



AMA Chapter #3798

# Chino Valley Model Aviators

## Official News



March 25, 2019

Volume 22 Issue 3

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 Thought:*

**When a test pilot comes off a flight, there is typically another pilot who is going to take it up, and he believes in the debriefing. You don't keep anything to yourself.**

*Wally Schirra*

### **Support our Local Hobby Shop**



CVMA Member  
**Andrew Grant** — now  
**Valley Hobby** is at the  
Prescott Gateway Mall

## *Frosty Wells' DA-50 Powered Sport Cub S2*



## *Record February Snowfall Buries CVMA Flying Field*



Photo by Steve Zingali



We had a great meeting last Wednesday, literally standing room only. This was a first as far back as anyone can remember that we had such a large member attendance. We were short some chairs but we managed.

Members present were presented two bids for runway maintenance. As usual, this would be to fill any cracks, apply two coats of sealant, and re-stripe the runway.

Unfortunately, the price for paving has gone up substantially from the last time we had it done in August 2016. My vote to the members present was to accept the bid

from Maurer Sealing and Striping. This will be two days of work, once the weather warms up a bit more. *(Members present approved this bid.)*

While the runway is closed, the pilot station plastic safety fencing will be taken down and replaced. It's been 5 or so years and the plastic has been beaten up by wayward airplanes and Mother Nature.

The debate rages on whether to stay with the green color, or to try the safety orange variant.

We will be hosting an NSRCA pattern event the last weekend of September. Experienced pattern flyers Mike & Jean

Greear will be Co-Contest Directors.

There is a beginner class and you do not have to be a member of the NSRCA to try it out. Look for an event flyer soon.

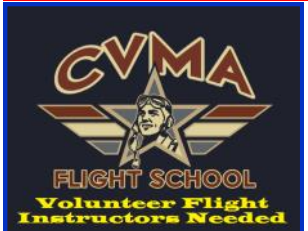
Finally, a reminder that this is your club and if you are dissatisfied with something, then please discuss it with a board member or member-at-large.

See you at the field,

*Don Crowe*  
President



Editors Note:  
*Member involvement and support of our club has been excellent with good meeting attendance and great member ideas. Flying and safety at the field has been superb as well.*



**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 



***What Plane Has This Cockpit?***

See Page 7





**Bev loves serving drinks for the airline!**

### 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 & Fun Fly + Fire Works

Sept. 20 — Field Maintenance & Clean-Up

Sept. 29 — NSRCA Precision Aerobatics

Sept. 21—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  
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

All the clubs your editor has belonged to over the years (five clubs) have allowed runway flyovers, usually to the outside of the runway center line for safety. Of course, as in all clubs and ours included, no flights are allowed over the pit area for safety.

No taxiing is allowed in the pit area. It is always wise to never taxi into the pit area but to shut down parallel to the pit. Members can be assembling models on the tables at the rear of the pit and preparing to fly so we don't want anyone getting hit with a model coming into the pit area too fast or out of control, that is why we shut down parallel with the runway.

As a matter of procedure it is always good to occasionally review our safety rules that are posted at the field. One item of importance of course, is to make sure all new members are familiar with our field layout and safety. Those members that learned to fly at our field

or are experienced pilots from other areas will pick up quickly on how things flow at the field.

Members are doing a great job of announcing intentions for all to hear in the flight boxes and also letting folks know they are on the runway for whatever reason.

Some new members may wonder why we have all six flight boxes together. This is so all pilots flying can hear what the other pilots are doing. While there are only six pilot boxes we can have more than one pilot flying next to each other. We have one fenced-in area next to the flight stations for parking models. We also place models on the gravel surface in front of the cabana.

Our club is growing so it's important that on busy flying days to have someone act as a spotter for you if concerned about the number of flyers.

Our busy days seem to be mainly Saturday and sometimes Sunday.

Another busy flying day is Tuesday for those who are now retired and not working.

When becoming a member your badge has the gate code so members can fly anytime they can get out to the field weather permitting.

While we don't have a rule against flying alone, it is always a good thing to fly with someone else in case of a prop accident or other emergency. We have had some prop strikes the last couple of years.

It is Spring and the weather is finally starting to warm up a bit more so keep a sharp eye out for rattle-snakes. If a plane goes down out in the open area make sure you keep a lookout for these critters. We have had some show up at the field almost every year as the weather warms.

**FLY SAFE** members!

# Club Pilot's Flying Machines



John Meyers' P-38



Frosty Wells brings his big Sport Cub S2 back to the pits.



Another cool bird from Steve Zingali.



Clint Manchester taxis his Yak back to the pit area.



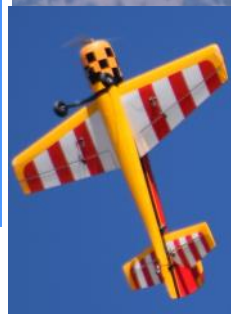
Randy Meathrell's "Cool Blue" T-28 on its maiden flight. She's ready for the club's T-28 Pylon races set for June.



Jeremy Beck's P-51 just before touch down.



The brightly colored Yak-55, above, belongs to Clint Manchester.



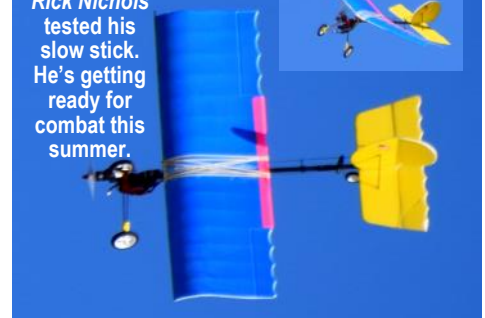
Don Crowe's nice looking silver Air Force delta wing flies well but at certain angles it disappears due to its color.



Our turbine jet flyers, Dan Avilla and Shel Leibach attended the Tucson Jets meet held at the TIMPA field.

All first time jet pilots (Shel at left) had to wear little "Princess" crowns at a flyers cocktail party. Dan reports that "Princess Shel" flew very well indeed.

Rick Nichols tested his slow stick. He's getting ready for combat this summer.





# Club Members Flying Machines in Action

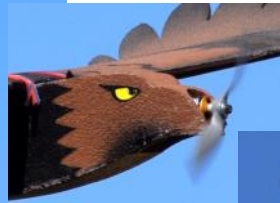
Steve Zingali's "Surfer Dude" with a red clown Nose



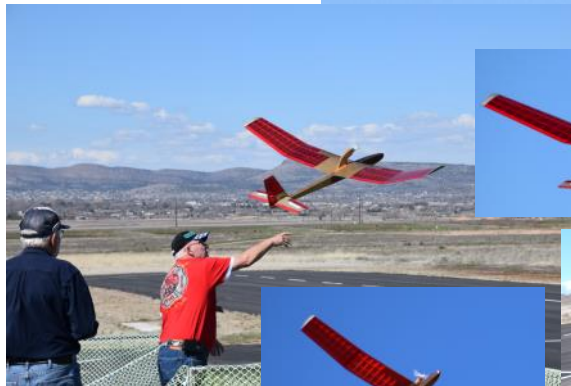
Larry Parker's twin electric C-123 with three tails is a foam kit.



Steve Zingali's "ultimate glider" an Eagle designed bird.



Steve Zigali with his very nice swing wing F-14 pusher propped flyer.



Rick Nichols, above, launches Glenn Heithold's Gentle Lady with a pod motor.



Jack Potter, above and far right, used political sign material and designed his own "Black Crow" flyer.



Ray Landry's Radian glider reaching for more altitude with speed break working, the prop is folded as he searches for thermals.



Don Ferguson's A-10 Warthog Decked out in camouflage colors is coming in for a landing.



## Yak Doubled: Plus Jet Power Added = YAK-110 \*

Most of the time when some one has a crazy idea, people inevitably think, “Well, that’s just crazy,” and the concept goes no further. But if you’re air show pilot [Jeff Boerboon](#), you turn your crazy ideas into pure magic. “One day about 10 years ago,” Boerboon recalls, “I saw my airplane sitting on the ramp next to another Yak 55, and I had the idea of combining two Yak 55s together.” From there, a lot of hard work happened, and the result is the one-of-a-kind Yak-110, complete with two cockpits, two big radial engines, two tails, one extra-long wing, and -for good measure - an extra jet engine in the middle. The one-of-a-kind aircraft made its air show debut in the summer of 2018.

The Yakovlev Yak 55, first built by the Soviets back in the 1980s, has competition in its very DNA. In its first year on the circuit, the Soviet teams for both men and women flew the clean-cut single-seat monoplane to first place in the World Aerobatic Championships, proving the beautiful design excels in its niche. The Yak 55 is still in production, with few changes, and it’s long been Boerboon’s favorite. To create the 110, he hunkered down with partners [Chad Bartee](#) and [Dell Collier](#) for about a year in an Idaho hangar to meld two airplanes together into one powerful aerobatic creation.

The final result weighs in at just under 5,000 pounds, with Boerboon in the cockpit ready to go, and the three engines producing a combined 6,000 pounds of thrust. “This gives a much better than one-to-one power-to-weight ratio,” says Boerboon. This simply means he can accelerate with the aircraft pointing straight up—something generally only found among high-performance fighter aircraft—and he can perform just about any other aerobatic maneuver, as well, with power to spare.

“The concept of combining two aircraft together and adding a jet engine has never been done in the history of aviation,” says Boerboon. “The airplane is incredible to fly. I have only scratched the service of the maneuvers that are possible.” Boerboon and his crew debuted the airplane at air shows in the summer of 2018, including the world’s biggest: EAA AirVenture in Oshkosh, Wisconsin. It also was scheduled to appear in Sacramento, at the California Capital Airshow in September of 2018.

The first public airshow flight occurred on July 5, 2018 when the Yak-110 debuted at the Gunfighter Skies air show held on Mountain Home Air Force Base, about 50 miles southeast of Boise, Idaho. The triumphant air show saw the unique Yak-110 twin-fuselage aircraft fly flawlessly in front of the air show crowd.

“When I’m in the airplane and all fueled up, ready to launch into the airshow, the airplane weighs 4,800 pounds,” says Boerboon. He is travelling across the country to show people his plane and he says when he flies into a town he can’t help notice heads turn towards the Yak-110. He added, “Cars pull over to check out this strange looking plane.” It’s definitely a plane people just have to stop by and examine.

\***Sources:** <https://robbreport.com/motors/aviation/yak-110-when-you-combine-two-planes-and-spare-jet-engine-2813883/>  
<https://generalaviationnews.com/2018/07/05/yak-110-debuts-at-gunfighter-skies/>



All photos by Frederick A. Johnsen,  
Historian at Edwards AFB, CA





## Airplane Cockpit: PZL M-15 Belphegor



[https://en.wikipedia.org/wiki/PZL\\_M-15\\_Belphegor](https://en.wikipedia.org/wiki/PZL_M-15_Belphegor)

**Editors Note:** *Our club president, Don Crowe sent this photo to me. I had never heard of or even seen this plane before so thought it would be a good one for our "What Plane is This" series.*

The PZL M-15 was a jet-powered biplane manufactured by PZL-Mielec in Poland for Soviet agricultural aviation. For its strange looks and noisy engine it was nicknamed *Belphegor*, a noisy demon.

The aircraft was designed in Poland in response to a Soviet requirement for a new agricultural plane, for use above the very large areas of Soviet farms, the kolkhoz collectives, and state-owned sovkhoz. A requirement was that the new aircraft was to be more modern and efficient than the Antonov An-2SKh and An-2R. Poland had already produced the agricultural Antonov An- for export back to the USSR, and agricultural planes became a Polish specialization. The Soviets insisted on the use of a jet engine in the new aircraft, and also participated in the design process.

In order to research new problems connected with using a jet engine in a slow agricultural biplane, an experimental plane Lala-1, ("Flying Laboratory"), was first built in Poland and flown on 10 February 1972. It used the whole forward part of an An-2, together with its wings, while the rear part was cut off and replaced with a frame construction, housing a Ivchenko-Progress AI-25 jet engine (as used on the tri-engined Yakovlev Yak-40 and the single-engined Aero L-39 Albatros fighter-trainer). The Lala-1 was equipped with agricultural devices, and its testing helped inform the design of the M-15.

The first variant of the M-15 was flown on 30 May 1973, and the second prototype on 9 January 1974. During the next few years it was intensively tested, along with a pre-production series. The M-15 was shown at the Paris Air Show in 1976, where it was nicknamed the "Belphegor" (due to its strange look and slow flight). Belphegor also is connected to the meaning of laziness.

Serial production started in 1976. Soviet agriculture planned to order as many as 3,000 aircraft, but first experience of the M-15 in actual service was disappointing. The jet aircraft was not economical, and production ceased in 1981 after 175 aircraft were built; it was only used in the USSR. The PZL M-15 is believed to be the world's only jet agricultural plane (the world's only jet crop duster), the world's only jet biplane and the world's slowest jet, at least as far as aircraft that have been put in mass production.



### Experimental Plane Lala-1, ("Flying Laboratory") Used in Development of the PZL M-15 Belphegor



## Strange But True Aviation Stories\*

On Christmas Eve 1971, a Peruvian Lockheed L188 Electra, LANSAs Flight 508 en-route from Lima to the small Amazon jungle city of Pucallpa, came apart in a thunderstorm: A lightning strike ignited a fuel tank, and the fire caused the right-wing spar to fail. The four-engine turboprop had been cruising at FL210 (21,000 ft.), and the flaming pieces fell unseen into a 15-square-kilometer area of the tropical void below. There had been 86 passengers and a crew of six. All but one were killed. That sole survivor was a 17-year-old high school senior, Juliane Koepcke, the daughter of a German zoologist and his wife, a Peruvian ornithologist.

Juliane's mother, sitting next to her, died in the crash of LANSAs 508 while Juliane's father awaited them at Pucallpa. Two things were remarkable about the crash: how Juliane survived it, and how she then saved herself from death in the jungle. Koepcke had her seat belt fastened, and when the airplane came apart, she fell, still strapped into the window seat, while her mother and the aisle-seat occupant separated falling free to their deaths.

Like a maple-seed pod at the end of its winglet, Juliane and the three-seat row helicoptered all the way down and landed in an area of jungle trees interlaced with vines that cushioned her fall. The teenager had broken a collarbone, suffered deep cuts and all but lost her vision, her eyes were so bloodshot and bruised in the fall. Koepcke had spent a good part of her young life with her parents in the backcountry of Peru, and they had taught her survival skills. There were jaguars, scorpions and poisonous snakes camouflaged as leaves, which she couldn't see because she had lost her glasses. Equally unsettling were the rivers with piranhas and alligators. And December in the rainforest is wet. By day Koepcke was dotted with the black outlines of a hundred bugs. By night she was lashed with ice-cold rain. One lesson her parents had taught her was that every rivulet of water flows into a brook, then into a stream, a tributary and eventually into a river. Dressed in a miniskirt and wearing just one sandal, barely able to see, Juliane followed the water. Twelve days later, it led her to Pucallpa.

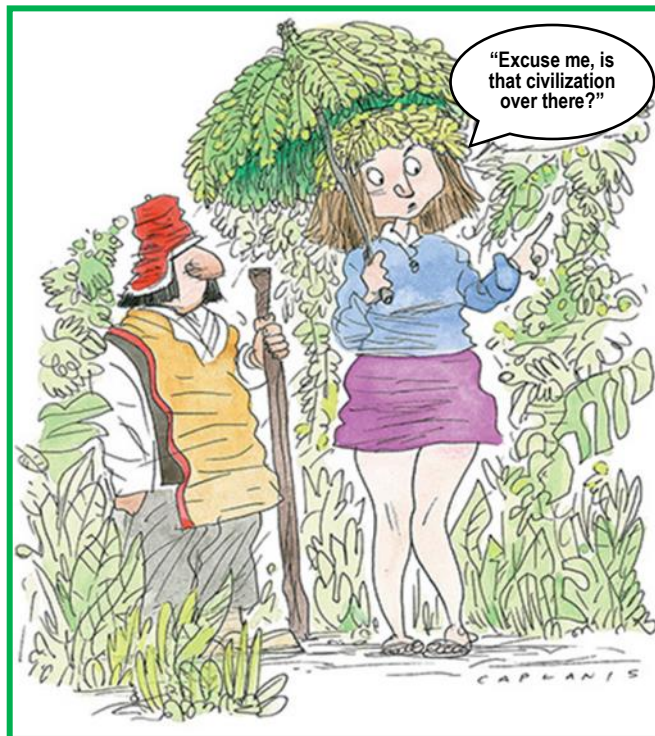
For years she had the same dream: 'I'm racing furiously at a low height through a dark space, incessantly racing along a wall without hitting it. There's a roaring, humming sound in my ears as if I myself were equipped with an engine, which is a very strange feeling, and then I wake up covered with sweat.' She says she wasn't offered any therapy – counselling wasn't widespread in those days: 'I was left alone with my problems.' Not being an especially demonstrative person, she bottled up her emotions.

It took 10 years for the full force of her mother's death to sink in. 'I had an awful time,' she says. "I cried for hours and hours, all day long, almost without end, and thought of my mother and all the things and important subjects I didn't discuss with her."

Koepcke thinks she is still suffering from shock to this day. "It's a mechanism that allows us to live with a monstrous experience," she says.

Koepcke's fall is the subject of a Werner Herzog documentary, *Wings of Hope*, which can be viewed on You Tube:

<https://youtu.be/uEFrOmqnktQ>.



Koepcke went back to the crash site in 1998 to help her deal with the past and make peace with herself.

### \*Sources:

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

<https://www.telegraph.co.uk/culture/books/author-interviews/9143701/Sole-survivor-the-woman-who-fell-to-earth.html>





# March 2019 Membership Meeting



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

Club membership now stands at 122 fully paid for 2019. We had a world record 56 members and guests present. New member **Leland Moreno-Hilburn** and spouse **Rosa** as well as guests **George Nicholous** and spouse **Denise** join us this evening. Welcome!

Minutes of previous meeting were approved. There were no corrections.

## President's Agenda

Runway sealing and stripping update was provided by VP **Bill Gilbert**: In 2016 the job was \$3995 now is about \$4995. We have a second bid that was \$5600. This needs to be done to preserve the runway. We recommend that we go with our original contractor. They will fill existing cracks apply 2 heavy seal coats, then restripe. The field will be closed for about 2 days while the work is being done. Date not yet set. Fencing and posts will be taken down for the striping and new fencing reinstalled. A vote confirmed the plan was unanimous.

**Mike Greear** presented NSRCA pattern flying information. The first ever event at our

field will be September 28-29. Get your pattern flying hat on and act together and join in. It will make you a better RC pilot. Applications and other info will be posted to our website.

## Reports

Treasurer **Marc Robbins** presented his report which was approved by members. We have a bit more than \$10,621 in our accounts. The Treasurer's Report was approved.

Secretary **Bob Steffensen** reported that the AMA Charter, AMA Liability Insurance, annual IRS Tax statement and AZ Corporation Commission Report had been submitted.

Safety Officer **Steve Shepherd** said we had gone more than 30 days since we had had a safety incident at the field...which is great! Keep up the good work! Steve also said to be careful around the field and especially if you have to retrieve a aircraft off runway...rattlesnakes are out and have been sited! You should have someone drive you out to the crash site.

## Member Comments

**Larry Parker** passed a sign up sheet for racers and other support for a Park Zone T-28 Pylon Race on June 1. Support members who are

not racing are be needed to manage the race. Contact **Larry Parker** for additional information.

**Steve Zingali** pitched the scratch foam building "challenge". First aircraft completed by 2 man teams coupled with a successful flight wins. This will be a part of the October 26<sup>th</sup> Build and Fly Challenge.

We broke about 7:40pm for goodies provided by **Mark Delaney**. Thanks Mark! We resumed the meeting at about 7:50pm.

## Show and Tell

**Steve Zingali** showed us his scratch built foamy and a kit; **Rick Nichols** displayed his "old school" War Sone Models P-47; **Don Crowe** brought in his red, white and blue Ohio Model Products Yak 55; **Gary Costentino** showed off his DUCTY 20 upgraded to jet turbine; **John Riese** built from scratch a 3 channel Pronto; and **Larry Parker** demonstrated his home built thrust meter.

## Door Prize/Raffle

**Bob Noulin** picked up the door prize consisting of a small kit and digital anemometer and **Harold Ellis** took home the World Models Tucano 60 ARF.

We adjourned about 8:45pm.

Respectfully, **Bob Steffensen** Club Secretary



Overflow crowd, a record.



Gary Costentino's Ducty 20 turbine.



Harold Ellis above won the raffle, the Tucano 60.



Mike Greear explains NSRCA event for later this year.



Rick Nichol's "Balls Out" P-47.



John Riese's Pronto.



Steve Zingali scratch build "Challenge" for later this year.



Don Crowe's Yak 55.



Larry Parker's thrust meter.



Bob Noulin won the door prize