



AMA Chapter #3798

Chino Valley Model Aviators

Official News



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"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:

"A proud man is always looking down on things and people; and, of course, as long as you are looking down, you cannot see something that is above you."

C. S. LEWIS

Support our Local Hobby Shop



Valley Hobby
Prescott Gateway Mall

SOUTHWEST REGIONAL IMAC EVENT HIGHLY SUCCESSFUL OUR CLUB'S FIRST HOSTING OF THIS LARGE FLYING ACTIVITY



Cayden Bruce far right waits to fly, his father, center gets his plane see pages seven and eight.

Member Harry Wagner Flying Low



This is an electric powered aerobat, Harry uses two 6000mAh batteries, has a Dual-sky motor and a Jeti ESC, Harry uses a Jeti radio as well.



Bill Gilbert: CVMA President's Message



As summer winds down and we anticipate the Fall season, let's take a look back at end of summer; we had Pylon Racing with e-Warbirds, then the IMAC "High Desert Shootout in Chino Valley" at our field, and the Steve Crowe Memorial Fun Fly. The e-Warbird racing was great fun. The IMAC event was a resounding success - our competitors loved the venue, and we saw 3 days of high quality flying and beautiful airplanes! The financial benefit to the club was significant, and gave us experience in hosting this type of event. We also made some new friends in the IMAC community.

Unfortunately, the Steve Crowe event could not be open to the public. Nonetheless we had great club turnout and

flying earlier in the morning. The winds came up strongly mid-morning, but we had the grill going by then, and enjoyed a nice hamburger and hot dog lunch compliments of the club.

We have the Annual Build n Fly competition scheduled for October 24th, with 10 builder contestants signed up. Good participation! The competition is sure to be strong, and the event should be a lot of fun. Come out and support your fellow pilots. To add to the fun, we are having a pancake breakfast right after the competition, again compliments of the club.

Let's enjoy the fall weather that is fast coming upon us with cool mornings and blue cloudless skies! Beautiful flying weather with no further planned flying events for the rest of the year.

We then have the Christmas Banquet to be held December 4th at our new venue, Goods from the Garden. Fun event if you've never been.

The annual club officer's election will be held at the October meeting. Your current Board of Directors has agreed to be nominated again. It has been a great year being in the front office of your club. I have gotten to know a lot more of you, and have enjoyed flying with all of you. Thank you for your support and involvement in the club this past year, that is what keeps the club healthy and enjoyable. To another fun year of flying!


Bill


CVMA Flight Instructors


- Steve Shephard- Chief Flight Instructor
- Al Marelllo-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 Officer — *Rick Nichols* 

At Large Member — *Dan Avilla* 

At Large member—*Dennis O'Connor* 

Newsletter Editor — *Bob Shanks* 

What Jet's Glass Cockpit Is This?



See Page Nine



2020 — MARK YOUR CALENDARS



- 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:

Due to Covid 19 we have been meeting at the flying field



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

In last months column I was happy that we had no safety issues is several months. September came along and we had a pandemic of accidents. They are all related to the pilot having body parts too close to a spinning propeller. I will relate to you what I know of these accidents so you might think about how you handle a situation.

Pilot # 1 was working on his airplane in his home shop. He neglected to obey the cardinal rule that you must remove the electric motor propeller while working on your airplane. He failed to remove it and accidently bumped his throttle control on his transmitter. You guessed it, 37 stitches later in his hand and he learned a little lesson.

Pilot # 2 was in the pit area with his fuel powered airplane and was starting the motor. The airplane

was restrained by the vertical posts. The motor started and he reached past the propeller to do something to the airplane. Apparently, he forgot the motor was running and ran his wrist into the propeller.

Pilot # 3 Fly's a large Gas-powered airplane. He sets up his gear at the west end of the field next to his airplane trailer. He uses a restraint that holds the tail in place while starting the engine. He started his engine and the tail restraint failed. The airplane came forward and his hand was badly injured. I am told he required surgery and even had pins put in his fingers.

Our First Aid Box got opened a lot in the last month. We are not dealing with toys but a machine that if not treated with caution and respect can badly hurt

you. Take that extra moment or two and think about what you are doing. Think about how your airplane is set up and what you expect it to do, especially in relation to where your hands and body are.

I have checked and there is no longer an Urgent Care Facility in Chino Valley. The closest help is 911 or a drive to Prescott. Hopefully we will have a safer rest of the year.

Editor's Note:

While there used to be an Urgent Care facility in Chino Valley, past injuries at the field have often had individuals going into the Regional Medical Center in Prescott.

One past injury had the injured member transported by other members into Prescott for medical care. As stated above, dial 911 if the injury is severe enough. We all must concentrate on safety when flying.

Members Models at the Field



Steve Zingali's XB-70

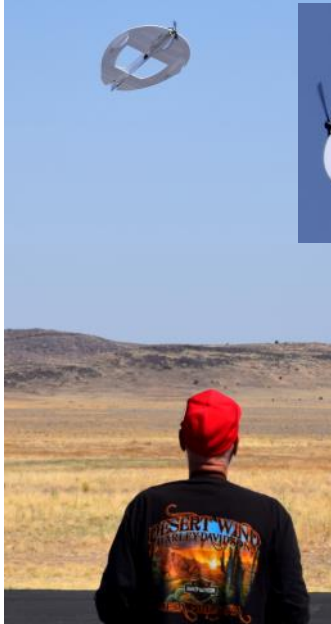
John Dora's Explorer glider.



John Dora and Dave Bates with their carbon fiber gliders.



Steve Zingali's "Ground Pounder" UFO. He designed it small primarily to fly slow for indoor flying in a gymnasium.



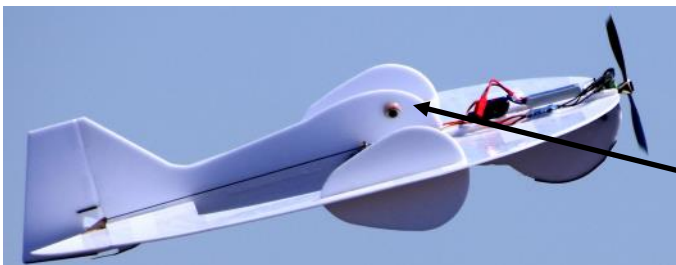
Bob Denoyelles (L) works on his Nieuport while 8th grader Colby Patterns intently watches. Above is Bob's WWI fighter in flight



Dave Domzalski's OV-10 in German colors.



Steve Zingali and Charlie Gates discuss his "wee" Radian, it flies very well.

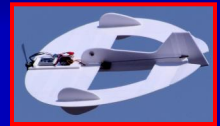


Some different angles of Steve Zingali's small UFO, notice the "eye balls".





MORE COOL MEMBERS & THEIR FLYING MACHINES



Steve Zingali's UFO

Photo by Ray Landry



Riley Harley and Charlie Gates concentrating on Charlie's plane, notice Charlie's T-Shirt "Prescott College Army ROTC!"

Prescott college is a very liberal college so does not have any ROTC! Got to love Charlie's humor! 😊



Don Ferguson above, prepares his stick. At right is Matt Butler's colorful Pitts. The nice checker board wing bottoms sure stands out well for better visual orientation.



Randy Meathrell and Rick Nichols flying their Radian gliders. Randy has the right idea, using a chair his was a long flight.



Steve Shephard at left helps 8th grader Colby Patterns with his first RC flight using the buddy box.

Below is his father Clarke Patterns who teaches at ERAU working with students learning to fly helicopters tries his hand at RC flying.



Steve Zingali's VTO.



Some Members have an Interest In Reviving Control Line Flying!

A few members have indicated some interest in control line flying. Many of us started out in the Air Plane Model hobby building C/L planes. So member *Harold Ellis* marked off a circle just for that purpose in the area where our club members also fly helicopters.

The kit manufacturer Brodak has a number of C/L kits available. Your editor bought a Ring Master and modified it into strictly RC and it flies great. It was entered in the club "Build and Fly" contest a few years ago. Brodak has a large selection of kits, here's their web site:

<https://brodak.com/control-line-kits.html>.

One can also fly C/L Round the Pole (RTP) using a pole and a modified RC radio so the flyer won't have a dizzy attack and lose control. There area diagrams and options for this available on-line that will fit your kind of flying preferences and model type. One example is at right. Models are available too at:

<https://www.thertphut.co.uk/>

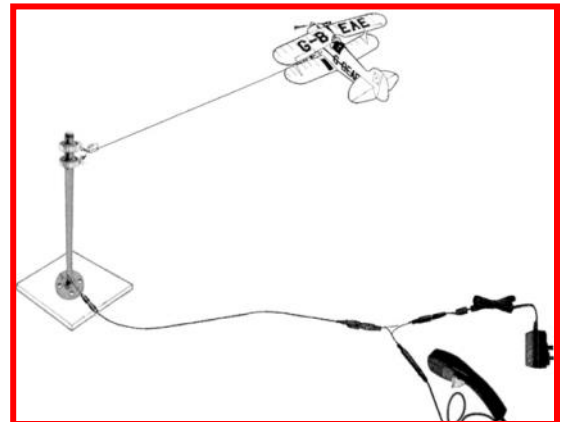
As one member stated, he would love to see some of the original hand controlled C/L models going full bore around in a 60' circle. Perhaps as it begins to cool down this fall there will be some brave souls out in the area set up for helicopters and will now be flying control line models too.

My cousins in California years ago were avid C/L combat enthusiasts. It was fun to see two flyers going at combat flying C/L combat models in a circle. Takes a lot of talent.

Even today, there still is a wide variety of C/L profile models one can build from a 42" profile wing model with a glow engine, lower left photo, to all sizes and designs as seen in the lower right photo.

The large variety of profile kits available, can be flown just as easily with electric power plants. If interested, do your own research and come up with something you might be interested in building whether it is a standard C/L, Round the Pole (RTP), profile or a full fuselage control line model.

Check out the Brodak site and other suppliers of a wide variety of control line models. There are some smaller profile models available as well to test your abilities at this old hobby. This aspect of modeling is still alive and flourishing. As many of you know our AMA journal has a C/L section in its monthly publication. (All photos from web site at asterisk below) *



* <http://awakeonbal.com/ch8zc/control-line-plans.html>

IMAC EVENT HELD AT OUR FIELD AUGUST 29, 2020



Saturday August 29th dawned cloudy with a chance of rain but the *Southwest Regional IMAC* flying went on at our field as if there was a no rain forecast. Our club hosted 24 pilots from all over the southwest.

Our members also stepped up and had our grill fired up cooking hamburgers and hot dogs with all the trimmings for the participants and priced right.

The majority of planes were all gas powered but also flying were some electrics as well. There were two judging pop-up tents set up so flying was constant with only a short break for some rain showers and a lunch time meal from our grill.

Flying was well organized using a clothes pin schedule (see photo far right) with pilots names. Our PA system was set up and only used as needed. Many pilot comments were highly positive about how our field is organized. One pilot told this writer they might often fly off a paved runway somewhere but no cabana and only dirt taxi ways. They all really appreciated our great runway, large concrete ramp area and flight boxes for pilots. When the rain struck there was room for almost all planes to get under cover using our cabana.

Our club member, [Casey Buggeln](#) placed 1st in the IMAC Sportsman category, he was the only member competing in IMAC.



Area just outside the hanger set up for cooking. Just inside the building were all the condiments. Cooking was done by member [Terry Steiner's](#) son Joseph, this was much appreciated.



A brief rain shower dampened the flight line but not for long, everything resumed after the mini rain shower.

MORE IMAC EVENT FLYING AT CVMA FIELD



Photo above shows some of the planes waiting their turn to fly. Notice the wet pavement in the photo at right. Planes squeezed in under the main cabana as it rained lightly. The rain didn't last long.



Sixteen year old Cayden Bruce, with his father, is from Gilbert, AZ. Cayden was the overall winner. An outstanding expert IMAC flyer.



Got to love this pilot!!



Two judging pop-up tents with three judges each were used to keep the schedule moving right long.

Flying started Friday with pilots constantly arriving. Saturday's flights were very busy. The final day was Sunday morning with things finishing up. Pilots and families that attended will be packing up for the long trips back to their home fields.



Limited room under the cabana!



Glass Cockpit Belongs to the Northrop YF-23 Black Widow ❀

In 1991, the U.S. Air Force staged a competition with far reaching consequences. It was a fly-off between the Lockheed YF-22 and Northrop/McDonnell Douglas YF-23 demonstration fighters. The YF-22 won the competition and it became what we know today as the F-22A Raptor. But did the best plane win?

In a [new article](#), the National Interest looks back at the Advanced Tactical Fighter (ATF) competition. Back then it was meant to pick just one of the two competing planes to become the replacement for the F-15 Eagle, with the Air Force anticipating that it would buy 750 fighters (in reality it bought nowhere near that many Raptors). Each team hand-built two prototypes for the competition. And while the Lockheed YF-22 was declared the winner in April 1991, [many analysts in the years since then have argued that Northrop's YF-23 was truly the better plane.](#)

While the two planes were about equal in weapons load and avionics, Northrop's design had better stealth and longer range. That range bonus would have been particularly appreciated today, with the rising influence of China. The vast distances involved in covering the Asia-Pacific are now [factoring into how to design the Raptor's proposed replacement.](#)

However, Northrop brought some baggage of its own to the table back in the 90s. The company had [reputation](#) for "test fraud, contract suspension, and fines," the *National Interest* says". The company's work on the B-2 had incurred huge cost overruns, and the Air Force may have been nervous about repeating the experience.

So why did the Air Force pick the YF-22? Lockheed, by default, appeared that it would manage the fighter program better than Northrop would. The Cold War was over and the defense budget was already headed into decline. The Air Force knew that if it was going to ask Congress for money to fund a fighter that no longer had an opponent, the program had better be well managed.

Another reason the YF-22 won: marketing. Lockheed put the YF-22 through a vigorous flight test schedule that really showed off the fighter's dogfighting abilities, including an angle of attack of 60 degrees and sharp 9g turns that pushed the limits of human endurance. While the YF-23 was likely just as maneuverable as its competitor, Northrop didn't go out of its way to demonstrate that it could.

Did the U.S. miss an opportunity in not picking the YF-23? Perhaps, but in the long run maybe it doesn't matter much. Both were very good fighters, and the F-22 has had a very good run. [Perhaps the F-23 would have been a fiscal disaster, or perhaps Northrop would have done better than Lockheed. We'll never really know.](#) In the meantime, there really hasn't been a situation where the F-22 has come up short in ways the "F-23" wouldn't have.

In any case, the two companies will likely compete again—this time to build the Raptor's replacement—in the near future. Northrop Grumman shook off some of its old demons to win the contract to build the [B-21 Raider future bomber](#), so it should be a stiff competitor once again.



<https://www.popularmechanics.com/military/aviation/news/a27983/f-22-vs-yf-23-lockheed-northrop/>

Steve Crowe Annual Fun Fly Held Sept. 19, 2020

Steve Crowe flew Spitfires and Hurricanes with the Eagle Squadron in WWII. He had 4 kills and had tea with the Queen of England. The photo at right was taken by member **Randy Meathrell** of Steve holding a Spitfire in his designation. He was an outstanding pilot. After the war he flew for many Hollywood movie stars and was a bush pilot in Alaska. He was a member of our club and an avid RC flyer when he passed away.



So we celebrate his WWII exploits each year in our annual **Steve Crowe Fun Fly**. It was a great day to fly early but an interesting straight across the runway cross wind came up about 9:00 am. However, lots of flying took place, here's some of the outstanding planes below. We also had hot dogs, hamburgers, chips and soda for all members at no cost. What a deal!



Above is member **Dennis O'Connor's** Nieuport 28



At lower right, **Mark Lipp, Carol Meathrell** and **Harold Ellis** get things ready for the hot dogs and hamburgers. Lower center photo shows our "grill master" **Harold Ellis** doing the cooking.

Top left photo shows the great turnout of our membership for this Fun Fly. Top right is **Bill Gilberts** DA 70cc gaser Flex Innovations biplane "Mamba". At left is **Shel Liebach** with his Skymaster. Center right above is **Casey Buggein's** big gaser. Lower left is **Dane Obrien's** stars on the wings bottom of his AJ Aircraft Raven powered by a DA 70cc gaser with a canister muffler.





SEPTEMBER GENERAL MEMBERSHIP CLUB MEETING AT THE FIELD SEPT. 26



The General Membership meeting for September 26, 2020 opened at 10:01am at the flying field with Pledge of Allegiance. Club membership stands at 136. There were 33 members present including new member **Jerry Hoffman** and **Frosty Wells** guests **Marilyn** and **Michelle**.

Minutes of August 22 2020 meeting were unanimously approved with correction: 39 members present at the August Meeting.

President's Agenda

Treasurer **Harold Ellis** presented his Treasurer's report. The account balance total is \$13,964.45. Harold reported that \$1000 of the revenue from the IMAC event was moved to savings. The report was approved unanimously. Hats and T-shirts are selling well and remain in stock. President **Bill Gilbert** clarified the FAA attitude for our field. The FAA website says 400 feet for "UAS" when you register.

Elections are coming soon. The current board has agreed to be nominated for another year of service. No additional nominations have been received to date. Elections will be held in October.

The IMAC event went well and we netted over \$1200 in income. They are planning to return about the same time next year; the Steve Crowe Fun Fly was well attended and food was provided by the club, **Mark and Jane Lipp** donated the condiments for the food; the October 24 Build & Fly has presently 10 participants, get your bird built and ready to maiden; and the Christmas Party is December 4th at Goods from the Garden in the Gateway Mall.

Secretary **Bob Steffensen**, **Mark** and **Jane Lipp** met with the Manager of Goods from the Garden in early September and will have ticket pricing for the Christmas Party out to members by email soon. Christmas Party details were discussed.

A "Long Range Planning Committee" (LRPC) has been established to help identify and prioritize club improvements. The committee is tasked to identify needed or desired improvements, create cost estimates for improvements, and prioritize need for such improvements. **Doug McBride**, VP in charge of field maintenance will be the chair of the committee, and a conduit to the board of Directors for the committees' recommendations. **Mark Lipp** and **Don Crowe** have agreed to be a part of this committee as well. Congratulations and thank you in advance for putting in the effort to better our club. The Board looks forward to your ideas and suggestions. Part of the "Long Term" strategy is to visualize a scenario where we lose the town's lease, or the town sells the property for development, and we need to establish a new field. Maybe a remote possibility, but it could happen nonetheless. What can the club do to prepare for that eventuality? If you have any inputs for maintenance or improvements, please contact the LRPC members: **Doug McBride**, **Don Crowe** or **Mark Lipp**.

Safety Officer **Rick Nichols** was not present. **Bill Gilbert** related an incident that happened when a member secured his aircraft with his own tie down that failed and ran into him when the aircraft surged forward. The result was a badly damaged hand. If a serious accident occurs the injured should be either driven to the hospital or call 911. Urgent care does not sew up injuries! Former member **Marvin Jones** has donated his RC aircraft and accessories to the club. **Dan Avilla** and son are warehousing the donation.

Some of the aircraft have been offered to members resulting in more than \$3,000 for the club. Info for a soon to be scheduled showing for the many items that remain will be sent out to members. **Steve Zingali** brought cookies for treats. Thanks Steve!

Show & Tell: Planes and Projects

Mark Lipp showed off his model building skills with a large scale Sopwith Pup and a Sopwith Triplane; **Steve Zingali** displayed his latest modifications to his combat wing with a new EDF model; **Harold Ellis** showed is build and fly build "Nutten" Special. **John Riese** has a Baby Hots of his own design for the build and fly; **Bob Steffensen** had a P40 under construction for the build and fly; **Bob Shanks** displayed his Snoopy Flea mini bi-plane; **Larry Parker** brought in his SU26 that he won in the raffle last month; and **Gary Cosentino** showed his beautiful build and fly project a Sterling Lancer, vintage 1972.

Door Prize/Raffle

Jerry Skoczylas won the door prize consisting of super glue, LIPO bag and Velcro straps; the raffle for the nice Pilatus was won by **Jack Potter**. We adjourned about 11:10am.

At right is Steve Zingali's modified combat wing.



John Riese left and his Baby Hots Bob Steffensen shows his P-40 framed up. Far right is Gary Cosentino's Lancer (inset) and Larry Parkers SU-26.



Above is Bob Shanks' Spou, Left is Mark Lipp with his two large Sopwith versions. Right is Harold Ellis' Nutten Special.



Door Prize & Raffle Winners



Jack Potter

Raffle prize this month was a Pilatus ARF won by Jack Potter.



Jerry Skoczylas