



AMA Chapter #3798

# Chino Valley Model Aviators

## Official News



November 26, 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"*

### Inside this issue

- ⇒ Presidents Message 2
- ⇒ Mystery Plane 2
- ⇒ President's Message 2
- ⇒ Safety Column 3
- ⇒ Members Flying 4 & 5
- ⇒ Kawasaki C-2 Cargo 6
- ⇒ AZ Flight Museums 7 & 8
- ⇒ Mystery Plane Answer 9
- ⇒ November Meeting 10

### Aviation Fact:

#### Lockheed-Martin's C-5 Galaxy



One of the largest military transport aircraft in the world, Lockheed-Martin's C-5 Galaxy can transport about a half a million pounds of cargo and people.

One of its unique features is cargo loading through the nose versus through the back.

Because cargo is loaded through the nose, the C-5's front landing gears kneel. This kneeling has been the source of numerous malfunctions.

There is an incredible amount of weight on those front landing gears, that can result in hydraulic issues.

## Randy Meathrell's DLE 30 Powered Extra 300



Randy is known for being an electric only flyer and always gave fuel powered members much static about flying "slimmers". Inset shows Tom Wells giving him some Huggie Wipes to clean off the slime on his new Extra 300! This test flight was scary, badly out of trim but it flew.

## Riley Harley's Gas Powered Texan II





**Editor's Note:**

There has been a lot of discussion about safety and we will be looking at revising our rules at our January meeting.

As most of you know, we try to keep all field rules very concise and as brief as possible. Having a long list is tough to administer and remember. Read the safety column in this issue as well and be thinking of what needs to be revised and updated.

Our current list of 12 safety rules was made available by our safety officer Steve Shephard at our December meeting. If

you want a copy contact any of the board members.

Don has developed an acronym in his column below.

COMITY - The courteous and considerate behavior toward others. We had a recent incident that resulted in a heated argument between two members. I didn't witness what happened, so I won't go into specifics, however I can say this. Communicate... how many times have we talked about stating your intentions and getting an OK from other pilots before you start anything? Your flight should sound some-

thing like this:

1. "OK to come out"
2. "Taking off, downhill/Uphill"
  - a. "Low pass"
  - b. "Touch and go"
3. "Landing"
  - a. "On the runway"
4. "Runway clear"

Make sure it's loud enough so every pilot can hear and you get a response. Other pilots have a responsibility to acknowledge and reply.

It's a silly little system, but it works.

Our Christmas party is right around the corner

and there is still time to get a ticket. Contact Bob Steffensen if you'd like to attend. *Don*



**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	



## MARK YOUR CALENDARS

### Club events for 2019

All 2019 events to be determined and finalized at our January 2019 meeting.



### 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

We have a great runway and it is used both uphill and downhill frequently during flying days. Many clubs have the day's prevailing wind directional arrows so everyone uses the runway the same way. However, sadly too, the winds here are so fickle. Down the runway, a few minutes later a complete almost 180 degree change or it changes while folks are flying and the wind is now a cross wind straight across the runway!

Everyone is good about letting all who are flying knowing what their intentions are, "landing down hill", or "landing up hill" as an example. We will be in the process of reviewing and updating our club rules at our January meeting.

Many of our rules go back to when everyone flew 72mhz so review the rules and let the board know what changes you might recommend. Many members have already done so. At last month's meeting, the group briefly discussed

flying only north of the runway and not flying straight down and over the runway for safety. Along with flying rules we can also discuss field etiquette.

Some discussion was also held briefly about powered gliders flying near the wind sock or away from flight stations. All powered gliders should fly at the #5 or #6 flight stations so everyone flying can adequately hear intentions. Flying too far out of the flight box makes it too difficult to hear member intentions especially if there are gas and glow engines being flown or tested and it is a busy flying day.

Your editor likes to fly his powered gliders from flight station #6 down and away from the other flight stations. Since gliders are usually flying higher than other planes he has a better general view of the flight area north of the runway. All of this can be discussed at our January meeting so be thinking about all of our flight rules for updating.

One item we all must be aware of is how we approach others who have made a safety mistake. Be diplomatic in visiting with the individual. Remember this is a hobby and a great one let's keep it positive and safe too.

Your member has belonged to five clubs over the years and one "grumpy" individual can certainly ruin a flying day. One club I belonged to years ago had a very "hyper" safety minded flyer that would find the smallest error and blow it up out of proportion and make a big scene for all present when he could've just as easily talked quietly with the individual and not made a big public deal out of the infraction. And yes we certainly don't want any injuries and accidents to mar the great club we have.

We now have over 150 members so let's all work together "diplomatically" to insure that each flying day is as safe as possible.

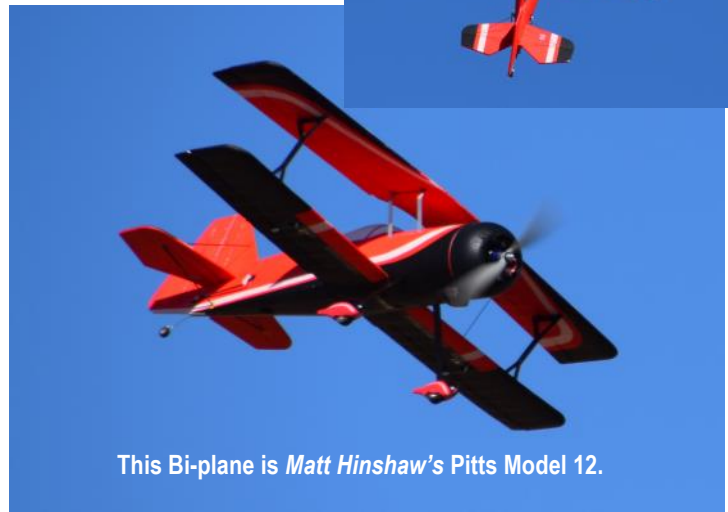
# Club Pilot's Flying Machines



At right is *Riley Harley's* Bristol, left is *Craig Hale's* very nice foam scale A-10 Warthog. Below right is *John Meyers'* very accurate scale electric P-38.



*Matt Hinshaw's* red and black Edge 540, a very nice color scheme.



This Bi-plane is *Matt Hinshaw's* Pitts Model 12.



*Dennis O'Connor's* Super Decathlon coming in for a smooth O'Connor landing.



# Club Pilot's Flying Machines



**Randy Meathrell** had one of those days where if anything could go wrong it did. He had trouble starting his new gas plane for some reason and one of his radio's buttons came loose and fell inside his radio case so he had to make repairs. It was his "Joe Btfsplk" day so he decided not to fly...good choice Randy.



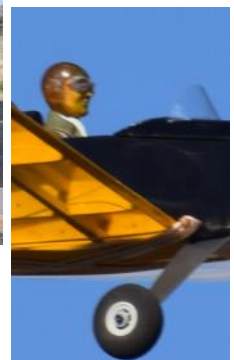
**Bob DeNoyelles** US 1000 glow powered pattern ship.



**Clint Manchester** with his yellow Ultimate Bipe.



**Don Crowe** can't hear Randy as he runs up his Extra 300 with a DLE 30. Randy said he fully expects to be given a lot of razzing now in return for giving all our club "slimmers" grief in the past. Above Randy's troubles continued, he even broke a prop during the taxi test. Randy read the tea leaves and decided to go home and not fly — but it does fly, see page one. For his first flight, he almost lost it; way out of trim.



**Clint Manchester's P-51B**



**John Riese's Pronto**

## Japan's Advanced Military Transport Aircraft the Kawasaki C-2

Japan Military had initially planned to procure the C-130J Super Hercules, C-17 Globemaster III and Airbus 400M aircraft, however, these aircraft did not meet Japan's military needs. So they designed their own unique aircraft to meet the specific requirements of the Japan Air Self-Defense Force (JASDF).

The C-2 is a derivative of the Kawasaki C-1 transport aircraft. Approximately 40 C-2s are initially scheduled to be manufactured.

Kawasaki built two prototypes of the C-2 in 2010.

The maiden flight of the first prototype took place in January of 2010, and was delivered to Japan's Air Defense Force in March of that year.

The second prototype completed its maiden flight in January 2011, and was delivered in March 2011. Development continued into May 2016 when the JASDF deployed the Kawasaki C-2 aircraft to bases in Japan. By 2020, ten Kawasaki C-2 aircraft are expected to be deployed to all of Japan's bases. The aircraft can transport troops, drop supplies and undertake medical evacuation during the day and night, even in hostile environments.

The C-2 and XP-1 are being built concurrently to achieve significant cost savings for Japan. Both aircraft will share the same airframe and avionics. The C-2 has been designed to take-off and land on unprepared airstrips or short runways such as grass, snow and mud.

The aircraft has a glassed-in nose, a pressurized flight deck, cargo hold and a rear loading ramp, which can open in-flight. The C-2 features a cockpit panel and windows, a horizontal stabilizer, an auxiliary power unit, and an anti-collision light and gear control unit.

The tricycle-type landing gear includes low-pressure tires and disc brakes. The aircraft can carry large containers or eight pallets of cargo in its compartment.

Integration of advanced technologies provides the C-2 with faster and superior cruise, a greater flight range, heavier payload and spacious cargo compartments, compared to the C-1 aircraft.

The avionics suite installed in the C-2 includes tactical flight management system, in-flight refuelling facility and night

vision system. The aircraft is also equipped with an automatic loading and unloading system for handling cargo.

The C-2 is powered by two GE CF6 engines designed and manufactured by General Electric Aviation. Each engine can produce a maximum of 26,000lbs of thrust and is equipped with a single fan, four-stage low-pressure and 14-stage high-pressure axial compressors, a five-stage low-pressure turbine, a dual-stage high-pressure turbine and an annular combustor. This is one very large and versatile cargo airplane.



# Museums of Flight Located in Arizona

<https://www.azcentral.com/story/entertainment/events/2014/07/09/air-parks-museums-galleries-arizona/12401111/>

If you want to find a good museum of flight but can't remember where all of them might be located in Arizona, this is the place to find out. You can travel to any one of these eight locations listed here in Arizona and either marvel at a Cold War-era missile still in its silo 35 feet underground near Tucson or you can head out to the Grand Canyon to see a supersonic jet, the world's smallest biplane and an aircraft with a wingspan the length of a football field all in one location. Browse through these eight locations listed below and mark your calendar for a weekend visit.

## Phoenix Sky Harbor International Airport

"America's Friendliest Airport" is filled with contemporary art representing Arizona's cultural diversity. In the lobby of Terminal 2 is Paul Coze's giant 16- by 75-foot mosaic mural aptly titled "The Phoenix." In Terminal 3, you can't miss the yellow restored 1917 World War I plane hanging from the ceiling. Overhead in the Rental Car Center is Ed Carpenter's "Crosstitch," a dichroic glass, aluminum and stainless-steel installation that casts rainbows of light throughout the lobby and atriums, and 82 other pieces of art that you can see on a self-guided tour. 602-273-2744; [skyharbor.com/museum](http://skyharbor.com/museum).



French WWI SPAD XIII

## Phoenix Deer Valley Airport

Robert T. McCall's "Flying the Skies: Arizona Aviators" is a collection of portraits of Frank Luke Jr.; Vernon Haywood; Ruth Dailey Helm; Arthur Van Haren Jr.; and Frederick E. Ferguson. McCall, who died in 2010, was a World War II bombardier and became known as "The NASA Artist" for depicting our nation's advances in space exploration for more than 50 years; 602-273-2744; [skyharbor.com/museum](http://skyharbor.com/museum).



WWII B-17 Bomber Crew

## Phoenix Goodyear Airport

The U.S. Navy once operated the Goodyear Airport, just a few miles south of Interstate 10 on Litchfield Road. Phoenix bought it in July 1968. Located in the lobby and hallway is the exhibition "Rivets, Radials and Runways"; 623-932-1200, [skyharbor.com/museum](http://skyharbor.com/museum).



## Pima Air & Space Museum

More than 300 aircraft are displayed on more than 80 acres indoors and outside at the Pima Air & Space Museum, including a supersonic SR-71 that can fly from New York to Los Angeles in less than an hour; the world's smallest bi-plane; an aircraft whose wingspan is the length of a football field; and scrap planes blanketed in contemporary artwork, [pimaair.org](http://pimaair.org).



## Titan Missile Museum

Near Tucson is a former top-secret location, now a National Historic Landmark known as Complex 571-7, the only remaining Titan II missile site of 54 across the U.S. that stood ready during the Cold War from 1963 to 1987. On one-hour guided tours offered daily, you'll start with a movie and then descend 35 feet below ground to marvel at the intercontinental ballistic missile that in about 30 minutes could have delivered a nine-megaton nuclear warhead to a location more than 6,000 miles away.

Stops along the way while underground include the launch-control center, where you'll experience a simulated launch, and the silo where the missile still rests in its launch duct. Beyond the Blast door and Top to Bottom tours add areas normally closed to the public. The Titan Overnight Experience, offered just a few times a year, lets you and three others sleep in the crew quarters just feet from the missile; 520-625-7736; [titanmissilemuseum.org](http://titanmissilemuseum.org).



Titan II Missile

## More On: Museums of Flight Located in Arizona

<https://www.azcentral.com/story/entertainment/events/2014/07/09/air-parks-museums-galleries-arizona/12401111/>

### Commemorative Air Force Arizona Wing Museum (Mesa, Arizona)

Stroll through the hangar and see 20 bombers, fighters, trainers and cargo planes from the World Wars, the Korean and Vietnam wars. Exhibits on display include Tuskegee Airmen and Women Airforce Service Pilots exhibits, and a collection of German and Japanese artifacts. In the winter, take a flight aboard the meticulously restored WWII-era Boeing B-17 "Sentimental Journey," the North American Mitchell B-25 bomber "Maid in the Shade" or one of five other historical planes. Annual crowd-drawing events in March include a Night in the '40s Big Band Dance and the Southwest Military Transportation Show. In November, the public can meet aviators from U.S. military conflicts over the past 70 years when they gather over Veterans Day weekend. Each February, the public can attend as aviation greats are inducted into the Museum's Military Aviation Walk of Honor. 480-924-1940: [azcaf.org](http://azcaf.org).



### Planes of Fame Air Museum (Near Williams & Grand Canyon)

Located halfway between Williams and the Grand Canyon's South Rim is the Planes of Fame, whose mission is to preserve aviation history, inspire interest in aviation, educate the public and honor aviation pioneers and veterans. More than 40 aircraft are on display, including the Messerschmitt 109G Gustav, Douglas Skyraider, Lockheed Constellation, Stinson L5 Sentinel, Douglas RB-26 Invader, Grumman F11F-1F Super Tiger and Stearman PT-17. Plan on spending two hours to see it all. Take a self-guided tour or a guided tour; museum officials recommend arranging a guided tour two weeks ahead so a knowledgeable aircraft enthusiast can help you get the most out of your visit. 928-635-1000; [planesoffame.org](http://planesoffame.org)



### Luke Air Park (Near Luke AFB, Phoenix)

In 1940, the U.S. Army looked to Arizona for a site for an Army Air Corps training field for advanced training in fighter aircraft. The city of Phoenix bought 1,440 acres of land, and leased it to the federal government. Construction began in March of 1941 at Litchfield Park Air Base. The base was later renamed Luke Field in honor of World War I Medal of Honor recipient and former Phoenix native, Lieutenant Frank Luke, Jr. During World War II, the base was the largest fighter training base in the Air Corps. By November of 1946, with victory assured, the base was deactivated. In February of 1951, as war began in Korea, the base was reactivated as Luke Air Force Base, part of the Air Training Command under the reorganized U.S. Air Force.

Luke Air Force Base was named for World War I pilot Frank Luke Jr., the first aviator awarded the Medal of Honor, who was born in Phoenix in 1897. The base's primary mission is to train fighter pilots, including those who fly the F-35, the nation's most sophisticated fighter. On Tuesdays and Thursdays from September through May, members of the general public without base ID can schedule tours from 9 a.m. to noon to see a static display of a dozen aircraft in which Luke pilots have been trained over its history. You can also stop at the Medal of Honor Memorial and pay respects to Arizona heroes whose names are displayed. Thousands flock to the base each year (typically in March) for the Lightning in the Desert Open House and Air Show, featuring aircraft displays and aerial performances, especially the precision maneuvers of the Air Force Thunderbirds.

There are several aircraft on base in an air park setting. Included are a North American AT-6 Texan, F-84F Thunderstreak, F-100C Super Sabre, F-104C Starfighter, F-15B Eagle, F-4E Phantom II and a T-33A Shooting Star. The Air Park is not accessible to the general public. However, groups can arrange tours through the Luke AFB public affairs office: 623-856-6011: [luke.af.mil](http://luke.af.mil)







## Page Two Cockpit Plane's Name: *USAF C-5 Galaxy\**



The largest military transport in the U.S.'s arsenal is also one of the largest planes in the world. This year marks the 50th anniversary of the aptly named C-5 Galaxy, and it's been five decades worth celebrating.

With the ability to swallow 50-ton main battle tanks and deposit them on another continent, the Galaxy is an essential part of the global logistics system. As Air Force historian John Leland noted, the C-5 "symbolized the size, power, might and majesty of the United States Air Force," and it still does to this day. For a half-century, the Galaxy has kept America's armed forces, allies, and far-flung scientists well supplied in the most remote corners of the Earth, and it will continue to do the job for the foreseeable future. It's hard to wrap your head around the sheer size of the C-5.



The most recent version, the C-5M, is 247 feet long. That's twelve feet longer than an Airbus A380 superjumbo civilian jetliner. It has a wingspan of 222.8 feet, with each wing as long as a basketball court. The aircraft stands 65 feet tall, the equivalent of a six-and-a-half story building.

The Galaxy is so galactic it won't fit inside many hangars. In some cases the C-5 *mostly* fits inside and the Air Force simply cuts a hole in the sliding doors for its whale-shaped tail to stick out. Other times, it just sits outside.

The C-5 was built to carry more cargo than any other plane. The C-5M can lift more than a quarter million pounds, and the approximately 34,000-cubic-foot cargo bay is large enough to contain one tank, six helicopters, or 24,844,746 ping pong balls. The gargantuan airplane can fly 5,524 miles with 120,000 pounds of cargo without refueling. With midair refueling, the C-5 has practically unlimited range.



The C-5 Galaxy started with a requirement: The Air Force wanted a transport capable of carrying all the equipment necessary for a U.S. Army division halfway across the world. While transports of the time, including the C-130 Hercules and now-extinct C-141 Starlifter, were big, they simply couldn't handle the most important item: the new M60 main battle tank.

The M60 was 30 feet long, ten feet high, and weighed 50 tons. The Air Force issued a requirement for a new super heavy transport plane, CX-LHS, and set a performance goal of carrying 100,000 pounds a distance of 4,500 nautical miles at 440 knots. The plane that could do it would be not only the largest airplane in U.S. military service, but the largest airplane in the world. It was a heady time in American history, when the country could easily fund a race to the moon, the Vietnam War, and building the largest airplane ever.

Boeing, Douglas, and Lockheed competed for the contract. After a six-month deliberation, Lockheed won the contract to build 58 of the cargo planes, while General Electric won the engine contract. In today's dollars the C-5A would cost \$268 million each. (Boeing's proposal didn't go to waste. It would eventually become the 747 civilian airliner.)

The C-5A was an ambitious airplane. Lockheed's specs called for an aircraft capable of carrying an outside load of 250,000 pounds, or 125 tons, a distance of 3,200 miles unrefueled. With a 100,000 pound payload, the C-5A could fly 5,300 miles. That was enough to fly from Dover Air Force Base in Delaware to Torrejon Air Base in Spain, or from Travis Air Force Base in California to Yokota Air Base in Japan.

The C-5 was projected to fly more and bigger cargo and do it faster and with fewer planes. In 1965, Gen. Howard Estes, commander of the Air Force's Military Air Transport Service, said the C-5 would have radically sped up Operation Big Lift, an exercise that flew 15,500 soldiers from the U.S. to Germany, "We used 234 aircraft [C-118s and C-124s], each flying one mission, and completed the lift in 63 hours." Estes said. "By comparison 42 C-5As could do the same job in only 13 hours."

The C-5A would be capable of landing on unprepared airfields no longer than 4,000 feet. Following Lockheed's tradition of naming aircraft after astronomical objects and bodies, the company named the flying behemoth the "Galaxy."



## November Club Meeting Highlights



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

The Club membership now stands at 152. Twenty Eight signed in roster this evening and matched the head count in attendance. New members **James Jauregui**, and guest **Ron Joyce**, joined us tonight. Members approved the September minutes (that some members actually read) unanimously...again!

### Club Reports

Treasurer Marc Robbins presented his report which was approved unanimously. Dues are coming in now...all are due by December 31. The gate pad lock code will be new on January 1. If you don't pay your dues you don't get the gate code. Get 'em in soon!

Secretary **Bob Steffensen** reported 28 reservations to the annual Christmas Party. We had said that

reservations and payment are due not later than November 25. That said, if you have your reservation with check in the mail by December 1, and/or notify us that the "check is in the mail"...we can squeeze you in. you can also email it to: [Bob at steffensen@cableone.net](mailto:Bob.steffensen@cableone.net) if you are running late with your reservation.

Treats for the 2019 General Meetings: **Bob Steffensen** will provide goodies for the January Meeting and bring the signup sheet to pass around to fill slots for the remainder of the year.

Vice President **Bill Gilbert** reported that the charging station batteries were recently replaced.

Safety Officer **Steve Shepherd** said to always close the gate if you are the last one out! And don't run over the 6x6 bumpers when you are backing in to the parking area. The all lean a little now. Keep it safe always.

### President's Agenda

President Don Crowe recommended tabling the discussion on the revised Field Rules until the January General Meeting. Members were emailed the rules...if you have comments or recommendations provide them to Don before or at the January meeting.

A draft of new field rules and etiquette were presented to members for review and further discussion next month.

The 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. This may change...wait and see. Your initial FAA registration has been extended to 2020. That FAA number, AMA number and Name should be on each of your aircraft.

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

### Member Comments

**Dennis O'Connor** proposed that we purchase a truck load of gravel and dump some in the hole at the gate. After a brief discussion consensus ruled positively.

Our Break: was at 7:25pm **Rick Nichols** provided the goodies. Thanks Rick! We resumed at about 7:40pm.

### Show and Tell

**Don Crowe** talked about his use of Wings West paint that can be matched to any Monocote covering **Rick Nichols** brought in his nice new Hobby King Extra 330 Knife Edge with a tale of tough negotiations for a total price of only 30 dollars!

**Dave Bates** displayed a sweet Free Wing Mirage 3000 with tiger stripes.

### Door Prize/Raffle

**Glenn Heithold** snapped up the door prize consisting of Glue, craft knife and Loctite. **Mark Lipp** was the winner of the Seagull Junkers CL-1. We adjourned at 7:55pm



We expected a light turnout of members the day before Thanksgiving but a nice crowd did show up for our November meeting after all.



Don explains how he painted his purple "Plum Crazy" model.



Two really nice models were shown by **Rick Nichols** (left) and **Dave Bates**. Rick had quite a story about his Hobby King Extra 330 he acquired at the AMA show. Dave's EDF Mirage 3000 has a very unique design. At this writing both models have survived test flights but need additional trimming.

### Mark Lipp Wins the Seagull Junkers CL-1 ARF!

