



AMA Chapter #3798

# Chino Valley Model Aviators

## Official News



March 25, 2020

Volume 23 Issue 3

[www.chinovalleymodelaviators.org](http://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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### Quote of the Month:

***"History is defined in still pictures."***

Walter looss

**Support our Local Hobby Shop**



**Valley Hobby**  
Prescott Gateway Mall

## Clint Manchester's B-25 Mitchell Bomber



## Bob Steffensen's German Dornier DO 27





# Bill Gilbert: CVMA President's Message



As we go into the middle of this month, the world and national news has been overwhelmed by the coronavirus fears and facts. How does that affect us as modelers you may ask?

Well, out of the current best practices to be proactive in preventing potential spread of the virus, we will not hold this month's "large gathering" (club meeting). We are also being advised to do something called "social distancing". Keep some space and avoid physical contact.

There are several alternative greetings that do not involve skin-skin contact. Elbow bumps, foot taps, crazy stuff!

On the flying front, The E-Warbird racing event is building good momentum with airframes and component kits

being delivered by the Event Manager (Randy Meathrell). It is a good time to be building as the weather has also hit us hard with about 4-1/2 inches of precipitation over the last week, and the road into the field will be sloppy for a few days. More rain due this week.

Spring winds are here. Bring out a low-cost foamie and enjoy those winds without putting much at risk. You don't have to sit out our spring time winds. Flying in strong winds or crosswinds is challenging to be sure. It can also be a lot of fun once proficiency is built up. It's amazing what some airplanes can do with a little wind and pilot confidence.

As we inspect the runway for some annual maintenance, we have noticed that a section on the west end is going to need some significant repairs. We are in the process of obtaining

several quotations to assess our financial impact. We will discuss in more detail at the next general meeting, as we have more information.

Keep flying safely and with common sense. Remember the AMA Safety Rule: "do not fly in a reckless or unsafe manner". If our interim Safety Officer (Bob Shanks), or any of the club officers approach you regarding this, or any other rule, please give them your cooperation.

The club is a place to have fun and enjoy our aircraft. But please do not put others and yourselves at risk of harm, even if inadvertently. See you at the field!

*Bill*

## CVMA Flight Instructors

- Steve Shephard- Chief Flight Instructor
- Al Marello-basic
- Lloyd Oliver-basic
- Riley Harley-basic
- Jack Potter-gliders

## CVMA NEWSLETTER

AMA Chapter #3789  
Published Monthly

President — *Bill Gilbert*



Vice President — *Doug McBride*



Treasurer — *Harold Ellis*



Secretary — *Bob Steffensen*



Safety Coordinator — *Bob Shanks*



At Large Member — *Dan Avilla*



At Large member — *Dennis O'Connor*



Newsletter Editor — *Bob Shanks*



## What Vietnam Era Plane Has This Cockpit?



See Page Ten





### 2020 — MARK YOUR CALENDARS

- May 9** Spring Fling, Fun Fly Swap Meet
- June 6** E-Warbird Races
- July 4** Pot Luck and Fun Fly
- Aug. 8** Combat Wing Pylon Races
- Sept. 19** Annual Steve Crow Memorial Fun Fly
- Oct. 24** Annual Build & Fly Challenge
- Dec. 4** Christmas Banquet

**Field Clean Up as needed before events**

#### 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 MAJOR ISSUE

Members if you bring your dog out, as some of you do, please pick up their droppings. No one wants to step in some fresh dog poo. Here's some **Doug McBride** shoveled up recently.



Also members please use your radio's throttle cut for safety, most radios have this option but some may not. It's a good idea to keep from getting chopped up or causing another member problems.

At our recent club Board Meeting we discussed the fact that all club

officers are safety officers as well as all members keeping safe flying always in mind when at the field.

We are in need of a safety officer so if anyone is interested let Bill or any of our board members know. For now your editor has stepped up to act as an interim safety coordinator of sorts.

Whenever you witness an unsafe act or flying be as diplomatic as possible to help correct the situation.

We do have a number of new members, many have experience but we are going to be doing a little more checking on new folks skill levels as a matter of safety.

We also should remember anyone new to the club should read our safety rules we have posted at the field. As a member you can

always ask new folks you haven't seen flying before if they have reviewed the posted safety rules.

If you have been following the FAA stupidity, it has been revealed that something over 50,000 responses have been sent into the FAA so hopefully they will actually review some of these and try to come up with a separate rule for drones and model airplanes. Most of our members fly fixed wing models and a few have drones but model airplanes are flown at sanctioned air fields and are not drones.

Many of you have sent in letters to the FAA. Many, your editor included also sent letters to congressional representatives. This can still be done if you haven't done so. **FLY SAFE!**

# Club Members Flying Machines

Dave Bates EDF F-16



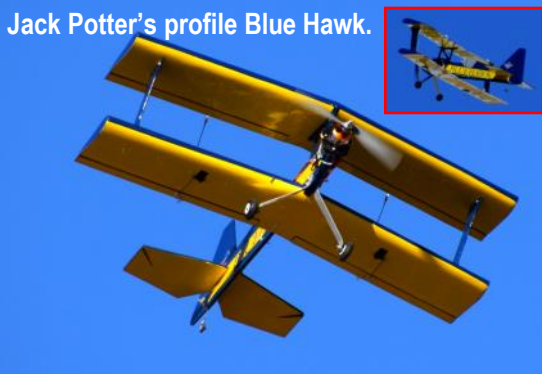
Dane O'Brien's huge DA250 Powered Extra 330



Jack Potter's delta made from sign material above and below in flight. His delta is such a gentle flyer, no bad habits.



Rick launches Randy's P-40 for a test flight.



Jack Potter's profile Blue Hawk.



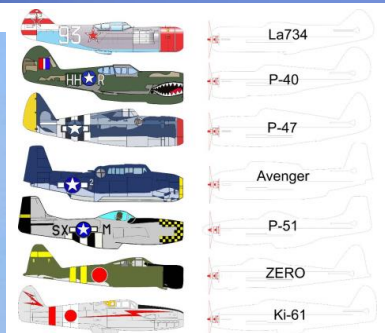
Marc Robbins Yak



Randy Meathrell's profile P-40 pylon racer... above Rick Nichols hand launches it for first test flight.



Randy's P-40 on a fly by.





# Club Members Flying Machines



Rick Nichols Javelin



Jack Potter with his Radian Glider



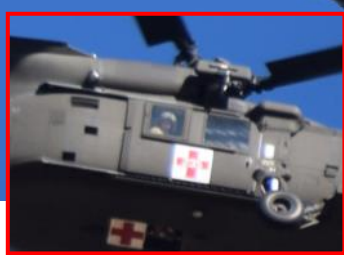
Steve Zingali's swept forward wings on his delta. He built this for a friend in California. Test flight was excellent.



Rick Nichols revitalized an old trainer, flies great.



A low flying Army helicopter checking out our field. Stay alert when flying. We do have some full sized aircraft coming by occasionally.



Notice the crew member looking down at our field.



# MORE CLUB FLYING "STUFF"



**Editor's Note:**

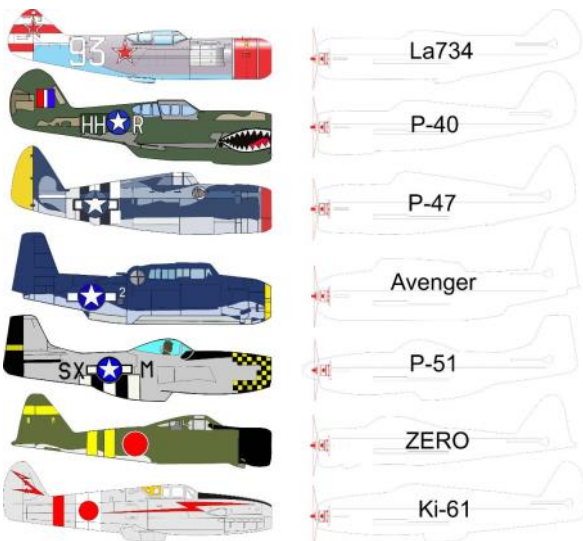
Since a large majority of our club members are in the "older" age range that this pesky Corona Virus likes, out of caution, no March club meeting is planned so here's an extra page of club flying information.

## Building Your Racer Photos

Here's a series of photos to assist you in building your racer for our club pylon races to be held June 6, 2020. Since the venerable T-28 is no longer available our master CNC builder Steve Zingali has crafted an inexpensive replacement for \$75, \$40 for the foam plane parts and \$35 for the motor and power equipment. Steve has the planes, Randy Meathrell has the motor parts.



Rick Nichols finished P-40





## EMBRY-RIDDLE'S ROBERTSON SAFETY INSTITUTE (RSI) HAS THE ONLY TEACHING CRASH SITE IN THE WORLD

*Article based on the QuadCities Business News March 2020 Issue*

After the deadly crash of the helicopter carrying retired NBA star Kobe Bryan and eight others in California, Embry-Riddle Aeronautical University (ERAU) here began receiving calls according to a recent article in the *QuadCities Business News* monthly publication.

Our club had a tour of the 5 acre teaching crash site area located on the campus here in 2012. Sometime in the near future our club may again try to arrange a tour of the facility as the weather warms up.

The current director of the Robertson Safety Institute (RSI) site on campus here is Ed Colman, a retired Air Force pilot with 22 years service and former Air Force safety officer. Coleman says the safety science program is the most popular minor at the university.

In the *QuadCities News* Colman said the students do tedious hands on "boots in the dirt" analysis of 14 actual aircraft sites arranged just as photographed and documented of these actual crash sites. Coleman pointed out that they even recreate the actual gouges in the earth made by the wreckage.

The ERAU crash investigation experts at the Aircraft Crash Investigation Laboratory not only respond to requests from organizations and agencies around the world, they also train students in aviation safety according to Coleman in the front page article. Included on this page are some of the photographs we took during our club's member tour of the site in 2012.

Crash debris and wreckage is arranged to mimic the actual crash site. Coleman says, "We even recreate the gouges in the earth that the wreckage makes when it hits the ground." Coleman went on to explain that students spend a lot of intense hours studying crash sites. They first try to find the flight recorder, often called the "black box" even though it is orange in color. Students examine meticulously all aspects of what might have contributed to the crash. Artificial body parts can be placed where they were found at the crash to give the students the intensity of what happened. The entire staff at the safety center are all experienced and serious about giving students realistic training in what to look for and how to critically examine and evaluate an aircraft crash. No military crash sites are there or used by the lab.

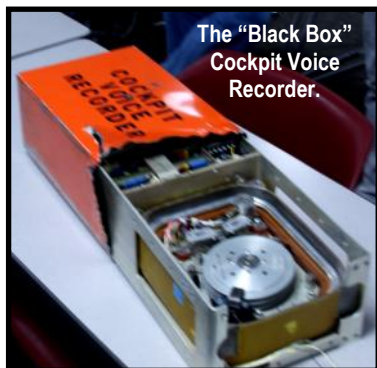
A team of investigators are soon to arrive on the campus from England for training as they have no similar sites there for training and education. Visitors come from all over the world to set up tours. All tours have to be set up well in advance through RSI personnel.

Crash laboratory manager is Adolfo Ibarra and says the value of the lab to is inestimable and must be protected. He goes on to say, "What we have here is unique in the world. It is a practical learning laboratory without equal."

Director Ed Coleman says the lessons learned from formal training at the RSI are intense. "In aviation, safety is first, always."



Aircraft are set up just as crashed if possible.



The "Black Box"  
Cockpit Voice  
Recorder.

## A-1E Skyraider Shot Down in Vietnam on a Strafing Run Rescued by Another A1E Pilot Who Landed Amid Heavy Ground Fire to Save Pilot 🌸

On Mar. 10, 1966, Maj. Bernard Fisher, flying A-1E S/N 52-132649, rescued a fellow pilot shot down over South Vietnam. For this deed, Fisher received the Medal of Honor.

As explained by Wayne Mutza in his book *The A-1 Skyraider in Vietnam*, on the morning of Mar. 10, 1966, as "Hobo Five-One," Fisher took off on a routine bomb-and-strafe mission, with Captain Francisco "Paco" Vazquez, "Hobo Five-Two," flying another A-1E (Called Spads) on his wing. They had been airborne only ten minutes when they were diverted to area Shau. Reaching the cloud-covered area, Fisher found other Skyraiders looking for a hole and, once again, it was he who found it. Two Spads followed Fisher and Vazquez down to the battlefield in trail formation. Two others, Hoboes Two-Seven and Two-Eight, penetrated the overcast soon after and held at a position over an abandoned airfield. Fisher and his wing man roared down the narrow valley, six miles to the besieged camp.



Every pilot who came into A Shau that day had to dive 6,000 feet through the clouds, level off above the trees, and then run the gauntlet to the camp. There was little room to maneuver until they reached the camp, where the valley widened. Knowing that, the enemy had set up about 20 anti-aircraft weapons along the valley's ridgelines and prepared to carve meat.

Fisher hugged the ground at about 50 feet altitude and raised the camp's defenders on his FM radio. He said, *"I'm the A-1E that just passed over. Where do you want the ordnance?"* They answered calmly, *"Hit the south wall. They're coming over the south wall."* Fisher radioed Vazquez, who was on his tail, to set up for strafe. Behind Vazquez was Major Dafford "Jump" Myers, "Surf Four-One," being followed by his wingman, Captain Hubert King, "Surf Four-Two." All felt ground fire hitting their aircraft. King was almost through the gauntlet when a burst of automatic weapon fire shattered his windshield, missing him by inches. Unable to see through the glass, he pulled up through the clouds and out of the valley.

Myers had just pulled off his second strafing pass when he felt his Spad lurch. Myers said:

*"This Douglas A-1E was severely damaged in combat in South Vietnam. It is the aircraft that was flown by Maj. Bernard Fisher on March 10, 1966, when he rescued a fellow pilot shot down over South Vietnam, a deed for which he was awarded the Medal of Honor. The aircraft was restored and is currently on display at the National Museum of the United States Air Force."*

*"It was a good solid hit that shook the whole plane and rattled my teeth. I've been hit before by the fifty calibers, and this was something a lot bigger, maybe the Chinese 37mm cannon".*

*"The engine sputtered, and then it conked out for good. The cockpit filled with smoke. I got on the radio and gave my call sign, 'Surf Four-One,' and said, 'I've been hit and hit hard.' Bernie came right back and said, 'Rog, you're on fire and burning clear back to your tail.' 'I'll have to put her down on the air strip.' I had kept the same angle of bank around the ridgeline after I got hit, and I knew I was coming around toward the north end of the strip. I never saw the runway because of the smoke blowing in my face, but I got a rough fix on my position by looking over my left shoulder and the canopy. From that point on, Bernie talked me down."*

*"He was very cool about it, and that helped. I held my breath for as long as I could, but then I started eating a lot of smoke. Bernie called, 'You look pretty good four-one, take her to the left a little, get your gear down and jettison your ordnance.' I was still carrying 12 frag bombs and two white phosphorous that might go off on impact. I dumped them just short of the runway. Bernie said, 'That looks good, that looks good,' but about five seconds later he said, 'You're too hot, you're too hot, get your gear up-you'll have to belly her in.'"*

As Myers touched down the wheels were still coming up and crumpled beneath the Spad. When he dumped his centerline fuel tank had not released and fuel fed an intense fire that immediately swallowed the airplane. For nearly a minute Fisher saw no sign of life from below. Right after he impacted the strip Myers opened the left canopy panel, only to be greeted by roaring flames, so he slammed it shut. Luckily the canopy popped open and a stiff of breeze opened a path through the flames that, to Myers, seemed like the path through the Red Sea.

[\(Continued on next page\)](#)





## [Continuation from page 8:](#) A-1E Skyraider Shot Down in Vietnam on a Strafing Run Rescued

Certain that the enemy would look for him first at the burning airplane, and concerned that it might explode, Myers crawled to get away from it. He encountered a minefield, so he crawled back: *"I said to myself, 'Myers, you have really had it now'. The last thought on my mind was rescue. I knew a chopper would never survive to ground fire, and it simply never occurred to me that somebody would be crazy enough to put an A-1E down on that strip."*

### Rescue Spad Pilot Fisher said:

*"I dropped that last string west of the runway to keep their heads down, and also because I wanted to come into that short strip as light as possible. I had it firmly in my mind that the other guys flying cover would give me all the protection I needed."*

On his final approach Fisher became enveloped in smoke from the camp, and when he was through it realized he was too fast, so he settled onto the strip for just a couple of hundred feet. He saw Myers wave, then gave it power and took off again. Fisher bent it around tight in a teardrop turn and came in from the opposite direction, holding it at 95 knots. He just cleared the trees, raised the flaps, and leaned on the brakes even before the tail came down. Riding the brakes, he steered around jagged holes, hitting rocket pods the A-1E's stout gear simply kicked aside.

He chose the runway overrun over slamming on the brakes. He swung the Spad around in the mud and grass, applied power, and taxied back down the runway looking for Myers. Myers waved from the weeds, but when Fisher braked, he did not see him running. Thinking Myers was badly hurt, Fisher set the parking brakes, unstrapped, and began to exit the aircraft to go and get him. Bullets were smashing into his airplane, one narrowly missing his head.



Bernard Francis Fisher,  
Medal of Honor recipient



Myers, seeing the Spad on the airstrip, assumed another had been shot down. When he realized it was there for him, he said, *"Why, that crazy S.O.B. has come in here to get me out."* Amid a hail of gunfire, he ran for the Spad.

Fisher was about to jump out the right side when he glimpsed movement in his rearview mirror. It was Myers scrambling up the wing on his hands and knees. He dove into the cockpit, his legs flailing around Fisher and the instrument panel. Fisher grabbed him by the back of his flight suit and set him right side up. Fisher whipped the tail around, slammed the throttle forward and, again, did his runway dance around obstacles, adding power and using the last foot of the strip to get airborne. An eyewitness in the camp said the soldiers holding the fort cheered as Fisher's Spad roared down the strip and finally lifted off the ground. Fisher knew his Spad had taken numerous hits, but he and Vazquez headed for home base at Pleiku.

### Later Fisher said:

*"Jump couldn't talk to me because he didn't have a radio headset. He signaled me for a cigarette, and I shook my head, because I don't smoke. He gave me a couple of hugs and held up a finger, meaning 'number one.' He was a mess. He got mud all over everything he touched, and the smoke from his flight suit stunk up the whole cabin. But we couldn't help turning to each other and laughing all the way home."*

Fisher was awarded the Medal of Honor on Jan. 19, 1967. His A-1E was once again repaired and spruced up, and is now on display at the U.S. Air Force Museum in Dayton, OH.

# THE MIRACULOUS WWII WOODEN MOSQUITO

<https://www.historynet.com/the-miraculous-mosquito.htm>

The Mosquito was an unarmed bomber with a crew of two, able to carry a bigger bombload farther than a B-17. It was also a fighter-bomber and a night fighter with an eight-gun nose battery. It was the most productive photo reconnaissance aircraft of the war. A high-speed courier. A weather-recon airplane. A carrier-qualified torpedo bomber (though too late to see combat). A pathfinder and target-marker for heavy bombers. The war's most effective extreme-low-altitude intruder. A multi engine trainer and a high-speed target tug. A decoy frequently used to convince the Luftwaffe that three or four spoof-raid Mosquitos dropping chaff were a bomber stream of Lancaster bombers.

Many other airplanes did many of these missions, but none did them all. Mosquitos were built in 33 different variants during WWII and seven that were introduced *after* the war, at a time when everything else with a propeller was being shunted off to reserve and training units.

It seemed such a benighted concept at the time: a bomber with no guns. After all, this was the era of the Flying Fortress, of four-engine aluminum overcasts carrying tons of machine guns, ammunition, ammo cans and belts, complex turret units...and add in the weight of the gunners themselves, dressed in heavy heated gear, helmets and flak jackets, sucking oxygen from tanks that weighed substantial amounts. All this could add up to one-sixth of a heavy bomber's empty weight—three extra tons, in the case of a B-17. Plus the drag of blisters and turrets, gun barrels poking into the slipstream and wide-open waist windows.

The de Havilland Mosquito was the anti-Fortress, a bomber proposed to the Royal Air Force with speed as its salvation, not guns. Many forget that the Mosquito turned out to be the first of its kind and the B-17 the last of its line. Never since have bombers truly been armed defensively. The B-29 had four remotely controlled turrets until Curtis LeMay stripped the guns from them, preferring to carry bombs and fuel rather than guns made pointless by air

superiority. B-52s had a tail battery—quad .50s and then a 20mm rotary cannon—but in 1991 that station was eliminated. Neither the RAF's Canberra nor its V-bombers had a single gun. Neither did the F-117 stealth bomber, nor the B-1 and B-2.

Nazi Hermann Göring was another Mosquito fan. *"In 1940 I could fly as far as Glasgow in most of my aircraft, but not now!" he famously said. "It makes me furious when I see the Mosquito. I turn green and yellow with envy. The British, who can afford aluminum better than we can, knock together a beautiful wooden aircraft that every piano factory over there is building... They have the geniuses and we have the nincompoops."*

And why, exactly, was it wooden? Certainly because spruce, birch plywood and Ecuadorean balsa weren't strategic materials and were in plentiful supply. Wood because furniture factories, cabinetmakers, luxury-auto coachbuilders and piano makers could quickly be turned into subcontractors. Because wood, particularly when covered with a thin layer of doped fabric, makes a remarkably smooth, drag-cheating surface free of rivets and seams. And battle damage could be repaired relatively easily in the field.

Wood's chief advantage is that it's easy to work with and is a material that



craftspeople have been shaping and hammering for millennia. It is sometimes assumed that a further benefit of wood was that it reduced a Mosquito's radar signature, but with the short-range Luftwaffe night-fighter radar in use during the war, that doesn't seem to have been a factor. A number of Mosquitos fell to He-219s and Me-410s in particular, perhaps because of the radar reflectivity of the big Merlin engines and their huge prop discs.

Wood is a composite, just as are the carbon/graphite-fiber materials used to make much of a Boeing 787 Dreamliner, and wood has the same qualities of strength, suppleness and light weight. Both wood and modern composites consist of tiny fibers suspended in a cellulose or polymer carrier—ingredients that by themselves have little strength but when combined create an extremely strong matrix.

The Nazi Germans could run, but they couldn't hide. Nobody was safe from the Wooden Wonder.

Fortunately for the British, too few Me-262s were assigned to the air-superiority role, since Hitler wanted bombers (*Schnell bombers*).



Mosquito's wooden assembly line.



## Name the Plane: *McDonnell Douglas RF-4C Phantom*

In the early 1960s, the USAF recognized the need for more tactical reconnaissance aircraft to reinforce the RF-101s then in service. The USAF chose a modification of the F-4C fighter. The RF-4C development program began in 1962, and the first production aircraft made its initial flight on May 18, 1964. The Air Force officially accepted a total of 499 RF-4Cs.

The RF-4C can carry a variety of cameras in three different stations in its nose section. It could take photos at both high and low altitude, day or night. The RF-4C carried no offensive armament, although during the last few years of its service some were fitted with four AIM-9 Sidewinder missiles for defense.

The 16th Tactical Reconnaissance Squadron became the first operational unit to fly the RF-4C. In October 1965 that unit deployed to Southeast Asia to provide photographic reconnaissance of the growing conflict in South Vietnam. In the following years, RF-4Cs flew reconnaissance missions around the world, including Desert Shield/Desert Storm in Iraq in 1990-1991. The Air Force retired all of its RF-4Cs by 1995.

The RF-4C pictured above was delivered to the USAF on Sept. 9, 1965. It served in Vietnam, Japan, Korea, Europe, Cuba and the Middle East. During Desert Shield/Desert Storm, this aircraft flew a total of 172 missions, more than any other F-4 aircraft. When flown to the museum in May 1994, it had more than 7,300 hours of flying time.

The RF-4C was also a part of the Air National Guard with ten units located in Alabama, Kentucky, Nebraska, Idaho, Minnesota, Nevada, California, and Mississippi.

A saying that came out of Vietnam for those flying the RF-4C was *"Alone, unarmed and unafraid"* which was not of course entirely correct. Your author had the pleasure of serving in a Phantom squadron as part of the Nebraska Air National Guard that was located in Lincoln, Nebraska. The Phantom reconnaissance platform could be fitted with a variety of sensors from film to side looking radar. The photo below is from the low pan camera that could produce hundreds of feet of 9" wide film allowing for some very accurate photo intelligence. The plane was equipped with an intervalometer that corrected for the planes forward speed and film speed through the camera equipment, yet was able to produce a clear accurate image. The plane was 36" longer than the armed Phantom.

The photo below (taken by the Nebraska Air National Guard 173 TRS) is of a POL (fuel and oil) site in northern New Mexico from 500 feet of altitude, speed approximately 500 MPH. For the squadron intelligence photo-interpreter airmen, once something on the ground like an automobile could be determined the size and amount of oil or gas in the tanks could be very accurately calculated for intelligence reporting requirements and future possible bomb training flights for other armed squadrons and training for joint assigned ground troops. The horizon can be seen from left to right so there was some distortion due to the wide angle lens on the low pan camera.

### Technical Notes

Engines: Two General Electric J79-GE-15s of 17,000 lbs. thrust each

Maximum speed: 1,384 mph

Range: 1,632 miles without aerial refueling

Ceiling: 55,200 ft.

Span: 38 ft. 5 in.

Length: 62 ft. 10 in.

Height: 16 ft. 6 in.



Actual low pan photo from a Nebraska ANG RF-4C of a POL site in northern New Mexico.

