



AMA Chapter #3798

Chino Valley Model Aviators

Official News



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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:

I'm a nervous flyer, and it doesn't make it any easier when I get to the airport and see the sign **TERMINAL!**

Anonymous

Support our Local Hobby Shop



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

John Stewart's Balsa USA WWI Junkers D-1 Flies Very Scale Like - Needs More Power at Our Field



John Stewart's WWI Junkers D1 has a Saito 36 cc 4 stroke gasoline engine. It flew scale like, no extra power. According to John it needs a 50cc, however it would not fit.

Steve Zingali's Slow Stick With a Launching System Allowing Him to Drop Foam Bombs, Parachutes and Small Airplanes Using His Radio's Three Position Switch



All tucked Under the wing ready to launch



Members,

We had a great turnout at our Spring-Fling Fun Fly. Big shout out to *Rick Nichols* and *Steve Shephard* for running things and giving us a fun time. The swap meet seemed to generate many deals and new homes for planes and gear.

Musician Hayley Williams once said, "Sometimes it takes a good fall to really know where you stand."

Before another fall, (or accident at the field) take a moment to learn where you stand in regards to your coverage with AMA provided insurance.

I urge all members to read the AMA Insurance Summary and understand what is available and what actions you need to take.

<https://www.modelaircraft.org/sites/default/files/InsuranceSummary-Members.pdf>

As part of our safety, make sure you have someone to help you with your airplane, especially if it's running on a stand. A helper can take down and position it on the taxi way until you get to a pilot box.

Larry Parker has a fun morning planned for us with two at a time Parkzone pylon racing on the 1st of June. It's

not too late to run out and pick up a plane and get in on the fun. As of last meeting I believe we had 16 people signed up to participate. So come out and cheer on the pilots, and lend a hand if possible. The racing should be fun and fast as it's a double elimination event and the losers will be dropping off quickly.

Lastly a warm welcome to all of our new members. Please make sure you

familiarize yourself with our field rules and ask any questions before you take to the air. Our rules are posted at the field. Blue Skies,

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*



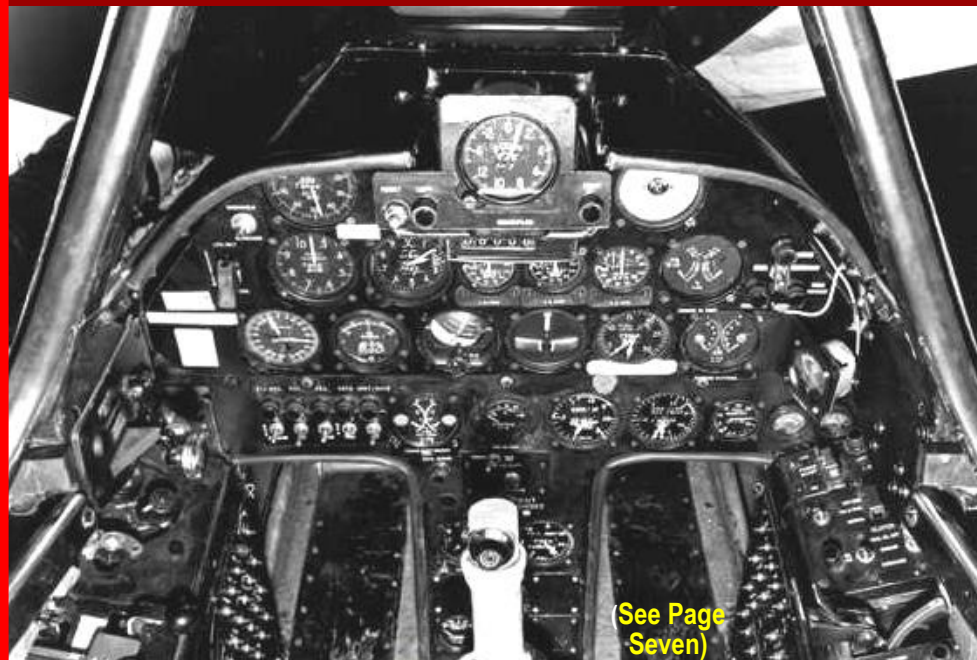
At Large Member — *Randy Meathrell*



Newsletter Editor — *Bob Shanks*



What Plane Has This Cockpit?



(See Page Seven)

2019 — MARK YOUR CALENDARS

- 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
 (At our field)
 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**

Flying our RC planes can be inherently dangerous if one does not think about safety before each flying day. While it's a great hobby, like many hobbies, one can take for granted the activities we all do at the field.

If using a starting stand always get someone to help you take the plane off the stand after it is powered up and running. It is far too easy to stumble or bump the throttle if moving larger planes your self with your radio in hand or around your neck. Even the small planes can really cause severe injuries.

Even the larger planes if started on the ground, should be monitored and assisted while it is running and the flyer moves over to the flight boxes. Even if they are not moving, someone should be holding it until the pilot is ready.

We all have a responsibility to correct potentially dangerous situations and/or help each other as needed. What might

appear to be a small problem can turn into a major issue.

Always try to be of assistance with each other. Even if you are sitting on a chair and see someone needing help or whatever jump up and help out.

I have noted over the years we do have one of the safest clubs for helping each other with flying activities. Your editor has belonged to 5 clubs over the years and ours is by far one of the best for safety and assisting each other so keep your eye out for those needing help and even if you are not the safety officer, correct what you see as a possible safety issue and pass it along to the safety officer. We can't catch everything but when an issue pops up jump on correcting the possible safety issue. What has not been a problem for you may be an issue for someone else in how and what they fly.

One reason our club is so successful, the editor's opinion, we don't have a rule

for every possible situation. Use common sense folks.

One member said we shouldn't use the term "safety" for every issue and when thinking about that, it does make sense. We should be careful not to attach every issue to safety, a sort of a cop-out if we are not careful. We just need to use our brains when flying and have safety a part of what we do each time we fly, part of our regular procedures of building and flying. Safety should be just a regular habit like brushing our teeth.

Leveling blocks changed on starting stands by *Dale Tomlinson*. This tumbling hazard is now reduced a lot, thanks Dale.



Club Pilot's Flying Machines



Larry Parkers C-123 with 3 tails.



A unique Steve Zingali electric foamy.



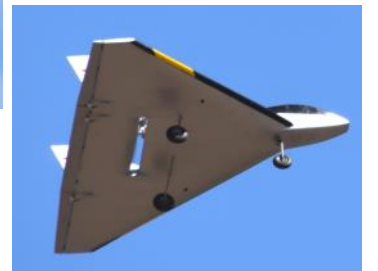
John Stewart's delta winged glow powered Force One with elevons.



Ron Arrigoni's little Pitts.



Randy Meathrell's slow stick.



Don Crowe did a maiden test flight on his RQ-7 Drone flight. It only required a few clicks of left trim for its first flight. Don says it's time to install some cameras!



Louis Yanni landing his Sportster.



Richard Gunder, left, tests out his new electric powered chopper without the body for balance and control. Steve Shephard was assisting.



Club Members Flying Machines in Action

Don Crowe's Laser 260



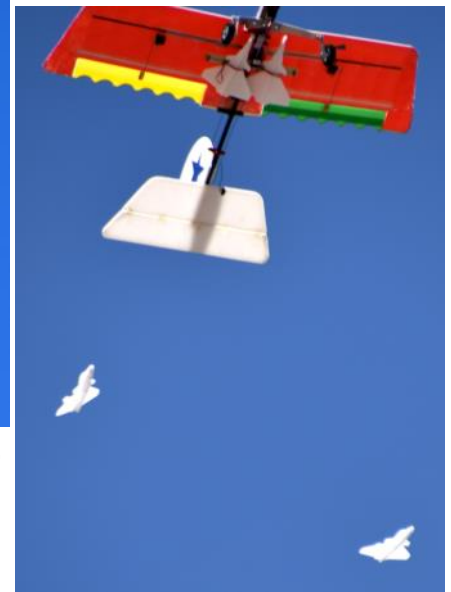
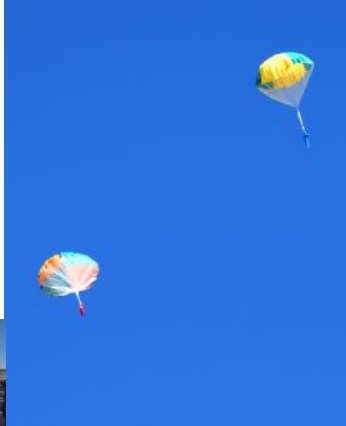
Don Crowe's Ohio Models Electric Yak-55



Don at right get's his Yak ready with on looker Steve Zingali.



Steve Zingali's parachute drop. He also drops small foam planes in made.



Oops, How Did This Happen?



In repainting the taxi way label for safety so folks could fly, wouldn't you know it, the template for the "N" got turned around! Steve Shephard fixed it the next day. 😊

Shel Liebach's turbine, she is fast!



Doug McBride launches his Zingali designed UFO for a training flight. Doug has just soloed and is a fairly new pilot and club member.



Rick Nichols' newest foamy a little electric 24" wing span MXS-C from Twisted Hobbies.



Steve Zingali's EDF Stick!

SPOOKY GUNSHIP OPERATIONS IN VIETNAM

<https://www.historynet.com/spooky-gunship-operations-in-the-vietnam-war.htm>

<https://www.guns.com/news/2015/08/07/the-spookiest-story-in-vietnam-the-ac-47-gunship-12-photos>



The AC-47 gunship, commonly referred to as Spooky, packed a trio of miniguns in the cargo hold of a WWII transport and could churn out 6,000 rounds per minute, with spent brass streaming out the white chutes.

Known variously as Puff the Magic Dragon, Dragonships or just Spooky, the AC-47 gunship, with its broadside battery of GE miniguns, was a sight to behold.

In 1965 with the grunts on the ground needing as much persistent close in air support as could be spared, the Air Force went about converting a handful of World War II-era C-47 transports into lead slinging death dealers by attaching a number of General Electric GAU-2/M134 miniguns arranged to fire through the left-hand side of the plane at a target below.

By going into a pylon turn, which pointed the wingtip towards the target, the crew could circle a kill zone below while its three miniguns zipped 2,000 rounds per minute of 7.62 mm NATO (each) into the hapless enemy contact.

To maximize effectiveness and minimize risk to the gunships, they typically flew at night with call signs Spooky and Puff, each for obvious reasons. Only about 50 aircraft were converted and a dozen of these, as a testament to their hard use, were lost in combat. The rest were largely turned over to the Royal Laotian and South Vietnamese Air Forces, replaced in U.S. service by the much larger and **even scarier AC-130** which is still in use today, though much upgraded.

It was said that no village or hamlet under Spooky's protection was ever lost to the enemy. By the end of 1964, the modified C-47s undergoing combat tests in Vietnam had flown 16 night combat missions, firing nearly 180,000 rounds to defend RVN outposts in and around the delta in Viet Nam.

The National Museum of the Air Force has an extensive photo collection, a mockup of an AC-47 Spooky gunship, 43-49010, shown in the images on this page, is on display at the Air Force Armament Museum located in Florida.



This time-lapse photo shows a Douglas AC-47 "Spooky" at work on the outskirts of Saigon. The sheet of red raining down from the night sky represents only one tracer of every five bullets fired from the gunship's miniguns. (U.S. Air Force Photo)



Airplane Cockpit: Navy A2D Skyshark *



On 25 June 1945, the Bureau of Aeronautics (BuAer) asked Douglas Aircraft for a turbine-powered, propeller-driven aircraft. Three proposals were put forth in the next year and a half: the D-557A, to use two General Electric TG-100s (T31s) in wing nacelles; the D-557B, the same engine, with counter-rotating propellers; and the D-557C, to use the Westinghouse 25D. These were canceled due to engine development difficulties, but BuAer continued to seek an answer to thirsty jets. On 11 June 1947 Douglas received the Navy's letter of intent for a carrier-based turboprop. The need to operate from *Casablanca*-class escort carriers dictated the use of a turboprop instead of jet power.



While it resembled the AD Skyraider, the A2D was different in a number of unseen ways. The 5,100-equivalent shaft horsepower (3,800 kW) Allison XT-40-A2 had more than double the horsepower of the Skyraider's R-3350. The XT40 installation on the Skyshark used contra-rotating propellers to harness all the available power. Wing root thickness decreased, from 17% to 12%, while both the height of the tail and its area grew.

Engine-development problems delayed the first flight until 26 May 1950, made at by George Jansen. Navy test pilot Cdr. Hugh Wood was killed attempting to land the first prototype XA2D-1, BuNo 122988, on 19 December 1950, on its 15th flight. He was unable to check the rate of descent, resulting in a high-impact crash on the runway. Investigation found the starboard power section of the coupled Allison XT40A turboprop engine had failed and did not declutch, allowing the Skyshark to fly on the power of the opposite section, nor did the propellers feather. As the wings' lift disappeared, a fatal sink rate was induced. Additional instrumentation and an automatic de-coupler was added to the second prototype, but by the time it was ready to fly on 3 April 1952, sixteen months had passed, and with all-jet designs being developed, the A2D program was essentially dead. Total flight time on the lost airframe was barely 20 hours.

Allison failed to deliver a "production" engine until 1953, and while testing an XA2D with that engine, test pilot C. G. "Doc" Livingston pulled out of a dive and was surprised by a loud noise and pitch up. His windscreen was covered with oil and the chase pilot told Livingston that the propellers were gone. The gearbox had failed, but Livingston successfully landed the airplane. By the summer of 1954, the A4D was ready to fly. The escort carriers were being mothballed, and time had run out for the troubled A2D program. Due largely to the failure of the T40 program to produce a reliable engine, the Skyshark never entered operational service.

Twelve Skysharks were built, two prototypes and ten preproduction aircraft. Most were scrapped or destroyed in accidents, and only one has survived. At right is the lone survivor that was in a scrap yard, number BuNo 125485, is now at the Gillespie Field Annex of the San Diego Air & Space Museum in El Cajon, California. It was restored for static display by Pacific Fighters.



* https://en.wikipedia.org/wiki/Douglas_A2D_Skyshark

Strange But True Aviation Stories*

Liberated Liberator

A Consolidated C-87, the cargo version of the B-24, took off at 1 a.m. on February 9, 1943, from West Palm Beach, Fla., bound for the Azores en route to North Africa. The crew leveled the Liberator Express at 9,000 feet, but the pilot was barely able to maintain altitude. Worse, the elevator and rudders began to vibrate violently through the control column and rudder pedals. With the airplane only about 90 miles east of Florida, the pilot initiated a return, and the crew lightened their load by tossing out baggage and cargo.

By the time they were inbound and descending just 10 miles east of Miami, the C-87 had become so uncontrollable that the pilot ordered the crew and passengers to jump, then followed after turning on the autopilot. Presumably, he didn't have enough control to turn the airplane seaward rather than leaving it on course toward the heavily populated Florida coast.

The Coast Guard and several civilian boats pulled six of the eight jumpers from the water, but two were never seen again. Meanwhile, the C-87, having shed another 1,500 pounds of its load, shrugged its aluminum shoulders and climbed back to altitude, now headed west and under the control of the autopilot; if its tail surfaces were still vibrating, it didn't seem to bother George.

About 4½ hours later, after crossing the Gulf of Mexico, the C-87 had traveled 1,300 miles and reached Zaragoza, Mexico, 25 miles southwest of the U.S. border. For two hours the Liberator Express carved lazy orbits over the Mexican town and finally crashed into a nearby mountain.

C-87 Designed in 1942

The C-87 was hastily designed in early 1942 to fulfill the need for a heavy cargo and personnel transport with longer range and better high-altitude performance than the C-47 Skytrain, the most widely available United States Army Air Forces transport aircraft at the time. Production began in 1942.

The first C-87 prototype was 41-11608. The design included various modifications, including the elimination of gun turrets and other armament along with the installation of a strengthened cargo floor, including a floor running through the bomb bay. The glassed-in bombardier compartment of the B-24 was replaced by a hinged metal cap to allow front cargo loading. A cargo door was added to the port side of the fuselage, just forward of the tail, and a row of windows was fitted along the sides of the fuselage.

The C-87 could be fitted with removable seats and racks to carry personnel or litters in place of cargo. In its final configuration, the C-87 could carry between 20 and 25 passengers or 12,000 lbs. of cargo. Because of war production bottlenecks and shortages, many C-87 aircraft were fitted with turbosuperchargers producing lower boost pressure and power than those fitted to B-24s destined for combat use, and ceiling and climb rate were accordingly adversely affected.

In 1942 and 1943, several C-87 aircraft were converted into VIP luxury passenger transports by adding insulation, padded seats, dividers, and other accommodations. The modified aircraft was capable of carrying 16 passengers and given the designation C-87A. One C-87A in particular, serial 41-24159, was exclusively converted in 1943 to a presidential VIP transport, the *Guess Where II*, intended to carry President Franklin D. Roosevelt on international trips. Had it been accepted, it would have been the first aircraft to be used in presidential service, i.e. the first Air Force One. However, the Secret Service, after a review of the C-87's controversial safety record in service, flatly refused to approve the *Guess Where II* for presidential carriage. The *Guess Where II* was then used to transport senior members of the Roosevelt administration. In March 1944, the *Guess Where II* transported Eleanor Roosevelt on a goodwill tour of several Latin American countries.

"Guess Where II" C-87



*Sources: <https://www.historynet.com/amazing-but-true-tories.htm>
https://en.wikipedia.org/wiki/Consolidated_C-87_Liberator_Express

Saturday May Eleventh Fun Fly Highly Successful

43 cars — 20 pilots registered to fly.

Our club Fun Fly exceeded most expectations due to conflicting weather reports but the weather turned out perfect for flying and stayed that way well into the early afternoon. This Allowed general flying to take place after the four contests.

For the bean loop drop each pilot had a small cup on the top of the wing or fuselage. Each cup had 10 beans in it. Pilot took off did one loop and then landed. The one with the most beans won.

The loop contest was to see how many good round loops one could make consecutively in two minutes. Sounds easy but a lot more difficult than it looks.

Landing-Poker consisted of the runway marked off in squares, King, Queen, Jack and Ace. Touch down four times and then for the fifth card draw one out of a deck of cards to see what hand you ended up landing.

Carrier landing required a small hook to be placed on the bottom of each plane and then to land and catch one of four wires (four attempts) stretched across the runway between bean bags. The preferred wire to catch is number three. The days winners:

Bean Loop Drop - Randy Meathrell
Most Number of Loops - Terry Steiner 69 loops
Landing Poker - Steve Zingali a Royal Flush
Carrier landing - Graham Johnson 90 points



The bean cup line-up.



Don Crowe's Bean Cup landing



A Steve Zingali loop.



Steve Shephard, above, checks Graham Johnson's bean cup. Many lost all of their beans! 😊



The two top photos here show how many planes members brought, they were parked everywhere.



Dennis O'Connor's poker landing.



Graham Johnson's carrier landing.



The weather was about a perfect as it could be for flying, light winds and blue skies.



May 2019 General Membership Meeting



The General Membership meeting of May 15, 2019 began at 7pm and opened with Pledge of Allegiance.

Club membership now stands at 140 as of tonight. We had 44 members and guests present. We welcomed new members: **Paul Gendarme**, **Bob Weinrich** and **Jerry Skoczylas** this evening. Minutes of the April meeting were approved. There were no corrections.

President's Agenda

President **Don Crowe** briefed member on AMA medical coverage and the need to report injury accidents to a club officer and the AMA as soon as possible. The AMA coverage is only after any existing insurance coverage including Medicare.

Many thanks to **Dale Tomlinson** who fixed the table leveling blocks to prevent tripping injuries such as that suffered recently by a member. Hat badges we discussed at the last meeting, are in the making by member **Steve Zingali** who said many will be ready by the June General Meeting.

We have need for a welder to fashion a start-

ing stand near the storage shed. See **Don Crowe** or **Bill Gilbert** if you have those skills.

Good turnout for the Spring Fling and Swap meet last week. Thanks to **Rick Nichols** and **Steve Shepherd** who brought in some exciting flying challenges (some of us pilots were more "challenged" than others.)

Next event is the June 1st T-28 Race. **Larry Parker** briefed us on the general rules. Contact Larry if you want to participate or assist.

Reports

Treasurer **Marc Robbins** presented the club financial report which was approved by members. Safety Officer **Steve Shepherd** cautioned pilots not to carry armed or running aircraft in one hand and your transmitter in the other hand...a tripping accident could be disastrous. Electrics should have kill physical or electronic kill switches engaged and gassers should have assistance from a fellow pilot to launch their aircraft.

Member comments

Don Crowe led a discussion on **Dennis O'Connor's** suggestion to purchase a drag to properly maintain the auxiliary dirt runway. No final

decision was reached.

Mark Lipp said that several members had asked about his technique in covering his triplane that he had on display at the Spring Fling. See Mark if you would like to come out to his shop for a demonstration.

We broke about 7:30pm for goodies provided by **Larry Parker**. Thanks Larry! We resumed the meeting at about 7:45pm.

Show and Tell

Jack Potter brought in his recently completed VQ Scooter. And that was all folks...where are the rest of the new builds?

Door Prize/Raffle

Bob Steffensen won the door prize consisting of the "proverbial glue", a craft knife, a 500 piece warbird puzzle and a body 'err battery bag. In the raffle, **Jack Potter** had the winning ticket for the Seagull Models Funky Cub. We adjourned about 8pm.

Respectfully, Bob Steffensen
Club Secretary



Jack Potter's VQ Scooter.



Mark Lipp's very well done Fokker DR-1 above was displayed at our Fun Fly. He said he was asked so many questions at our event about his finishing technique, so he took a few minutes at our meeting and explained how, he used dope and silk covering materials just like the materials used on full sized aircraft.



Mark Lipp

Mark will gladly share how it's done with anyone interested in learning how he did it on his WWI triplane. (Editor's Note: This is not a new technique, we are all getting too used to ARF's.)



A Zingali Bail Out!



Aerial View of Prescott Airport on display at the meeting room always attracts a lot of attention.



Bob Steffensen won the door prize.



Jack Potter won this month's raffle: A Seagull Models Funky Cub.