



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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### Aviation Fact:

**Increases in carbon dioxide in the atmosphere are increasing the incidents of airplane turbulence.**

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

## Dennis O'Connor's Electric Lavochkin La-7



Dennis' Lavochkin is sold by motionrc.com. Dennis says because of the high wing loading it is difficult to land and take off but it flies well and is fast with a quoted speed of 83mph.. He says it will "...torque left like you can't believe" if not handled properly on take off and recommends only an advanced flyer should tackle this scale beast.

## Richard Gunder's Royal Air Force BAE Hawk



Richard's Hawk is a 70mm electric ducted fan made by Freewing. He is currently running a 6 cell 4000 mah 50c battery. It did 103mph on his 2nd flight. Nice flying EDF but Richard says it is a bit tricky to land.



CVMA Members,

As I write this we should be at our regular monthly meeting. I asked a few of our senior members and nobody could recall a meeting being cancelled before, so new ground for all of us. Airport staff informed me last week of the renovation but thought it might be done by Monday.

Alas, the contractor ran into a problem (shocking) and now it looks like another week at least. New paint and carpet is all I know for sure. We'll get back together on July 18th.

Speaking of gatherings, I want to remind everyone

of our 4th of July pot-luck. We plan on eating around 6pm, flying till the sun goes down and enjoying the evening. If you have a plane set up for night flying, bring it out and entertain the crowd.

We can put chairs out on the runway and have a clear unobstructed view of the fireworks show put on by the Town of Chino Valley. Please bring an extra chair or two for your family and friends.

Big thanks to [Larry Parker](#) and [Lloyd Oliver](#) for having clean fill dirt brought in. Lloyd drove his tractor over and moved the earth around

and saved everyone a lot of time and sore backs. An entire load was used at the top of the runway to provide a smoother transition from dirt to pavement. Hopefully if you land short this may save your plane from tearing out landing gear.

It was reported to me that we had an overflow group of flyers at Taco Tuesday this week. The calm winds and nice weather really gets people out before it becomes too hot.

Just a reminder though, if you aren't flying, please be courteous and park on the South side over by the shed.

Happy flying - Don



### What Airplane is this Delta Wing?

See Page 8

**CVMA NEWSLETTER**  
**AMA Chapter #3789**

President — *Don Crowe* 

Vice President — *Larry Parker* 

Treasurer — *Marc Robbins* 

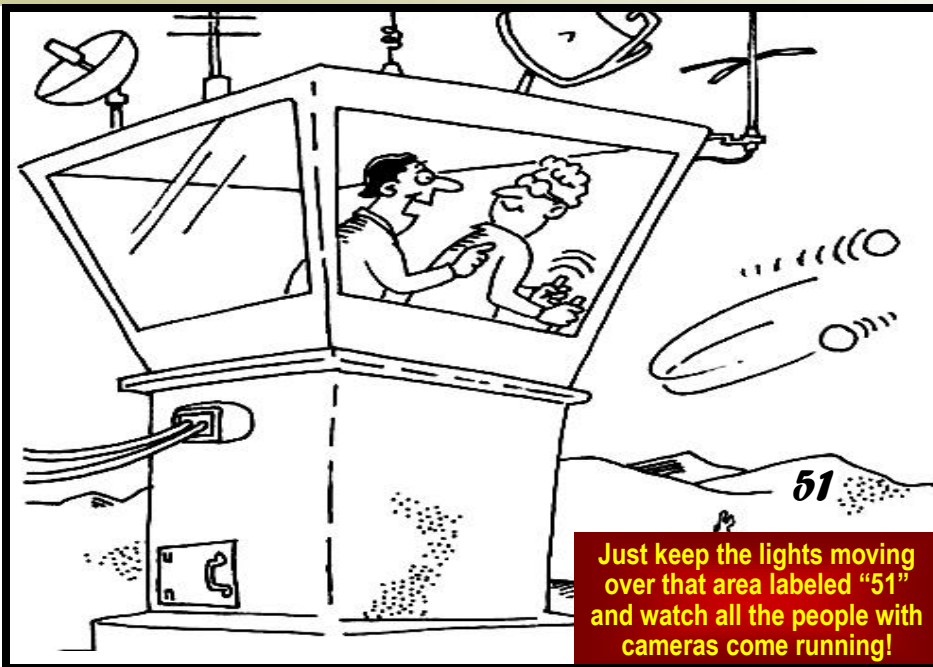
Secretary — *Bob Steffensen* 

Safety Officer — *Jerry English* 

At Large Member — *Randy Meathrell* 

Newsletter Editor — *Bob Shanks* 

Flight Instructor — *Marc Robbins*



## MARK YOUR CALENDARS

### 2018 Club Events

- 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

If you read the *Model Aviation* safety column, we all should read it first, you find out all kinds of safety issues that may or may not apply to you and/or our club. One item that caught my attention was how to dispose of used xacto blades by using a discarded soda can on your work bench so no old blades are laying around on your workbench or in your tool box or wherever you might have laid them down. A soda can holds several years worth of old blades.

Another item that one can order is a wooden divider that fits into ammunition cans we all use to carry our Lipo batteries. The wooden tray is designed to fit into the narrow ammo can so no loose batteries are flopping around, a possible hazard. We all could easily make our own

wooden trays to fit our own individual needs to keep these old blades out of your trash can.

Properly disposing of dangerously puffed Lipo batteries is always important. Seems not only our RC Lipos can puff up but so can cell phone batteries. Some cell phones however are sealed so one can't get at the battery. In a case like that, one should charge cell phones where they can be monitored or if concerned take them down to your cell phone provider and have them check out the condition of the battery.

Don't just toss your Lipo batteries into the trash either, many hardware and battery stores have battery recycle bins for proper disposal.

As the flying season heats up, one should regularly check all props on planes often flown. It is easy to have

a prop with a hair line fracture from a hard landing or damaged tips.

Our field is often heavily used on certain days, seems our high flying days are Tuesday (Taco Tuesday) and Saturday for those still working. One Tuesday your editor thought he was getting out very early arriving at the field before 0730 but already there were 20 other members, the parking lot was full with folks parking on the other side. When the weather cooperates our field can be very busy. If it is a busy day make sure you get a spotter. The Tuesday mentioned above had as many as 5 and 6 airplanes flying at once so a spotter can greatly help. Remember too, always call out your intentions, loudly too, "landing up hill" or landing down hill etc.

# CLUB PILOTS AND THEIR FLYING MACHINES



John Stewart's DC-3



Bill Gilbert's profile Extra 330 powered by a DLE20 gas engine. Don Crowe positions the Extra for taxi and take off.



Bill's Extra coming out of the clouds?

**Lloyd Oliver** uses the tractor to take loads over to the edge of the runway to fill in the severe drop off. Not only does it help pilots landing but also fills in the edge to prevent rain water from seeping under the new paving and possibly causing problems. Over-running that runway edge near the pit when landing was a problem, especially for smaller airplanes.





## More Members' Flying Machines ...



Oh, oh...someone has a slight problem with his britches! [Greg Daebelliehn](#) thought it seemed a little breezy in his rear as he fueled his plane for a flight!



Above is editor Bob's Dynam Models' WWII Hawker Typhoon. At right is [Lee Boekhout](#) with his glider.



## Pilot Looks Like He is Quite Put-Out and Disgusted, His Plane Crashed!



The picture at left is a result of member [Larry Parker's](#) E-Flite Beast 60 bi-wing crash. Larry says the crash was the result of some kind of an electrical issue. He lost all control shortly after takeoff.

The Pilot was glued inside the cockpit but the force of the crash caused it to break lose at the base and the pilot head was subsequently imbedded into the instrument panel.

When Larry picked up the plane, after the crash, all he could see was the smashed engine compartment that revealed the pilot looking up a rather forlorn and disgusted. It's as if he knew what had happened!

Larry says the site of his pilot gave him a small dash of humor in a time of distress after crashing his plane. The instrument panel was just a 3/32 piece of balsawood with a paper instrument panel glued to it.

## Golden Opportunity Available for the October Build and Fly Event!

Here is your opportunity to not only provide a service to our Club but also to recognize and reward quality building and flying skills.

You, too, can be a judge at our October 27, 2018 Build and Fly event! All you have to do is to send an e-mail to [Mark Lipp](mailto:JFLIPP@aol.com) (e-mail address: [JFLIPP@aol.com](mailto:JFLIPP@aol.com)) and volunteer. Better do it quick, though, because there are only two judge slots open!

The only requirements are that **1) you are not participating as a flyer in the event,** **2) you show up at the field about 30 minutes before the event starts so that [Mark Lipp](#) can brief you on the scoring rules,** and **3) you stay through the end of the event.**



Photos from last year's event!



## More Membership Flying Activities and Other Shenanigans

### Editor's Note:

We always have a page devoted to our monthly meeting but since the meeting room at the airport is being renovated our meeting for this month was canceled. We tried to find another venue but were unable to locate a room to hold as many members as usually attend. So our extra page is devoted to our club flying and one other notable member adventure.

## A Notable Member Experience



Club member [Greg Daebelliehn](#) was driving this "Funny" car in the 1997 World Drag Racing Finals held in Pomona, California. Fire erupted in the engine compartment just as he was starting his run. Fire burned through 6 layers of Greg's 7 layer fire resistant racing suit. He was pulled out at the end of the track by the safety team and transported to the hospital for a short check up, he was miraculously uninjured so he lived to race another day and now builds and flies RC models as a member of our club.

## Member Ron Dickson's 180 Moki Powered Design

Club flyer [Ron Dickson](#) designed this plane based on the old "Top Cap" Design of years ago. He just got it out of storage recently where it has been for 14 years. He cleaned up and got it tuned and flew it one Tuesday.

That big 80" wing has 1900 square inches of lifting surface. He has two 12 ounce glow fuel tanks one feeds into the other for nice long flights. The Moki 180 is a thirsty engine. The prop for this magnificent bird is a 20/6.

Ron lives in Williams, AZ and is a good friend of member [Jerry Calvert](#), they only live a short distance apart in Williams and often come down together to fly. The profile fuselage is built up balsa and sheeted.



## THE MYSTERY P-51 PILOT: AN AMBASSADOR REMEMBERED\*

BY LEA MACDONALD

This 1967 true story is about an experience by a young 12-year-old boy in Kingston, Ontario, Canada. It is about the vivid memory of a privately rebuilt P-51 from WWII and its famous owner/pilot.

In the morning sun, I could not believe my eyes. There, in our little airport, sat a majestic P-51. They said it had flown in during the night from some U.S. Airport, on its way to an air show. The pilot had been tired, so he just happened to choose Kingston for his stopover. It was to take to the air very soon. I marveled at the size of the plane, dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.



The pilot arrived by cab, paid the driver, and then stepped into the pilot's lounge. He was an older man; his wavy hair was gray and tossed. It looked like it might have been combed, say, around the turn of the century. His flight jacket was checked, creased and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance.

He filed a quick flight plan to Montreal ("Expo-67 Air Show") then walked across the tarmac. After taking several minutes to perform his walk-around check, the tall, lanky man returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up, just to be safe." Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use -- "If you see a fire, point, then pull this lever!", he said

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar. Blue flames knifed from her manifolds with an arrogant snarl. I looked at the others' faces; there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did. Several minutes later we could hear the pilot doing his pre-flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds. We ran to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not. There we stood, eyes fixed at a spot halfway down the runway. Then a roar ripped across the field, much louder than before. Like a furious hell spawn set loose -- something mighty this way was coming. "Listen to that thing!" said the controller.

In seconds the Mustang burst into our line of sight. Its tail was already off the runway and it was moving faster than anything I'd ever seen. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic. We clasped our ears as the Mustang climbed hellishly fast into the circuit to be eaten up by the dog-day haze. We stood for a few moments, in stunned silence, trying to digest what we'd just seen. The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment.

The radio crackled, "Go ahead, Kingston." Roger, Mustang. Kingston tower would like to advise the circuit is clear for a low-level pass." I stood in shock because the controller had just, more or less, asked the pilot to return for an impromptu air show! The controller looked at us. "Well, What?" He asked. "I can't let that guy go without asking. I couldn't forgive myself!" The radio crackled once again, "Kingston, do I have permission for a low-level pass, east to west, across the field?" "Roger, Mustang, the circuit is clear for an east to west pass." "Roger, Kingston, I'm coming out of 3,000 feet, stand by." We rushed back onto the second-story deck, eyes fixed toward the eastern haze.

The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze. Her airframe straining against positive G's and gravity. Her wing tips spilling contrails of condensed air, prop-tips again supersonic. The burnished bird blasted across the eastern margin of the field shredding and tearing the air. At about 500 mph and 150 yards from where we stood she passed with the old American pilot saluting.

Imagine. A salute! I felt like laughing; like crying; she glistened; she screamed; the building shook; my heart pounded. Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelibly into my memory. I've never wanted to be an American more than on that day! It was a time when many nations in the world looked to America as their big brother. A steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the old American pilot who'd just flown into my memory. He was proud, not arrogant; humble, not a braggart; old and honest, projecting an aura of America at its best.

That America will return one day! I know he will! Until that time, I'll just send off this story. Call it a loving salute to a Country, and especially to that old American pilot: the late **JIMMY STEWART** (1908-1997), Actor, real WWII Hero (Commander of a US Army Air Force Bomber Wing stationed in England), and a USAF Reserve Brigadier General, who wove a wonderfully fantastic memory for a young Canadian boy that's lasted a lifetime.



## ALMOST EVERY AIR FORCE AIRCRAFT HAS MORE THAN ONE NAME!

Every Air Force plane has two names, the official name given to it by the Air Force and the manufacturer, and the real name that all the Air Force troops called it.

Never once did most on active duty hear a B-52 crew member refer to it as a "Stratofortress" except possibly in jest. At an airshow once it was called it the "Stratopavillion" because everyone would stand under the wings to get in the shade.

Here's a partial list of planes and their various names: \*

- A-1 Skyraider - "SPAD", "Sandy"
  - A-7 Corsair II - "SLUF" (Short Little Ugly you-know-what)
  - A-10 Thunderbolt II - "Warthog" or just "Hog"
  - B-1 Lancer - "Bone" from B-One
  - B-2 Spirit - I've never heard a nickname for it.
  - B-52 Stratofortress - "BUFF", "Bongo", "Buffasaurus"
  - C-5 Galaxy - "Fat Albert" or "FRED" (Effing Ridiculous Economic Disaster)
  - C-130 Hercules - "Herc"
  - C-141 Starlifter - "Star Lizard"
  - C-17 Globemaster III - If it has a nickname no one seems to know it.
  - F-100 Super Sabre - "Hun", "Lieutenant Killer"
  - F-101 Voodoo - "One o Wonder"
  - F-102 Delta Dagger - "Deuce"
  - F-104 Starfighter - "Missile with a man in it", "Widowmaker", "Flying Coffin"
  - F-105 Thunderchief - "Thud", "Triple Threat" (bomb you, strafe you, fall on you)
  - F-106 Delta Dart - "Six"
  - F-4 Phantom II - "Rhino", "Double Ugly"
  - F-4G Wild Weasel - "Weasel"
  - F-16 Fighting Falcon - "Viper", "Electric Jet", "Lawn Dart"
- The F-15 Eagle is a rare case. It's official name was "Eagle" and that's pretty much what everyone called it. There were attempts to nickname it "Rodan" or "Flying Tennis Court" but those names never really stuck.
- F-15E Strike Eagle - "Mud Hen"
  - F-117 Nighthawk - This is another interesting one. Some claim it was nicknamed "Wobblin' Goblin" but most F-117 pilots reject that. The F-117 didn't wobble, it flew just fine. Most only ever here it referred to as a "Stealth", "Stealth Fighter" or just plain "117".
  - F-111 "Aardvark" or just "Vark". The F-111 never had an official name until very late in its career when they just gave up and officially called it an Aardvark.
  - EF-111 Raven - "Spark Vark"
  - KC-135 Stratotanker - Just "tanker". A water-injected KC-135A might also be called a "Steam Jet"
  - KC-10 Extender - The plane never really had a nickname of record. The crews were the "Gucci Boys" because their plane was so fancy. Sometimes after one gets past the \$10,000 coffee maker it's still just a tanker.
  - O-2 Skymaster - "Duck", "Suck and Blow" (one engine in front, one in back)
  - SR-71 - "Habu" (a type of poisonous snake), "Lead Sled"
  - T-37 - "Tweety Bird", "Tweet", "Squeak" (its engine had a very high pitched sound)
  - T-38 Talon - "38"
  - U-2 "Dragon Lady"







## Page Two Name the Plane Answer: North American XF-108 Rapier



The North American XF-108 Rapier was a proposed long-range, high-speed interceptor aircraft designed by North American Aviation intended to defend the United States from supersonic Soviet strategic bombers. The aircraft would have cruised at speeds around Mach 3 (3,200 km/h; 2,000 mph) with an unrefueled combat radius over 1,000 nautical miles (1,900 km; 1,200 mi), and was equipped with radar and missiles offering engagement ranges up to 100 miles (160 km) against bomber-sized targets.

To limit development costs, the program shared engine development with the North American XB-70 Valkyrie strategic bomber program, and used a number of elements of earlier interceptor projects. The program had progressed only as far as the construction of a single wooden mockup when it was cancelled in 1959, due to a shortage of funds and the Soviets' adoption of ballistic missiles as their primary means of nuclear attack. Had it flown, the F-108 would have been the heaviest fighter of its era.



Wooden mock Up of the F-108.

Prior to the project cancellation, the President of the United States Gen. Dwight D. Eisenhower noted that building the F-108 interceptor force would cost the U.S. taxpayer an estimated \$4 billion.

During the early 1950s, the USAF proposed a very high-performance, long-range interceptor. On 20 July 1955, formal development of what became known as the Long-Range Interceptor, Experimental (LRI-X) was approved, planned as a F-102 Delta Dagger/F-106 Delta Dart replacement. The specification was laid down on 6 October 1955, calling for an interceptor that could fly at 60,000 ft (18,000 m) at a speed of Mach 1.7 (1,122 mph (1,806 km/h), with a range of 1,000 miles (1,600 km). It was to have a two-man crew and at least two engines. A further consideration was that an integrated fire-control system would be fitted, allowing the interception of a bomber at 60 nmi (110 km) and three targets to be destroyed during a single mission.

Of the eight interested companies, contracts for preliminary studies were issued to North American Aviation, Lockheed and Northrop on 11 October 1955, five days after the specification's release. Of the paper designs, the North American proposal, dubbed "NA-236", seemed the most promising. The NA-236 shared some similarities with the XF-108, although the most obvious differences were the additions of two finlets at the mid-span of the horizontal stabilizers, and canards. Political and budgetary difficulties led to the cancellation of the program on 9 May 1956.

After considerable confusion, the program was reinstated on 11 April 1957 with North American awarded a contract for two prototypes. The designation F-108 was issued, also known as "Weapon System 202A" (WS-202A). North American's company designation was "NA-257", although it was basically identical to the NA-236. At the time, Air Defense Command anticipated an order for 480 aircraft.

The resulting design went through considerable evolution, owing to both its cutting-edge technology and continual redefinition of the USAF requirements. Early revisions prominently featured canards, with a span of 19 ft 10 in (6.04 m), and a wing of 53.5° sweep. The aircraft in this configuration would have had a maximum takeoff weight of 99,400 lb (45,088 kg) with a 72,550 feet (22,113 m) operational ceiling. In addition to the F-108's interceptor role, North American proposed it as a penetration fighter to aid its own B-70 Valkyrie supersonic bomber prototype. Commonality between the B-70 bomber and the F-108 included the escape capsule and General Electric YJ93 engines. Another role considered was for the F-108 to be "gap-fillers" for the Distant Early Warning (DEW) system; because of its great speed, the F-108 could have scanned up to 278,000 square miles (720,000 km<sup>2</sup>) per hour.

From September 1958, substantial engineering and design changes were implemented; however, SAC had lost interest in the escort fighter concept. To accompany the B-70 all the way to its target and back, the F-108 in its initial concept would have, at best, marginal range. On 30 December 1958, YF-108A preproduction aircraft on order were reduced from 31 to 20 test aircraft and the first test flight was delayed from February to April 1961. The eventual design, which was built as a full-sized XF-108 mockup, was displayed to Air Force officials on 17–20 January 1959. The project was given the name "Rapier" on 15 May 1959, following a contest by the Air Defense Command asking airmen for suggestions.

[The cancellation of the F-108 was announced on 23 September 1959.](#)