



AMA Chapter #3798

# Chino Valley Model Aviators

## Official News



June 25, 2019

Volume 22 Issue 6

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:

*"The engine is the heart of an airplane, but the pilot is its soul."*

*Walter Raleigh*

### Support our Local Hobby Shop



**Valley Hobby**  
Prescott Gateway Mall

## John Meyers' EDF A-10



John got his A-10 from Blitz RC Works at Banana Hobbies: <https://www.banana hobby.com/>

## Richard Gunder's 63" Wing Span Electric LC-130F



Read More: <https://en.wikipedia.org/wiki/>

The plane has a working ramp and inboard fowler flaps as well as outboard regular flaps. He's only flown it twice due to some electrical and mechanical bugs. Power is a 4s 3000mah battery. Richard did the painting and Callie Graphics supplied the decals. It's based on the LC-130F that Richard maintained while in VXE-6 Operation Deep Freeze with the Navy. The original was buried in the ice of Antarctica for 17 years before being dug up, repaired, and flown to New Zealand for overhaul. She is now on display at Davis Monthan AFB.



Right off the bat, big shout out to member **Ray Van Holten** for his efforts in building the club another starter stand. The stand is top notch and definitely won't blow away as one leg is filled with concrete.

Another shout out to **Steve Zingali** for his work creating hat badges for most members. He did a stellar job with laser cutting each individual badge and they really look great.

**Harold Ellis** spotted a green Mojave rattlesnake near the shed. He was

only two steps away when Mr. Slithers raised its tail and warned him away. Lesson learned, they are hard to spot unless you are looking for them. If you are retrieving a plane out in the field, take you time and keep scanning ahead. We've never had a member suffer a snake bite, and we need to keep it that way.

Treasurer (and noted raconteur) **Marc Robbins** has been in touch with Patriot Disposal concerning the fact our porta potty has

inconsistent service. We will continue to monitor the situation and try to get them back on track.

Every week member **Clint Manchester** takes home a bag of trash from the receptacle. Lately we've noticed with the warmer weather an increase in water bottles and other trash not making it to the trash can.

Please, if you bring something to the field, either take it with you or put it in the trash can.

Blue Skies,

**Don**



(See Page Seven)

**CVMA NEWSLETTER**  
 AMA Chapter #3789  
 Published Monthly

President — <b>Don Crowe</b>	
Vice President — <b>Bill Gilbert</b>	
Treasurer — <b>Marc Robbins</b>	
Secretary — <b>Bob Steffensen</b>	
Safety Officer — <b>Steve Shephard</b>	
At Large Member — <b>Randy Meathrell</b>	
Newsletter Editor — <b>Bob Shanks</b>	



### 2019 — MARK YOUR CALENDARS

- 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

As a safety reminder, DON'T DRIVE on the RUNWAY at the field! Our runway is not very thick, OK for our planes but definitely not able to support an automobile. Driving across it can severely damage it so always go around it if heading out to pick up a downed plane.

Another issue we need to remind every one is to not arm your electric plane under the cabana where you have assembled it to fly. Always arm your electric plane in the pit area. It is too easy to suddenly start your motor when trying to handle your plane and radio at the same time. You could drop your radio or bump the throttle and cause yourself or others injuries as the motor suddenly jumps to life. Much better to have it in a cradle in the pit or on one of the tables or the ground in a start up area if a larger plane.

Always program your "kill switch" if

you have one for your radio system. Some radios don't have that safety program but most do, this is important in case of sudden start ups whatever the cause. Double check to see if you have your radio's kill switch set or if you even have that program available.

Always be on the alert for rattlesnakes at the field. One of the most dangerous rattlesnakes in the west, the Mojave Green was identified and photographed behind the hanger at the field (our metal shed for field equipment).

Do not go behind the shed unless you have to and if you do, keep a sharp eye out for this fellow. The Mojave Green is known as being aggressive, so stay clear of any rattlers you might see. Apparently the one photographed was a young one and that is not a good sign either.

Always be on the alert for critters and if your plane goes down out in the areas beyond the runway, always try to get

someone to drive out to retrieve it, and as stated at the top of this story do not drive on the runway.

Always walk looking down, not only for snakes but also other hazards that can cause an accidental fall.

Our club is slowly growing with the ever increasing growth rate of our general area. Many Internet System Providers (ISPs) have been getting strict as to what size attachment can be sent out to multiple email addresses and the number that can be sent at one time. Starting with this issue, we will be having it posted at our web site with an email being sent to all of you later with the link for the club "news rag". The link will take you directly to the newsletter so you can forward it, print it out, use it for target practice, line your garbage can or use it for packing material.



# Club Pilot's Flying Machines



Shel Liebach's Boomerang

Dennis O'Connor's very nice Hanger 9 gas powered P-51.



Gear and flaps down for landing.



Harold Ellis' orange T-28.



Mark Lipp and his 1957 old timer.



Mark Lipp's Navy Chance Vought Cutlass sans cockpit, Mark says it needs to be balanced better to fly. First attempt failed.



Steve Zingali's foam Mig 25 pusher jet.



Steve Zingali's heavily modified Slow Stick.



**CVMA WIND SOCK**  
 STRENGTH OF WIND FROM CHAIN ANGLE  
 0 Degrees - Broken Notify Club President  
 30 Degrees - Fresh Breeze  
 45 Degrees - Gentle Zephyr  
 60 Degrees - Hurricane in Area  
 75 Degrees - Beware of Low Flying Trains  
 90 Degrees - Call Local Weather Man



# Club Members Flying Machines in Action

Don Crowe's Laser 260



Don Ferguson's AS Fairly Toy X-520 vertical take off electric twin.



Harold Ellis' Sport Cub S2.



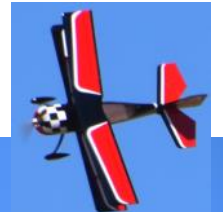
Clint Manchester's second no-cowl test flight on his Edge, lots of power to spare from his DLE gas engine.



Shel Leibach's turbine powered Boomerang has a nice smoke Generator, a real show stopper at the field.



Jerry Calvert's gas powered bi-wing Gold Wing.



John Stewart's Cub-Yellow trainer, his fun flyer. Note his signature birthday year date of "45" on the tail!



Charlie Gates Zingali designed and laser cut UFO with a "C" for Charlie in the center.



Bob DeNoyelles and his Alpha glow powered high wing tricycle geared trainer.



# Chino Valley Model Aviators T-28 Races June 1, 2019

*Unpredictable Winds Made for an Exciting Race Day*



**Tony Lopez** from Phoenix won first place, second place, below, went to CVMA member **Dave Bates**. Each pilot was presented engraved mugs by club president **Don Crowe**, engraved by our own **Rick Nichols**



There were sixteen Club members registered for our June event. Fourteen were able to make it with one from the Phoenix area. Due to the crazy wind shifts the race was cut short.

A big **Thank You** to **Larry Parker** who was our CD for the races. A very relaxed and fun racing event.



**Steve Zingali** raced in his clown nose, **Randy Meathrell** wore his "Old RC Man" T- Shirt.



## Airplane Cockpit: Lockheed Hercules C-130H\*



Since its first flight in 1954, the Hercules has been everywhere and done just about anything. Aircrews have flown it to both poles, landed or airdropped military supplies to hot spots from Vietnam to Afghanistan and performed countless relief operations around the globe. The Hercules has been used to drop bombs, retrieve satellites in midair, conduct reconnaissance and attack ground targets with cannons. Some models are flown as commercial transports. The C-130 has the longest, continuous military aircraft production run in history and one of the top three longest, continuous aircraft production lines of any type.



Those who design, build, fly, support and maintain a Hercules often say the plane is without a doubt the world's most proven workhorse— and for good reason. To date, more than 2,500 C-130s have been ordered and/or delivered to 63 nations around the world. Seventy countries operate C-130s, which have been produced in more than 70 different variants.

From the highest of air strips in the Himalayas to landing on aircraft carrier runways in the middle of the ocean, the C-130 regularly—and proudly—defies expectations. The Hercules is known for its ability to tackle any mission, anywhere, at any time.

From the beginning, the C-130 has featured a large, unobstructed, fully-pressurized cargo hold that can rapidly be reconfigured for the carriage of troops, stretchers, passengers or airdrops of troops and/or equipment into battle zones. The C-130's high-wing design places the cargo floor at truck-bed height above the ground. The C-130 also features an integral "roll-on/roll-off" rear-loading ramp. Coupled with its tremendous lift capacity, long range, and austere landing field capabilities, it is a true tactical airlifter.

The C-130 airframe was immediately recognized for its incredible versatility, prompting it to be quickly adapted for use in supporting special mission requirements. The first of some 70 different variants – a ski-equipped version for resupplying Distant Early Warning radar sites-- was initially tested in 1957. An electronic reconnaissance version came soon after. Lockheed Martin has updated the design of the C-130 multiple times since 1954: Aug. 1954: First flight of YC-130A at Burbank, Calif.

No matter the mission, no matter the location, Hercules has gone there, is going there and will go back thanks to its constant state of innovation. Today's Hercs are ready for tomorrow's missions.

The C-130 continues to be the world's standard for tactical airlift needs, especially in the form of the C-130J Super Hercules. The Super Hercules offers superior performance and new capabilities, with the range and flexibility for every theater of operations and evolving requirements. To date, 16 countries operate or will operate the C-130J, which has been used to set 54 world aviation records.

The C-130J family includes 11 variants and it can support more than 16 different mission requirements. The Super Hercules continues to expand its offerings with the addition of the **C-130XJ** (baseline version of the C-130J), the **SC-130J Sea Herc** (maritime patrol) and the **LM-100J**, the updated Super Hercules version of the commercial L-100. In January 2014, Lockheed Martin officials submitted a type design update for the L-382J (certification designation) with the FAA that will be marketed as the **LM-100J**, a commercial version of the Super Hercules that will bring new capabilities to a targeted market.

With the Super Hercules worldwide fleet logging more than one million hours of flying combat, humanitarian, special operations, aerial refueling, firefighting, and search and rescue missions around the world, the C-130J stands ready for its next mission and for whatever the future holds.



\* <https://www.lockheedmartin.com/en-us/products/c130/history.html>

## Strange But True Aviation Stories\*

### Seat Belt Fastened at All Times

There weren't many old BAC One-Elevens (British Aircraft Corporation One-Eleven, also known as the BAC-111 or BAC 1-11, was a British short-range jet airliner used during the 1960s and 1970s) still flying in 1990, but one of them, British Airways 5390, was en route from Birmingham to the Spanish island of Malaga on June 10, 1990. It was a sunny Sunday, with 81 happy beachgoers aboard, when the entire pilot's-side windscreen blew out as the One-Eleven climbed through 17,300 feet.



The captain, Tim Lancaster, was almost instantly sucked out the opening—he'd removed his shoulder harness after takeoff and loosened his lapstrap—but fortunately the backs of his knees jammed against the top of the windscreen frame while his feet were caught under the yoke of his control column. Steward Nigel Ogden, who had just entered the cockpit, grabbed Lancaster by the legs while the first officer got the airplane under control.

Ogden was on the verge of being dragged out as well when a second steward reached the cockpit and secured him with a strap from the captain's shoulder harness. By this time, Lancaster had slipped sideways from the roof of the cockpit, and his bloodied head was flailing against the left side window. The crew assumed that he was already dead. "His eyes were wide open," Ogden recalled. "I'll never forget that sight." Lancaster was actually comatose, his systems shut down as a result of the incredible shock and the excruciating cold of the high-speed slipstream.

A second steward eventually had to relieve Ogden, who was frostbitten and losing his grip, and by the time the airplane landed at Southampton, England, Lancaster was being held only by his ankles. He in fact survived with a fractured arm and wrist, and his first words after being pulled back into the cockpit were "I want to eat." ("Just like a pilot," Ogden reportedly said.) It was soon determined that an overworked mechanic had used undersized bolts on 84 of the windscreen's 90 hold-down fittings.



*Ogden, too, began to suffer from frostbite and exhaustion, and was relieved by Chief Steward John Heward and flight attendant Simon Rogers (pictured at right) with Lancaster, standing, and Atchison, middle). Lancaster's head was now banging against the side of the cockpit, leading the crew to believe he had died. They held onto him in fear that his body might get sucked into the plane's engine.*

#### Sources:

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

<https://home.bt.com/news/on-this-day/june-10-1990-miracle-of-ba-flight-5390-as-captain-is-sucked-out-of-the-cockpit-and-survives-11363985642960>





# June 2019 General Membership Meeting



The General Membership meeting of June 19, 2019 began at 7pm and opened with Pledge of Allegiance.

Club membership has grown to 143. We had 48 members and guests present. We welcomed new members: **Emery Chandler, Frank Toth and James Cowley** this evening, as well as guest **Mike Franklin**.

Minutes of May meeting were approved unanimously. No corrections were noted.

**Larry Parker** reported on T-28 races held on June 1st: We had 7 paired club members and one pair of non-member club members (from Phoenix). The race was a jackrabbit start with each pair of pilots supported by the next pair of flyers. The winner of each race advance to the next round and the second-place finishers were placed in the double elimination 2nd round. The first-round winners continued the next round of flying until we had a single winner. A fly-off of the elimination pilots from the first round resulted with the second-place finisher. **Tony Lopez** won 1st place and **Dave Bates** was 2nd. Thanks for running this event **Larry**.

President **Don Crowe** led a discussion on a "hold harmless" agreement that is needed to be added to the bylaws. Some concerns were addressed, however, if you have additional

concerns or comments please email Don or any board members. We will vote on this at the July meeting.

Member **Steve Zingali** delivered great looking new hat badges to members present. If you were not at the meeting please come in July to pick up yours. (They will not be mailed.)

A green Mojave rattle snake was sighted (and posed for a picture by **Don Crowe**) behind the shed. Please be careful at the field, the bad guys are out for the season. If you need to recover a crash out yonder...get someone to drive you out to look for the pieces. But don't drive across the runway!

We have moved the gassers run up stand for your safety. A new gasser run up/tune up stand is being fashioned and will be set up away from the flight line and cabanas, probably near the shed. Next event is the July 4th pot luck at the field. Bring your own meat to grill and a side or dessert to share. A grill will be provided. Come out and enjoy the comradery with fellow members, fly until dark and watch the area fireworks.

Treasurer **Marc Robbins** presented the club financial report which was approved unanimously 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. I.e., it is not safe to carry your transmitter in one hand and an armed or running aircraft in your other hand.

**Harold Ellis** proposed and showed the horse's ass trophy that would be presented to the pilot who had the most spectacular crash since the last meeting. Harold stated that a minimum of 3 nomination would offered each meeting and the traveling trophy would be awarded to the "winner" based on member votes. Members approved the new trophy and nominated several members who ran out of airspace in the past 30 days and chose **Don Crowe** for the first award.

**Larry Parker** noted the road was washout again and suggested that we ask the city of Chino Valley to put a culvert in the road near the gate. CV Liaison **Rick Nichols** said that probably wouldn't happen. An additional suggestion to do it ourselves did not have an enthusiastic response from members.

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

**Show and Tell** **Don Crowe** brought in his Aero Master 46; **Rick Nichols** showed his nifty **Steve Zingali** designed Iron Man with elevons; **Terry Snyder** displayed his RV-4 "El Serpentine" and **Larry Parker** presented his WWI Junkers CL1.

**Door Prize/Raffle** **Mike Kidd** won the door prize consisting of the proverbial glue, Loctite, and a craft knife. Respectfully, **Bob Steffensen** Club Secretary

Steve Zingali gives Jay Riddle his new name tag for his hat



Rick Nichol's Iron Man designed by Steve Zingali.



Don Crowe's Aero Master



Terry Steiner's RV-4.



Larry Parker's Junkers



Past President Mike Kidd won the door prize., yes it had some proverbial glue as part of the award.



Don Crowe won the first "Best Crash of the Month" award Presented by Harold Ellis the award's idea.



Lloyd Oliver won this month's raffle: Horizon Hobby 69" Valiant

