



AMA Chapter #3798

Chino Valley Model Aviators

Official News



February 25, 2019

Volume 22 Issue 2

www.chinovalleymodelaviators.org

"To create an interest in, further the image of, and promote the hobby/sport of radio controlled aircraft"

Inside this issue

- ⇒ Mystery Plane 2
- ⇒ President's Message 2
- ⇒ Safety Column 3
- ⇒ Club Field Flying 4-5
- ⇒ The Super Guppy 6
- ⇒ Name The Plane Data 7
- ⇒ Strange Aviation Stories 8
- ⇒ February Club Meeting 9

Aviation Thought:

Lovers of flying find it exhilarating to hang poised between the illusion of immortality and the face of death.

Alexander Chase

Support our Local Hobby Shop



CVMA Member

Andrew Grant

Valley Hobby Now at the Prescott Gateway Mall

Richard Gunder's Scale EDF F-4 Phantom



Shel Liebach's Scale Electric Dauntless





A common lament of any club president is the scarcity of hands when you ask for a volunteer. Our club of over 150 members needs a hand, and I'm reaching out to everyone for a little help.

Our two scheduled Fun-Fly's (May/Sep) need event managers. You won't do all the work alone, we just need one or two people to coordinate things.

The previous manager from the last two years, *Marc Robbins*, has offered his assistance, but won't be here in September. Please consider stepping up and helping the club.

I've gotten a lot of questions about the annual Build-N-Fly event at the end of October. It's still on, but the competitive portion is being removed. So, get a kit and build something, then bring it out so we can all watch you maiden it.

We are also adding a new wrinkle this year on the same day with a **FOAMIE Build-N-Fly**. This will be a speed build competition of an easy to build foam plane cut out by *Steve Zingali*. The idea is a race between 2-person teams to build a foamie at the field, and fly it the same day. First team to success-

fully fly and safely return wins bragging rights and maybe a token prize. All you'll need is your own radio and transmitter, plus building supplies. Everything else will be provided, but your team must sign-up ahead of time.

The immoderate Snow-mageddon with which we have had to contend with February 21 and 22 has finally passed, and now the great dig-out and melt-down begins.

Hopefully Mother Nature will again grace us with fair weather, calm winds and warm sunshine

so we can get back to the field to fly and the good fellowship we all enjoy.

Regards,
Don Crowe



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*



MY HUSBAND FLIES RC MODELS, WHEN THE WEATHER IS BAD PAIN STARTS IN MY HUSBAND'S LOWER BACK, THEN TRAVELS UP HIS SPINE TO HIS NECK, THEN IT COMES OUT HIS MOUTH AND INTO MY EARS, THAT'S WHY I GET THESE HEADACHES.



2019 — MARK YOUR CALENDARS

May 10 - Field Maintenance & Clean-Up

May 11 - Spring Fling Fun Fly & Swap Meet

June 1 — Parkzone T-28 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

Correction from last month's issue needs to be clarified. Your editor said not to arm a plane in the pit area what should have been said: "Don't arm or run your plane under the cabana take it out to the pit area." The pit area is where planes should be run and armed not where they are assembled under the cabana on our assembly tables.

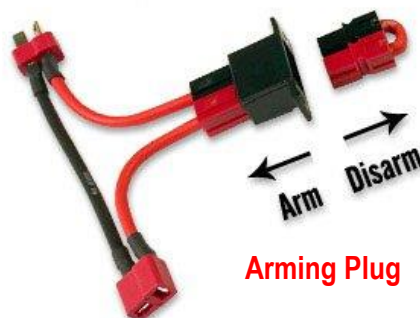
This month's meeting had a great safety item presented by member Randy Meathrell. In speaking about the incident he said,

"My airplane attacked me recently. I accidentally hit the throttle stick on my radio while preparing my model for flight. The motor went to full power on the ready table, cutting through my heavy winter coat and putting a baseball size bruise on my stomach. "

"I was very fortunate to not be gutted by the sharp plastic propeller. I am now updating all my radio systems to permit the addition of an electric kill switch to

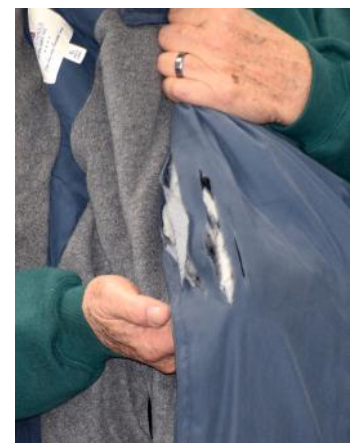
my transmitter."

Randy really emphasized that we all should learn from his mistake and install safety devices to all models. Not only consider a kill switch to the transmitter but one can also add an arming plug or a on/off switch to the model, the plane will not fly until the switch is turned on or the plug is used to arm and fly:



Arming Plug

Here's two pictures of Randy's shredded coat he brought to our February general membership meeting.





Club Pilot's Flying Machines



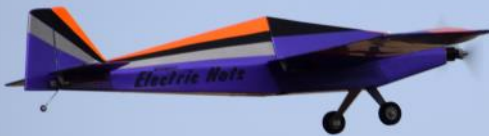
These two electric powered foam designed birds above are the creation of Steve Zingali.



Randy Meathrell's Hobby King Voltigeur



Don Crow above readies his Electric Hots. Below Don is his plane zipping over the runway.



Rick Nichol's and his little electric foam Extra.



Randy Meathrell's brightly colored flying wing.



The British Mosquito above and right and Beaver at left are both electric. These two scale birds are flown by member Clint Manchester.



Club Members Flying Machines in Action



Graham Johnson's yard wind direction biplane in our February storm the day after our club meeting.



The Yak featured above is **Bill Gilberts** and is powered by gas. Bill flies it very scale like.

The Skylark pattern design at left is **Randy Meathrell's** bird and uses an electric motor to power it around the sky.

More Members Are Flying Scale Models With Gas or Electric Power Plants

Gas and electric powerplants have improved tremendously over the years allowing more modelers the flexibility to build a variety of scale RC ships either scratch building or buying already made ARF's.

The scale Navy models at right are member examples that both fly very well. The Skyraider is gas powered by **Dennis O'Connor**. The Dauntless (also featured on page one) is electric and is flown by member **Shel Liebach**.

The Yak at the top of the page is also a member plane adding to the variety of models flown by members. The choice of power plants available also allows for some very nice scale jet models. At the bottom of page one is **Richard Gunder's** very scale like electric ducted fan powered F-4 Phantom in Vietnam configuration.



One Big Bad and Funny Looking Guppy that Actually Flies!

<https://www.tested.com/science/space/533738-nasas-super-guppyawkward-old-and-irreplaceable/>

If an airplane looks like it shouldn't even be capable of flight...all the better. NASA's Super Guppy cargo plane meets all of those many of them scratching their heads in slack jawed bewilderment. It is a tremendously unique aircraft with an equally unique history.

Genesis of the Super Guppy

The Super Guppy did not emerge from a clean drawing board. It is actually a mishmash of parts from several airplanes, along with a few custom pieces holding it all together. Some of those parts are from WWII-vintage designs. Despite its "Frankenplane" structure and relative age, the Super Guppy continues to do things that no other airplane in NASA's fleet can do. Indeed, few aircraft anywhere in the world can match this bulbous machine's ability to haul oversized cargo.

Before dissecting the makeup of NASA's current Super Guppy, it is worth reviewing the genealogy of aircraft that spawned it. As the story goes, aircraft salesman Lee Mansdorf and his friend, Jack Conroy conceived the "Guppy" idea in 1960 as an opportunity to provide logistical support to America's fledgling space program – even though NASA wasn't looking for help.

The manufacturers building spacecraft components were located all over the US. The only reasonable means to get these parts from one coast to the other was via ship travelling through the Panama Canal – an expensive and risky journey that could take weeks. Mansdorf and Conroy felt that air transport would be a much better method. Although there were airplanes capable of lifting the necessary weight, none were large enough to accommodate the girth of these loads. The industrious pair felt that they had a solution.

Lee Mansdorf owned several newly-retired Boeing Model 377 Stratocruiser airliners. This 4-engine beast of burden (and its military doppelgangers, the C-97 Stratofreighter and KC-97 Stratotanker) were derivatives of the WWII-era B-29 bomber. In fact, all of these aircraft shared many parts, along with a later B-29 variant, the B-50. The fuselage design of the "Strato"-cousins resembles two cylinders with one stacked atop the other lengthwise. Mansdorf and Conroy envisioned replacing the upper cylinder with a much larger tube that could contain rocket parts and other plus-sized cargo.

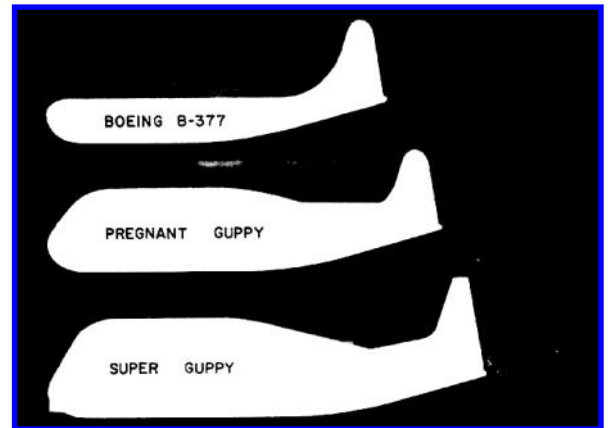
Despite any real interest from NASA, Mansdorf and Conroy forged ahead using capital from private investors. They established Aero Spacelines as a company to manufacture and operate their planned fleet of overstretched planes. Their first example, the "Pregnant Guppy", was built using parts from two 377s. It emerged in 1962 measuring over 16 feet longer than its parts donors. More importantly, the upper section of the fuselage had grown to a diameter of 19 feet. This transformation gave the airplane its ungainly appearance; yet made it the only aircraft capable of carrying the 40 foot long, 18 foot diameter S-IV stage of the Saturn I rocket. Initially, the oversized section was constructed over the top of the stock upper fuselage. In this form, Conroy took the airplane on a tour of NASA facilities to drum up interest. It was at Marshall Space Flight Center in Huntsville, Alabama that Conroy swayed the NASA insider who would champion his idea – none other than Wernher von Braun, a driving force of the US space program. Once Aero Spacelines had a commitment from NASA, they removed the original upper fuselage to open up the full volume of the enlarged cargo area. The entire tail section could be unbolted and rolled out of the way on a dolly fixture to enable loading of cargo. Despite its massive change in profile, the Pregnant Guppy was only 3000 pounds heavier and 15 mph slower in cruise than a standard Stratocruiser. The Pregnant Guppy served Aero Spacelines for 12 years, carrying many vital parts for NASA. It was later sold, and eventually mothballed. Yet, the Pregnant Guppy would again play an important role for NASA when the concept was modified into the Super Guppy.

Thinking Bigger

Encouraged by the success of the Pregnant Guppy, Aero Spacelines began work on a larger modification of the Stratocruiser. **The Super Guppy was rolled out in 1965** (picture at top of page) with an additional 14 feet in length and a 25 foot diameter cargo area. The complex 3500 horsepower, 28-cylinder radial engines were replaced with simpler and more reliable turboprop engines. Each engine provided more than 1000 pounds in weight savings while also producing an additional 2000 horsepower.



Lacking Power-Boosted controls the Supper Guppy requires a lot of pilot muscle to fly the plane.





Airplane Cockpit: Soviet TU-114 Cleat



<https://www.globalsecurity.org/military/world/russia/tu-114.htm>

Many types of turboprop transport aircraft have been designed and built in Russia. The largest passenger carrying turboprop ever built was the Tupolev Tu-114. This aircraft has a gross weight of 377,000 pounds and is equipped with four 14,795 equivalent shaft horsepower turboprop engines. Each of these engines drives two counterrotating propellers. The



Military version of the TU-114

wings are sweptback, which is unusual for propeller-driven aircraft; the amount of sweep is 34°. The aircraft carries 220 passengers and cruises at a speed of 478 miles per hour at an altitude of 29 500 feet.

The TU-114 was a long-range passenger airliner built on the basis of serial TU-95 using many of its components. From the very beginning the aircraft was designed in the "luxury" version: a cabin of the 1st class, sleeping cabins (by the type of railway coupe), a bar-restaurant, a salon of the 2nd class. A.N. Tupolev declared: "... When we began to arrange the " 114th ", I thought: is it possible that the head of our government, going across the ocean, will sail for a whole week on the ship? While other presidents and premiers fly across continents on their Douglas, Boeing and Lancaster in a matter of hours. " And most importantly, he was able to make a non-stop transatlantic flight from Moscow to Washington. "

The first flight was 15 November 1957 and it entered serial production in 1958. Entering regular operation in 1961, the aircraft was produced in versions intended for 170 and 200 passenger. There was a version with reduced passenger capacity TU-114D which was designed for flights to Cuba. a total of 32 TU-114 aircraft were built which operated up to 1976. A total of 32 world records were established on TU-114 aircraft. This model was successfully used by domestic and international airlines for over 15 years. For a number of years it was recognized as the best in the world.

The correctness of the chosen approach in TU-104 aircraft design was confirmed and developed when building intercontinental passenger aircraft TU-114. In this case the design of TU-95 serial strategic bombers was selected as basic. Having entered into test process in autumn of 1957, the TU-114 started regular operation in early 1960s on long-range routes both within the USSR and on intercontinental routes.

Tu-114 was one of the first long range airliners. In Soviet civil aviation, it became a truly epoch-making aircraft. It was characterized by excellent handling and stability in all modes, comfort for passengers. The high speed allowed 14-hour-15 intercontinental flights. For its effectiveness, it surpassed all modern aircraft (including foreign) and remained the best for over 10 years.

As a government aircraft, it required refinement in terms of comfort. Tables in the bar-restaurant were located directly in the plane of rotation of the engine screws, where low-frequency noise was especially strong. From vibration vibrations in the nests of thermos, coffee pots, dining utensils slid to the edges of the tables and strived to fall to the floor. The rest of the passengers was disturbed by the constant rumble of the air ducts. But it was carried slightly easier than on the IL-18. Yes, and then there was nothing to compare with the plane at the time.

TU-114 Variants

A total of 32 TU-114 aircraft were produced in 170 and 200 passenger versions, along with versions with reduced passenger capacity and non-stop intercontinental ranges to fly to Cuba.

Strange But True Aviation Stories*

Marine Lt. Cliff Judkins Fell 15,000 Feet and Lived to Tell the Story

On June 21, 1963, Marine Lieutenant Cliff Judkins was tanking from an Air Force Boeing KC-97 over the Pacific, on his way from California to Hawaii, when the automatic shut-off valve of his F-8 Crusader failed and the internal fuel bladder burst from the pressure of the still-flowing fuel from the tanker.

With flames streaming from the big Vought fighter, Judkins tucked in his legs and jerked the canvas face curtain to eject. Nothing happened. He quickly pulled the alternate firing handle between his knees, but still...nothing. Now Judkins' only choice was an old-fashioned bailout. Nobody had ever tried stepping out of a Crusader, with its vertical stabilizer a tall machete aft of the cockpit, but Judkins trimmed the ship to skid, manually jettisoned the canopy and at 220 knots and 15,000 feet was quickly sucked out of the cockpit.

His troubles weren't over. When he pulled his parachute's D ring, Judkins got a streamer: The little pilot chute deployed and the shroud lines pulled out normally, but the main canopy remained an unopened bundle, wrapped like a moth in a spiderweb by the shrouds. Judkins fell nearly three miles into the Pacific, the streamer slowing his terminal velocity plunge by perhaps 10 percent—likely still a good 110 mph straight down. He survived the fall with two severely broken ankles, a fractured pelvis and vertebra, a partially collapsed lung and various lesser injuries. Four years earlier, after Judkins had been in a bad automobile accident, he had had his spleen removed during surgery. A doctor later told him that if he'd still had his spleen, the fall from the F-8 would have killed him when the impact ruptured it.

Amazingly, Cliff Judkins not only survived this ordeal but he also returned to flight status. He was flying the F-8 Crusader again within six months after the accident. After leaving the Marine Corps he was hired by Delta Airlines and retired as a Captain from that position as a senior level pilot the airlines.

F-8 Crusaders Refueling from a KC-130 tanker not a KC-97 as depicted in the story.



Lt. Cliff Judkins



The Vought F-8 Crusader is a single engine, supersonic, carrier based air superiority jet aircraft built by Vought for the United States Navy and Marine Corps, and for the French Navy. The first F-8 prototype was ready for flight in February 1955. The F-8 served principally in the Vietnam War.

Top speed: 1,227 mph
Range: 999.8 mi
Introduced: March 1957
Retired: December 19, 1999
Engine type: Pratt & Whitney J57
Manufacturer: Vought

Wikipedia

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



February 2019 Membership Meeting



The General Membership meeting of February 20, 2019 began at 7pm and opened with Pledge of Allegiance..

Club membership now stands at 119 fully paid for 2019. Tonight's informal head counted was 37 and 32 signed in officially. New member **Harold Ellis** and guest **Marsha Findlay** (Walt Findlay's wife) joined us this evening.

Minutes of previous meeting were approved. No corrections or nays were noted.

President's Agenda

Runway sealing and stripping: In 2016 it was \$3995 now is about \$4995. It needs to be done to preserve the runway. There are new cracks that need to be filled. Could we do it ourselves? Maybe but it is a messy job. **Jeremy Beck** offered to do it. The subject will be discussed at the March Board Meeting with additional bids to review by then.

New signs were purchased and posted at the field. They are the field rules and etiquette and a flight area [map of the field](#).

Larry Parker reviewed the rules for the upcoming Parkzone T-28 races. They will be sent out to everyone interested. There were several members that expressed interest. Support members who are not racing will be needed to

manage the race.

This year's events were shown. **Bob Shanks** sent them out to all members as a pdf file. There will be a Build and Fly Challenge this year, however, there will be no judging. Will simply be a maiden flight for your builds. Steve Zingali will host a scratch foam building "challenge". First aircraft completed coupled with a successful flight wins.

The FAA and AMA have announced the requirement to display your FAA number on the exterior of your "drones".

Reports

Treasurer **Marc Robbins** presented his report which was approved by members. We have a bit more than \$3600 in checking and about \$7000 in savings.

Secretary **Bob Steffensen** asked for one more member to step up and do the goodies for the July meeting. **Ron Arrigoni** stepped up to fill the spot.

Substitute Safety Officer **Randy Meathrell** says always be careful when arming your aircraft. Randy showed us his shredded jacket that was a result of tripping the throttle accidentally and the aircraft launching in to his chest. This may have been a result of heavy winter clothing, we are wearing at the field these days, getting in the way of operations... although the jacket prevented a bloody chest!

Member Comments

Lloyd Oliver said a recent news article offered that identification electronics may be the next requirement for our aircraft. Bureaucracy! Courtesy of recalcitrant idiots who fly drones threatening commercial aircraft and people. We broke at 7:30pm for goodies provided by **Mark Lipp**. Great homemade cookies/ Thanks Mark. We resumed the meeting at about 7:45pm.

Show and Tell

Don Crowe brought in his delta framed up ready to cover. **Steve Zingali** showed us a couple of scratch build foamies, one a Russian jet fighter and the other a couple of prototypes for the foam build and Fly Challenge in October. **Randy Meathrell** displayed his Navy blue T-28 racer built from parts of other hanger queens in his shop. **Lloyd Oliver** brought in his Ikarus Shock Flyer.

Door Prize/Raffle

Terry Steiner picked up the glue and glue caddy door prize and **Chris Perry** took home the Force RC Aire-Batix EP PNP ARF jet.

We adjourned about 8:00pm. Short meeting to get home before the snow flies.



Steve's delta wings



Steve explains his delta wing design.



Don's delta in process.



Lloyd Oliver's Ikarus.



Chris Perry won the raffle prize.



Randy explains his T-28 for the June races.



Terry Steiner won the door prize