



AMA Chapter #3798

# Chino Valley Model Aviators

## Official News



September 25, 2019

Volume 22 Issue 9

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:

***"Aeronautics was neither an industry nor a science. It was a miracle."***

*Igor Sikorsky*

**Support our Local Hobby Shop**



**Valley Hobby**  
Prescott Gateway Mall

## Dan Avilia's Turbine Powered Navy Cougar



## EVIATION'S ALICE AT PRESCOTT AIRPORT



Photo by Marc Robbins  
(See page 8)



The Steve Crowe Memorial Fun-Fly was a fantastic event. We were blessed with perfect conditions and an excellent upbeat vibe and a great turnout.

Our only negative was the no-show by our food vendor due to an equipment malfunction. An event never happens organically, it takes some work and time to coordinate all the moving pieces, so a few people need to be acknowledged.

First and foremost, we need to all thank *Shel Leibach* for a great job as the Event Manager. *Carol Meathrell* and *Teri Shephard* took care of the

raffles that brought \$340 to our club and raised money for the Boys and Girls club. Hats off to *Dan Avilla*, *Andrew Grant*, *Casey Buggeln* and *Chris Corbitt* who entertained the crowd with their demo flights.

A big thanks to *Steve Shephard* and *Doug McBride* for spending time on the mower in the days leading up to the event. *Randy Meathrell* took care of the public address and kept everyone informed.

Finally, thanks to everyone who came out the Friday before for the clean-up day. The field looked great and I heard

quite a few compliments. I'm sure I missed someone but know that your efforts are appreciated.

*This is my last column as President of the club. My time on the Board has been a lot of fun.*

I urge everyone to consider volunteering in whatever capacity you can to help our club.

Our members, from all walks of life, are enjoyable, entertaining and accomplished people.

You all have made my time "up front" a great experience.

Thanks,  
*Don Crowe*



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

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





"Could you please order something off the top? I can't really bend right now."

## 2019 — MARK YOUR CALENDARS



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

We all need to be more aware of the fact our club is growing with now 155 members. We are in need of at least one more flight instructor as many new members are just learning to fly.

With students in the air it is imperative we all give them a wide berth to operate and learn when we are flying. You can hear the instruction if you are in the flight box next to a student as well as seeing the plane so pay close attention to not only that flight but other also flying. It is not unusual these days to have 4 to 6 airplanes in the sky at our field.

Let folks know loudly your intentions especially when it's a busy flying day. Remember too we can often have folks landing up hill as well as down hill due to the fact our wind can really shift at the field so pay close attention. All students are

learning to land uphill as well as down hill.

With the growth of our club we need more flight instructors. So step up and volunteer. With at least 3 instructors a schedule can be done so no one person is left with all the effort and patience needed to get someone up and flying. We all should try to remember how it was when we were starting to figure out how to land and fly and use some courtesy and patience.

We did have one mid air last month with a student, these are rare but they do happen.

Just to highlight how great our club is the individual replaced the club's aircraft. The important point here is to insure you are aware of a student that is learning and to give

them a lot of space. Being aware of who is flying is important and always stay in the flight boxes. We did have everyone flying in the pit area that was closer to our visitors for our Steve Crowe Fun Fly we just held. More on that event will be in the October issue. We had a tremendous turnout the for the fun fly and the weather was just outstanding.

A big kudo to member *Shel Leibach* who organized it, a masterful job. For those who are not totally aware it takes lot of effort to put together a fun fly so next time you see Shel let him know you appreciated his hard work. We had a lot of community visitors as well. Great local public relations to keep our field and hobby in positive territory. Fly safe members!

# Club Member's Flying Action



*Rick Nichol's Iron Man*



Dan Avilia's gear and speed breaks deployed on his Cougar.



OK guys, I know it will fly!

L to R, Frosty Wells, Bob Denoyelles, and John Stewart listen to Chuck Colwell's explanations!



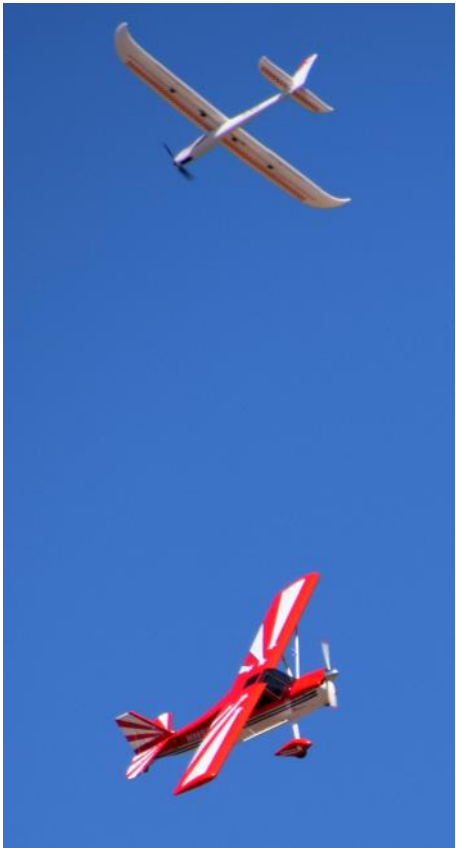
Below, long time member Chuck Colwell gets a few static shots of his Super Cub as John Stewart and Frosty Wells get it ready for it's maiden test flight.



John Stewart landing his chopper.



Oh, oh, Frosty Wells, was it "dumb thumbs"?



Bob's Avistar electric glider.



Chris Perry's Decathlon on final.

Frosty Wells launches a Avistar glider as pilot Bob Wurth gets ready to search for thermals.



Chris Perry's nice super Decathlon with Bob Wurth's Avistar glider above moving away to higher altitudes as Chris' plane comes around to land on the runway where Bob's plane was just launched in photo at left.



# Club Members Flying Machines

*Dan Avilia's Cougher*

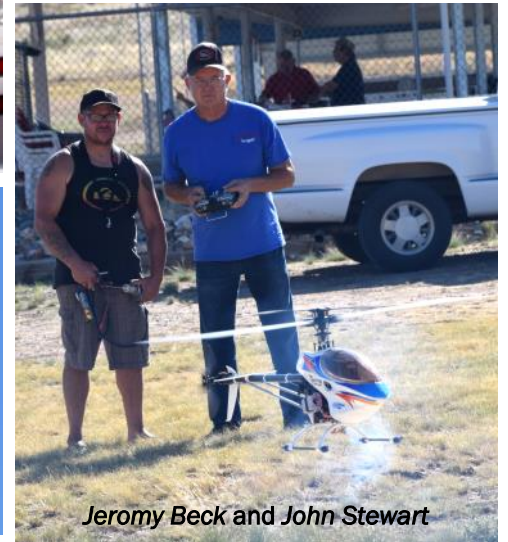


Richard Gunder's dark blue Navy Tiger Cat is powered by a single 6S 5000 Mah battery. He plans to clear coat the plane in the future and add a sound system. It flies very well and he is impressed with its performance.



**Don Crowe's very cool gas powered Stearman.**

*Dave Domzalski's UFO*



*Jeromy Beck and John Stewart*



**Matt Henshaw's Pitts Model 12**

**Matt Henshaw's Extreme Flight MX5**





# Don Ferguson and Randy Meathrell's EAA Oshkosh Adventure

*All photos by Randy Meathrell and Don Ferguson*

*Editor's note: The following article is from Randy Meathrell.*

Randy says he and Don Ferguson had been planning this trip to the 2019 AirVenture Oshkosh, WI for over a year. The Experimental Aircraft Association (EAA) puts on the biggest air show in the country every year in July, and the show lasts for a full week.

Randy really emphasized the fact that if you are an airplane guy you definitely need to put this show on your bucket list of things to see and do in the aviation world.

Randy said the show this year featured the only flyable F-82 Twin Mustang, the 50th Anniversary of the Boeing 747 and the Year of the Fighter, with A-10s, F-18s, F-22s and F-35 performing in the daily 3-hour airshow. Over 650,000 people attended this year's show.

The airfield is separated in sections with the Ultralights at the south end, Classic aircraft next, then Homebuilt aircraft of every shape and size. The north end of the field is reserved for the Warbirds.

After a week of airplane over load the group decided to take it easy and travel to Muncie, Indiana, the home of the Academy of Model Aeronautics (AMA).

Randy stated *"Don and I flew our electric models during the NATS, although the days we were there the Model Rockets were competing so our flights were not official. We toured the AMA Museum and also Wilber Wright's birthplace in Indiana. We then travelled to Dayton, Ohio and visited the Air Force Museum. What a GREAT week and a half of everything airplane. Our wives were ready to put us away so we did some special pampering stops for them also."*

Randy pointed out the amazing fact that the five-week trip put over 4,600 miles on their two motor homes. Randy called the trip **"Randy and Don's most excellent adventure"**. If interested in ever going, check out EAA AirVenture 2020 planned for next year.



*The intrepid travelers left to right, Pam Ferguson, Carol Meathrell, Randy Meathrell and Don Ferguson.*



WWI Bleriot designed by Louis Bleriot.



The iconic P-51 Mustang.



The B-25 or Navy PBJ-1 version.



A very pristine Marine T-28



Run...its ready to launch!



# MORE OSHKOSH TRIP PHOTOS

MORE PHOTOS BY RANDY MEATHRELL & DON FERGUSON



C-5 Cargo giant.



The WWI era SPAD



Lockheed Electra



Nice T-6 Texan.



F-86 Sabre



Kettering "Bug"



Bell P-39 Airacobra



In the AMA Hobby Shop:  
Randy Meathrell at left and Don Ferguson at right.



## Israeli Electric Plane "Alice" Manufactured in Prescott\*

Eviation Aircraft, a global manufacturer of all-electric air mobility solutions, today announced it has selected Prescott, Arizona for its U.S. headquarters. The site, located adjacent to the Prescott Municipal Airport, will serve as Eviation's base of operations for its expansion from Israel into the U.S. market.

Eviation selected Prescott as an optimal location for its U.S. headquarters given the area's skilled workforce and high-density altitude, an ideal environment for test flights. An emerging aerospace and aviation hub, the city is home to

the Embry-Riddle Aeronautical University, one of the world's most prestigious aviation universities. Prescott's aviation governance also provides a pro-business climate as the Prescott Municipal Airport's open airspace enables test flight operations without air traffic intrusions. Prescott is poised for growth from the aviation sector as Eviation joins SkyWest Airline's United Express service in its move to the area.

"Prescott is a city that prides itself on nurturing high-tech talent and creativity," said Mayor Greg Mengarelli. "Launching Eviation's U.S. headquarters in Prescott is a win-win. It leverages our incredible talent pool, while acting as an economic engine and solidifying Prescott's position as a city at the center of innovation within the aviation industry."

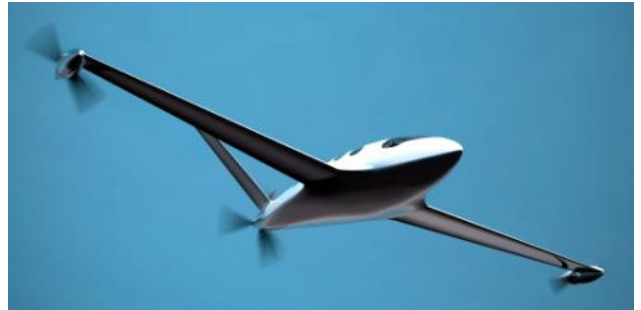
With the goal of making clean regional air travel accessible for all, Eviation is tackling one of the world's dirtiest industries - aviation. Its zero-emission, 100% electric solution, the Alice Aircraft, which will be test flown at the 53<sup>rd</sup> Paris Air Show in June 2019, leverages an IP portfolio that includes thermal management and autonomous landing, as well as distributed electric propulsion, industry-leading battery technology, and cutting-edge composite body frames capable of carrying up to nine passengers on a single charge for 650 miles. Eviation will certify and commercialize the Alice aircraft, while partnering with leading industry suppliers to bring its prototypes to scale and to the global market.

"As we develop our regional electric aircraft, the U.S. represents a high-growth, near-term target market for us, given its many regional transit corridors and abundance of approved airstrips," said Omer Bar-Yohay, CEO of Eviation. "We'd like to express our thanks to the city of Prescott for its support in our goal to bring clean, efficient, and affordable transit solutions to the U.S. and the world."

### About Eviation Aircraft

Eviation Aircraft Ltd. is developing and manufacturing efficient electric aircraft in an effort to make electric aviation a fast, competitive, and sustainable answer to the on-demand mobility of people and goods. Its distributed propulsion, high-energy density batteries, mission-driven energy management, and new airframe are designed from the ground up to maximize these technological advances for regional flight operators. Eviation is a member of NASA's on-demand mobility program, and a full member of GAMA, the General Aviation Manufacturers' Association and the U.S. Federal Aviation Administration (FAA). Please visit us at [www.eviation.com](http://www.eviation.com).

*Alice uses one main pusher propeller at the tail and two pusher propellers at the wing-tips, to reduce drag and increase redundancy. The all-composite aircraft is powered by a 980kWh lithium-ion battery, giving it a range of 540nm (1,000km) and a cruise speed of 240kt (440km/h). Alice will seat up to nine passengers and two crew in its 12m-long fuselage. It is projected to have a maximum payload of 1,250kg and a maximum take-off weight of 5,900kg.*



### \* Source:

<https://www.prnewswire.com/news-releases/electric-airplane-pioneer-eviation-establishes-us-headquarters-in-arizona-300690780.html>





# August 2019 General Membership Meeting



The General Membership meeting of September 18, 2019 began when the gavel dropped at 7pm. We opened with Pledge of Allegiance to the Republic and our national flag. Club membership stands at 154 RC aviators. There were 54 members and guests present by headcount for the September meeting. We welcomed new members **David Williams** and **Joe Childs**.

Minutes of August meeting were approved unanimously with no corrections noted.

## President's Agenda

**Shel Leibach** is the Event Manager for the Steve Crowe Fun Fly scheduled for Sept 21. He brought us up to date for the event. Reminder: there is a clean-up day scheduled for Sept. 20<sup>th</sup>. Members are encouraged to help clean up on Friday and make the Fun Fly on Saturday fun. See you there.

**Mike Greear** told us the NSRCA Pattern flying event to be on Sept. 28-29 has been canceled. There were not enough entries to justify the event. In its place that Saturday, starting about 8am, **Mike** and **Jean** will hold a pattern flying workshop and demo at the field. All members interested are urged to attend.

If have not yet received your new

**Steve Zingali** designed and manufactured name badge, come to our month meeting to pick up yours. (They will not be mailed.)

Nominees the monthly Horse's Ass trophy award for the most spectacular crash were: **Jeremy Beck**; **Dale Tomlinson**; **Frosty Wells**; **Dane O'Brien** and **Dennis O'Connor**. All experienced crashes in the past month. Members selected **Jeremy Beck** for this month's award.

President **Don Crowe** presented Treasurer **Marc Robbin's** report, as he was AWOL. The report was approved unanimously.

Secretary **Bob Steffensen** presented this year's Christmas party menu and other details. Set the date on your calendars for Friday December 6 at the Centennial Center. The reservation sheet will be emailed to each member. Reservation sheet with check or cash for \$39.75 per person, is due NLT the November 20<sup>th</sup> meeting.

Safety Officer **Steve Shepherd** said to be courteous to fellow pilots, especially students, maiden flight; large aircraft and dead stick emergencies. There was a mid-air collision the other day that destroyed 2 aircraft. An anonymous donor bought a new Apprentice for the club after the mid-air...thanks club member whoever you are!

## Member Comments

**Rich Nichols** said that the Slo Stick was again available from Loft Hobbies.

**Dan Avila** suggested we procure a used ATV to configure as a fire fighting vehicle...a worthy recommendation under consideration.

We broke about 7:39pm for cookies provided by **Steve Shephard** Thanks Steve! We resumed the meeting at about 7:55pm.

## Show and Tell

**Dave Domzalski** showed us the foam wing has built for his SBD dive bomber like aircraft of his own design. **Don Crowe** brought in his Zingali designed combat wing; **Matt Butler** talked about his partially completed aircraft with a unique bird feathers wing covering.

## Door Prize/Raffle

Member **Mark Lipp** won the door prize consisting of the proverbial bottle of glue, some holders and a craft knife. President **Don Crowe** slipped out of the building with the Hanger 9 Ultra Stick. Me thinks it was an "inside job"- We adjourned about 8:30pm. Respectfully, **Bob Steffensen** Club Secretary.



Fifty Four members present.

## September Meeting Photos by Mike Kidd



Don Crowe's combat wing. (Zingali design)



Matt Butler's feather cover.



Dave Domzalski's SBD foam wing.



Mark Lipp won the door prize.



**Crash of the**

Riley Harley presented "Half Ass" trophy to Jeremy Beck



Steve Zingali brought two of his original delta wings.

**September Raffle:**  
**Hanger 9 Ultra Stick**

**This Month's Winner: Don Crowe**

## Name the Plane: *OV10A Bronco*\*

The OV-10 Bronco, a rugged, maneuverable, twin-turboprop, multi-mission aircraft, served with the U.S. Air Force and Marine Corps (OV-10A). The U.S. Navy also used the OV-10. The Navy squadron VAL-4 Black Ponies flew them with much success in the Vietnam War. Internationally, the OV-10 served with the military services of West Germany (OV-10B), Thailand (OV-10C), Venezuela (OV-10E) and Indonesia (OV-10F).

*Designed and built by North American Aviation at Columbus, Ohio, the Bronco was faster and more tactically versatile than helicopters, yet slower and more maneuverable than jets, and could use tactics not possible with either.*

The OV-10D night observation system (NOS) featured a unique night observation and target marking system that included forward-looking infrared (FLIR) and laser designator/ranger. With uprated 1040 SHP turboprop engines and fiberglass propellers, NOS provided greater range, improved performance and greater survivability.

In military operations, the Bronco's ability to find and hit battlefield targets close to friendly troops made it effective against conventional and guerrilla forces. Military applications for which the Bronco was particularly suited include anti-guerrilla operations, helicopter escort, close air support, armed reconnaissance and forward air control. In addition, it could be used for utility missions such as cargo paratroop — delivery of up to six paratroops, medical evacuation, smoke screening and psychological warfare with leaflets and loudspeakers.

For peacetime operations, the guns, bomb racks and armor could be removed quickly, and the aircraft became a high-performance short takeoff and landing utility vehicle. Potential



applications included aerial mapping, geological survey, spraying, disaster relief and patrol work. Civil action applications added significantly to the Bronco's cost-effectiveness.

The Bronco's fuselage was mounted under the wing and provided tandem seating for pilot and observer. Its canopy design afforded better visibility than that of most helicopters. Each crewman was equipped with an LW-3B ejection-seat system, also designed and built at Columbus, which was capable of zero-speed, zero-altitude ejections. Armor protection, a bullet-resistant windshield and self-sealing fuel cells were provided for operations in a hostile environment. Twin engines, dual manual flight controls, and rugged and simple construction also contributed to survivability and safety.

The OV-10 was equipped with seven external store stations and four 7.62 mm guns installed in the sponsons. A variety of conventional ordnance could be delivered in addition to 2,000 rounds of ammunition.

The seven external store stations consisted of four sponson store stations, one centerline station and two external wing stations. Sponson accessibility provided rapid loading of



stores and ammunition. The wing stations could carry the LAU-7/A launcher for mounting either rocket packages or missiles. The centerline store station could also carry either a 20 mm gun pod or a 150-, 230- or 300-gallon (568-, 871- or 1136-liter) external fuel tank.

Removal of the armament sponsons and the backseat with its associated armor enabled a quick and simple conversion to a civil action configuration, which permitted the carrying of 3,200 pounds (1452 kilograms) of cargo in the aft fuselage.

For operation in remote areas, the Bronco had a specially designed rough field landing gear, required no ground equipment for starting and could be maintained with simple hand tools. In the event of an emergency, the Bronco could use high-octane or automotive fuel in place of jet fuel with only a slight degradation of power.

\*Source:

<https://www.boeing.com/history/products/ov-10-bronco.page>

