



AMA Chapter #3798

Chino Valley Model Aviators

Official News



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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"

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WWII Aviation Fact:

Approximately 40 B-17s were captured and refurbished by the German Luftwaffe.

About a dozen were put back into the air and flown with German markings.

Support Our Local Hobby Shop



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

Clean Up Crew Fills Two Pick Up Trucks With Field Junk!



Here's some of our members who showed up Saturday May 12 to load up two massive pickup loads of junk stored behind the Hanger (shed). From left to right is [Mark Delaney](#), [Larry Parker](#), [Mike Kidd](#), [Mark Lipp](#), [Terry Steiner](#), [Bob Shanks](#), and [Don Crowe](#). Selfie photographer is [Marc Robbins](#). Not pictured is [Dan Avilla](#), [Fred Giles](#) & [Bob Steffensen](#).

John Stewart's Scale Balsa USA DC-3



John Stewart's very nice DC-3 was in last month's issue, the first test flight didn't go well. He repaired it to flying status and this time this notoriously difficult plane to model and fly flew well. John is one of our best test flight pilots and builders.



Pilots,

Now that our runway paving project is complete, it's time to discuss future field improvements. Our charging system batteries will need to be replaced soon. We have a good understanding of the cost of this and it could be done any time, but let's hold off until it's necessary.

Another low-cost project is replacing the green barrier fence. The plastic has taken a beating over the years from Mother Nature, as well as our aircraft. If you have any suggestions for field improvements, bring it up

at our meeting, or discuss with a board member.

Our Spring Fling Fun Fly and Swap Meet on 19 May was blessed with outstanding weather. We had visitors from several nearby clubs and there was plenty of cash changing hands, as well as horse trading.

The flying went well with no major crashes that I'm aware of. The flight stations were busy at times, but everyone seemed to have a good time.

The weekend before that saw 11 of us out cleaning up the field a bit. The conditions were not

suitable for flying, but some of us still made it out for the benefit of all. The detritus behind the shed was cleaned up and hauled to the Paulden transfer station. Special thanks to *Marc Robbins, Mark Delaney, Larry Parker, Mike Kidd, Mark Lipp, Terry Steiner, Bob Shanks, Dan Avilla, Fred Giles, and Bob Steffensen* for their time and effort.

Are you interested in slope soaring r/c airplanes? Member *David Bates* asked about flying locations nearby. Did you know RC Groups website lists 6 locations in Yavapai

County for slope soaring? If someone would like to try this, get together with others and bring back a report for the entire membership to hear about. Sounds like it could be fun.

Blue Skies - *Don Crowe*



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*

Can You Name This Military Aircraft?

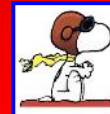
See Page 8



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



Intrepid CVMA member and ace RC modeler and flyer [Randy Meathrell](#), above, was sitting in one of our chairs and as he looked up to watch a member's plane his chair collapsed! Thank goodness he was not hurt although he did bump his head slightly. He was not leaning back in the chair just looking up. Randy graciously gave permission to take his picture and use it in this month's safety column.

Member [Greg Daebelliehn](#) said he gets rid of plastic chairs after they lose their shiny luster. Our chairs do sit out in the elements and bright sunlight and

over time the ultraviolet light of the sun breaks down the plastic. At our recent field clean up, front page picture, we took many old chairs to the dump. We need to come up with some kind of cover for the stacked chairs.

So members if you get a chair that is the slightest wobbly or its bright shiny plastic appearance is gone, don't use it.

At our May fun fly we had a number of planes flying at once and with the noise of gas engines it was a bit difficult to hear in the pilot boxes so we probably need to have all members not flying to be spotters for those in the air.

Since our field winds can be so fickle we don't have a daily flight direction (take off and landing). At our May Fun Fly your editor was preparing to land down hill (the wind changed directions repeatedly during our fun fly) when out of the corner of his eye he spotted another member landing up hill so had to take to the side of the runway overrun.

The member did loudly say his intentions too but your editor *"...is deaf in one ear and can't hear out of the other one!"* So he didn't hear the member call out his intentions.

We do have a number of members with hearing problems but with all the noise of glow and gas engines and the number of members flying it can be hard to hear.

Pilots keeping an eye on their planes are often facing away from other pilots or are not standing near each other. So using a spotter during events or busy flying days is always a good idea.

We don't need a rule just some common sense on busy flying days. We did have as many as 5 or six airplanes flying at once. The Fun Fly weather was outstanding.

We all can take responsibility and use spotters on busy flying days.

CLUB PILOTS AND THEIR FLYING MACHINES



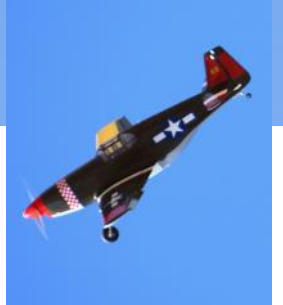
John Stewart's DC-3



Riley Harley's P47 "Jug"



Jeremy Beck's P-51B



Shel Liebach's P-40.



Don Ferguson's Clipped Wing Cub at left coming in for a landing.



Your editor flew with the "Torks" in the Oklahoma City area in early May while visiting great grandson *Kysen Clodfelter* pictured at right with editor Bob. Bob flew his little Pitts for him and he got to tour the flight line and see some larger planes fly. He is very interested in airplanes at his tender age of two and a half. A possible future aviator?





More Members' Flying Machines ...



Shel Liebach and his all balsa F-18 EDF in bright orange. He uses two huge LiPo batteries to power two EDF motors.

Andrew Grant and his Extra 260. A real "pro" flyer.



Side fencing was left in place with wind sock.

At our last general membership meeting it was decided to remove the fencing on the down hill side of the runway as no one uses it and it is often hit by pilots taking off and some planes, due to prop tork often move to the left and some would get damaged. This is known as the "P Factor".

In the photos above **Steve Shephard** and **Al Marelllo** have taken down the fencing and are working at removing the anchoring poles. The wind sock was moved to the side of that area and the side fencing left there as a barrier for pilots landing up-hill that might veer off towards the pilots' boxes. The wind sock is now closer to the pilots' flight stations and should be easier for pilots to check as they prepare to take off.

Photo by Marc Robbins



Above **Dan Avila** cuts up scrap pipe to be loaded up for the dump as **Terry Steiner** helps. At lower right is **Ron Dickson** and his Aero Sport. Far right is **Glenn Heithold** and his newly recovered bright green WWII Zero, it's used to be a more scaled color, it's really visible flying now!



WWII B-17 COULD TAKE MASSIVE DAMAGE AND STILL FLY!*

The B-17 Flying Fortress was famous for being able to take a lot of damage and still make it back to base. Here are some incredible images below of damaged B-17 Flying Fortresses that made it home.

During WWII [12,732 B-17's were produced between 1935 and May 1945](#). Of these [4,735 were lost in combat, a staggering 37 percent](#). Each image below is a story unto itself manned and flown by American heroes.

Boeing B-17, A Brief History

The Boeing B-17 is by far the most famous bomber of World War II. In 1934 the Boeing Aircraft Company of Seattle Washington began construction of a four engine heavy bomber. Known as the Model -299, first flight was achieved on July 28th 1935. As a result, the U.S. Government placed an order for production of 13 of these aircraft and began to take delivery of the 13 production aircraft between January 11th and August 4th 1937.

The B-17, dubbed the "Flying Fortress" as a result of her amount of defensive firepower, underwent a number of improvements over its ten-year production run. B-17 Models ranged from the YB-17 to the B-17G model. Throughout the war the B-17 was refined and improved as the combat experience showed the Boeing designers where improvements could be made. The final B-17 production model, the B-17G was produced in the largest quantities (8,680) than any other previous model and is considered the definitive "Flying Fortress". With its 13 .50-caliber machine guns, Chin, top, ball and tail turrets; waist and cheek guns the B-17 was indeed an airplane that earned the respect of its combatants. In addition, the flight crews loved the B-17 for her ability to take and withstand heavy combat damage and return safely home.

During WWII, the B-17 saw service in every theater of operation, but was operated primarily by the 8th Air force in Europe and participated in countless missions from bases in England. A typical B-17 Mission often lasted for more than eight hours and struck targets deep within enemy territory. During the war, B-17's dropped 640,036 tons of bombs on European targets in daylight raids. This compares to the 452,508 tons dropped by the B-24 and 464,544 tons dropped by all other U.S. aircraft. The B-17 also downed 23 enemy aircraft per 1,000 raids as compared with 11 by B-24's and 11 by fighters and three by all U.S. medium and light bombers.

There were a total of 12,732 B-17's that were produced between 1935 and May 1945. Of these 4,735 were lost in combat. Following WWII, the B-17 saw service in three more wars. B-17's were used in Korea, Israel used them in the war of 1948 and they were even used during Vietnam.

Today, fewer than 100 B-17 airframes exist and fewer still are in airworthy condition. At one time, more than 1000 B-17's could be assembled for mass combat missions, now fewer than 15 of Boeing's famous bombers can still take to the sky.



*References:

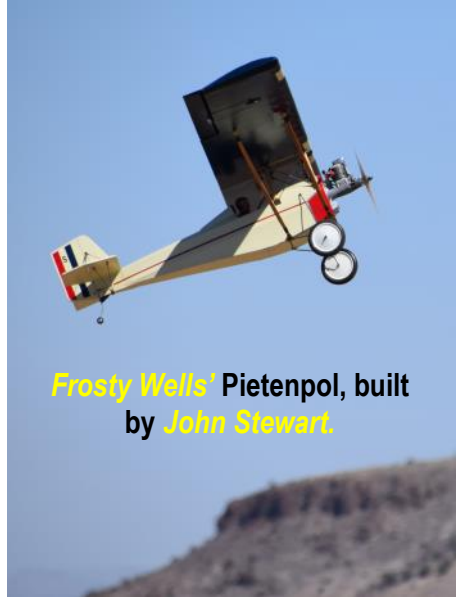
<http://www.libertyfoundation.org/b17history.html>

<https://www.warhistoryonline.com/military-vehicle-news/incredible-images-of-damaged-b-17-bombers-that-miraculously-made-it-home.html>

Chino Valley Model Aviators Fabulously Fantastic Fun Fly/Swap Meet !



The weather was superb for our May Fun Fly and Swap meet. As you can see by the photos on this page there were lots of RC "treasures" to be had. Attendance was excellent with lots of flying time for all. The old cliché "*Another man's junk is someone else's treasure*" can be so true if building from scratch or plans and often times even ARF models require items other modelers have but don't need. Sometimes one wants to make his or her latest creation specific to them and how they fly. The swap meet is the perfect place to find that unique treasure.



Frosty Walls' Pietenpol, built by *John Stewart*.



Rick Nichols "Radio Flyer".



Member *Mike Kidd* found and bought an old Jem-Co AT-6 kit at the Fly In from 1978. [Read the legend closely Mike drew the plans this model.](#) At that time, Mike worked for a RC plane manufacturer called 'Mark's Models. He also helped develop a variety of models for JEMCO in Vista,

JEM-CO
 (714) 724-3242
 1305 FOOTHILL DR. VISTA, CALIF. 92083

NORTH AMERICAN "AT-6"

WING SPAN 55"
 WING AREA 480 SQ. INS.
 ENGINES 25-46
 WEIGHT 5-6 LBS.
 DESIGNED BY JIM MEISTER
 DRAWN BY MICHAEL T. KIDD 4-78

Many vehicles lined up with a variety of RC planes, parts and other accessories folks were selling.



Mark Robbins videos *Dan Avilla's Rebel*.



Dan Avilla and his beautiful turbine powered Rebel.



Page Two Name the Plane Answer: United States Air Force BACN E-11A



BAGRAM AIRFIELD, Afghanistan

Called “as essential to mission success as bullets,” the E-11A [Battlefield Airborne Communications Node \(BACN\)](#) flew its 10,000th sortie Feb. 24, 2017 at Kandahar Airfield, Afghanistan, since arriving in Afghanistan eight years ago.

The 430th Expeditionary Electronic Squadron operating out of Kandahar is the only unit in the U.S. Air Force that operates the E-11A with the BACN payload. It was created to fulfill what is called a joint urgent operational need, when it was identified that the terrain of Afghanistan posed serious communication challenges. A task force was created and given twelve months to make the system work.



In response, a Bombardier Global Express, designated by the Air Force as the E-11A, was outfitted with a BACN payload to provide communications range extension and communications and data link bridging.

“When you talk about trying to command and control assets in maritime, air, ground, space or cyberspace domains you have to have some way to connect all of those domains together,” said Lt. Col. James Peterson, 430th EECS commander. “When you bring BACN into that environment, it is the connective tissue that allows you to talk throughout those domains and communicate effectively throughout those domains.” The aircraft and its payload were sent to Kandahar in 2008 with a contingent of hand-selected test pilots.

“It was somebody’s wild idea that became a good idea, that then became an idea that we couldn’t live without in this country, in this terrain and in this conflict,” said Lt. Col. Chris, 430th EECS pilot.

The BACN weapons system was proven so effective, it was also used to modify the RQ-4B Global Hawk to become the EQ-4B, operating out of Ali Al Salem Air Base, Kuwait.

Chris was a member of the initial team of test pilots sent to Afghanistan to set up the 430th EECS. Here now on his second tour with the unit, he flew the very first E-11A for the BACN’s 10,000th sortie. “The beginnings of the program are vastly different from where they are now,” Chris said about the unit’s humble start.

He and his fellow pilots arrived to Kandahar before the aircraft and without an operations center. They were given a breakroom in the air traffic control tower, which was itself a makeshift building of stacked shipping containers. “The first arrival was pretty inglorious,” Chris said laughingly. “We were exploring all aspects of starting a unit with two card tables and four computers and evolving it to 24/7, 365 and now, 10,000 missions.” Returning to the unit eight years later, he says the change is remarkable.

“The ingenuity and open-mindedness of people coming from their different units and communities and bringing the best of each one. “It’s amazing how well its worked and continues to work over the last 8 years,” Chris said.

Since the E-11A is the only aircraft of its kind in the Air Force, the unit borrows pilots – all volunteers – from other airframes. The 430th takes bomber- and heavy-aircraft pilots and trains them on simulators before sending them to Kandahar. Each 430th EECS pilot flies an E-11A for the first time on a combat mission.

“Pilots are volunteering to come out here and that just goes to show what a great aircraft it is to fly and what a great mission it is to execute,” said Peterson, who is traditionally a B-1 Lancer pilot. “I’m doing what I’ve wanted to do since childhood. I’ve had a great career and this squadron is no exception. It’s a great aircraft and an important mission.”

According to the 430th, feedback from units benefitting from the system has been overwhelmingly positive, calling it a “game changer,” and drastically changing tactics used by units on the ground and in the air. Chris recalled one particular reaction from an A-10 Thunderbolt pilot who had been deployed during the introduction of the system when he met an E-11A pilot on his flight home.

“This fighter pilot who’d been dropping bombs and shooting guns and doing all kinds of harm on the enemy for four months, was ecstatic that he was getting to talk to one of the BACN guys, because it had changed the way he fought the war so much and made him and his unit so much more effective,” said Chris.

[\(Original article had last names removed for security purposes.\)](#)



<http://www.afcent.af.mil/News/Article/1098523/e-11a-flies-10000th-bacn-sortie/>

May CVMA General Membership Meeting



General Membership meeting of May 16, 2018 was opened by President **Don Crowe** at 7:00pm and began with Pledge of Allegiance.

The Club membership now stands at 124. Sign in roster and head count showed 37 members were in attendance tonight. A guest tonight was **Peter Richards** who has now become a member. Minutes of the April meeting were approved almost unanimously, with one naysayer, but without corrections.

Reports

Treasurer **Marc Robbins** presented his report which was approved unanimously. He reported a balance of \$3752 after full payment of the recently completed runway extension. Marc also reported that this balance should sustain us for the remainder of the year.

Safety Officer **Jerry English** restated a standing field rule: **NO FLYING SOUTH OF THE RUNWAY**. We recognize that there can be "accidental" infractions of this rule, however, flying South of the runway should never be intentional. Also, if you are doing a high speed low pass over the runway...do announce your intentions to others flying.

Secretary **Bob Steffensen** reported that he has filed the annual AZ Corporation Commission statement as well as the IRS tax statement for non-profits.

President's Agenda

President **Don Crowe** reported that the paving of the runway extension is complete; that section 336 of the FAA authorization has been approved by the House of Representatives...good news the removes most of the onerous provisions that were threatening our hob-

by; thanks to those that helped with field cleanup on the 12th...much trash was removed...support your club and be there in the future; the Spring Fling Fun Fly and Swap meet is this weekend, we have invited area clubs to join us; **Carol Meathrell** encouraged us to gather for the pot luck and watching of the fireworks on the 4th of July, bring the meat of your choice to grill and a side dish or desert to share; there are 14 signed up for the Build and Fly Challenge in October.

Member Comments

Rick Nichols stated that we need to be careful in the plastic lawn chairs at the field...lean back and you may be picking yourself off the ground. Might need to buy more soon and keep them out of the sun when not in use.

Mike Kidd asked about the status of the batteries in the charging

station. A brief discussion reminded us that we have pre-approved the purchase of 6 new batteries when these fail us. Voltage recently has been acceptable.

Dave Bates wondered if anyone knew of a place to launch slope gliders. Members keep an eye out for a good slope as several members are interested.

The Break

We broke about 7:30pm for goodies provided by **Jerry English**. Thanks much Jerry! We resumed the meeting at about 7:45pm. Show and Tell:

Jerry English displayed the newly rebuilt Y03 number #2...better luck with this one Jerry, it looks great; **Carly Anderson** offered her AVISTAR for sale; and **Larry Parker** showed his modified Astro Hog with modified PT19 colors.

Door Prize/Raffle

Jerry Calvert won the door prize consisting of a flash light, wind speed indicator and of course glue; and much to his surprise...VP **Larry Parker** won the great looking Phoenix Models P-51.

Respectfully, **Bob Steffensen**, Club Secretary.



Jerry with his repaired Y0-3. He crashed this beauty last year in the club Build and Fly Challenge.



Larry brought in his Astro Hog in very visible PT-19 colors.



Member **Lloyd Oliver's** wife Evelyn drew Larry's winning lottery ticket.



Jerry Calvert won the door prize.



Carly Anderson is selling her Avistar, it's a good trainer.

**Raffle Winner:
Larry Parker Won
the Phoenix P-51.**

May Meeting Photos by Marc Robbins