



AMA Chapter #3798

Chino Valley Model Aviators

Official News Letter



February 25, 2018

Volume 21 Issue 2

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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Aviation Fact:
How many USAF aircraft types have been flying for more than fifty years?

(See Page Six)

Support Our Local Hobby Shop



6594 E. Second Street
Suite C,
Prescott Valley, AZ
775-4971

Electric Festival 2018 — Apache Junction



A large EDF A-10 on final is pictured above at the annual Electric Festival held near Apache Junction. Nine CVMA members attended the event. Member **Rick Nichols** flew in combat competition doing a superb job of flying. More on pages 4 & 5.

MEMBER DENNIS O'CONNOR'S 102" WING SPAN B-25



Powered by two Zenoah 26cc gas engines, plans from Zirolì.
Test flight is pending.



Pilots,

We are happy to announce that fundraising for our paving project has been successful. We now have enough funds to cover the project, as well as see us through the calendar year. Funds came from generous donations from many members, as well as your dues. We hope to start saving funds every year so projects like this can be handled a bit easier.

Lawrence Tougas our District X Vice-President has announced plans to hold a District Homecoming fly-in event in Las Vegas this year. Currently scheduled for October 26-

28, this conflicts with our Build-N-Fly event. This new fly-in will be held the weekend before the AMA Expo West, which will now be in November. Might be a good opportunity to check out a lot of aircraft and take in a show on The Las Vegas Strip.

Pre-emergent weed spray was applied on and around the field this week. As funds allow, other maintenance and repairs will be assessed and prioritized. The batteries in our charging system will be four years old in September. We'll be looking into getting them

tested to see how well they are holding up. At the March meeting, Pete Chagares will be doing a demo on balancing aircraft. He's donating a EZ-Balancer Lite to our raffle. Along with that, Bob Gunson donated a new 63" Flightline RC F7F-3 Tigercat. So we'll have two really nice prizes for the raffle. Proxy purchase of tickets will be allowed for this month.

See you at the field, Don Crowe, President.

Editor's Note:

We are not changing Our Build and Fly Challenge event despite the District X Las Vegas

Event. So members if not going to Las Vegas consider entering our Build Fly event. It was well received and enjoyable last year. This was Don Crowe's excellent club event idea.



CVMA NEWSLETTER
 AMA Chapter #3789
 Published Monthly

President — Don Crowe 

Vice President — Larry Parker 

Treasurer — Marc Robbins 

Secretary — Bob Steffensen 

Safety Officer — Jerry English 

At Large Member — Randy Meathrell 

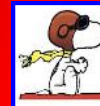
Newsletter Editor — Bob Shanks 

Flight Instructor — Marc Robbins

MARK YOUR CALENDARS

2018 Club Events

- May 19, 2018 – Spring Fling Fun Fly and Swap Meet
- Jul 4, 2018 – Club Pot luck and Fun Fly (watch town fireworks)
- Sept 22, 2018 – Annual Steve Crowe Memorial Fun Fly
- Oct 27, 2018 - Second Annual 2018 Build & Fly Challenge.
- Dec 8, 2018 – Christmas Banquet
Prescott Centennial Center
Antelope Hills Golf Course



Club Meetings:

Third Wednesday of Each Month—7 PM
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

That old saying “*If it wasn’t for bad luck I wouldn’t have any luck*” seems to apply to member **Greg Daebelli** pictured at right. He has again had a very unfortunate encounter with one of his props at the field. Board member **Marc Robbins** is patching him up in front of our first aid cabinet at the field.

A possible contributing factor might be the fact Greg was seated in front of his plane as he worked on the engine. Whatever the reason or steps that led to the incident it underscores how important it is for all of us to be very careful around props.

Glow and gas fueled models have to be started but electric props can really be dangerous if not handled properly. They can jump to life as soon as the battery is attached depending on throttle settings.

The last prop strike Greg experienced last month resulted a doctor visit and stitches. We have all had some sort of incident with our props.

Our electric props can be quite hazardous as many of them are super thin and quite sharp. At least Greg has a good attitude saying he hopes this will help others to be careful.

Always make sure when testing and setting up electric models that the prop is not attached in case the servo needs to be reversed.

A former RC friend in another club had his model jump to life and imbed itself into his shop wall, he was setting up his electric model with the prop on, not a good idea at all.

Greg’s picture was featured at our monthly February meeting as well so members use caution around all of your props and when testing and setting up any model liquid fueled or electric powered. **FLY SAFE members!**



Photo by Rick Nichols.





ARIZONA ELECTRIC FESTIVAL



This year's Electric Festival, sponsored by the Arizona Model Aviators near Apache Junction, was well attended by spectators and lots of pilots. The picture below is of all the pilots was from Friday's flying activities. There were even more pilots for the Saturday festivities. Our own **Rick Nichols** did a great job in Combat and almost lasted to the end, there were only 4 airplanes left flying when his battery finally lost its juice.

There were a total of 9 club members who attended this outstanding event, no "slimmers" allowed, everything was electric with some outstanding models. You can see the number of entries in the picture below, it was truly a sea of electric models of all kinds, scale and otherwise. The drawback was too few vendors showed up this year.



CVMA's Rick Nichols

Photo courtesy of AEF.



A sea of electric RC models.



Marine Cobra chopper.



New F-4 Phantom from *Free Wing*.



A very nice EDF Mig 21 flew with the F-4 Phantom a new model from *Free Wing* soon to be released.



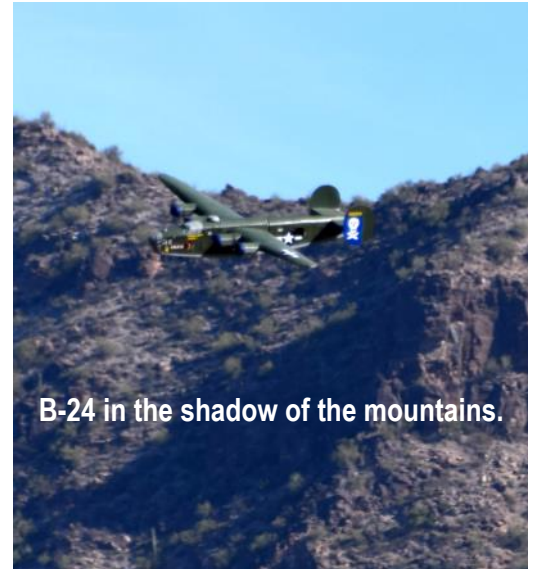
Re-living a Viet Nam encounter.



P-47 with invasion strips.



MORE: ARIZONA ELECTRIC FESTIVAL



B-24 in the shadow of the mountains.

Rick Nichols, pilot #58, flying in combat with **Randy Meathrell** as spotter. Rick almost finished first. Two Slow Stick's had a mid air in the inset photo above. Randy retrieved his slow stick after the battery ran out of combat milliamps.



Rick and Randy observe a Turbo Beaver while waiting for combat to start, great front row seats!



A twin Stinson!



A Navy Grumman Tiger Cat.



The Star Wars Interdictor Star Destroyer flew at the AEF.



A rarely modeled C-119 and a OV-10.

C-130 J WITH MODULAR AIRBORNE FIRE FIGHTING SYSTEM**USAF STILL FLIES FIVE 50 YEAR OLD AIRCRAFT**

The Air Force still flies five aircraft after 50 years! They are the [B-52](#), [C-130](#), (at left) [KC-135 Tanker](#), [U-2 Dragon Lady](#), and the [T-38 supersonic trainer](#).

The overall longevity winner is the C-47 that flew from 1940 to 2008.

Of course these aircraft that are still flying have been upgraded continually. Most now have glass cockpits and state-of-the-art avionics systems and navigation aides along with other space age materials for improved flight characteristics.

An Air National Guard C-130J Hercules aircraft equipped with the Modular Airborne Fire Fighting System drops a line of fire retardant on the Thomas Fire in the hills above Santa Barbara, Calif., Dec. 13, 2017. The 146th Airlift Wing is from the New York Air National Guard who deployed to support fire fighting efforts. *ANG photo by SSgt. Nieko Carzis.*

GENERAL ATOMICS MQ-1 PREDATOR**The General Atomics MQ-1 Predator**

is arguably the most significant military aircraft of the 21st century: the first uncrewed aerial vehicle to fire weapons in combat. Its ancestors, the GNAT 750 and the RQ-1, had given the CIA a bird's-eye view of Bosnia and Herzegovina circa 1993-1995. But even before the 9/11 attacks began the War on Terror, the U.S. Air Force wanted a drone that could kill.

Steady advances in the MQ-1's cameras and sensors, coupled with new ways of collating data from multiple UAVs, gave commanders in Afghanistan a historic surveillance capability.

A lot has been written about the Predator drone used widely by the military and law enforcement. The graphic at left from the [Smithsonian Air & Space](#) magazine shows the function of each section very well.

While some of the information here is also in the photo at left, it is easier to read in this column.

This particular drone, now on display at the Smithsonian Museum, was the first Predator or drone to test launch a Hellfire missile and the first one to fire one in combat.

This Predator, #3034, flew 164 sorties over Afghanistan many of those missions lasted well over 14 hours in duration.

As the graphic explains, the 100 gallon fuel capacity and 55 foot wingspan coupled with its very light construction allows it to loiter for long periods of time. The drone is also virtually silent at altitude so goes largely unobserved.

It's laser targeting system allows the Predator to fire two AGM Hellfire missiles. These missiles were developed for helicopters to be used against tanks.

The MQ-1 unmanned aircraft has been heralded as the most significant 21st Century aircraft ever developed.

Smithsonian Air & Space Magazine



Previous UAVs used sensor-ball-and-laser targeting to guide munitions launched by other aircraft, but the MQ-1 was its own spotter, typically armed with two AGM-114 Hellfire missiles originally developed for tank-busting helicopters.

The Museum's MQ-1, no. 3034, was the first to test-launch a Hellfire and the first to fire one in combat. From September 2001 to January 2003, it flew 164 sorties over Afghanistan. Many missions exceeded 14 hours.

The MQ-1's endurance was the product of its 100-gallon fuel capacity, 55-foot wingspan, and light weight (maximum takeoff weight: 2,250 pounds). A four-cylinder, 115-horsepower Rotax 914F engine enabled it to cruise at about 84 mph, with a top speed of 135 mph.

Smithsonian Air & Space Magazine

Record Setting SR-71 "Habu's" Last Hurrah!

The artist, *Mike Machat*, witnessed the takeoff of Lockheed Martin's SR-7 #972's record setting flight March 6, 1990 from Palmdale, California so painted this shot for the Air Force Art Program depicting the flight at right. It's named the "Habau's Last Hurrah".

The Blackbird was delivered to the Dulles Airport, Virginia outside of Washington, D.C. The SR-71 was to be retired so this was the last flight from the factory of a SR-71.

The crew flew at 83,000 feet accelerating through Mach 2.5 soon reaching the flight manual's cruise limit of Mach 3.3. This flight's record of **2,404 miles**, flew with an average speed of **2,125 mph** to the east coast, in **67 minutes, 54 seconds**, they set three other speed records as well. (See chart below)

The SR-71's nickname of "Habu" is after an Okinawan viper. Number 971 is now displayed at the Smithsonian's Udvar-Hazy Center near Dulles Airport, Washington D. C.

Pilot Lt. Col R. Edward Yielding, USAF, now retired, flew back to Los Angeles on a United AL flight signing autographs, handing out SR-71 pins and answering questions but he said "gosh this thing is slow it took us five hours to fly back to California"!



BLACKBIRD'S THREE OTHER SPEED RECORDS

Record	Time	Average Speed	Miles
<i>Los Angeles to Washington, D.C.</i>	<i>64min 20sec</i>	<i>2, 145 mph</i>	<i>2,300</i>
<i>Kansas City, Mo., to Washington, D.C.</i>	<i>25min 59sec</i>	<i>2,176 mph</i>	<i>942</i>
<i>St. Louis to Cincinnati</i>	<i>8min 32sec</i>	<i>2,190 mph</i>	<i>311</i>



Name the Plane: Martin XB-51 Bomber



The Martin XB-51 was an American tri-jet ground-attack aircraft. It was designed in 1945 and made its maiden flight in 1949. It was originally designed as a bomber for the United States Army Air Forces under specification V-8237-1 and was designated XA-45. The "A" ground-attack classification was eliminated the next year, and the XB-51 designation was assigned instead. The requirement was for low-level bombing and close support. The XB-51 lost out in evaluation to the English Electric Canberra which - built by Martin - entered service as the Martin B-57 Canberra.

The resulting unorthodox design, first flying on 28 October 1949, was (unusually for a combat aircraft) fitted with three engines, General Electric J47s in this case: one at the extreme tail with an intake at the base of the tailfin, and two underneath the forward fuselage in pods. The innovative, variable incidence wings, swept at 35° and with 6° anhedral, were equipped with leading edge slats and full-width flaps. Spoilers gave most of the roll control and undersized ailerons provided feel for the pilot. The combination of variable incidence adjustment and slotted flaps allowed for a shorter takeoff run. Four 954 lb thrust Rocket-Assisted Take Off (RATO) bottles with a 14-second burn duration could be fitted to the rear fuselage to improve takeoff performance. Spectacular launches were a feature of later test flights.



The main landing gear consisted of dual sets of wheels in tandem in the fuselage, similar to the Boeing B-47 Strato jet, with outrigger wheels at the wingtips (originally proved on a modified Martin B-26 Marauder named "Middle River Stump Jumper". The B-51 was a large but aerodynamically "clean" design which incorporated nearly all major systems internally. The aircraft was fitted with a rotating bomb bay, a Martin trademark; bombs could also be carried externally up to a maximum load of 10,400 lb (4,700 kg), although the specified basic mission required only a 4,000 lb bombload. Eight 20 mm cannon mounted in the nose would have been installed in production aircraft.

Crew provision was for a pilot under a "fighter"-type bubble canopy and a Short-range navigation and bombing system (SHORAN) operator/navigator in a compartment located lower than and to the rear of the cockpit (only a small observation window was provided). Both crew members were provided with a pressurized, air conditioned environment, equipped with upward-firing ejection seats. The XB-51 was the first Martin aircraft equipped with ejection seats, these being of their own design.

In 1950, the United States Air Force issued a new requirement based on early Korean war experience for a night intruder/bomber to replace the Douglas A-26 Invader. The XB-51 was entered, as well as the Avro Canada CF-100 and the English Electric Canberra; the Canberra and the XB-51 emerged as the favorites. The XB-51 was a highly maneuverable aircraft at low level, and substantially faster than the Canberra (its "turn-of-speed" was faster than most fighter aircraft of the era. However, its load limiting factor restricted tight turns, and the XB-51's endurance was substantially poorer than the Canberra's; this latter proved to be the deciding factor. Additionally, the tandem main gear plus outriggers of the XB-51 were thought unsuitable for the requirement to fly from emergency forward airfields.

The Canberra was selected for procurement and the XB-51 was officially cancelled by the USAF. However, Martin was selected to build 250 Canberras under license, with the designation Martin B-57. Furthermore, Martin's rotating bomb bay was incorporated into the B-57. A "Super Canberra", including other XB-51 features, such as swept wings and tail planes, was proposed. This project, although it promised much better speed and performance, never reached the prototype stage, mainly because the many changes would have taken too long to implement and test, before it could be put into production.

Flight testing of the XB-51 continued for research purposes, after the program's cancellation. The second prototype, 46-686, which first flew in 1950, crashed on 9 May 1952 during low-level aerobatics. The first prototype, 46-685 continued to fly, including appearing in the film *Toward the Unknown* as the "Gilbert XF-120" fighter. The surviving prototype was en-route to Eglin AFB to shoot additional footage when it crashed during takeoff, following a refueling stop in El Paso, Texas, on 25 March 1956.



February 2018 General Meeting Highlights



Club Trainer

General Membership meeting of February 21, 2018 was opened by President **Don Crowe** at 7:00pm and began with Pledge of Allegiance.

The Club membership now stands at 123. Sign in roster showed 32 members were in attendance tonight...head count was 40...did you sign the attendance sheet. Returning to the club after a long absence was "new" member **Ron Dickson**.

Events previously scheduled for 2018 are all on track except the Warbird Race which will have been canceled; suggestions or ideas for filling that date slot are solicited; several members have registered for the Build & Fly Challenge. Members are encouraged to join the fun it was a hit last year.

Treasurer **Marc Robbins** presented his report which was approved unanimously. He stated that the runway fund now stands at \$17,805.62 not counting the \$400 received this evening. If you have pledged additional support for the runway fund...please provide your donation as soon as possible.

Marc also provided a review of our current insurance coverage

and stated that he asked for quote to insure the contents of the shed, which are not currently covered. Safety Officer **Jerry English** "turned the mic" over to President **Don Crowe** who reinforced the need for everyone to be the "safety officer" at the field...i.e., when you see a safety issue...say or do something. Case in point was member **Greg Daebelliehn**, whose most recent encounter with a spinning prop, resulted in significant cuts to three fingers.

Secretary **Bob Steffensen** passed out a signup sheet for meeting goodies for 2018. Many thanks to those that signed up. We still have openings for August, September and October if you would like to serve goodies this year.

Member Comments:

Don Ferguson echoed need for people to say something when someone is being unsafe; **Rick Nichols** proposed that **Greg Daebelliehn** restock the field first aid kit; **Bob Gunson** has donated an F7F Tiger Cat for next month's raffle... thanks Bob!; **Rick Nichols** gave **Terry Steiner** an award for clobbering his dining room table for 6 months while building his Fun Master 72. Terry also accepted an award for his wife for putting up with Terry's build on the dining room table.

We broke about 7:32pm for goodies provided by **Steve Shepherd**. Thanks for the cookies Steve!

Pilots' Projects

This month's workshop featured was **Larry Parkers'**.

Bob Steffensen showed his VQ Dornier 27 STOL tail dragger; **Riley Harley** brought in a beautiful P51B he recently finished from an old kit; and **Glenn Heithold's** scratch building and model aircraft design expertise is evident from his unique "V5" speedster he showed.

Door Prize/Raffle: **Mark Delaney** won the door prize consisting of glue, more glue and a glue caddy; **Bob Shanks** snagged the Great Planes PT-19 and the raffle netted \$124 dollars profit. **Mark Delaney** donated a Cutlass kit that was auctioned to **Randy Meathrell** who donated the money to the runway fund.

Respectfully, **Bob Steffensen**
Club Secretary



Riley Harley's very nicely done P-51B.



Glenn Heithold's "Number 5"



Rick Nichols awarded certificates to **Terry Steiner** and his wife from last Christmas' banquet Terry was unable to attend.



Bob Steffensen and his Dornier 27.



Larry Parker's featured workshop.



Above, Don Crowe gave us a brief history of a few famous pilots who have flown out of Luke AFB, Don retired from the USAF. At right Don also gave us a tantalizing look at next month's Raffle prize, a \$350 F7F Tigercat donated by member **Bob Gunson**. Bring some cash next month members!



The Door Prize was won by **Mark Delaney**, **Bob Shanks** won the ARF PT-19 Raffle Prize.

