



AMA Chapter #3798

Chino Valley Model Aviators

Official News



January 25, 2019

Volume 22 Issue 1

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:

"There are only two emotions in a plane: boredom and terror."

—Orson Welles

Support our Local Hobby Shop



Owner & CVMA Member
Andrew Grant
Valley Hobby Now at the
Prescott Gateway Mall

Marc Robbins: 2018 Club Member of the Year



Our club can select a member of the year each year with the award given at our Christmas party but the restaurant make a mistake on dates last month so many could not attend so we made the award at this month's club meeting. As our treasurer, Marc did an outstanding job supporting all club efforts in 2018 not just the job as treasurer. Congratulations Marc, well deserved!

Steve Zingali's Surfer Dude!





CVMA President's Message from Don Crowe

A senior club member once told me that our club prides itself on having as few rules as possible. He added, once you start nitpicking rules then tensions start to rise. But why do we have rules?

From our earliest days in school our teacher required students to raise their hands when they wanted to speak.

Rules create order out of chaos. Although you might want to be able to do whatever you want, whenever you want, you probably wouldn't

want the same absence of rules to apply to everyone else. To live and function in a society, we must have rules we mutually agree upon. Sometimes these rules are formal or informal, like the ones we have at home, the classroom, and our field.

At the last general meeting, and after lengthy discussion, the majority present adopted our formal field rules. There were two suggested additions that were rejected. The rules we have are to mitigate risk,

not eliminate it. As discussed many times before, communication is the key when you're in that flight station.

The new rules and an approved flight map are being printed on durable material. They will be posted in the display case as soon as they are ready.

See you in the air!

Don

Editors Note:

Discussions were lengthy on various rules and/or modifications to rules we already have in place. The

final selection of rules are easy to understand and not meant to be overly restrictive.

Our club members fly a variety of planes of all sizes and power configurations so this was not an easy task. Check out the rules when posted at the field.

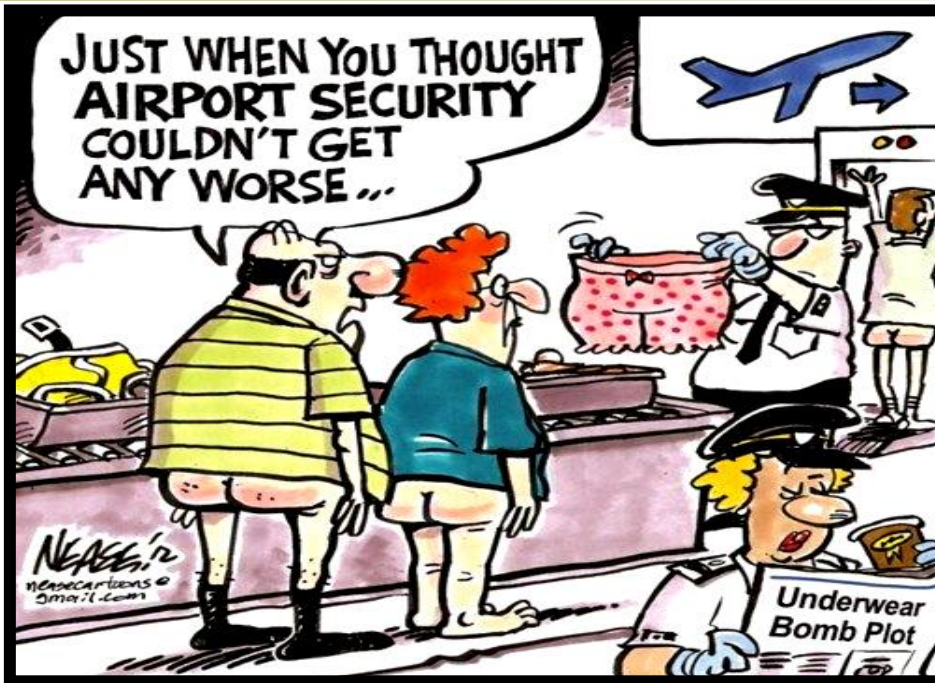


What Plane Has This Cockpit?

See Page 7

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	



2019 — MARK YOUR CALENDARS

May 10 - Field Maintenance & Clean-Up

May 11 - Spring Fling Fun Fly & Swap Meet

June 1 — Parkzone Pylon Racing

July 3 — Field Maintenance & Clean-up

July 4 — Pot Luck & Faun Fly (Watch Fire Works)

Sept. 20 — Field Maintenance & Clean-Up

Sept. 21—Annual Steve Crowe Memorial Fun Fly

Oct. 26 —Third Annual Build & Fly Challenge

Dec. 6 — Christmas Banquet

Club Meetings:

Third Wednesday of Each Month—7 PM



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

For our first safety column of 2019, we have some flying safety issues that came up late in 2018 and were not covered in our December issue. One key error that seems to come up from time-to-time is arming electric planes as well as fuel powered models in the pit area. This is strictly **NOT ALLOWED** for obvious reasons. First the noise, and second no safety restraints are on the assembly tables, even if the prop is off the plane. We have many folks often working in the pit area on both sides of the tables **so arm, fuel and test run all planes in the pit area restrained.**

We all need to work on doing better communication between everyone in the pit area as well as those flying. **LOUDLY** call out your intentions so all can hear. We can have a number of glow and gas models running and flying so good communication is critical.

One reason we have six flight stations in the center is so all pilots there can

better hear what is going on with flying activities. We can have as many as six, seven or more folks in that area flying or spotting for others.

One safety infraction that can have major consequences is walking across the runway in front of a plane preparing to take off, this is a **NO-NO!** Before entering the runway always make sure it is clear and holler out you are “on the runway” and then get back or off to the side as fast as you can.

If working on a new plane and standing in between the flight station and the other area where models are parked **DO NOT TAKE OFF** from there. Have someone hold your plane until you have returned to the flight station so you can then take off. For safety all pilots must fly from behind the flight station safety fence unless there is a specific need or test procedure. Stay out of that area if a plane is taxiing out for take off

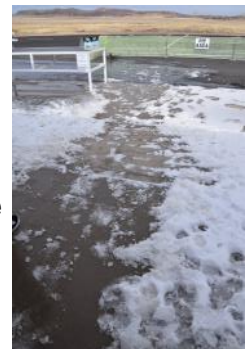
and **NEVER TAXI** into the pit area always stop parallel to the pit and then shut down your engine or motor. We don't want a sudden surge of power to suddenly bring the plane into the pit area if it is pointed into the pit.

All of these safety issues above were sent to me by our Safety Officer **Steve Shephard** for inclusion into our first news publication of 2019.

Let's all work on our communication at the field and especially when flying or working in the pit area or going out on the runway for whatever reason.

We can have a lot of ice this time of year at the field so grab a shovel and help minimize some of the ice in the pit area.

Think **SAFETY** in 2019 members!



Club Pilot's Flying Machines



Steve Zingali with his small foam UFO designed and built by him. He has a larger version as well as seen below.



Dane O'Brien's PAU gasser. (Professional Aircraft Unlimited)



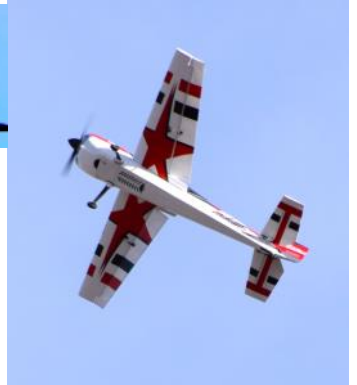
Dane O'Brien's AJ Raven gasser.



Mark Delaney's Maul.



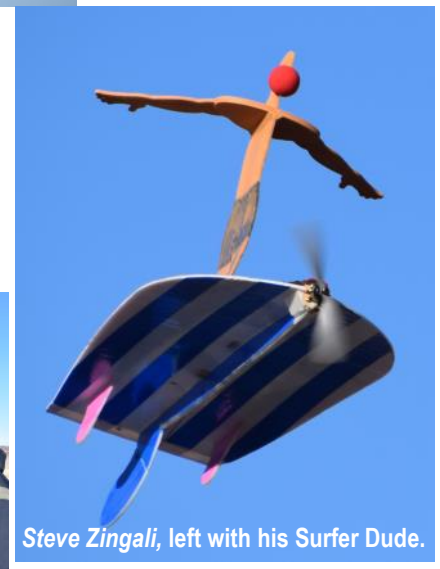
Shel Liebach's twin Air Force transport.



Bill Gilbert's electric helicopter.



Randy Meathrell's gasser.



Steve Zingali, left with his Surfer Dude.

More Club and Member Information



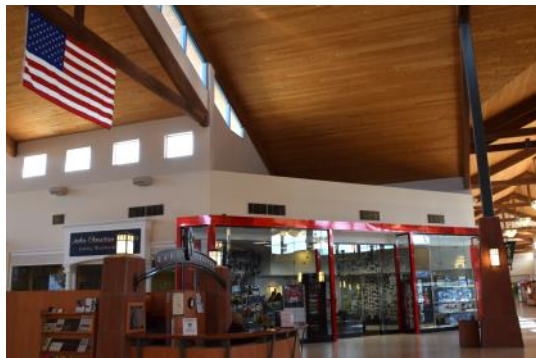
Steve & Dale do Entry Road Maintenance on Pot Holes



Photo by Therese Shephard



Dale Tomlinson, top photo at right and Steve Shephard smooth out some gravel and fill dirt brought in to fill the nasty pot holes at our gate entry located on the road coming into the flying field.



Member Andrew Grant has a great new centrally located Valley Hobby store now at the Prescott Gateway Mall.

One side is entirely dedicated to RC aviation and he will also have a larger adjacent warehouse area. He is located near the main Mall entrance and will soon have new signage. The red store trim is quite distinctive.

After a Crash: Calm Down a Few Days and Then Reexamine and Repair That Bird

Member Joe Kinchen crashed this FMA P-38 and gave it to John Meyers with some spare parts Joe had acquired. So John got busy repairing the airframe and putting it back together.

He added one new motor, new bearings in the other motor, rewired the electronics and now she has a new lease on life. This "Forked Tailed Devil" flies exceptionally well.



Was Blonde Hair Requested by the War Department in WWII?*

There often can arise stories out war that are said to be true but are questionable, either perhaps they were thought to be classified so a whole array of misinformation began to grow around an event or request and turned into a truly science fiction story that is a mixture of fact and fiction. So it seems with the story of the war department requesting blonde hair for use in developing crosshairs for the incredibly accurate Norden Bomb sight. The few Norden Bomb sights that are still in existence have etched crosshairs in the glass. So did this really happen or not? In the intelligence field it is often said *“Don’t believe anything you hear, and only half of what you see.”* Our modern day movie and films have incredible special effects so this little piece of advice can take on a more intense meaning these days. One should always be a little skeptical and double check questionable information.



Norden Bomb Sight

Use to be two sources would be sufficient to verify facts but now, perhaps depending on what is being evaluated, one may need three or four sources. Easy to become cynical if one is not careful and not believe anything too far fetched. Look what is now taking place in space, we recently have pictures from an unknown object 4 billion miles from Earth and it takes 6 hours for a radio signal with data to reach the Earth. Not too many years ago this would be purely thought as impossible.



Your editor digresses, so in checking out several sources about this possible blonde hair caper one soon finds out that yes the war effort apparently did request blonde hair but it was actually requested and mainly for used in some special meteorological instruments.



Mary Babnik Brown

As the story goes, the Army Air Force had experimented with several types of materials for the crosshairs on the Norden bombsight, which included the use of black widow spider webbing. The webbing was tough and practical under certain low level conditions, but at higher altitudes, like 20,000 feet, the spider webbing could not withstand the disparities in temperatures, especially below freezing. It was discovered, however, (history does not record by whom the discovery was made) that fine human blonde hair was perfect for the job, as long as the hair had not been treated with chemicals or heat (curling iron). Pure, fine, human blonde hair resisted climatic changes and below freezing temperatures. Testing confirmed, natural blondes with pristine hair were suddenly in big demand for the bombsight, meteorological instrument development and other scientific devices to make precise measurements of humidity that was critical in the production of military aircraft and numerous war-related materials in the 1940’s.

So now enter the story of *Mary Babnik Brown* and her 34’ long blonde hair that she did apparently donate to the department of war during WWII. Mary even eventually got a letter appreciation from President Reagan in the 1980’s on her birthday but was the President duped as well?

Research is not entirely clear who told Mary Brown her hair was possibly being used in the development of the Norden Bomb Sight but this is how stories get stretched and changed over time. Documentation is clear that human hair was used in meteorological devices. So the proverbial “fog of war” story began to circulate and in the 1950’s it apparently captured the interest of the public. Trying to separate fact from fiction can be difficult for some war II stories. Again the cloud of possible security classification/s does not help and often just adds to the mystery of any war story. Also, a well documented fact is the Norden Bomb Sight was highly classified and was critical to winning WWII. So

is this where the phrase “gentleman prefer blondes” really originated?

* Sources

<https://www.thevintagenews.com/2018/11/07/norden-bombsight/>

https://en.wikipedia.org/wiki/Mary_Babnik_Brown

https://www.news-daily.com/news/a-veteran-s-story-bombardiers-prefer-blondes/article_3d54108a-7077-58b4-977f-bc9aa72b3627.html



Airplane Cockpit: Boeing 737*



The Boeing 737 is a narrow-body airliner. At first, Boeing was making it to be a shorter, cheaper airliner than its 707 and 727. However, the 737 has become a family of nine different models. The number of passengers it can carry goes from 85 to 215. The 737 is the only narrow-body airliner that Boeing is making. The only types of 737 that Boeing is still making are the -700, -800 and -900ER. A version of the 737 with new engines and a new design, the 737 MAX, will come into service in 2017.

Boeing began designing the 737 in 1964. The very first 737-100 flew in 1967. It was first used by an airline in February 1968. The 737-200 started being used in April 1968. The -200 was basically just a longer version of the 737-100. In the 1980s Boeing made the -300, -400, and -500 models.

Boeing called these models the Boeing 737 Classic series. The 737 Classics could carry more passengers, and they had new engines: CFM56 turbofans. The 737 Classic planes also had some improvements made to the wings. In the 1990s, Boeing brought out the 737 Next Generation. The 737 Next Generation planes also had redesigned wings, a better cockpit and a new cabin. The 737 Next Generation is made up of the -600, -700, -800, and -900ER models. These models go from 102 ft to 138 ft in length.

The Boeing 737 is the best-selling jet airliner in history. Boeing has never stopped making 737s and since 1967 over 7,283 aircraft have been delivered, and the Boeing 737 still has 2,759 orders that had not been delivered as of August 2012. Boeing 737s are built at the Boeing Renton Factory in Renton, Washington. The 737's main rival is the Airbus A320 family. On average, 1,250 Boeing 737s are in the air at any time and two land or leave somewhere every five seconds.

Boeing was always looking at designs for aircraft which flew short distances. Boeing wanted to make another aircraft to replace the 727 on short flights. It began designing the 737 on May 11, 1964. Boeing did a lot of research and found that airlines wanted an airliner which could hold 50 to 60 passengers. This airliner would also be able to fly routes 50 to 1,000 mi (80 to 1,609 km) long. Lufthansa was the first airline to order a Boeing 737 on February 19, 1965. They ordered 21 aircraft, worth \$67 million (1965, \$190.28 million in 2008). After Boeing spoke to Lufthansa in winter 1964, they made the 737 bigger so that it could hold 100 passengers.

On April 5, 1965, Boeing announced that United Airlines had ordered 40 737s. United wanted a plane which was a bit bigger than the 737-100. Boeing made a different type of 737 for United, which was longer. The first 737s were made near Boeing Field (now officially called King County International Airport) because the factory in Renton was too busy building the 707 and 727. After 271 aircraft were made at Boeing Field, Boeing moved the 737s to Renton. This was in 1970.

The first Boeing 737-100 prototype was ready in 1966. It made its first flight on April 9, 1967. On December 15, 1967 the Federal Aviation Administration said that the -100 was allowed to fly with passengers. They gave it the Type Certificate A16WE. Lufthansa got its first 737 on December 28, 1967. On February 10, 1968, Lufthansa became the first non-American airline to fly a new Boeing aircraft.^[18] It was the only large airline which bought the 737-100. Only 30 -100s were ever made

The 737-200 first flew on August 8, 1967. The FAA allowed it to fly with passengers on December 21, 1967. The first flight it made for United Airlines was on April 28, 1968. It flew from Chicago to Grand Rapids, Michigan. Airlines liked the 737-200 much more than the 737-100. A Boeing 737-200 is actually the United States Air Force T-43.

Boeing delivered the 5,000th 737 to Southwest Airlines on February 13, 2006. The 6,000th 737 was delivered to Norwegian Air Shuttle in April 2009. The Airbus A320 family has sold more planes than the 737NG over the past ten years. However, this total includes sales for the A321 and A318. The A321 has been the rival of Boeing's 757 and the A318 has been the rival of the 717.^[7] The Next Generation series helped make sure the 737 stayed the bestselling airliner family since it first flew.

Since 2006, Boeing had been thinking about replacing the 737 with a completely new design. This was named the Boeing Y1 by people who worked at Boeing. This re-design would be launched after the Boeing 787 Dreamliner. Boeing did not decide on whether or not to go ahead with this. They said they would decide in 2011.

On July 20, 2011, Boeing said that they were working on a new 737 version, which would have the CFM International LEAP engine. American Airlines said they would order 100 of these aircraft. On August 30, 2011, Boeing said that a new 737 would definitely be launched. It was called the 737 MAX. It would also have the bigger, better CFM engines. (Pictured above.)



The 737 MAX the newest version.



Strange But True Aviation Stories*

On February 14, 1945, Leading Aircraft Woman Margaret Horton, an RAF WAAF, was assigned a familiar job: sit on the horizontal stabilizer of a Spitfire to help hold the tail down while it taxied on a windy day.

Unfortunately, nobody thought to tell the pilot, Flight Lt. Neill Cox, that she'd be jumping aboard. (Horton later admitted that "the squadron was run in a slap-happy way.")

The normal drill was for the tail-sitter to grab the aircraft's elevator and waggle it before the pilot turned onto the runway, so he'd know she was hopping off. But this time Flight Lt. Cox made a casual gesture

out of the cockpit that Margaret took to mean *"Hang on, don't go yet."* A big mistake.

As the Spitfire accelerated down the runway, Horton had the good sense to quickly flop across the tail cone, where she was held in place by the vertical fin, her legs to the right and her torso to the left. Another WAAF who'd seen what was happening dashed off to tell a flight sergeant, who ran to the control tower.

Flight Lt. Cox was ordered to make a quick circuit and land, but wasn't told why. Between Horton's death grip on the elevator with her left hand plus the Spitfire's tail-heaviness, Cox had already figured that something was amiss, but he couldn't see as far aft as his airplane's empennage.

Relieved to be back on the ground, Horton announced that after a change of panties and a cigarette, she'd be good to go back to work. She was later fined for losing her uniform beret during the short trip around the pattern!



Tangmere Aviation Museum
Chichester, West Sussex Great Britain



The WAAF who flew on a Spitfire's tail. Margaret Horton, left, appeared on this 1968 cover of *The Daily Telegraph* magazine in London to highlight this WWII story of her adventure riding on the tail of a Spitfire and lived to tell about her terrifying ride.



Flight Lt. Neill Cox, left, was the pilot of the Spitfire that flew to approximately 800 feet of altitude with WAAF Horton before being ordered to return to base.

Photo above is a depiction of how someone would ride the tail to stabilize the aircraft in high wind during taxis.

*<http://www.historynet.com/amazing-but-true-stories.htm>



First General Membership Meeting of 2019

General Membership meeting of January 16, 2019 was opened by President **Don Crowe** at 7pm and began with the Pledge of Allegiance. The Club membership now stands at 102 as of this evening. Head count was 51 and 48 signed in. This is a record! New members: **Gary Cosentino**, **Alan Krause**, **Mike and Jean Greear**, and **Doug McBride** joined us tonight. As well as guests **Leland Moreno-Hilburn** and **Kathy Casey**.

Members approved the November minutes unanimously.

Reports

Guest **Kathy Casey** brought in memorabilia of now deceased member **Steve Crowe** (WWII hero named for our fun fly) and her husband now also deceased. Kathy briefly described what she was donating to the club...to do with whatever we decide. Secretary **Bob Steffensen** has secured the items consisting of plans, books and documents, pending a decision on what to do with the material.

President **Don Crowe** presented **Marc Robbins** with the Member of the Year Trophy for 2018. Congratulation Marc...your award as Member of the Year is well deserved. Thank you for all that you have done for the good of this Club.

Rick Nichols presented **Bob Shanks** with a special "Mileage" award for his PT-19 which traveled many miles confined in the trunk of his car. It finally flew!

Treasurer **Marc Robbins** presented his report which was approved unanimously. There are currently 53 members who have not renewed. Those pending renewal have until end of January to renew. The gate pad lock code was changed on January 1. If you haven't paid your

dues you don't get the gate code.

Vice President **Bill Gilbert** told us that our sister air club has scheduled an indoor flying opportunity for every 3rd Sunday of each month at 3:00pm - 4:30pm at the Prescott H.S. gymnasium.

Safety Officer **Steve Shepherd** reminded us to communicate our intentions to other pilots while flying to keep it safe for both people and aircraft. President's agenda:

President **Don Crowe** presented a draft of new field rules and etiquette to members for review and further discussion further discussion: Last November member **Gary Russell** recommended a rule that would restrict low passes down the runway. One member who has been a member of a number of clubs said he had never heard of such a rule. After discussion members decided the rule was unnecessary as long as the rule to always announce your intentions to all flying at the time. **Chuck Colwell** recommended that we always use spotters at the field. After discussion members decided that spotters would be asked for as needed by pilots and always for events.

Many thanks to **Bill Gilbert**, **Dennis O'Connor**, **Dale Tomlinson** and **Steve Shephard**, who ordered, had delivered and provided manpower to spread, filling the holes near the gate to the field.

The events scheduled for 2019 were displayed for discussion. Sixteen members indicated an interest in participating in a T-28 pylon race. Rules for which are TBD. **Bob Shanks** will prepare a flyer for the scheduled and send to all.

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

Member Comments

Rick Nichols reminded us to pick up our trash and member **Clint Manchester** has volunteered to

put a trash can at the field and ensure that it is emptied weekly. Please, no discarded LIPOs in the trash can or burn barrels. Take them home!

Break was about 7:50 pm **Bob Steffensen** provided the goodies figuring 2 per person for the 30 that usually show...and 51 were there. Hopefully you got at least one! Thanks Bob! We resumed at about 8:05pm.

Show and Tell:

Don Crowe showed us his Tek Sumo Wing; **Randy Meathrell** also brought in his Tek Sumo Wing to be equipped with nifty FPV gear purchased from Bangood.com as well as his Skylark that was a steal at \$35 plus electronics; **Jeromy Beck** showed us a video of his "inadequate" prop that disintegrated in flight... fortunately not in the pits!; **Bob Shanks** displayed his Microwave EDF that was finally finished...intended for last October's Build and Fly Challenge; **Dan Avila** brought in the jet engine that will power his scale F-16 in the build process; **Bob Wurth** showed us an "Apprentice" that he transformed into a Cessna 182; **Jerry English** had a Beech Craft Bonanza; **Larry Parker** showed a Waco Pilot-1 from Hobby Express; **Riley Harley** displayed his recently completed prize Old School Model Sky Ranger 40 that he won as grand prize at the Build & Fly Challenge...it is for sale...contact Riley.

Door Prize/Raffle Winners

Jeromy Beck won the door prize consisting of a digital sound meter, xacto knife and of course the glue. New member **Jean Greear** snagged the Force RC Air-Batix We adjourned about 8:50pm. More Respectfully: **Bob Steffensen** Secretary.

[More January meeting photos on page ten.](#)



Cathy Casey at left brought in a lot of material on **Steve Crowe** pictured at right along with "how to build" ideas and other building resources and data. After the material is evaluated the board will decide on what and how to make all of it available to members.

Steve Crowe was a member of the famed British 133 Eagle Squadron that flew in WWII in Britain. He flew not only Spitfires but Hurricanes as well. He said he was 7 years old when Charles Lindburgh made his flight to Paris and was Steve's idol.

When WWII broke out, he tired to enlist in the US Army Air Corps but didn't have 2 years of college so he went over to England and enlisted in the Royal Air Force. Steve shot down four German planes during his combat tour in Great Britain.

In honor of Steve, now deceased, he is the name sake of our annual Steve Crowe Memorial Fun Fly.



Steve Crowe is holding member **Randy Meathrell's** Spitfire with Steve's Eagle Squadron insignia.





More Photos and Information From First General Membership Meeting of 2019

Normally your editor has all meeting information on one page but this meeting had a record number in attendance. This was the first time anyone can remember where we had to open the storeroom door and bring out extra chairs.

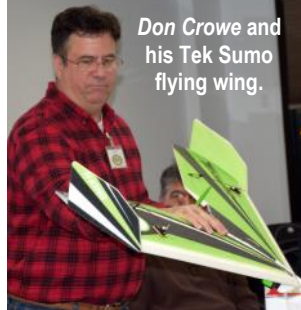
Besides the record attendance we also had a lot of information and activities. Every year **Rick Nichols** takes notes of humorous and fun happenings and the “roasts” these members at our Christmas Banquet. Due to the date error by the Centennial Center where we have our Christmas gathering many members did not attend to Rick had three awards to give out at the meeting or future meetings for those being roasted in fun. We also had a brief safety issue discussed by member **Jeremy Beck** about a prop incident due to the use of the wrong prop on his gas engine. It came apart during flight and could've been a major issue had it come off in the pit area.

We had a total of nine items brought in for our “Planes and Projects” segment as well as the donation made to our club covered on page nine that contains more information on Steve Crowe for our newer members. We will be looking at the donation for possible member use. So here's the information on all of the member projects and one left over award from our Christmas Banquet.

The photo at right shows our meeting room packed with members as well as a number of future members there as our guests.



Below, editor **Bob Shanks** was roasted because he has only flown his PT-19 once, its in the truck of his car?



Don Crowe and his Tek Sumo flying wing.



Randy Meathrell's Sky Lark



Randy and his Tek Sumo flying wing



Larry Parker left showed his Waco Pilot one bi-plane. At right Jerry English brought in his Beech Bonanza



Dan Avila showed his big turbine Powerplant at right. Above he tries Randy's FPV head gear.



At left is Riley Harley and his Skylark 40. At right is Bob Shanks EDF Microwave.



Bob Wurth and his Apprentice at right made to look like a Cessna 182.

Raffle and Door Prize Winners



Jeremy Beck (L) took the door prize Jean Grear won the raffle PNP Force RC ARF.