



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:

We all know we need to practice flying in the wind. Some flyers don't like any wind but we all need that ability. Here's a great member quote.

"The wind is your friend."

Steve Zingali

Support our Local Hobby Shop



Valley Hobby
Prescott Gateway Mall

RILEY HARLEY'S PHOENIX MODELS BRITISH SPITFIRE



Doug McBride Honored for Outstanding Club Contributions



President Bill Gilbert presents the traveling Jay Riddle Trophy for outstanding support of our club to Vice President Doug McBride. He works tirelessly at the field helping with whatever projects that are needed there. Congratulations Doug!



Bill Gilbert: CVMA President's Message



As we end February and hopefully the winter weather, let's look forward to improved flying conditions. It was a challenging month to get consistent quality flying days in, but there were a few odd spring-like afternoons. Most of us time-shifted to afternoons vs mornings to take advantage of the warm sun.

We will soon be into our maintenance cycle of weed sprays, mowing, and general upkeep. Please help-out when work parties are requested. We have a couple of projects that will broaden the activities at the club. One is the Control Line circle. We will smooth out a circular

"runway", and likely cover it with some fine gravel material and geotextile. We'll need help with rakes to smooth it out and drag the roller over it. And attaching the fabric with stakes.

Indoor Flying at the PHS Gym has been attended very well. We have a small group of helicopter and multi copter flyers, plus the usual foam airplane brigade. It's been a lot of fun during this unpredictable weather period.

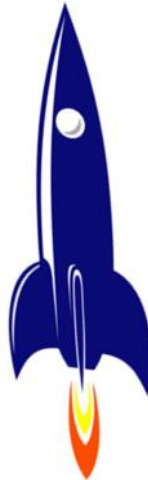
We are looking at other extra-curricular events to keep things interesting. Stay tuned!

Our club membership renewals are still on track compared to previous years. If you haven't renewed yet, please

mail in your membership dues.

Once we are able to meet again at the field we have a lot of updates and new material to discuss. Until then, enjoy flying when you can!

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*



At Large Member *Mark Lipp*



Newsletter Editor — *Bob Shanks*



Name This Iconic WWII Aircraft's Cockpit



See Page 10



2021 — MARK YOUR CALENDARS

May 22 - Spring Fling Fun Fly & Swap Meet

June 12 - E-warbird Races

June 19- Delta Wing Combat Event

July 4 - Pot Luck Fun Fly & Chino Valley Fireworks (watch from our field)

Aug 20-21 IMAC Southwest Region Shootout Held at our field.

Sept. 25 Annual Steve Crowe Memorial Fun Fly

Oct 23 Fourth Annual Build & Fly Challenge

Dec 3 Annual Christmas Banquet



BORN IN A BARN ?

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



SAFETY IS ALWAYS A CRITICAL ISSUE

By Rick Nichols, Club Safety Officer

Ok Pilots, so far, I have not had any criticism on the way I am doing my job as Safety Officer. I am taking that as either a compliment as to the super job that I have done over the last year, or as a sign that you are all afraid to correct me in the way I have been handling my job.

I just want to let you know that even though I think that I have been doing a wonderful job of the task that I have volunteered for, I am not above reproach to be corrected if I should step over the line in my duties.

I hope you are aware that it takes the cooperation of each of us to make sure of the safety of one other. It is very easy to lose track of our actions for a short period of time and become a little playful of the actions we may be causing our aircraft to perform.

Remember that we have pilots on the flight line next to us on the left and on the right that may become targets of an erroneous moves by actions that we may make.

Our rescue and fire vehicle has seemed to have been setting dormant for the winter. Just to remind us that it is not exactly fire season right now but the vehicle may be used for retrieving downed aircraft. (not that that happens very often).

The combination lock on the Hangar is the same as the combination of the gate. Current members are encouraged to make this vehicle available for the flight line. If you get it out, be sure it gets put back in the Hangar. The same responsibility is required of the last person leaving the field. Lock the

Gate.

A note for an emergency medical incident. YRMC is the preferred option for an emergency event. You should know there is again a urgent care office in Chino Valley. It is located at the McDonalds center at 89 and 3 North. Limited hours and closed weekends but weekdays may be an emergency option. Consider that 911 or a drive to YRMC may be your best call for now. This is a new office.

That is all I have for this month pilots. You are doing a great job at the field as far as safety practices. Thank you and watch your 6.





Don Ferguson's Twin

Members' Cool Planes



Aerial photo taken of our flying field from the window of an airliner coming into the Prescott Airport. Santa Fe Road is at lower right.

The firing ranges are to the middle and upper right. Notice the police range is angled so as not to be in direct line with the field.

John Stewart's Spitfire sans a nose spinner.

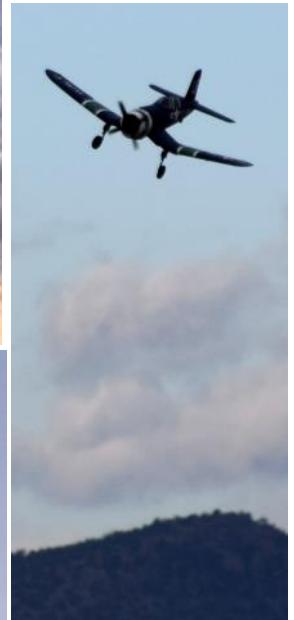


John Stewart and Riley Harley both have the same Spitfires and will, in the future do a formation fly-by.



Spitfire cockpit area, a nice scale detail to add to the realism of this iconic WWII fighter.

Riley's Spitfire on final approach.



Taxi back to the pit area.



Jeremy Beck's very cool foam Corsair with retracts, flying on a very cold and blustery Saturday morning. No wind early and then suddenly, a hurricane force wind from the East. Check out the wind sock above!!



At left is Clint Manchester's nice T-28, he was flying on the same Saturday as Jeremy, the little T-28 coming in for a landing was just like on an elevator in the suddenly very stiff easterly cross wind.



Riley Harley's very nice gas powered Spitfire.

More Member Flying!

Al Marelo's Items for Sale.

- 81" Shrike Aero Commander.....\$250
- 70" C-47 with retracts\$300
- 74" Twin Otter.....\$225
- 90" Stinson SR 10.....\$325
- 65" Cessna 182.....\$150
- 47" Twin Otter (BNF).....\$225
- 51" Piper Cherokee (BNF).....\$225
- 58" T-28 with retracts.....\$225

Give Al a call at (928) 273-5025 if interested in any of these models.

Steve Zingali's colorful Fokker DX-7.



Harold Ellis above and Randy Meathrell below fly their control line Noblers.



Larry Parker's T-28



Harold launches Randy's Nobler.



Steve Zingali's OV-10



Harold Ellis at left is almost finished building his Fokker DX-7, he is making his a control line version.

At right Rick Nichols launches his Radian glider.

Larry Parker and his Cub after a successful flight.



Who is this strange flyer...oh it must be the editor Bob?

Rick Nichols found Bob's camera and took a quick photo since Bob's not in many newsletter photos.

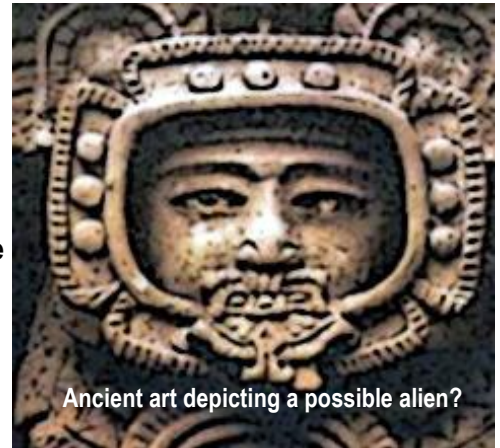


Do Extra Terrestrial Aliens Really Exist?

By Bob Shanks

*This is a follow-up story based on the December newsletter article on interesting data collected on Unknown Aerial Phenomenon (UAP) or Unidentified Flying Objects (UFO). Much of the information here is from the program Contact, produced for the Discovery Channel, with Nick Karnaze, a retired Marine intelligence officer, and international space journalist Sarah Cruddas.**

A lot of information on UAP/UFO's has been gathered and discussed not only in the printed media but also on television documentary programs. One recent program was on the Discovery Channel and featured a retired Marine, intelligence officer, Nick Karnaze, and international space journalist Sarah Cruddas efforts to track down good solid information on all types of unexplained aerial phenomenon. They interviewed a number of reliable witnesses and a host of well-known and respected scientists and other related experts. Their travels took them all over the country and internationally. Karnaze recently related in a previous interview, he had his own sighting with a cigar-shaped UFO when on active duty. He also said that some of the UAP/UFO data collected seems to indicate a correlation between UAP/UFO sightings and natural disasters. The question emerged from the program that possibly these sightings could be something "beyond" a classified military program. So what is this "...beyond a classified military program" mean?



Ancient art depicting a possible alien?

Within the last few years, it was discovered the U.S. has a program here solely tasked with investigating these phenomena entitled Advanced Aerospace Threat Identification Program (AATIP), formerly highly classified. Not only here but other countries have similar programs, some not revealed, and some denied to even exist. One international program is Chile's Committee for the Study of Anomalous Aerial Phenomenon (CEFAA) or in Spanish Comité de Estudios de Fenómenos Aéreos Anómalos. (<http://www.en.cefaa.gob.cl/home/quienes-somos>).

Chile has had a flurry of documented UAP/UFO activities for years. Colbun lake in Central Chile had officials there document the strange vanishing of tons of water from that large lake in the mountains after several sightings of UAP/UFO's over the lake. The water level mysteriously dropped over 2 feet mystifying Chilean officials, scientists, and experts. No logical scientific reason could be found for the water suddenly disappearing. Is there a correlation to the UAP/UFO's? How can that theory even be proved? However, with all the UFO/UAP sightings many in Chile are cautiously suspicious.

The Discovery Channel "Contact" program was filmed at several locations in the U.S. as well as in Chile. They interviewed countless scientists, aviation experts here as well as abroad. Included in the program's data was information from NASA, the CIA, and other U.S. Federal agencies. One interesting item that has repeatedly been well documented in the past is the fact there seems to be more UAP/UFO sightings near volcanoes. It seems some concentrated sightings can also center on or around military sites, ICBM launch sites, and nuclear facilities for some unknown reason.

A private group that investigates UAP/UFO sightings is the Mutual UFO Network (MUFON). This group is seriously engaged in the scientific study of these phenomenon. Anyone can become a member. Visit the MUFON web site if interested. (<https://www1.MUFON.com/UFOLOGY.html>) According to MUFON, "The modern UFO mystery has three modern traceable roots: the late 19th century 'mystery airships' reported in the newspapers of the western United States, 'foo fighters' reported by Allied airmen during World War II and the Kenneth Arnold 'flying saucer' sighting near Mt. Rainier, Washington on June 24, 1947."

As stated in the December article, your editor has never seen a UAP/UFO, these are aerial phenomena, many reliable aviation experts and scientists have seen in our skies around the U.S. and worldwide. It's fine to be skeptical but from a scientific point of view skepticism can easily turn into cynicism which runs counter to scientific inquiry and discovery. Your editor finds it interesting in some countries like Chile there's no open bias against unknown flying objects. The U.S. public is tending to be more open. I'm sure some club members may have widely varying opinions about Unidentified Flying



<https://thenationpress.net/en/news-33431.html>

Last Dogfight of WWII in Europe Was Between Two Spotter Planes, Firing Pistols at Each Other - The German Aircraft Crashed and was Destroyed *

The final dogfight of World War II may be the most unusual of all the air-to-air combat missions in the entire war. On April 12, 1945, two Americans in an L-4 Grasshopper were flying low on a routine scouting mission near Berlin when they came upon a German Fieseler Storch spotter plane flying even lower.

Neither airplane was configured for fighting but the Americans, having the superior air position, opened their doors and began firing their service pistols at the German plane. As the Storch tried to evade their fire, he brushed the ground with one wing and crashed. The Americans landed nearby, provided first aid and captured the Germans.

It is the only known instance where a WWII aircraft was brought down with only pistols. The Fieseler Storch is also remembered for its part in the rescue of Benito Mussolini. The Italian dictator was stranded on a mountaintop after being ousted, Italian troops surrounding him. Paratroopers were sent in to secure Mussolini's position. A helicopter was sent in to extract the former leader, but it broke down on the way, so a Fieseler Storch was sent. In spite of having minimal land and take off space, the plane successfully completed the mission.

The Germans deployed the Storch to every front in the European and North African theaters. Many of them were captured and used by Allied commanders as their personal planes. During the war, the British captured 145 of the planes and gave 64 of them to the French. Regardless of the Storch's history and its frequent use in the war, it is fated to be remembered as part of the final dogfight in WWII.

It's one thing to dogfight in something like the Spitfire, a supreme fighting machine. But a Piper Cub unarmed observation "Grasshopper?" Try telling that to Duane Francies. He was the kind of pilot who, when he saw something needed to be done, went in there and got it done. And what he saw on April 11, 1945 was an enemy plane that needed to be taken out.

What makes the story even stranger is the fact the enemy plane was also an observation plane. And they weren't expecting someone like Duane Francies. With his spotter Lieutenant William Martin aboard, Francies radioed, "We are about to give combat." Then he dove down at the German Fieseler Fi-156 Storch in hot pursuit.

The German spotter gave a good chase, circling to meet them. Firing out the side doors of the Grasshopper, Francies and Martin emptied their Colt .45s into the enemy's windshield, fuel tanks, and right wing. Francies, flew with his legs as he reloaded. He seems to have been flying the wrong plane, perhaps a fighter plane would be better suited for him.

The low flying German Storch tipped their wing into the field and cartwheeled over. The pilot ran for cover, but the observer simply fell down, thanks to a bullet lodged in his foot. Francies and Martin landed and chased the two, ultimately capturing them. Francies was even kind enough to bandage the injured observer's foot before turning them over to the 5th Armored Division.

He later recalled, "We turned them over to our tankers about 15 minutes later after the injured man thanked me many times for bandaging his foot. I think they thought we would shoot them."

By late April 1945, Francies had been recommended twice for the Distinguished Flying Cross (DFC), but it wasn't until the 1966 book "The Last Battle" revisited the bizarre tale that Francies' actually got any formal recommendation. Finally, 22 years after the fact, the brave observation pilot got his DFC! medal.



Duane Francies and William Martin



Fi-156 Fieseler Storch



L-4 Piper Cub Grasshopper

* Sources:

[https:// www.armedforcesmuseum.com](https://www.armedforcesmuseum.com),

<https://worldwarwings.com/he-shot-down-the-enemy-with-a-colt-45-wwiis-weirdest-dogfight/>

Winters' Indoor Flying Activities: Club Members Fly Once a Month at Prescott High School Gymnasium

By Bill Gilbert

As you may now know, CVMA has arranged with Prescott Unified School District (PUSD) to rent the Prescott High School (PHS) Gym to be used for indoor flying by our club.

In order to be able to rent the gym, the CVMA club had to purchase a \$1M liability insurance policy from the AMA, naming PUSD as the insured. Then, we pay an hourly rate to rent the PHS Gym. Currently we have arranged for two hour sessions on the 4th Sunday of the month. We have committed to the first four months of the year, during probably the most adverse time for flying at the field. More dates can be added as we see the need and membership demand. Each block of four months will be pre-paid by the participants. The total cost of insurance and rental is divided up by the number of participants. This way, there is no cost to the overall club. The club has covered a refundable \$125 security deposit. The Indoor Flying interest group finances their own way.



Prescott High School (PHS) Gymnasium

So, how is indoor flying different than flying outdoors?

Well, for one, there is no ambient wind—perfectly calm air. Then, there are the constraints of the building size; we are flying in a domed gym of approximately 200' x 150' with a 45' high dome in the center. Lighting is very good from the ceiling lamps. The highly polished wood floor allows for take offs and landing from anywhere with no damage.

What kind of aircraft are suitable for indoor flying?

Given the limited size of the gym, a slow flying aircraft will allow time to perform maneuvers before running out of space and requiring a turn around. So slow flyers are recommended. The lighter the better—it will fly in a more enjoyable manner for the limited space. A HH Night Vapor at one end of the spectrum, to a Twisted Hobbies or Hacker dedicated indoor precision aerobatic airframe at the upper end of the spectrum are suitable. In-between the Night Vapor and the Shock Flyers, there is a plethora of airframes including bi-planes. All are thin foam construction, some with carbon fiber rod trussing to add stiffness, yet keeping the weight low.

The slow flying lightweight models can be very enjoyable to gracefully fly in the allotted space. Due to the slow speed and light weight, mishaps can result in very little damage. Even mid-air collisions can usually be repaired within minutes, and the aircraft can continue flying.

The dedicated indoor precision aerobatic airframes or “Shock Flyers” can perform many of the “3D” maneuvers. Also, Indoor Pattern F3P style maneuvers can be practiced. An example of a very popular airframe of this type being flown (Twisted Hobbies Click 21) can be found on this video:

<https://youtu.be/pXd4BQ4dC3U>

Another example of the world champion F3P pilot (Gernot Bruckmann) can be found in this video: <https://youtu.be/uUb7ZKtzbhI>

The cost of a complete airframe for Indoor Flying can range from \$88 for a UMX Night Vapor to ~\$200 for a Twisted Hobbies model. The batteries are also very inexpensive given the small size: 2S 250 to 300 Mah. In the scheme of RC airplanes, these are relatively inexpensive set-ups, giving tremendous bang-for-the-buck! How many aircraft can fly in the gym at one time? To minimize mid-air collisions, the number of aircraft in the air at one time is limited to six.

Are helicopters allowed?

Other types of aircraft flown indoors are rotorcraft. Both helicopter and multi rotors (drones) can be flown. We have set up a dedicated 30 minute window at the start of the session for these aircraft exclusively to fly in the gym. Mid-air collision between a rotorcraft and a fixed wing aircraft would be very destructive, so we need to limit their interaction. Outside of the 30 minute exclusive time, rotorcraft can only be hovered at the extreme ends of the gym. Fixed wing aircraft should avoid those areas. Helicopters are limited to “450-size”, which are 325mm blade length, but smaller sizes, 250 or 300 will have more room to maneuver. Multi rotors are limited to “250-size”. Both limits are for safety, and to protect the delicate wood floor of the gym in case of mishap.

Typical Indoor Type Airplane and Summary

If you would enjoy flying year-round, a small investment in a dedicated indoor flyer aircraft will allow you to do that. You may already have a suitable airplane. The maneuverability of some of these aircraft can help keep those muscle reflexes from getting rusty during the winter. Due to the limited space, precise airplane control must be learned quickly. And the flying is just plain fun!

The venue (PHS Gym) is outstanding; it is a very well kept facility that is a joy to fly in. There is a mezzanine area above and behind the flight line for spectators, that allows for unobstructed viewing.



A typical small light weight indoor airplane.

Next page for members flying February 28.

Member's Indoor Flying Held February 28th At Prescott High School Gymnasium

Photos by Marc Robbins & Bob Steffensen

Lots of ceiling room and space at the Prescott High School gymnasium to fly these small foam RC planes and some of the smaller helicopters. We have over ten members who fly once a month on Sunday afternoon. They get out of the cold winter winds and temperatures and get a lot of enjoyment out of a two hour flight time that is allotted for RC flying.

Our members who get involved regularly are:
Bill Gilbert, Colin Bosch, Dale Tomlinson, Dave Domzalski, Gary Cosentino, Jerry Calvert, Lee Boekhout, Marc Robbins, Matt Hinshaw, Bob Steffensen and Steve Zingali.



Meanwhile outside...



ICONIC WWII AIRCRAFT'S COCKPIT: FI-156 FIESELER STORCH

http://www.historyofwar.org/articles/weapons_fieseler_fi_156.html

The Fieseler Fi 156 Storch (Stork) is widely considered to have been the best army cooperation aircraft to see large-scale service during the Second World War, serving with the German Army on just about every front, and possessing a very impressive short take-off and landing capability.

The Storch was developed by a team led by Gerhard Fieseler, a First World War fighter ace and inter-war aerial acrobat, his chief designer Reinhold Mewes and his technical director Erich Bachem. It was originally designed as a private venture, to be produced in possible military and civil versions.

Five prototype Fi 156s were built. The second, V-2 (D-IGLI) was completed first, and sent to Rechlin for tests during 1936. After these successful tests Fieseler was ordered to build more prototypes, but at the same time a specification based on the Fi 156 was issued to the German aircraft industry.

Three companies produced aircraft in response to the new specification, but none were real competitors to the Storch. The Messerschmitt Bf 163 was similar to the Storch, but arrived too late to be considered (not making its maiden flight until early in 1938). The Siebel Si 201 was an unusual aircraft with a pusher engine that was acceptable in the air, but failed to match the Storch's STOL capabilities.

The V-2 Storch demonstrated the impressive performance during tests with a loaded weight of 2,740lb it could fly under control at 32mph, while with an 8 mph headwind it could take off in 150ft and land in 54ft - only just more than its own width. A Storch would later be recorded as landing in 15ft with a stronger head wind and a plowed field to help!

Sources disagree on the total number of Fi 156s accepted by the Luftwaffe, with figures ranging from just under 2,000 up to 2,871. Production began slowly, but 227 were accepted in 1939, 216 in 1940 and 430 in 1941.

By 1942 Fieseler's Kassel Works were heavily committed to the production of the Bf 109 and Fw 190. During 1942 the Kassel Works still completed 484 Fi 156s, but that year also saw the first aircraft come off a new production line at Puteaux in France, originally used to build the Morane Saulnier M.S.406. Morane Saulnier built 121 aircraft in 1942, and continued production of the type after the war with a variety of different engines (most successfully as the M.S.502 Criquet).

The last Fieseler built aircraft was completed in October 1943. Production then shifted to the firm of Leichtbau Budweis in Czechoslovakia, which built one aircraft in 1943 and 72 in 1944. Production then moved again, this time to Mraz in Chozen, where 64 aircraft were built during the war. Mraz also continued construction of the Storch after the end of the war, with the designation K-65 Cap.

The Fi 156 Storch was a surprisingly conventional aircraft. It was a three-seat high-winged monoplane, with two passengers sitting in tandem behind the pilot. The fuselage had a welded steel tube framework and a tight fabric covering. The strongly built cabin had a glazed area wider than the fuselage, giving an excellent view straight down.

The wings had a wooden frame with a fabric cover and were braced to the bottom of the fuselage by steel-tubes. They could be folded backwards. They had fixed aluminum slots along the entire leading edge. The trailing edge had wooden slotted flaps, with the outer sections used as ailerons. Both of these features were designed to increase the lift provided by the wings at low speeds, and helped give the aircraft its impressive low speed and STOL abilities. The fin was made of metal and fabric, while the rest of the tail had a wooden frame and plywood skin.

The Fi 156 was powered by the air cooled Argus As 10 inverted inline engine, a very reliable engine that was able to cope with the extreme cold found on the Eastern Front, and with the difficult conditions in North Africa. The undercarriage played an important part in the success of the aircraft. The two main wheels were mounted on strong, very long, energy absorbing oleos which were attached to the wing roots, and were braced to the lower fuselage. This meant that the undercarriage was able to cope with the shock of the very steep landings performed by the aircraft. The only flaw with the undercarriage was that the small wheels were often damaged by ruts or large stones.

The standard fuel load on the Storch was about 40 gallons carried in two 20 gallon fuel tanks, one in each wing. A 45 gallon tank could be installed in place of the two passenger seats for longer journeys.

The Storch is often said to have had no Allied equivalent, but this is not the case. Its most direct British equivalent was the Westland Lysander, another high-wing monoplane, and designed to carry out many of the same roles. The Lysander could carry a small bomb load and came with fixed forward firing guns, but it was much heavier than the Storch, used an engine that was nearly four times as powerful as the Argus engines used by Fieseler, and needed more space to take-off or land. [The Allied aircraft with the best claim to be the equal of the Storch was probably the American Piper L-4 Grasshopper.](#)

