



AMA Chapter #3798

Chino Valley Model Aviators

Official News



October 29, 2018

Volume 21 Issue 10

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:

Harriet Quimby (1875 – 1912) was an early American aviator and a movie screen-writer.

In 1911, she was awarded a U.S. pilot's certificate by the Aero Club of America, becoming the first woman to gain a pilot's license in the United States.

In 1912, she became the first woman to fly across the English Channel.



Ernest A. Love Commemorative Air Show Recreation of WWI Combat



This photograph, is the simulated Lt. Love WWI dog fight held Saturday October 6 at the Prescott Airport Embry Riddle "Wings Out West" air show. Part of the air show was to commemorate Prescott's local hero **Ernest A. Love**. There was a display of various aircraft and this recreation of his WWI aerial combat. Prescott's airport is named after him. (See pages 5, 6, & 7.)

Second Annual Build & Fly Challenge



First place was awarded to **Riley Harley**, center, and his Bristol M1C, second place and People's Choice was awarded to **Rick Nichols**, right, for his canard "Monkey Business", and third place was awarded to **Don Crowe**, left, and his Taylorcraft "Plum Lazy". (Photo by Marc Robbins)



Sometime around 1983-84 my friend Kent and I decided to build our first R/C airplanes. After visiting a hobby shop in Sacramento, we both decided on a Goldberg Eagle-2.

A few months later after many weekend build sessions, many beers, and many laughs, we both were done. His was a yellow fuse with green wing, while I chose a blue body and yellow wing. At the first opportunity, we headed out to the local field on base where we were stationed.

I can't say we were welcomed with open arms and nobody helped check out our planes. With foolhardy abandon born of ignorance, we

extended that long antenna out of our Futaba radios, fired up our K&B .40 engines and took to the skies.

Flying came easy to me, but as you can imagine the landing was rough and we both picked up our pieces and headed home to make repairs.

Even though our planes didn't last but a few training sessions, it left a lasting impression with me. As Gen. Douglas MacArthur said, *"Their memory is one of wondrous beauty, watered by tears, and coaxed and caressed by the smiles of yesterday."*

I'm sure I made terrible mistakes during the build and the covering looked horrible, but to me that plane was the

finest machine in the air that day. I built it and the palpable sense of pride I felt from converting a box of wood into a flying model was immense.

Fast forward 34 years and I finally completed my second build and have many more planned. If you've never done it, get a kit, find a friend, and build a plane. You will not regret it.

Last meeting, we had a long discussion about rules. I will be sending out a DRAFT copy of the updated field rules a week before our next meeting. Please review them and send any concerns and comments to me.

We meet the day

before Thanksgiving, so I'll understand if you can't be there, but at least make your voice heard.

See you at the field.

Don Crowe
President



CVMA NEWSLETTER
 AMA Chapter #3789
 Published Monthly

President — Don Crowe 

Vice President — Bill Gilbert 

Treasurer — Marc Robbins 

Secretary — Bob Steffensen 

Safety Officer — Steve Shephard 

At Large Member — Randy Meathrell 

Newsletter Editor — Bob Shanks 

Flight Instructor — Marc Robbins





It keeps me from looking at my cell phone every two seconds!

MARK YOUR CALENDARS

Club events for 2019 will be discussed in November.

Dec 8, 2018 – Christmas Banquet
Prescott Centennial Center
Antelope Hills Golf Course,
Prescott Airport.



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

In this column we have discussed a lot of safety issues but one item regarding safety at our field needs to be discussed again and that is how one approaches an obvious safety issue he or she has just witnessed.

We certainly don't want to embarrass a member who unknowingly made a mistake that is a safety issue because he is new or hasn't flown for a long time. Always be positive and talk quietly with the individual.

We also have community members often in attendance watching our flying so we don't want to paint a negative picture of our field. We do have one of the nicest flying fields in Arizona.

Your editor has belonged to five clubs over the years and what we have is really fantastic so let's all continue to work together. We are also known as a very friendly, supportive and collegial club, that's probably one reason our membership has grown so well over the

years.

I have visited fields where the membership is quite "clicky" and not at all friendly. Remember this is a hobby and it is a heck of a lot of fun so let's all keep work at keeping it that way and continue being so supportive of each other as needed. We certainly don't want to show the community a negative view.

Our outgoing Safety Officer, *Jerry English* made a great comment that we have had a very safe year and we need to keep it that way. Be safe always adjust your engine from the back and not the front, don't reach over the prop to get to the needle valve, one is asking for trouble.

As the editor has reminded each of us in this column, read the AMA Journal safety article each month.

We all should review the club's safety rules prior to the November meeting. We will be updating our rules and re-

viewing all of them as to how they apply to our increasing membership. Most of these rules were drafted and put together when we all flew 72 MHz radio systems and used frequency pins.

Club membership will also be discussing not only the rules but also simple flying etiquette. The etiquette discussion could also cover running up gas engines for testing purposes on the flight stands that are near our flight stations. A comment was made about hearing commands made by flyers when gas engines are running. Some clubs have isolated run up stands for engine testing so the noise is limited. This is something the club might want to discuss. We could locate one or two run-up stands to another location to keep noise to a minimum near those flying. Noise can interfere with safety issues for those flying. *Fly safe members!*

Second Annual Build & Fly Challenge Contest Held Oct. 27

The top winner of our second annual Build and Fly Challenge was **Riley Harley**. He crafted a beautiful scale Bristol MD-1.

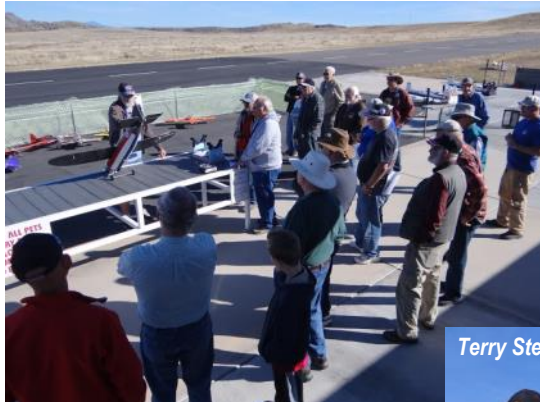
Rick Nichols captured not only second place but also the Peoples Choice Award. His canard, "Monkey Business" had a creative monkey business decal.

Third place went to **Don Crowe's** really slick and beautifully finished "Plum Lazy"

This year's event only had three entries but all three flew very well for a well attended club event. Each winner received a beautifully engraved CVMA Mug. Rick Nichols does a beautiful job of engraving, thanks Rick. Judges were **Terry Steiner, Don Ferguson, and Mark Lipp**.

Thank you to **Marc Robbins** for capturing all this year's action.

Riley get's his First Place mug from President **Don Crowe**.



Riley's cool Bristol.



Terry Steiner captures Riley's Fly-by



All photos of this event taken by **Marc Robbins**

Judges, left to right, Terry, Don and Mark.



Don Crowe explains how he did his 'Plum Lazy', nice purple Don! At right is its first take off!



Nice flying canard Rick.



Rick tells the crowd about his "Monkey Business"

Wings Out West Air Show



To open the show *Cindy Irish* of the Misty Blues parachutists brought the flag down right to the middle of the main runway.



There were a number of static displays. This is a shot of a Atelier home built open cockpit bi-wing.

WWII Douglas Dauntless dive bomber.



Talk about an open cockpit - sitting right out in the open in this pusher experimental!



The business end of a Navy F-18 Hornet.

Wings Out West Air Show



Weather was superb for parachuting.



Re-enactment complete with ground fire depicting WWI.



Well done "dog fight" re-enactment.



Bill Stein and his Edge 540.



Immortal Red Baron Stefan Trischuk



USAF Tanker fly-by.



Gary Power flew the Stearman as part of the re-enactment.



Three ship finale demonstration, Matt Chapman, Bill Stein, and Rob Holland.



Matt Chapman and his Edge 540.

A large crowd attended the air show.



Commemorative Reception Honoring Prescott's WWI Hero Lt. Ernest A. Love



A commemorative Reception was held to honor our local WWI hero Ernest A. Love. The community gathering was held at the Highland Holiday Courtyard in downtown Prescott.

Food was provided by the El Gato Azul restaurant with a cash bar available. The music was provided by "The Mood Swings".

Welcome remarks and a little history was provided by Prescott Councilman Steve Shishka. The National Anthem was sung by Rebecca Lane.

This was all accomplished by the City of Prescott, the Prescott Chamber of Commerce and Embry-Riddle.



Above Professor *Jerry Kidrick* of ERAU in his aviation garb talks with *Lamont Kitsel* of Prescott in his WW1 combat gear. At upper right is Prescott Councilman *Steve Shishka* posing with cut out of Lt. Love with Lamont.

At far right is *Stefan Trischuk (Immortal Red Baron)* of Aero-sports Inc. in his flight gear. Stefan is the German pilot of the plane featured at the "Wings Out West" Air Show. During this event these folks attended dressed for the occasion.



The open air Holiday Court Yard had several early posters depicting the times in 1916 to 1918 and World War One.



Red Baron's re-enactment bi-plane.

"The Mood Swings" played for all. Dancing was also the order of business for a crisp night at the Holiday Court Yard.





Page Two Cockpit Plane's Name: *Boeing 777**



The Model 777, the first entirely new Boeing airplane in more than a decade, was the first jetliner to be 100 percent digitally designed using three-dimensional computer graphics. Throughout the design process, the airplane was “preassembled” on the computer, eliminating the need for a costly, full-scale mock-up.

The 777 program was launched in October 1990 with an order from United Airlines. In June 1995, United flew its first 777 in revenue service. The Boeing board of directors authorized production of the 777-300 on June 26, 1995, and the first 777-300 was delivered to Cathay Pacific Airways in June 1998.

The 777 was larger than all other twinjet or trijet airplanes but smaller than the 747 and included improvements in airfoil technology, flight deck design, passenger comfort and interior flexibility. The airplane seats from 301 to 386 passengers in a three-class configuration with a range capability of 5,240 nautical miles (9700 kilometers) to 9,395 nautical miles (17,395 kilometers).

By 2014, the 777 was available in six models: the 777-200, 777-200ER (Extended Range), a larger 777-300, two longer range models, the 777-300ER, which rolled out Nov. 14, 2002; and 777-200LR Worldliner (the world's longest range commercial airplane) and the Boeing 777 Freighter.

The 777X is Boeing's newest family of twin-aisle airplanes. In November 2013, Boeing Commercial Airplanes launched the airplane at the Dubai Airshow with 259 commitments from four customers. Production of the 777X was scheduled to begin in 2017, and first delivery was targeted for 2020.

The 777X was designed to be the largest and most-efficient twin-engine jet in the world, with 12 percent lower fuel consumption and 10 percent lower operating costs than the competition.

In 2012, Boeing began developing an advanced manufacturing technology for 777 fuselages known as Fuselage Automated Upright Build, or FAUB. Fuselage sections will be built using automated, guided robots that will fasten the panels of the fuselage together, drilling and filling the more than approximately 60,000 fasteners that were then installed by hand.

On Oct. 21, 2014 Boeing broke ground for a new 1 million-square-foot (304,800-square-meter) 777X Composite Wing Center at its Everett, Washington site.

The 777 is the first airplane to have a rose named after it. The deep purple-red rose, with a citrus-like fragrance, was developed by Olympia, Washington Western Independent Nurseries.



First flight	June 12, 1994
Model number	777-200
Classification	Commercial transport
Span	199 feet 11 inches
Length	209 feet 1 inch
Gross weight	506,000 pounds
Cruising speed	615 mph
Range	4,210 to 8,270 miles
Ceiling	37,900 feet
Power	Two 74,500-/77,200-pound-thrust P&W 4074/4077 engines; two 74,500-/76,400-pound-thrust GE90-75B/76B engines; or two 74,600-/76,900-pound-thrust RR Trent 875/877 engines
Accommodation	305 to 440 passengers

* <https://www.boeing.com/history/products/777.page>



October Club Meeting Highlights



General Membership meeting of October 17, 2018 was opened by President **Don Crowe** at 7pm and began with the Pledge of Allegiance.

The Club membership now stands at 149 with 1 more new member pending. Thirty six signed the attendance roster this evening and head count showed 40 members were in attendance. New members **Mike Stoner**, **Bob Keltie**, and **Don Broadston**, joined us tonight. Members approved the September minutes unanimously.

Reports

Treasurer **Marc Robbins** presented his report which were approved unanimously. Marc reported a net income of \$1439 from Steve Crow Fun Fly, raffles and dues the pushed the operating funds balance to \$4186.

Secretary **Bob Steffensen** presented 3 options for food for the annual Christmas Party. Consensus was "last year was great" let's do it again. This year's party will be on Friday December 7. Reservations and payment are due not later than November 25. The reservation form will be emailed to all members soon. Safety Officer **Jerry English** said we had a good safe year...let's keep it that way for 2019.

President's Agenda

President **Don Crowe** thanked **Marc Robbins** for a well-run Steve Crow Fun Fly. Members agreed and applauded.

Willie Hermann will be rewarded with a paid club membership for 2019 for his tireless efforts to keep the airfield looking great. Thanks Willie!

A draft of new field rules and etiquette were presented to mem-

bers for review and further discussion next month. FAA Reauthorization was briefly discussed. Current rules remain in effect and should be minimal impact in the future as we are in Class G airspace. Though things could change... we wait to see.

The 2019 election of officers saw **Bill Gilbert** elected to Vice President and **Steve Shepherd** to Safety. Other board members will remain in place for the next year.

Lock the gate if you are the last to leave the field, PLEASE!

Member Comments

Gary Russell proposed that there be a rule that runway activity be limited to take off and landings only. **Don Ferguson** suggest a simple rule: fly only North of the runway.

Further discussion of this tabled to next month with other rules and etiquette. **Larry Parker** said several members would like a Park Zone T-28 Pylon Race and that he would put one together. **Riley Harley** asked if we would have War Bird Races in the future...not likely...our CD has retired.

Goodies for the break were provided by **Bob Colianni**. Thanks Bob!

Show and Tell

Lloyd Oliver showed us his nice Sky Lark 56 Mark II by Carl Goldberg. **Dave Domzalski** brought in some bombs attachable to aircraft.

October Raffle

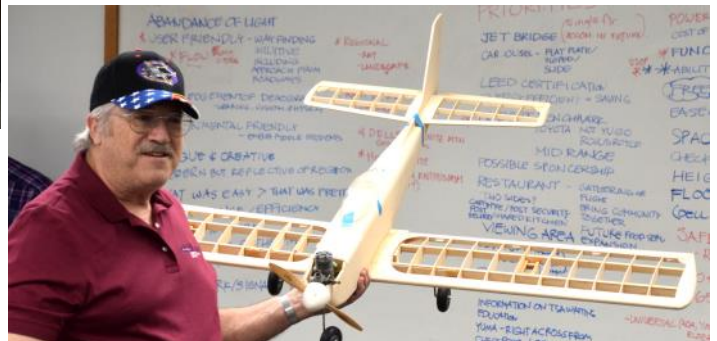
Lloyd Oliver snagged the door prize consisting of Glue, anemometer, and a mini metal model kit.

Shel Liebach had the winning ticket for the P51, this month's very cool raffle prize.

Bob Steffensen, Club Secretary.



Great turn out , 40 members were present.



Lloyd Oliver brought in his Sky Lark 56 ready to cover!



Lloyd Oliver won the door prize!



A New CVMA Member?



Dave Domzalski brought in several fun bombs that are light and to drop and sold them all to members present.



Shel Liebach won the very nice P-51 Mustang for this month's Raffle.



CLUB PILOT'S FLYING MACHINES



Dick Bjork's Ultra Stick

Editor's Note:

The majority of this issue is devoted to the air show at Love Field, our airport, and Lt. Ernest A. Love and the commemorative reception held in his honor at the Prescott Holiday Courtyard in downtown Prescott. The reception was to honor Lt. Love's WWI service and was in conjunction with the air show. Your editor did add this page with a few photos of flying activities held at our field.

Some members have asked me how I photograph flying photos at our field as well as full size aircraft like the Prescott air show on pages 5 and 6 of this issue. I have a very versatile lens on my 35mm Nikon, it's an 18mm to 300mm zoom lens. This lens allows extreme wide angle shots (18mm) for up close in photos and then zoom in close to far items like flying aircraft (300mm). Of course I also use photoshop to crop out wasted space and to emphasize the subject matter so the photograph is more visible, this helps the reader to make sense of the article or subject being covered.

Graham Johnson's Tower Hobbies "Slow Ride".



Photo by Dan Avila

Our resident turbine expert, Jet Man Dan ([Dan Avila](#)) went to the dry lake bed near Kingman, AZ and helped

[Shel Liebach](#), at left with his turbine Viper. What an excellent place to learn to fly a fast airplane, lots of room and air space.

If you haven't been there check it out some time and take a plane with you to fly.



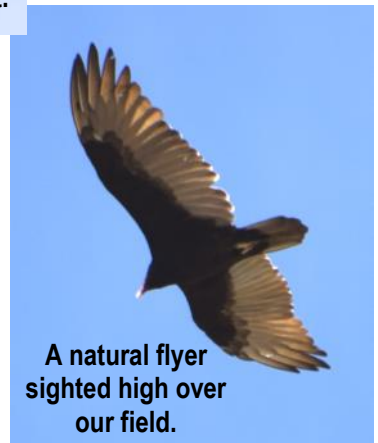
Clint Manchester's nice Taylorcraft.



Erik Van Elburg's very small Pitts.



Jeremy Beck's Gas powered Edge.



A natural flyer sighted high over our field.