



AMA Chapter #3798

Chino Valley Model Aviators

Official News



October 25, 2019

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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:

You haven't seen a tree until you've seen its shadow from the sky.

Amelia Earhart

Support our Local Hobby Shop



Valley Hobby
Prescott Gateway Mall

WINGS OUT WEST PRESCOTT AIRSHOW P-51C RED TAIL ON ESCORT DUTY



Taken with a 300mm telephoto lens.

Member John Meyer's Ultralight: Steve Crowe Fun Fly





Bill Gilbert: CVMA President's Message



Presidents' Message from Bill Gilbert

The Officer nominations and elections were held at the October meeting. I am privileged to have been elected to the position. Many thanks go out to the previous leadership for the great work they put into our club.

We have a fantastic club and members, along with very nice facilities. It takes continuous effort to keep it that way. Let's continue to enjoy flying our models at our field and sharing in the camaraderie we all enjoy. Especially now that the fall weather has brought us

cool temps and light winds. In the remainder of the year we have the Z-Wing Combat event on Oct 26; that should be a lot of fun, and we expect a good turnout. Also, we have the Christmas party coming up on Dec. 6th. If you haven't attended in the past, this is a good event to share in the camaraderie and possible shenanigans of the club with your significant other — good food and a good time to get know more of our members.

Some things to keep an eye on in the coming year are the dreaded FAA rules that will affect our maximum ceiling, and there is talk of requiring a

knowledge test. No immediate effect on us, but changes to the hobby are coming that we all need to monitor.

If you have suggestions for our club, don't hesitate to contact me or any of our board of officers.

Please continue to follow the "Field Etiquette Rules" so that the field can be enjoyed in harmony. Courtesy to your fellow flyers goes a long ways in keeping the club enjoyable. We are seeing consistent year over year growth, and as we get more members it is even more important that we all exhibit good

etiquette for the enjoyment of all.

Let's do some flying!

Bill Gilbert



CVMA NEWSLETTER

AMA Chapter #3789
Published Monthly

President — *Bill Gilbert*



Vice President — *Doug McBride*



Treasurer — *Harold Ellis*



Secretary — *Bob Steffensen*



Safety Officer — *Steve Shephard*



At Large Member — *Dan Avilla*



Newsletter Editor — *Bob Shanks*



What Planes Cockpit is this?

See Page Ten



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

Our club is growing reflecting what is happening in our general area. Only a small percentage of our membership attend our monthly meetings so we regularly remind everyone to emphasize safety and read what we have posted at the field.

For safety in assembling your plane always use the second shelf of our tables under the cabana to store your gear. Keep the top of the tables clear so others can get set up to fly. Never arm your electric plane under the Cabana, always get set up to fly in the pit area and don't walk behind others flying in the flight area with your armed plane or running glow or gas powered plane. Have someone help you hold the plane until you are in an open flight station.

Also don't taxi in the pit area and always keep running models

parallel to the flight stations when coming taxing back after your flight. We don't want anyone hit working on their plane with their backs to the flight stations.

Even though we have over 150 members, we usually only have 10 to 20 folks flying at one time. The big flight days are the weekend and often Tuesday. If all the flight stations are full of pilots wait until it clears out. Your editor did count over 30 folks flying one day.

We do have a friendly club so if you need help don't hesitate to ask any of the members there for assistance.

We also have members and others in the club come out to watch and socialize so if you are not flying, park across from the cabana area so those flying will have better

access to their vehicles, gear and other planes.

If you bring something out to the field, make sure you take it home, take care of your trash. Keep the field looking sharp

Also, while this is not safety related, your editor does not send out this newsletter to each person, it is posted on our web site.

Our past president Don Crowe did an outstanding job of running the club, keeping up with AMA Developments and the strange FAA ever changing governments rules. He also made excellent use of the computer set up so next time you see him tell him thanks for a great job and help our new president, Bill Gilbert as he enters his time as president.

Fly safe members.

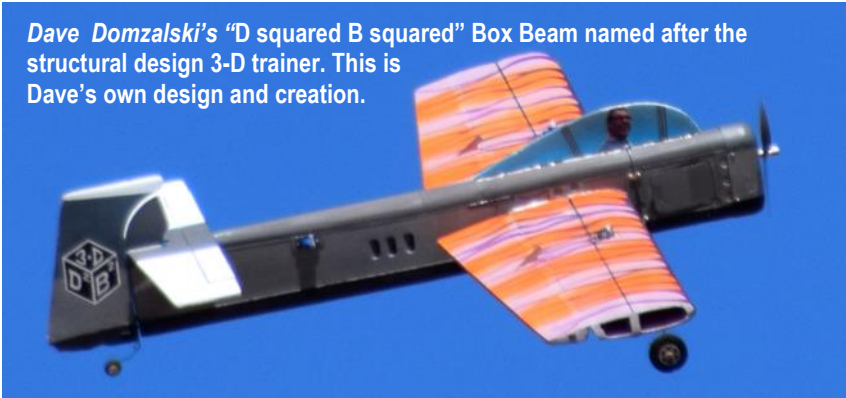


Club members Flying Machines

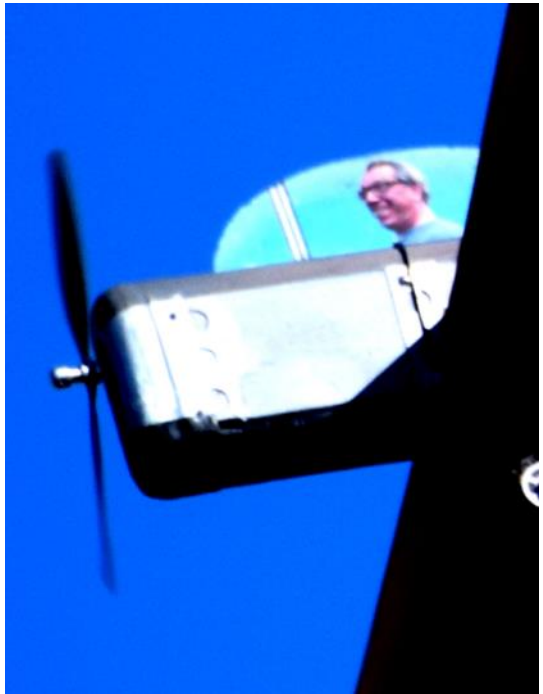
Dan Avilia's Cougher



Matt Mrdeza's electric powered Inversion, at right Matt in center, explains to members left to right **Mark Lipp**, **Bob Denoyelles** and **Dave Bates** his inverted wing flyer.



Dave Domzalski's "D squared B squared" Box Beam named after the structural design 3-D trainer. This is Dave's own design and creation.



Jack Potter's nice glider design, she really flies well.

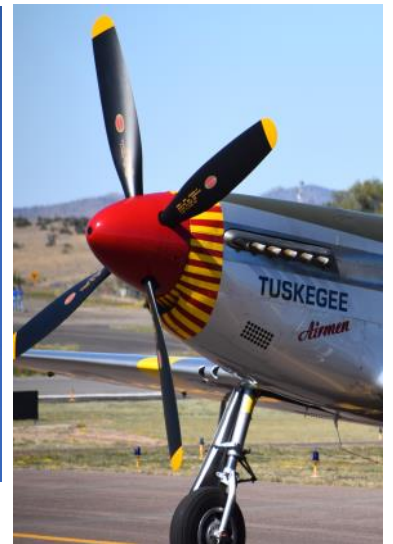
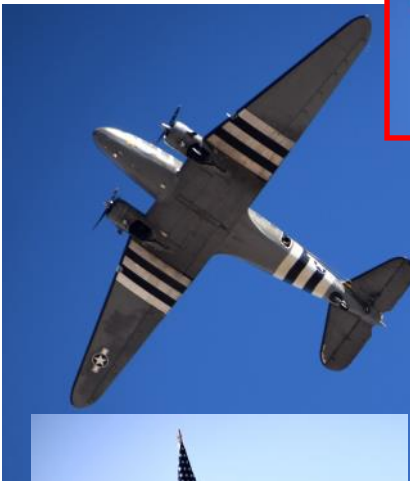
Wings Out West Air Show - Prescott Airport

Sponsored by Embry-Riddle and the City of Prescott

This year's *Wings Out West Airshow* took place in near perfect weather at the Prescott airport. Featured were pilots *Matt Chapman, Bill Stein, Rob Holland, Kent Pietsch* and parachutist *Cindy Irish*.

This was the third year for ERAU and the City of Prescott's airshow. Impressive crowds were present to view a nice static display of aircraft. This year also featured for the first time in Prescott the Vampire Airshows. The Vampire airplane is an early jet fighter and performed some high speed low level flying with jet warbird aerobatics. This was a crowd favorite.

The D-Day Doll is a C-53 parachute version of the DC-3 and featured a simulated WWII D-Day parachute demonstration by 5 members of the Liberty Jump Team outfitted in WWII uniforms and gear.



High speed Vampire pass.

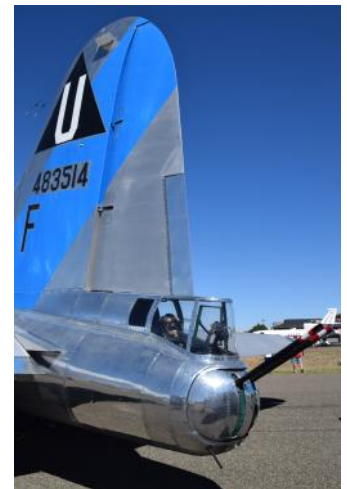
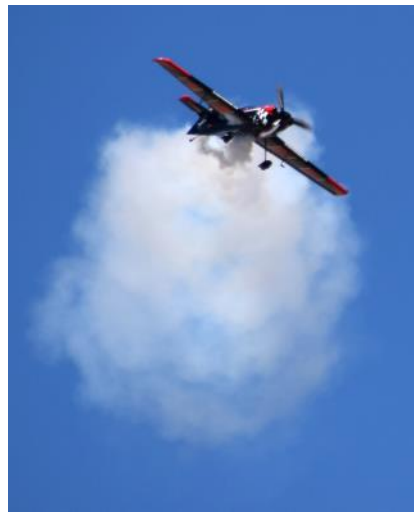
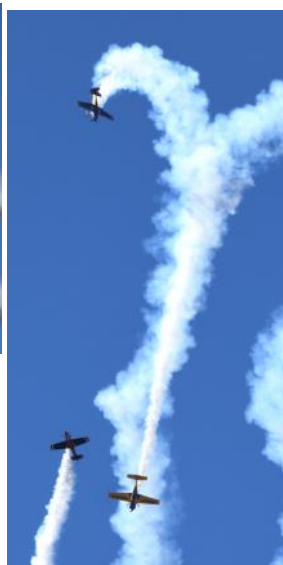


Not many P-51C's left flying, a rare and beautiful plane.

More Wings Out West Air Show at Prescott Airport



Matt Chapman, Bill Stein, & Rob Holland, airshow aerobatics.



Kent Pietsch in his 800-pound Interstate Cadet put on a great routine complete with losing one aileron as part of the show



Arizona ANG KC-135 Tanker fly-by.

The Steve Crowe 2019 Fun Fly

Photos by Paul Gendarme and Bob Shanks



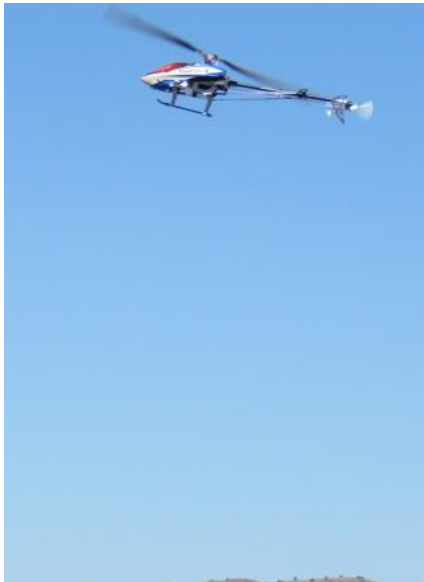
Our Steve Crowe fun fly was a big success, we had well over 50 cars and more spectators than anyone bothered to count. Our club netted \$340 dollars from our raffle and we were able to donate \$91 to the Boys and Girls Club of Chino Valley.

So many of our members helped that your editor won't attempt to list everyone.

It was a success also in part due to the assistance of key spouses **Teri Shephard** and **Carol Meathrell** who worked the registration table and raffle duties. Thanks to all who helped.



A great Chino Valley town Crowd attended the Fun Fly.



Chris Corbet did a helicopter show for the crowd.



The bleachers were full of spectators.



Andrew Grant and Casey Buggein performed a dual aerobatic display.



More Steve Crowe Fun Fly Photos

Photos by Paul Gendarme and Bob Shanks



Jerry Calvert and his Pilot Decathlon.



Dan Avilla's turbine powered Havoc.



Steve Zingali launches his delta wing.



Lots of great kits and ARF's were raffled off; a large crowd watched the festivities.





October 2019 General Membership Meeting



The General Membership meeting of October 16, 2019 began promptly at 7pm as President **Don Crowe** swung the gavel for the last time. We opened with Pledge of Allegiance to the Republic...for which it stands... Club membership stands at 162. There were 34 members present.

Minutes of September meeting were approved unanimously with no corrections noted. President's agenda:

The Annual Steve Crowe Memorial Fun Fly was well attended by CVMA flyers and the public. \$340 was raffle profit for the club. The fifty-fifty netted \$91 each for the Boys and Girls Club and a lucky member of the public with the winning ticket. The food truck broke down, so it got a little hungry out, we managed to make it through the day. Thank you **Shel Liebach** for the well run event and a great time for all.

President **Don Crowe** held a brief discussion of FAA guidelines pending implementation. This could be problematic for flyers in the future, unless AMA can lobby the government back on track. Call your members of Congress and pitch a fit for a little common sense.

Steve Zingali and **Don Crowe** talked about the Build and Fly Challenge set for October 26. Bring your team foam building expertise for the "Z" project plane and your project for its maiden flight. We will get started about 9am.

If have not yet received your new **Steve Zingali** designed and manufactured name badge, come to a meeting to pick up yours. (They will not be mailed.)

Nominees the monthly Horse's Ass trophy award for the best crash were: **John Steward**, **Rick Nichols** and **Dennis O'Connor**. Members selected **John Stewart** for this month's honor.

Treasurer **Marc Robbin's** presented his last Treasurer's report. The coffers hold \$6393.77. The report was approved unanimously. Marc stepped down as Treasurer tonight. Thank you for your service Marc.

Secretary **Bob Steffensen** reminded members to get their reservations in the mail for this year's Christmas party. Set the date on your calendars for Friday December 6 at the Centennial Center. The reservation sheet has been emailed to each member. Reservation sheet with check or cash for \$39.75 per person, is due NLT the November 20th meeting.

Safety Officer **Steve Shephard** said no running with sharp objects (spinning props on motor/engines) through the pilot stations.

President **Don Crowe** presented the slate of candidates for 2020 and requested any additional nominees: President: **Bill Gilbert**; VP **Doug McBride**; Treasurer: **Harold Ellis**; Safety Officer: **Steve Shephard**, and ember at large **Dan Avila**.

We thanked **Don Crowe** for his service as Presi-

dent with a round of applause. This was **Don Crowe's** last meeting as president and stepped down from his position tonight.

Member comments:

All quiet...no comments from members tonight. We broke about 7:40pm for cookies provided by **Mike Kidd**. Thanks Mike! We resumed the meeting at about 8pm.

Planes and Projects:

Dave Domzalski reviewed progress on his foam wing for built for his SBD dive bomber like aircraft of his own design. **Don Crowe** returned with his completed Hanger 9 Ultra Stick that he won in his raffle win last month; **Don Ferguson** and **Bob Shanks** displayed their respective **Steve Zingali** designed combat wings...are you ready for the air battle Oct. 26?

Harold Ellis did a great job on his Top Flight Contender. **Steve Zingali** showed the combat foam plane for the contest for Saturday Oct. 26 and explained how each team member will build and then fly their plane.

Door Prize/Raffle: **Matt Mrdeza** won the door prize consisting of the proverbial bottle of glue, puzzle and a crying towel. **Bob Shanks** won the nice SIG Kadet Seniorita Sport (due in for show and tell next month) in the raffle. We adjourned about 8:30pm.

Respectfully, **Bob Steffensen** Club Secretary



Steve Zingali and the combat ship.



Don Ferguson's Delta.



Bob Shanks' Delta.



Harold Ellis' Top Flight Contender.

Crash of the Month



John Stewart right gets the Flying Horses Butt from new treasurer **Harold Ellis**.



Dave Domzalski showed his dive bomber wing.

Matt Mrdeza below, won the door prize presented to him by new VP **Doug McBride**. He won the proverbial "Glue" and an aviation puzzle plus a crying towel (probably for use in crashes)! 😊



October Raffle Winner:



Bob Shanks won the Seniorita

*Name the Plane: Lockheed F-104G**

The Lockheed F-104 Starfighter is a single-engine, supersonic interceptor aircraft which later became widely used as an attack aircraft. Initially a day fighter, it was developed into an all-weather fighter in the late 1960s. It was originally developed by Lockheed for the United States Air Force (USAF), but was later produced by several other nations, seeing widespread service outside the United States.

One of the Century Series of fighter aircraft, the F-104 was operated by the air forces of more than a dozen nations from 1958 to 2004. Its design team was led by Kelly Johnson, who contributed to the development of the Lockheed P-38 WWII Lightning, Lockheed U-2, Lockheed SR-71 Blackbird, as well as a number of other Lockheed aircraft.

The F-104 set numerous world records, including both airspeed and altitude records. Its success was marred by the Lockheed bribery scandals, in which Lockheed had given bribes to a considerable number of political and military figures in various nations to influence their judgment and secure several purchase contracts; this caused considerable political controversy in Europe and Japan.

[The poor safety record of the Starfighter also brought the aircraft into the public eye, especially the German Air Force \(Luftwaffe\) service. Fighter ace Erich Hartmann was put into early retirement from the Luftwaffe due to his outspoken opposition to the selection of the F-104.](#)

The final production version of the fighter model was the F-104S, an all-weather interceptor designed by Aeritalia for the Italian Air Force, and equipped with radar-guided AIM-7 Sparrow missiles. An advanced F-104 with a high-mounted wing, known as the CL-1200 Lancer, was considered, but did not proceed past the mock-up stage.

Clarence L. "Kelly" Johnson, the chief engineer at Lockheed's Skunk Works, visited 15 USAF bases in Korea in November 1951 and spoke with fighter pilots about what sort of aircraft they wanted. At the time, the U.S. pilots were confronting the MiG-15 with North American F-86 Sabres, and many felt that the MiGs were superior to the larger and more



complex American design.

The pilots requested a small and simple aircraft with excellent performance, especially high speed and altitude capabilities.^{[7][8]} Armed with this information, Johnson immediately started the design of such an aircraft on his return to the United States. In March 1952, his team was assembled; they studied several aircraft designs, ranging from small designs at 8,000 lbs. to fairly large ones at 50,000 lbs.

In order to achieve the desired performance, Lockheed chose a minimalist approach: a design that would achieve high performance by wrapping the lightest, most aerodynamically efficient airframe possible around a single powerful engine. The engine chosen was the new General Electric J79 turbojet, an engine of dramatically improved performance in comparison with contemporary designs.

Kelly Johnson presented the design to the Air Force on 5 November 1952, and they were interested enough to create a general operating requirement for a lightweight fighter to supplement and ultimately replace the yet-to-fly North American F-100.

Work progressed quickly, with a mock-up ready for inspection at the end of April, and work starting on two prototypes late in May. Meanwhile, the J79 engine was not ready; both prototypes were instead designed to use the Wright J65 engine, a licensed-built version of the Armstrong Siddeley Sapphire.

The first prototype was completed by early 1954 and first flew on 5 March at Edwards AFB.^[13] The total time from contract to first flight was less than a year.

When the USAF revealed the existence of the XF-104, they only gave a vague description of it, similar to its treatment of the secret F-117A Nighthawk program in the 1980s. No photos of the airplane were released to the public until 1956, even though the XF-104 first flew in 1954.

At the April 1956 public unveiling of the YF-104A, the engine inlets were obscured with metal covers and visible weapons, including the M61 Vulcan cannon, were also hidden. Despite the secrecy, a drawing of the F-104 appeared in the September 1954 edition of *Popular Mechanics* that was very close to the actual design.

In November 1955 the XF-104 was accepted by the USAF. The first YF-104A flew on 17 February 1956 and, with the other 16 trial aircraft, were soon carrying out aircraft and equipment evaluation and tests.

On 28 January 1958, the first production F-104A to enter service was delivered to the 83rd Fighter Interceptor Wing.^[20]

A total of 2,578 F-104s were produced by Lockheed and under license by various foreign manufacturers.

(German F-104 pictured below)



*Source: https://en.wikipedia.org/wiki/Lockheed_F-104_Starfighter