



AMA Chapter #3798

# Chino Valley Model Aviators

## Official News Letter



March 25, 2018

Volume 21 Issue 3

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:

**The angle that matters the most:**

Airport control tower windows must be angled at precisely 15 degrees from vertical at the top to decrease reflections from both inside and outside the tower.

### Support Our Local Hobby Shop



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

## OUR CLUB TRAINER ELECTRIFIED & REVITALIZED AFTER YEARS IN STORAGE



Our club trainer has been in storage at the field for a long time. The plane was built by **John Stewart**. It was brought out, spruced up by **Randy Meathrell** and **Don Crowe**, and test flown by flight instructor **Marc Robbins**. It was converted from glow to electric.

## Richard Gunder's Little Blade 360



Richard's Blade 360 runs on 6 cell lipo with a 1800kv motor. He says it flies great but has a very sensitive collective due to having 3 main blades and is capable of doing much more than his current skill set allows!



Pilots,

The paving project is all set and tentatively scheduled for the week of April 23rd. Asphalt Paving and Supply will be in Chino Valley doing work for the county. So the timing works for both parties, and hopefully Mother Nature will cooperate. As a firm date for the work is established, all members will be notified by email. Of course, during the work, the field will be closed for the duration.

This project could not have come together as quickly as it did without the generous donations of many. We received both small and large monetary

contributions from many members. I think I can speak for the entire Board by thanking everyone for their support.

It was great having so many people at the March meeting. With many faces we haven't seen in some time, it may well have been a record crowd.

Flying in from Vegas, member **Pete Chagares** (assisted by member **Greg Arnold**) gave a nice presentation on balancing aircraft.

The F7F Tigercat and EZ-Balancer were raffled off and were donated by **Bob Gunson** and **Pete**

**Chagares**. Together both prizes respectively brought in \$357 from the raffle. **Marc Johnson** took the aircraft home, while **Jerry Calvert** added the balancer to his shop.

Finally, I want to remind everyone that as temperatures continue to rise, so does the possibility of reptiles moving about. Keep an eye out and keep looking a step or two ahead. Good life advice too.

A member has offered to drag parts of the field to the North to keep the weeds down and also to improve field ap-

pearance. I think it's a good idea ... your thoughts would be appreciated as well!

Blue Skies,  
**Don**



**CVMA NEWSLETTER**

*AMA Chapter #3789*

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*

**Did This Plane Actually Fly?**



**See Page 8**

## Must Be a Pilots Vehicle!



### 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

When test flying your RC “pride and joy” after a long period of assembling it and double checking the CG and all controls one should insure you have a spotter or a more experienced modeler testing it for you.

We also ask that you let folks know at the field this is a test flight, usually everyone there lands or waits for the test flight to proceed with a clear runway and sky.

If after take off and trimming, one should usually land as soon as possible to double check connections and control surfaces before more flights are done.

If there is any kind of problem noted one should get the plane down as quickly and safely as possible. Sometimes the CG or center of gravity is not quite where it should

be for a lot of reasons, placement of batteries or other internal parts. There also may be a problem with control surfaces or a combination of problems all interacting with each other.

Our president *Don Crowe* has been showing short videos during our coffee break at our monthly meetings and one can see modelers horsing planes off the ground and fighting to control them when they should just quickly safely land and figure out what the problem or problems are so the model will fly again.

Having the runway and field clear also insures the safety of all the flyers there in case of a severe control issue and the model is heading for the pit area or parking lot.

The phrase, often seen in our monthly Model Aviation magazine’s

safety column applies here for this month’s safety article:

**“Don’t fool around — get it on the ground.”**

When your editor was on active duty with the military it was often pointed out that if one wanted to go places and get promoted, one should get into some aspect of the safety field.

When starting up your “pride and joy” also make sure you are behind the engine before adjusting the throttle or needle valve. Of course electrics are an entirely different problem, having an arming switch is always a good idea for certain larger more powerful models because once armed the electric motor is ready to go and requires no adjustments. Stay clear of those sharp electric props too. **FLY SAFE!!**



# CLUB PILOTS AND THEIR FLYING MACHINES



Riley Harley's Phaeton Biplane



Dave Bates' Corsair is a model of the extended version of the model.



Don Crowe's Extra 330.



Trevor Huber taxis out his Apprentice.



Our trainer on its test flight. She is ready to go.



John Stewart's Citabria gaser.



Max Bandy's Pawnee, we tried to get him to spray our weeds!!



Marc Robbins Yak slips in for a landing. Above right the bottom is easy to see.



This series of B-25 shots below and left are of [Shel Liebach's](#) very nice electric powered B-25 it comes with retracts and is very scale like in flight.

These photos were of his first test flight that was quite exciting as it was out of trim but he prevailed.



Shel takes a cell phone shot.

## Cinnimon Bandy's Unique 049 Piston Ear Rings

Member **Cinnimon Bandy** is a great RC flyer. She and her husband **Max Bandy** used to own and run **Valley Hobby** but sold it and now have retired and pursue more actively RC building and flying and other activities.

Recently she was seen at the field with hubby Max flying several of their planes. It was noted, see photos, she was wearing some unique ear rings and at closer examination it was discovered they were small pistons. Member **John Stewart** had cannibalized two old 049 engines and turned their pistons into ear rings. Cinnimon ended up with them, they are very unique and fitting for our RC flyer wife of RC flyer Max. Very creative John.



## WWII Bombers Gaining Popularity in RC Circles

We have two members who have WWII bombers, the B-25. Both **Dennis O'Connor** and **Shel Leibach** have built these models. Shel's is electric (page 4) while Dennis built a much larger B-25 powered by two gas Engines used in last month's edition. Both of these member planes are terrific flyers.

In our *Model Aviation* magazine for February there is a detailed article on the new *Motion RC* large electric foam B-24 now available. Check out pages 46-51 if you haven't already read the article.

The *Motion RC B-24* is a 79" wing span model with retracts. This plane is offered at \$429.

The B-24 has an upper turret that can be rotated by a servo and if wanted one can mount a FPV camera in the turret. This model will apparently fly well off of grass fields. The plane has a weight of 77 ounces.



## More Members' Flying Machines ...



**Dale Tomlinson** (left) and his twin Cessna Commander



Voltigeur pilot is very cool.



**Shel Leibach's** EDF F-86



**Randy Meathrell's** Hobby King Voltigeur is a great aerobatic and general all around fun airplane, comes with a cool pilot top right photo.



Voltigeur in a knife edge.



## “THAT’S ALL BROTHER” C-47 RESTORATION PROJECT \*

So the day has arrived. It’s a frigid afternoon at Wittman Field in Oshkosh, Wisconsin, but the moment so many of us have been waiting for is here. The hangar door at Basler Turbo Conversions slowly opens, and the Commemorative Air Force’s D-Day veteran Douglas C-47A Skytrain “*That’s All, Brother*” is pushed carefully out into daylight in preparation for her first post-restoration flight. The aircraft has undergone more than 22,000 hours of painstaking effort to repair or replace any deficient structure, hardware and systems. She resembles a patchwork quilt in many ways, with shiny new skin matched against the olive drab and tan of her earlier days on the air show circuit dressed as an AC-47 gunship. But despite her mottled exterior, this aircraft is as solid as the day she first rolled off the assembly line in Tulsa, Oklahoma during early 1944.

Engine startup went smoothly, first number one, then number two coughed to life with the characteristic belch of white smoke from burned off oil settled in the lower pistons. With the engine gauges indicating in the green, and the preflight check list completed, the crew carefully throttles up and move slowly forwards down the long taxiway, heading towards runway 27. The Skytrain reaches the apron and pauses a while, just off the active runway, to test the engines at full takeoff power and do a mag check before running through the final items on the check list. The pilots communicate with the airport tower, and receive permission to take the active.

As they turn on to the runway 27, the two men scan the sky for any air traffic that may be of concern. With that done, and a quick final check of the instruments, the copilot slowly pushes the throttles forward to takeoff power, and they release the breaks. “*That’s All, Brother’s*” brace of Pratt & Whitney R-1830 Double Wasp engines roar as the aircraft moves down the nearly 6,200 foot runway. Being almost completely empty, the aircraft gathers pace quickly for a C-47. The tail comes up at around 85 knots and then, slowly, the pilots lift her into the bright blue winter skies. “*That’s All, Brother*” is airborne again for the first time in over a decade! A Beech Bonanza chase plane followed close behind, and the pair flew for roughly 20 minutes before coming down again for a safe landing on the same runway. After a few adjustments, the Skytrain made a second post-restoration flight a short while later. Bravo to all at the CAF and Basler Turbo for making this resurrection possible!

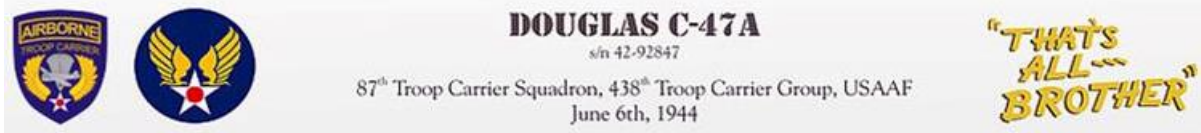
“*That’s All, Brother*” will head to her new home with the CAF Central Texas Wing in San Marcos, Texas. Here another restoration crew will focus their efforts on finishing the details which will return the aircraft, as closely as practical, to the way she would have appeared in the early minutes of June 6th, 1944 as she set off on her historic mission to help free Europe from Hitler’s grasp. Some of the remaining restoration work will involve completing the navigator and radio operator work stations, and fitting out the fuselage with paratrooper seats as well as recreating the myriad decals that have normally lined the aircraft’s interior. They will, of course, repaint the aircraft’s exterior. She will regain her D-Day livery which will look very much like the graphical illustration shown below.

Another goal is to get “*That’s All, Brother*” ready for a return trip to France in June, 2019 to take part in Daks (Douglas C-47 Skytrains - Dakotas) Over Normandy, an event which will see a couple of dozen C-47s in the air during the 75th Anniversary celebrations of D-Day.

June 2019 provides us with the very last opportunity to organize Daks over Normandy and to honor those who have paid so much to liberate Europe. Daks over Normandy will be a once in a lifetime event. The skies over the United Kingdom and Normandy, France will be filled with Douglas DC-3/C-47 Dakotas and hundreds of Paratroopers. For the first time since World War II will this many of these magnificent aircraft be assembled in the very place where they saw their finest hour. From 2 to 9 June 2019 over thirty DC-3/C-47’s will come together. Their owners and operators fly them in from all over the Globe. From Scandinavia, The Netherlands and the rest of Europe, from Canada and the United States and even from as far away as Australia. All for what may well prove the very last time everyone can watch paratroopers jump over Normandy once more and admire these wonderful aircraft on the ground and in the air, where they belong.



The first test flight of “*That’s All Brother*” went smoothly.



**DOUGLAS C-47A**

s/n 42-92847

87<sup>th</sup> Troop Carrier Squadron, 438<sup>th</sup> Troop Carrier Group, USAAF  
June 6th, 1944

**“THAT’S  
ALL  
BROTHER”**

### \* References:

<http://warbirdsnews.com/warbird-restorations/thats-all-brother-takes-to-the-skies.html>

<http://warbirdsnews.com/category/warbird-restorations/c-47-thats-all-brother>

<https://commemorativeairforce.org/rss/491-that-s-all-brother-update>



Final Restoration Color

## Hypersonic SR-72 Often dubbed the “Son of Blackbird” (SR-71) Set to Fly by 2030 According to Lockheed-Martin Corporation

Hypersonic applies to speeds above Mach 5, or five times the speed of sound. The SR-71 cruised at Mach 3.2, more than 2,000 mph, around 85,000 feet. The SR-71 Blackbird, once the world’s fastest and highest-flying aircraft, is capable of sustained speeds in excess of Mach 3.



Possible SR-72 Design

Lockheed Martin computer processing power and new tools allow for three-dimensional design of a scramjet engine, O’Banion said at the American Institute of Aeronautics and Astronautics’ annual SciTech Forum near Orlando. (Scramjet refers to engine combustion occurring at supersonic speeds, which adds to the engineering complexity.) Adding a little Hollywood to an engineering presentation, O’Banion likened the digital advances in 3D design to the build process Tony Stark employs in the film “Iron Man.”

“We couldn’t have made the engine itself—it would have melted down into slag if we had tried to produce it five years ago,” O’Banion said. “But now we can digitally print that engine with an incredibly sophisticated cooling system integral into the material of the engine itself and have that engine survive for multiple firings for routine operation.” The aircraft is also agile at hypersonic speeds, with reliable engine starts, he said. A half-decade before, he added, developers “could not have even built it even if we conceived of it.”

Jack O’Banion, VP of Strategy at Skunk Works, is speaking today at SciTech conference. He showed a slide of the SR-72 and said: “Without digital transformation that aircraft you see there could not have been made.”

Soooo ... does that mean that aircraft was made or not?

Of course, none of the Skunk Works executive’s talk confirmed that Lockheed Martin is preparing to turn over to the Pentagon a top-secret hypersonic aircraft, nor does it reveal how far the project may have progressed. It’s also unclear if such an aircraft would carry pilots or operate as a drone. (Skunk Works is the name of Lockheed’s 75-year-old advanced development programs division, based in California.)

Lockheed declined to address O’Banion’s comments. The defense contractor “continues to advance and test technologies, which will benefit hypersonic flight,” spokeswoman Melissa Dalton said in an email. “A Reusable Hypersonic System (RHS) is a far term solution that will be made possible by the path-finding work we are doing today.” An Air Force spokesman, meanwhile, said only that that the military has no information on the project “at this time.”

Talk about Lockheed’s hypersonic program isn’t new. In fact, executives discussed the program’s status to such an extent last June that defense reporter Tyler Rogoway called it “highly peculiar.” (His article carried the headline “What’s the Deal with Lockheed’s Gabbing About the Secretive Hypersonic SR-72?”)

“There’s probably a big distance between prototype development and actual operational capability,” said Richard Aboulafia, a defense analyst with Teal Group. And the military has a history of publicly revealing new advanced aircraft many years after their prototypes were delivered.

Nevertheless, the SR-72 work could be an entirely digital exercise to date, funded by ample “black budget” appropriations stretching into the billions of dollars over time, Aboulafia said. It’s also possible that any hypersonic capability may well be incorporated into a type of long-range missile before an actual aircraft.

The basic physics of hypersonic flight have been understood for decades, with the Air Force and NASA flying the rocket-powered X-15 in the 1960s above Mach 6 and the X-43A hitting Mach 9.6 in 2004. More recently, Boeing Co. flew an experimental craft, the X-51 Waverider, to Mach 5.1 in May 2013.

Still, there are myriad design challenges involved with hypersonic projects, Aboulafia said, likening scramjet engineering hurdles to “the proverbial lighting of a match in the hurricane.” This is one reason no hypersonic aircraft are in military service today—although U.S. officials have expressed concern about Chinese and Russian ambitions employing the technology.

### Reference:

<https://www.bloomberg.com/news/articles/2018-01-16/america-s-fastest-spy-plane-may-be-back-and-hypersonic>



SR-71 Blackbird



## Name the Plane: *Nemeth Parasol*



The Nemeth Parasol was a strange aircraft that actually flew!

Among the many general aviation aircraft in history, there are some wonderful and strange aircraft: creations revealing our desperate desire to fly like our feathered friends. Some of the early machines of flight were tragically comical – Turkish scholar H. A. Jawhari's fatal wooden wings and rope system seem unscientific and laughable today. But in the 2nd century, the only other reputed attempt at gliding was inventor A. I. Firnas. He used a cloak-and-wooden strut system, and though it failed, the cloak kept him from major injuries.

Even when we had learned to design successful wings that helped lift aircraft off the ground and sustain flights, the search for better performance, stability and safer landings led to the rise of round wing planes. These included the metal-framed and fabric covered Lataste Aeroplane Gyroscopique, the Lipkowski Helicopter, the Davidson Gyro Copter of 1911, and several other prototypes of round or nearly round wing aircraft that mostly faded into obscurity. Aviation is grateful for some of these losses, owing to the fact that many of these planes either were or looked too dangerous to take to the skies.

The Nemeth Parasol also never became a household name after it was built in 1934, but it was quite a success in its test flight and held some promise. It provided evidence that circular wing designs shouldn't be written off and paved the way for other successful experimental military craft like the Sack AS-6, the Vought XF5U (or "Flying Flapjack"), the Avrocar and other such strange aircraft.

This was the first cousin to the autogiro, a new circular-wing airplane recently tested in Chicago is so simple in operation that one who has never been off the ground can learn to fly it in thirty minutes, according to the inventor. Instead of the conventional wing structure, the new plane has a huge saucer-like disc trussed above the fuselage. At the rear of the wing are two ailerons which enable the plane to land at low speeds.

A small 110-h.p. Warner motor develops a speed of 135 miles per hour. The ship climbs at an angle of 45 degrees and lands at a speed of 25 miles per hour, coming to a halt within a few feet. The plane's peculiar fifteen-foot wing is attached to a conventional fuselage by braces like those of the usual high wing monoplane. The ship carries two passengers and can be housed in a hangar not much larger than the ordinary garage.

The Parasol is the invention of *Steven P. Nemeth*, a former aeronautics instructor at McCook Field, Ohio in the 1930's. The plane is virtually stall-proof, foolproof and can land on any kind of field according to all the results of its test flights.



### Reference:

<http://blog.modernmechanix.com/novel-parachute-plane-is-built-to-land-in-the-back-yard/>



# March 2018 Monthly Club Meeting Highlights



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

The Club membership now stands at 123. Sign in roster showed 40 members were in attendance tonight....head count was 47...did you sign the attendance sheet? Long-time member, rarely seen at our meeting, was **Pete Chagares** from Las Vegas. Minutes of the 2/21/2018 General Meeting were approved after a minor "correction" was offered by **Terry Steiner**...the "correction" was unanimously vetoed by the membership.

### President's Agenda

The next club event is a Spring Fling and Swap Meet on May 19. Bring your excess toys

to sell and tell your friends. As previously reported...the Warbird Race has been canceled and we may substitute a T28 race if there is sufficient interest.

### Reports

Treasurer **Marc Robbins** presented his report which was approved unanimously. He reported that we are "cash flush". We have funds sufficient to operate the club this year and pay the paving contract for the runway extension. The contents of the shed are now covered at a cost of \$45 a year for \$5000 in coverage.

Safety Officer **Jerry English** said that because of the warmer spring weather we need to be watchful for snakes while at the field.

Secretary **Bob Steffensen** asked for volunteers to bring

break goodies for August, September and October. **Mike Kidd, Larry Parker** and **Bob Colianni** stepped up. Thanks to all those who have volunteered to serve the club with treats this year.

### Member Comments

**Rich Nichols** presented **Jay Riddle** with an award (left over from our Christmas banquet) for bringing home his aircraft in a wing bag after his less than perfect landing. Rick also reported that **Greg "Fingers" Daebelliehn** has learned his lesson and is tuning his engines from behind the prop now.

We broke about 7:29pm for goodies provided by **Carol and Randy Meathrell**. Thanks for the treats Carol!

Member **Pete Chagares**, who designed, manufactures and distributes the EZ Balancer,

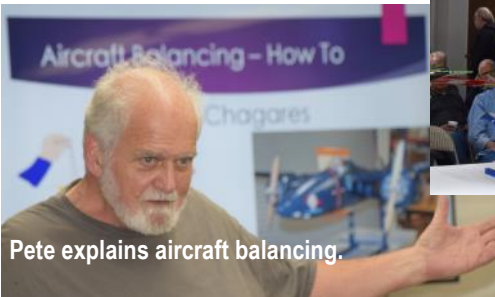
demonstrated his product function and use. Thanks Pete looks like a great product!

### Show and Tell

**Don Crowe** demonstrated his mini Smart Charger and his Skywalker X5 delta wing. **Rick Nichols** showed us the wing for the Canard that he is building for the Build and Fly Challenge and his beautiful VQ Super Cub recently built from a 2016 raffle. **Lou Yanni** brought in his large high powered Escapade and **Bob Noulin** showed us his Twister Hobbies "Cracker Jack" a 9 oz. acrobat.

### Door Prize/Raffle

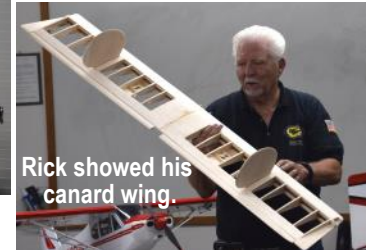
New member **Ron Dickson** won the door prize consisting of glue, craft knife and screw driver set; **Marc Johnson** went home with the F7F Tiger Cat donated by **Bob Gunson**. The EZ balancer raffle prize was won by **Roger Calvert**



Pete explains aircraft balancing.



Lou Yanni's big Escapade.



Rick showed his canard wing.



Rick's super Cub.



Ron won the door prize, some tools.



Bob's Acrobat "Cracker Jack"



Don't huge X-5 delta wing.



Rick gives belated award to Jay!

Don showed his mini LiPo charger.



Jay and Barb Riddle



Raffle Prize Winner: Marc Johnson