AMA Chapter #3798

Chino Valley Model Aviators
Official News

August 30, 2020 Volume 23 Issue 8 www. chinovalleymodelaviators.org

"To create an interest in, further the image of, and promote the hobby/sport of radio controlled aircraft"

Inside This Issue

Quote of the Month:

"We live in the wind and the sand and our eyes are on the stars"

Women's Air Service Pilots (WASP) From WWII

Support our Local Hobby Shop

Valley Hobby
Prescott Gateway Mall

DAVE BATES 'FREE WING' T-33 EDF

Club Pylon, Limbo and Combat Event

More on page six...

Bill Gilbert: CVMA President's Message

As we try and get through the dog days of summer, we just had a very fun, enjoyable event in the form of the Delta wing pylon race, limbo, and combat. It was well attended with good club participation. Good event put on by John Meyers and David Bates-great job organizing!

We have a couple of large events coming up; the IMAC meet at our field, and the Steve Crowe Memorial Fun Fly. Unfortunately, the Covid-19 concerns (by the Town of Chino Valley) are preventing us from opening up the Steve Crowe event to the public. We will instead have a club-only fun fly to remember Steve Crowe. The IMAC event will be a smaller event with limited participants, so we should be able to follow social distancing guidelines pretty easily.

Come out and enjoy both events; one will be great for spectating and meeting new pilots, the other will be fun to participate and mingle with old friends!

It's been a while since there has been any news on the FAA's Remote ID proposed rule. I spoke with Congressman Gosar's assistant this month. The congressman has submitted an amendment to the appropriations bill for FAA funding, to limit spending on RID unless concerns raised by the RC community are addressed.

I also submitted to the congressman, 4 bullet points of the highest priority items to address in the NPRM that would be the most beneficial to traditional RC.

The "final" rule is expected by December of this year. We will just have to wait and see if our concerns sent via over 53,000 comments to the FAA on the NPRM have "moved the needle" in our favor.

Never the less, we continue to enjoy our hobby despite the high temperatures we've had all month. It's great to see the field well attended on most weekdays and weekends as well. We've added a few new faces to the club also. It's great to see new folks, planes, and ideas.

We've hit a new stride with the general club meetings out at the field on Saturday mornings. This appears to be our new normal, and it's been enjoyable getting flights in before the meeting, and holding business out in the sunshine. Thank you all for participating and making the club so enjoyable!

See you at the field!

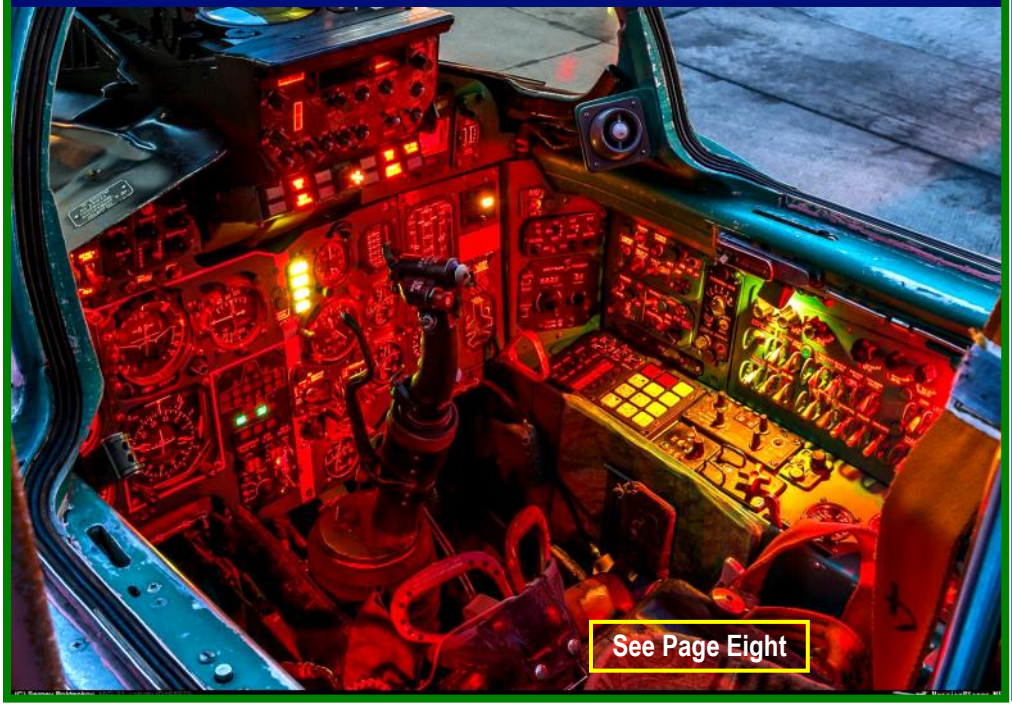
Bill

CVMA Flight Instructors

•Steve Shephard-
Chief Flight Instructor

•Al Marello-basic
•Lloyd Oliver-basic
•Riley Harley-basic
•Jack Potter-gliders

What Cold War Era Plane's Cockpit Is This?



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CVMA NEWSLETTER

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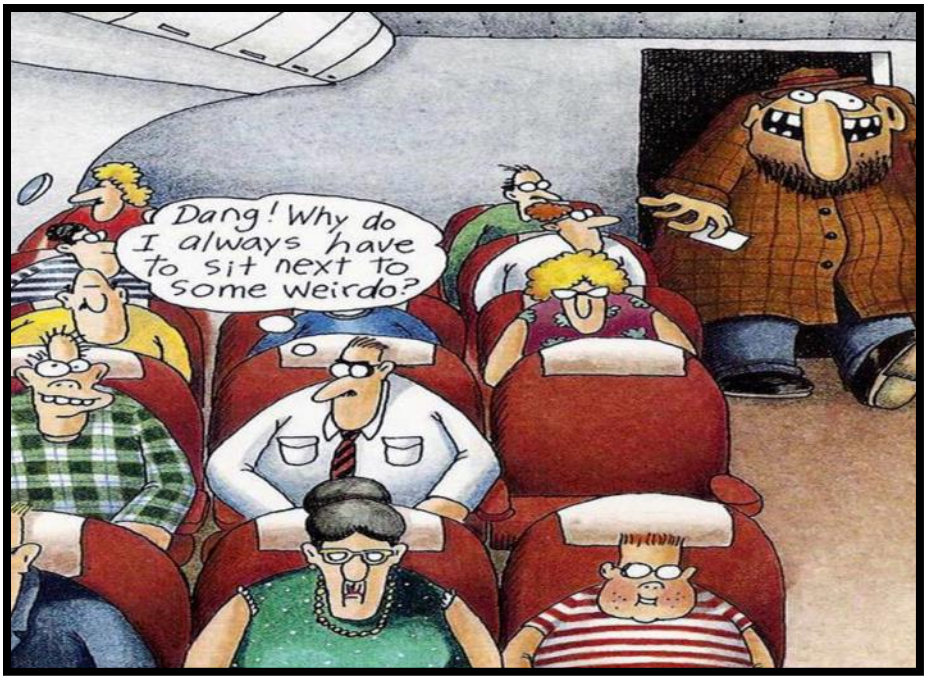
Published Monthly



2020 — MARK YOUR CALENDARS

Aug. 28 - 30	Southwest Region IMAC Shootout at our Field
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 General Membership Meetings:

Meetings usually the third Wednesday of each month, location TBD.

BORN IN A BARN ?

IF YOU ARE THE LAST ONE TO LEAVE THE FIELD CLOSE & LOCK THE GATE.

SAFETY IS ALWAYS A MAJOR ISSUE

By Rick Nichols, Club Safety Officer

When I took over the task as Club Safety Officer earlier this year, I envisioned the possibility of having some pilots not being happy with me. I am glad to say that has not been the case at all. Over the last few months, I have only needed to speak to pilots on a very few occasions. In doing so our pilots have been very receptive to my thoughts on safety concerns and have been very compliant.

The majority of our members are R/C veterans and understand the basic safety rules and practices and the reasons for them. One of the big things I watch for are new pilots that may be flying at our field that may have come from another area or club. R/C practices are different from field to field and club to club. Examples may be such as "no arming in the Cabana area" or "no taxiing in the pits".

Our newer pilots that are receiving lessons from our club instructors should be learning these safety practices and etiquette of our field from the instructors as they are learning to fly.

We have had 2 flying contests and events recently. Both of these events were held in a safe manner. Meetings were held before each event with the organizers of the event and the safety officer and appropriate guidelines were agreed upon.

Due to our members vigilance we have had no reported injuries at the field in many months. Let's keep the First Aid Kit CLOSED.

Editors Note on FAA & Safety:

Seems the FAA is trying to eliminate the RC model industry with all their draconian rules that make absolutely no sense to those of us who only fly at sanctioned AMA flying fields safely.

The FAA says we really need the remote ID as a security issue but they have no data to back up that claim. Seems for those of us who fly safely with our models we are just "chopped liver".

Here's an interesting observation: A long time private pilot, a member of the EAA, AOPA and the AMA recently said in an article:

"I learned to fly Gliders (sailplanes) and got my FAA license when I was 14 and then went on to get my private pilot's license. I also own and fly part 103 ultralights and hang gliders and none of these full sized aviation-related aircraft are subjected to as many regulations as a one-pound foam model aircraft flown by children."

The entire hobby industry has been affected by the FAA's legislative actions based on unsupported data. This has resulted in the hobby industry greatly declining. Sad for such a great hobby.

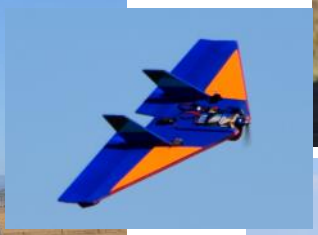
Members Models at the Field

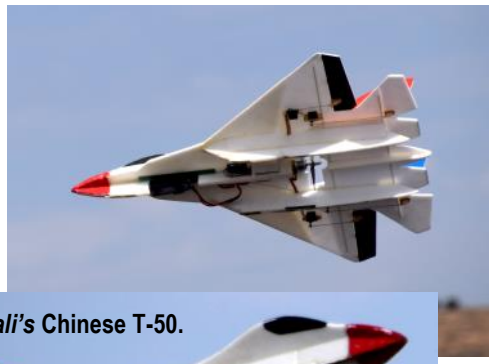
Steve Zingali's XB-70

John Dora's Explorer glider.

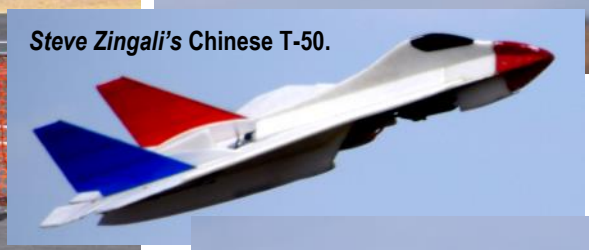
David Waldner's Fly Baby.

Mark Delany launches his Delta for its first test flight. *Steve Zingali* assisted.





Steve Zingali's Chinese T-50.



Randy Meathrell's Combat Wing test flight.

Rick Nichols' heavily modified Slow Stick.

At Left is *Dave Domzalski's* First Person Video (FPV) as *Steve Zingali* assists.

MORE COOL MEMBER FLYING MACHINES & STUFF

Randy Meathrell's Well Organized Shop

We used to feature a members workshop at our meetings when we met at the airport but we haven't been able to meet there due to the Covid 19 virus issue.

So we are using the newsletter this month to highlight a workshop. This really nice garage/workshop is *Randy Meathrell's.*

He makes excellent use of every inch of his shop but still allows room for both of his vehicles and then he keeps Carol happy!

Work Bench Two small file cabinets and a door $15.

Lloyd Oliver, left, flying his 30 year old beautifully decorated .45 glow powered *Alley Cat* using his 72 MHz radio on channel number 42, hey they still work OK in our 2.4 GHz world.

Member Project of Note

Harold Ellis' Designed "No Name" High Wing!

Plane has a 78 inch wing span 12 inch cord, weighs 56 oz with Trexler inflatable tires, powered by a 2820/97 GT motor.

Club member *Matt Butler* decorated our field sign with a small, looks like a Bearcat, type model. Nice touch, thanks Matt.

Delta Wing Pylon Race, Limbo & Combat Event

Dave Bates & John Meyers Event Organizers

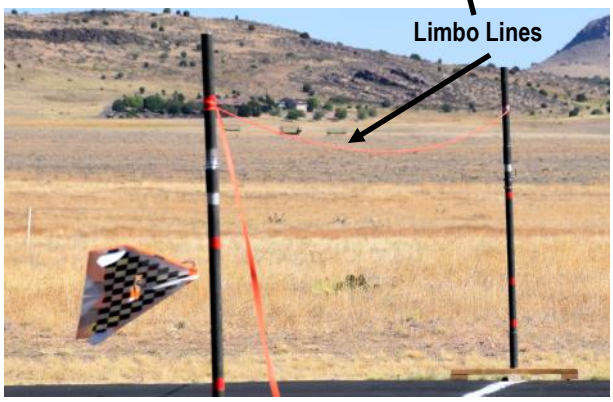
We had a good turn out with 12 pilots registered for our Delta Wing event; *John Meyers, Dave Bates, Bill Gilbert, Rick Nichols, Bob Shanks, Larry Parker, Mark Delaney, Jerry Calvert, John Dora, Randy Meathrell, Steve Zingali, & Harold Ellis.* The winds were very cooperative and did not present any problem. We were able to start on time and finished before 11 AM. In the photo at right, a big thanks to *Denise Meyers (John Meyers wife) pictured* on the left with *Josi Bates (Dave Bates wife),* at right, for helping register pilots.

The first event was a 6 lap Pylon race. We broke the 12 pilots down into 3 heat races with 4 pilots each. The winners of the 3 heat racers were Larry Parker, *Randy Meathrell* and *Jerry Calvert*, who all advanced to the final race. The two second place finishers in the heat races: *Dave Bates and Mark Delaney* flew a run off race where Dave advanced to the final. The final race finished with Jerry Calvert first, Randy Meathrell second and Dave Bates third.

The second event was the Limbo. The Limbo tape started at 6 feet and was continually lowered as more competitors were eliminated. We had 3 fliers make it under the 2 foot tape, but only one pilot flew under the 1 foot tape. John Dora won the event with a perfect pass under the 1 foot tape with *Randy Meathrell* and *Jerry Calvert* with a tie for second place by clearing the 2 foot tape.

Respectfully Dave Bates.

We really appreciated Denise Meyers (left) and Josi Bates (right) for all the help making this event so successful.



Mikoyan Gurevich MiG-31 Foxhound

https://www.airforce-technology.com/projects/mig-31/

Long-range supersonic interceptor aircraft, the MiG-31 Foxhound, a two-seat aircraft developed principally for the Russian and Kazakhstan Air Forces, was derived from MiG-25 Foxbat. The maiden flight of the MiG-31 took place in September 1975. Mikoyan is the designer and manufacturer of the MiG-31.

MiG-31 can work efficiently in all weather conditions while fulfilling visual flight rules (VFR) and instrument flight rules (IFR), day and night. It is equipped with state-of-the-art digital avionics. MiG-31 was the first soviet fighter aircraft to have true look-down and shoot-down capability.

Approximately 500 MiG-31 aircraft have been produced, out of which 370 were delivered to the Russian Air Force and 30 are in service with Kazakhstan Air Force. The remaining aircraft were upgraded to different variants under several upgrade program. Only some of the Russian MiG fleet have been upgraded to MiG-31BM standards under the upgrade program.

Russian MiG-31 aircraft contract to Syria

In 2007, Russia's United Aircraft Corporation (UAC) signed two contracts worth $1bn with Syria. One contract was for MiG -29M and another for MiG-31. The deliveries of MiG-29M are ongoing, but those of MiG-31 were not effective till 2009 when the UAC confirmed its plans to deliver the eight MiG-31 aircraft to Syria as part of the $1bn contract. The eight MiG-31 aircraft were ordered in a deal worth $400m signed in 2007. The order was cancelled in May 2009 due to pressure from Israel and lack of funds.

MiG-31 Foxhound Development

The MiG-25 Foxbat was unable to fly at low altitudes. The installation of inefficient turbojet engines led to decrease in combat range at supersonic speeds and an increase in the speed gauge of the MiG-25 resulted in the destruction of the aircraft's engine.

"The MiG-31 Foxhound is a two-seat aircraft developed for the Russian and Kazakhstan Air Forces." In an effort to overcome the drawbacks of the MiG-25 Foxbat, the MiG-31 was developed to fly at low altitudes with required supersonic speeds. MiG-31 is equipped with efficient low-bypass-ratio turbofan engines, which allow an increase in combat range.

Production of MiG-31 began in 1979 and the aircraft was fully operational with the Soviet Anti-Air Defence (PVO) by 1982. The economic slowdown in the USSR has made the maintenance of its complex MiG-31 aircraft difficult for many squadrons. As a result, around 20% of the MiG-31 aircraft were removed from service. About 75% of these aircraft, however, re-entered service with the Russian Air Force in 2006 when strong economic growth returned.

MiG-31 design

The MiG-31 has a highly aerodynamic and streamlined body to enable flying at high speeds at low altitude. The aircraft is specifically designed to track multiple targets simultaneously at high altitudes.

The MiG-31's airframe contains various materials including welded nickel steel (49%), titanium (16%), aluminum alloy (33%) and 2% of composites. Four underwing pylons are also fitted in the fuselage of the aircraft.

The aircraft's fuselage is designed to provide lateral rectangular and diagonal cut air intakes and features a bubble canopy with a long pointed nose. The wings are sharpened and swept back with square tips and negative slant.

Variants

Commercial satellite launch variants MiG-31A and MiG-31S have been used to train astronauts, to conduct research in the upper atmosphere and for space tourism by launching the aerospace rally system rocket-powered suborbital glider.

MiG-31E is an advanced version of the MiG-31 supersonic interceptor aircraft. The variant is equipped with RP-31E airborne phased array radar. It can track ten, and destroy four, targets from long distances. Under normal and adverse weather conditions, the MiG-31E has the capacity to destroy aerial targets flying at 50m to 28,000m altitude in front and rear hemispheres.

XQ-58 Valkyrie Unmanned Experimental Combat UAV*

For nearly 20 years, the United States Air Force has been focused on anti-terror operations in uncontested airspace. Now, as America transitions its focus away from the War on Terror toward potential near-peer conflicts, the U.S. is looking to pull a page out of its own World War II playbook by building inexpensive combat aircraft that can overwhelm

The Kratos XQ-58A Valkyrie, an unmanned and experimental combat aerial vehicle, is tough to spot on radar and could be directly linked to the F-35 through an encrypted data connection to serve as a wingman under the pilot's control. But even with these pros, it's the cost of the Valkyrie, not its capabilities, that could change America's aerial warfighting strategy.

While there's no question the U.S. boasts the largest air force in the world in terms of total military aircraft, the makeup and size of that force has shifted dramatically since the final days of World War II. At that time, the U.S. boasted some 300,000 combat aircraft. Today, the nation has only around 13,400, spread out across its various military branches. The reason for this change is the steady progress of technology, which has dramatically increased the combat capabilities *and* the cost of each aircraft in service today. These parallel developments in aviation production have resulted not only in a leaner, more capable Air Force, but a change in combat strategy altogether. Gone is the World War II mindset that called for superiority through volume. On today's battlefield, it's technology, not numbers, that makes the biggest difference.

But the capability gap offered by technology alone is difficult to maintain. As near-peer level opponents like China and Russia field more advanced air defense systems, America's aircraft face the possibility of a more contested battle space than ever before. With American fighters costing upward of $80 million each, regardless of whether or not they possess stealth capabilities, each and every loss would be truly felt in a large-scale conflict. That's why the strategic scales may be tipping back toward a force reliant on a high volume of aircraft, rather than the amount of tech that can be crammed into each one. And that's where the Kratos XQ-58A Valkyrie could really shine.

The Valkyrie has an internal weapon payload capacity of at least two small-diameter bombs and boasts a flight range of more than 2,000 miles, but more importantly, the Department of Defense (DoD) has a plan to connect these unmanned combat air vehicles (UCAVs) to F-35s and the new F-15EXs via encrypted data links to serve as support drones—an initiative known as the Skyborg program. These links, coupled with on-board artificial intelligence, will allow pilots of manned aircraft to control their drone wingmen, even sending them out ahead to relay sensor information back to the pilot. That means the Valkyries would be able to engage ground targets on behalf of a manned fighter and potentially even sacrifice themselves to protect manned aircraft from inbound missiles.

"We can take risks with some systems to keep others safer," Will Roper, Ph.D., assistant secretary of the Air Force for acquisition, technology, and logistics, told *Defense News* reporter Valerie Insinna last year. Currently, combat aircraft rely on their own sensor suites to identify targets and potential threats, but with the Skyborg Program, unmanned aircraft could fly ahead to spot targets and relay data back to pilots. That would allow fighters to engage threats from further distances or avoid them all together.

The U.S. Air Force hopes to begin tests involving a Kratos XQ-58A Valkyrie stealthy unmanned aircraft acting as a data-fusion and relay gateway between its F-22 Raptors and F-35A Joint Strike Fighters early next year. This will follow a separate experiment to first demonstrate that the new data link, known presently as Gateway One, can enable the two jets to share information without degrading their stealthy signatures, test flights are being scheduled this year and into 2021.

* https://www.popularmechanics.com/military/a31122720/ kratos-xq58a-valkyrie-future/

CVMA'S GENERAL MEMBERSHIP MEETING HELD AT THE FIELD AUGUST 22, 2020

The General Membership meeting for August 22, 2020 opened at 10am at the flying field with Pledge of Allegiance. Club membership stands at 136. There were 37 members present including new members Adam and Jim Sanders.

Minutes of July25 2020 meeting were unanimously approved with correction: Last month's raffle of the Radian won by *Bill Gilbert*, was sold to *Randy Meathrell*, and then Bill donated the proceeds to the Club.

President's Agenda

Treasurer *Harold Ellis* presented his Treasurer's report. The account balances total $10,856. Harold added that the Club has profited $300 from hats and shirts sold (profits go the runway fund). The report was approved unanimously

President *Bill Gilbert* gave an update on FAA rules for "UAS". He engaged Congressman Paul Gosar on the issue. The Congressman will submit a budget amendment to insure that the FAA considers the comments from the modeling community. Otherwise the onerous new rules may go into effect in December. *Mark Lipp* stated that there was a good article on the FAA in a recent *Model Airplane News* Magazine.

Elections are coming soon. Current officers have agreed to be nominated for another year of service, however, additional nominations will be accepted in until the September meeting. Contact Nomination Committee members *Bob Shanks* or *Rich Nichols*. Elections will be held in October.

Bill led a discussion on raising annual membership dues. We bring in approximately $8K per year. We set aside about $5K per year for runway maintenance. The clubs; cost to operate is approximately $3K per year. Only about $450 of the operating expense is field maintenance. We currently are short-funded to take on any significant improvement or repair. We have a 10-yr. plan to resurface the runway, we are 2 yrs. into it; we cannot dip into the runway fund for new projects. Your Board of Directors has proposed a proposal for dues increase to $100. With 136 members of various types, this would add $2,800annually to annual income. The dues are defined in the By-Laws, Article II, section One. To change the dues, we would need a 2/3 approval of those present at a membership meeting. The motion was made to raise the dues and modify the By-Laws. Thirty six members present voted to raise the dues yay and there was one nay. Motion passed. A 30% increase means that the following memberships will increase to:

Standard, $75.00 per year à $100
Junior, $10.00 per year à $13
Family, $100.00 per year à $130
Associate, $40.00 per year à $52
Student, $10 per year à $13
Active Duty Military, free

John Meyers and *Dave Bates* were thanked for being joint Event Managers for the combat wing and pylon racing event. The IMAC event is August 29-30…a good opportunity to bring in some revenue for the Club. There will be a workday on August 28th to prep for the event. Mark Lipp will be Event Manager for the *Steve Crowe Fun Fly* in September. This will be a club member only fly in with burgers and dogs on the grill. The October Build & Fly is Oct…get in the shop and get your bird built and ready to maiden. The Christmas Party is December 4 at *Goods from the Garden* located in the Mall.

Thanks to those who mowed firebreaks and field last Thursday. *John Meyers* brought his tractor…saving us a rental fee. Thanks John.

Secretary *Bob Steffensen* will meet with the Manager of *Goods from the Garden* in early September and have ticket pricing for the Christmas Party at the September meeting.

Safety Officer *Rick Nichols* stated that there were a couple of recent incidents: a glider that crashed and burned, the resulting fire was extinguished quickly with the fire cart. Another member readying his plane for flight (at home), armed and then accidently hit the throttle, resulting in 31 stitches to his hand which engaged the spinning prop. Be careful!

Member Comments

Bob Shanks said articles from members are welcome for the newsletter and that the Club was be featured in two recent *Prescott Living Magazines*; *Harold Ellis* said a control line circle has been established adjacent to the West end of the runway: and *Lloyd Oliver* said there was a problem with the clutch on the fire cart…the drive belt was recently replaced. The clutch has been tightened and fixed. *Lou Yanni* brought cookies and croissants for the Saturday attendees. Thanks Lou!

Planes and Projects

Terry Steiner brought in his DR 1 under construction for the build and fly to be held in October; Steve Zingali displayed his latest foam creations, a *Flight Test Versa Wing*, and two indoor flyers a UFO and Mini VTO; and *Rick Nichols* has an *Old School Model* Mombo under construction for the build and fly.

Door Prize/Raffle

Charlie Gates won the door prize consisting of glue, razor knife and Velcro straps; *Ray Landry* won the 2nd door prize of a *Zingali* designed and donated prop trimmer. *Larry Parker* won the Skyline Sukhoi Su-26 70 60 Aerobat 60" wing span model.

We adjourned about 11:10am. Respectfully, *Bob Steffensen*, Secretary

Excellent member turnout.

Steve Zingali displays his VTO, UFO and Versa wing, at right *Terry Steiner* brought the stick fuselage of his DR1 he's building for the Build & Fly October Event.

Rick Nichols framed up Mombo.

Door Prize & Raffle Winners

Larry Parker

Raffle winner was *Larry Parker* he won the Skyline Sukhoi Su-26 Aerobat *Charlie Gates* won the Door prize of glue, razor knife and Velcro

Charlie Gates