
Treasurer — **Marc Robbins**
Secretary — **Bob Steffensen**
Safety Officer — **Jerry English**
At Large Member — **Randy Meathrell**
Newsletter Editor — **Bob Shanks**



MARK YOUR CALENDARS

CVMA 2018 CLUB SCHEDULE

Under Development



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

At our November meeting member **Randy Meathrell** demonstrated how he discharges Lipo batteries before discarding them. He hooks up a light bulb to completely discharge the battery.



There is also a BAT-SAFE box that is designed as a charging and storage box

for lipo batteries. It allows heat from a possible fire to dissipate safely. **Hobby King** has it for \$51.99:



This looks a lot better than the lipo bag as it will not swell up in case of a battery issue, it's a hard box.

Unfortunately not all hardware or battery supply stores will take damaged lipo batteries so safely discharging the battery before discarding it is the safe way to go. If using this Bat-Box you can be assured of safely transporting a damaged battery until it can be safely

disposed of properly.

We will be entering a new year of flying activities so its time for all of us to think **SAFETY**.

We had two severe prop incidents this past year at the field and who knows how many of us have had close calls at home in the workshop so as the weather gets colder make sure your batteries are properly stored in your workshop, preferably in a metal box if possible.

Another safety issue to think about is making sure your workshop is always as reasonably clean and properly arranged for you to safely work there. Get rid of the clutter and when sanding use a mask as well as insuring you have adequate ventilation. Some garages have hot water heater so always make sure the pilot light won't ignite whatever you are working with that might be flammable. **Fly safe in 2018!**

CLUB PILOTS' FLYING MACHINES



Ray Stone's Eindexer

Two club member ultralights visited the field. They were flown in by members *John Meyers* and *David Bates*.



Photo by Don Crowe.



Randy's cool little Biplane, it flies really well.



Dan Avila gets his Rebel ready to fly.



Dan Avila brought out his very cool turbine powered Rebel with his "buddy box" so members could get some turbine time. Above, Randy Meathrell was having a ball flying this very smooth responsive jet under the watchful eye of Dan. He kept it at least five mistakes high!





CLUB PILOTS' FLYING MACHINES

John Stewart's Raptor



Randy Meathrell and John Stewart check the radio before a test flight.



Dave Bates with his glider, we get some great thermals at our field.



Glenn Heithold's hovering multi-rotor X wing Blue Tooth Quad.



Larry Parker, left, helps Bob Colliani with his Piper Pawnee type agricultural spray plane.



Shel Liebach's very fast XPS with retracts.



Marc Robbins foamie profile Yak.



Dennis O'Connor just finishing a flight on his B-25.



Shel Liebach landing his Sky Sword.



Charlie Gates Slow Poke with a blonde bombshell pilot!





Annual CVMA Christmas Banquet Festivities



Our club had a total of 48 at our annual Christmas Banquet held at the Centennial Center located at Prescott's Love Field airport.

With Christmas music playing in the back ground everyone got into this year's Christmas spirit.

Hanging from the lights were some of our member's RC models to add a club flavor to our annual event.

Rick Nichols did another outstanding job as our Master of Ceremonies.

We owe a big thank you to **Bob Steffensen** for getting this event organized so well. **Thanks Bob!!**



At left seated is **Marc Robbins, Jane and Mark Lipp, Lynne Crowe**, standing is **Rick Nichols, Don Ferguson, Dan Avila and Don Crowe**.

At right is **Coleen Avila, Walt and Marcia Findlay, Marc and Maureen Johnson** and grandson **Ryan Spengler** soon to join the U.S. Navy.



At right is **Ara Robbins, Pam Kidd, Marcia and Larry Parker, Pam Ferguson and Jolyne Nichols**.

Left photo is **Bob Noulin, Louis Yanni, Steve and Therese Shephard, Denise and John Meyer, Len and Carol Brown**.



At right behind **Mike and Pam Kidd** (left to right) is **Jane and Mark Lipp, Carol and Randy Meathrell, John Walker, Bob Steffensen, Don and Pam Ferguson**.

Left is **Charlie Gates, Greg and Patty Daebeliehn, Connie Gates, Peggy Vonner, Judy and Tom Wells**.





More Annual CVMA Christmas Banquet Festivities



Gift exchange table!



Mike Kidd was honored as our past president for three years. A much deserved kudo for all his hard work.

Greg Daebellienn, right, was in the Casa Grande Restaurant men's room and as he sat down on the toilet it broke in two.

So our MC **Rick Nichols** awarded him a club safety toilet seat belt with suction cups to keep him safely seated!

Above inset, he actually brought them to one of our Taco Tuesday gatherings at the restaurant!



Greg Daebellienn almost severed his finger in a prop accident. He won the Manicurist Award!



Don Crowe. Left, instituted our Build Fly Challenge Meet, (November issue).

Entrants had 6 months to build the plane, Don failed to meet the deadline so he was roasted!



Randy Meathrell won the men's \$50 Costco gift card!

Jerry English, at left, built a cool Lockheed YO-3 for the Build Fly Challenge, it crashed, his pilot was scale and headless so he was appropriately roasted by our M.C.



Maureen Johnson wife of **Marc Johnson** won the women's \$50 Costco gift card.



(Left) Greeting folks at the door and giving them door prize raffle tickets was our host **Bob Steffensen**.

Also there welcoming folks was **Carol Meathrell**. Pictured here is **Mark and Jane Lipp** with Carol.





Name the Plane: Grob G-520 Egrett



Manufacturer	Grob Aircraft
First flight	24 June 1987
Introduction	1991
Number built	Six

The Grob G 520 is a turboprop long endurance, high altitude reconnaissance and surveillance aircraft built by Grob Aircraft with short runway capabilities and full approval for all-weather IFR/icing operations according to LBA/FAA Part 23 regulations. Developed and certified in 1991, the Grob G 520 is one of the world's largest fully composite manned aircraft and a several world record holder, whose production is resumed in 2014.



Grob G 520T two-seat trainer.

The Grob G 520 'EGRETT' (*former Grob/E-Systems/AlliedSignal Egrett – its name is derived from the three companies involved in its design: E-Systems, Grob Aircraft, and Garrett, the latter firm later changing its name to AlliedSignal*) is a surveillance aircraft developed in Germany in the 1980s by an international partnership. The 520 was intended to fill a joint German Air Force – US Air Force requirement for a high-altitude, long-duration surveillance platform for treaty verification and environmental monitoring. A reconnaissance system) in Germany and "Senior Guardian" in the US, the program initially attempted to acquire the Lockheed TR-1 (U-2) for this role, but when this did not succeed, a new aircraft was sought.

The initial D-450 EGRETT-I development aircraft flew in 1987, and in September the following year set a class altitude record of 16,329.35 m (53,574 ft). Two pre-production machines followed in 1989 and 1990 as the D-500 EGRETT II and then fitted out to the finalized G 520 design in 1991. These latter two aircraft were owned by E-Systems and Grob respectively, and used for promotional purposes: E-Systems' for various sensor packages, and Grob's (renamed the Strato-1) to market the design to civil authorities as a resource management platform.

In 1992, the German Air Force placed an order for production of nine EGRETT IIs, to be supplemented by G 520T two-seat trainer and one of the demonstrators. However, in February 1993, before much production had taken place, the whole program was cancelled when Eastern Europe ceased to be perceived as a threat. The two-seater-version G 520T was completed and sold to Airborne Research Australia in Adelaide. In 2014, Grob Aircraft repurchased the G 520T and flew it back to Germany. The repainted aircraft will be presented to the public during the Farnborough Airshow 2014, simultaneously as kick-off for resuming the production of the G 520T. The G 520 is a several world record holder as of 2014. This aircraft established three world records for altitude, time to climb in 1988. In addition, it was the first composite aircraft specifically designed for stratospheric research and reached a record altitude of 53,574 feet (16,329,35 meters).

The G 520 is a fully composite conventional mid-wing monoplane with extremely high aspect ratio wings. Power is provided by a single turboprop Honeywell TPE 331-14F with a 4 blade Hartzell propeller, and it is equipped with a tricycle undercarriage, whose main units will be retracted into fairings on the wings. The flexible payload-bay concept of the G 520 can accommodate multiple mission systems for both civilian and military applications and 12 payload compartments for up to 850 kg of mission equipment make the G 520 an ideal multi-role platform for a wide range of missions. The cockpit of the G 520T provides room for a pilot and a sensor operator as well as for equipment which has to be placed inside the pressurized cabin. The instrument panel can be optionally equipped with a digital glass cockpit.

The G 520T is a two-seater version of the G 520. Initially planned for training and demonstration purposes, only one G 520T was built and went on display by Grob in Germany in June 2014. The production of the G 520T resumed in 2014.

RB-57F Canberra : A Specialized Strategic Reconnaissance Platform



When your newsletter editor was a very young enlisted Air Force troop, he was stationed at Kirtland AFB, New Mexico, home of the 58th Weather Reconnaissance Squadron that flew B-57's. He was assigned to the 4925th Test Group (A) as an engineering photographer and often worked on the ramp where the Air Force did testing, maintenance, and other design modifications to current operational aircraft. His job often took him to where many RB-57's were maintained and flown at Kirtland AFB at the time.

The Martin/General Dynamics RB-57F Canberra is a specialized strategic reconnaissance aircraft developed in the 1960s for the United States Air Force by General Dynamics from the Martin B-57 Canberra tactical bomber, which itself was a license-built version of the English Electric Canberra. It was operationally assigned to the Air Weather Service for weather reconnaissance involving high-altitude atmospheric sampling and radiation detection in support of nuclear test monitoring, but four of the 21 modified aircraft performed solely as strategic reconnaissance platforms in Japan and Germany. As of 2015, three WB-57Fs are the only B-57 aircraft models still flying, they are in service with NASA.

Single- and double-engine engine flameouts plagued the program between June 1965 and July 1967, when fuel control problems were finally corrected. No aircraft were destroyed but one was out of service for six months after it crash-landed in a field near Albuquerque. By May 1968 stress cracks began appearing in the wing spars and ribs of all the RB-57Fs outboard of the main engines and numerous groundings forced the cancellation of many operational missions.

Another obvious change was the replacement of the Wright J65 turbojets with Pratt & Whitney TF33-P-11 turbofan engines. The TF33s gave the aircraft more than double the thrust of the B model. The RB-57F was also fitted with two detachable Pratt & Whitney J60-P-9 turbojets mounted in pods attached to the wings outboard of the main engines. These auxiliary engines were air-started and only for use at altitude in flight. The early model B-57's were started using a black powder cartridge and it looked like the plane was on fire or having engine problems. Early models were underpowered.

Some aircraft were sent to General Dynamics for repairs but the cost of repairing all of the aircraft was excessive and resulted in five being placed in storage at Davis-Monthan AFB in 1972 and another three in 1973. The remaining aircraft were retired in 1974. Each had accumulated on average a total of 3,000 hours of airframe time. The 58th WRS at Kirtland AFB, the last squadron in the Air Force to use the WB-57F and was inactivated on 1 July 1974.

Single- and double-engine engine flameouts plagued the program between June 1965 and July 1967, when fuel control problems were finally corrected. No aircraft were destroyed but one was out of service for six months after it crash-landed in a field near Albuquerque, NM. *Your newsletter editor's former photographic section covered that crash.* By May 1968 stress cracks began appearing in the wing spars and ribs of all the RB-57Fs outboard of the main engines and numerous groundings forced the cancellation of many operational missions. Each B-57 had accumulated on average a total of 3,000 hours of airframe life. After more than 59 years two WB-57's are still in service, they are flown and maintained by NASA.



Sources:

- 1) <https://www.wired.com/2012/09/air-force-universal-translator/>
- 2) Smithsonian Air & Space Magazine January 2018 "The Ultimate Cone of Confusion"
- 3) Wikipedia

