



AMA Chapter # AMA

Chino Valley Model Aviators

Official News



August 25, 2021

Volume 24 Issue 8

www.chinovalleymodelaviators.org

"To create an interest in, further the image of, and promote the hobby/sport of model aviation"

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Quote of the Month:

There are three groups of people:

Those who make things happen,

Those who watch things happen,

And those who wonder what happened !

Support our Local Hobby Shop



**Valley Hobby
Prescott Gateway Mall**

Member John Stewart's Scale Gas Powered WWII Spitfire in British Ensignia



Matt Butler's Electric Powered Scale Foam Rendition of the Iconic B-17 Bomber





Bill Gilbert: CVMA President's Message



I hope everyone is enjoying the summer flying weather; pretty nice in the mornings with the breeze kicking up late morning. Stay up with your crosswind landings!

The Inaugural Glider Event was held Aug. 14. In excellent conditions. Two qualifying heats and a final. The final heat had the gliders timed out in a thermal at 10 minutes, so it came down to a spot landing contest. Bryan Jones came in a little long with his wheeled vintage Lanzo Bomber. Ray Landry put it down a little closer to the line with his skid equipped Radian, thus taking the 1st place prize (cash). It was a fun event, and we will likely have it back next year. Keep an eye out for those vintage designs!

We will have our third Float Fly on Sept. 1 at Lynx Lake again. I had good feedback on this location, so hopefully it will be just as enjoyable as last time.

Our 2nd IMAC High Desert Shootout is in the books. It was held Aug. 20 ~22. We had a very successful weekend with 22 participants. The competition was very good, and we had three

CVMA club members in the mix: Casey Buggeln, Thomas Kar, and Craig Guest. Craig flew in the new F3S class for jets as well as in the IMAC Unlimited class.

Cayden Bruce won the Unlimited class. There were 4 pilots in Unlimited. The winning order was: (1) Cayden Bruce, (2) Kim Quenette, (3) Alex Dreiling and (4) Craig Guest. Cayden put on a great Freestyle show in some gusty crosswinds. Closed it off with a cross-runway landing of a 120cc airplane! Well done.

Food concessions went well, with a newly rebuilt BBQ and the additional concrete pad allowing a nice setup area. Overall, we brought in some nice funds for the club.

I hope we are all appreciating what a nice facility we have. Our out of town guests for IMAC had nothing but praise for our club, and the condition it is kept in. It's easy to get jaded, but we really do have a nice place to enjoy our hobby. Thanks to the hard work of all the volunteers that contribute to keeping the club running.

The Steve Crowe Memorial Fun Fly is

just around the corner on September 25. Be sure to come out and fly, enjoy a pancake breakfast and rekindle those friendships in the club.

REMINDER:

We will not have a meeting in August. Club officer nominations are due by September, with an election in October. The current board, with one exception, has volunteered to be nominated again; but, if anyone has any interest in volunteering for a club office position, please notify a member of the nominating committee (**Bob Shanks & Rick Nichols**). The more member interest and participation in the running of the club, the better for everyone!

Enjoy the flying, and see you at the field!

BILL

CVMA Flight Instructors

- > Steve Shephard
Chief Flight Instructor
- > Al Marelllo-Basics
- > Jack Potter-Gliders

CVMA NEWSLETTER

AMA Chapter #3789
Published Monthly

Can You Name this Aircraft?



See Page 10

President — *Bill Gilbert*



Vice President — *Mark Lipp*



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*



2021 — MARK YOUR CALENDARS

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

Safety is every members concern and as I have often stated, "Each of our members are Safety Officers!"

A couple of examples of our members stepping up to the plate are: Recently as a member was driving onto the field, he observed people in the center of the control line circle firing off model rockets. Granted, we are a model aviation club but with the inherent fire dangers at our field we cannot allow this type of flying to happen. Our member took the initiative to stop and ask the rocket modelers to leave and that we did not allow that activity on our field. We also cannot allow free flight flying due to the gun range next door. We must always have control of our airplanes (drones?).

At our recent Glider event a

contestant was observed flying almost over the neighboring gun range as he followed the Hawks that were aloft to gain lift. A club member advised the contestant that he needed to fly more to the north and explained the reason it is required.

Our fire season has passed for now. It is still a good practice to have the Fire/Rescue vehicle out and available for our use. The function of this vehicle expedites the recovery of downed airplanes and airplane parts. Walking out and back while active pilots are aloft is not the quickest way to recover your wreckage. (Oopp's, I mean downed aircraft.)

Just a friendly reminder to the last members departing the field. Please take the time to return the rescue

vehicle to the hangar. Be certain that the hangar is properly locked and spin the dials on the lock to be sure it is secure. Yank on the lock to be sure.

The same procedure us used for the entry gate if you are the very last person to leave. If we have new members or guests when you are ready to exit the field wait until they have exited and take the responsibility to lock up.

We have had another safe month without injuries or major mishaps. I commend our members for their diligence.

Thank You,



Members Flying Machines



Charlie Gates Cessna Ranger

In Memoriam: Member Leonard "Sparky" Thornton



In Loving Memory of Leonard "Sparky" Thornton

Forever in Our Hearts



Together Forever

Sparky and Neta Thornton
April 27, 1957

In Loving Memory of
Leonard "Sparky" Thornton

Born October 23, 1929
Flagstaff, Arizona

Passed Away June 28, 2021
Prescott, Arizona

Celebration of Life
Saturday July 10, 2021
at 10:00 AM
Swarise Funeral Home

Private burial to follow at
Mammoth Cemetery

Long time member "Sparky Thornton" Has passed away. Many members will remember him.

He was an outstanding member and excellent scale builder. He will be greatly missed.

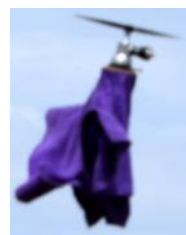
Sparky was an excellent RC pilot and builder.



Bill Gilbert's very nice Bushmaster.



At left above is John Stewart firing up his Spitfire with the help of Lloyd Oliver. Below is the Spitfire flying over the field. Above is Glenn Heithold's Gentle Lady glider with



Above Gene LaFaille flying the little electric C/L "Platter" trainer.

At right is Gene's .049 Powered Free Flight shop rag!





Members Flying Machines!

Steve Zingali's Steve



Photo by Rick Nichols

Randy Meathrell was C/L flying along side Gene LaFaille and got a little dizzy! No he is not napping! Rick Nichols captured this with his cell phone!

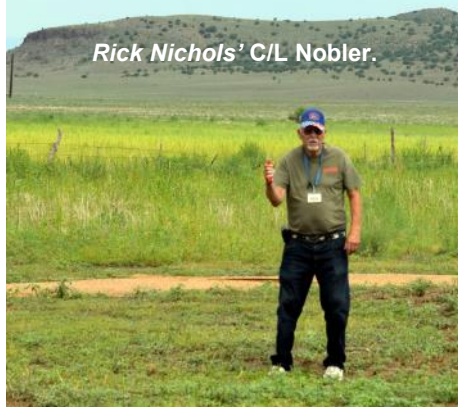
Riley Harley's Balsa USA biplane in Barber shop colors.



Bryan Jones stick and tissue kits designed for rubber band power now electric powered. Bryan had these two at our field during our glider event. He placed second, see glider event on page eight. Flight photos furnished by Bryan.



Bill Gilbert, left is assisting Charlie Gates with his test flight on his Cessna Ranger.



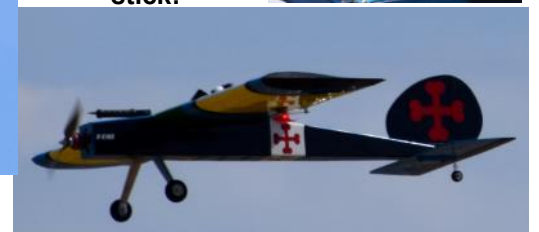
Rick Nichols' C/L Nobler.



Steve Zingali's profile foam C-47



Jim Scott's black "Dog Bone" stick!





Caribbean Island of St. Maarten's Airport Has A Dangerously Short Runway



In last month's issue we ran a piece featuring some of the most dangerous airports in the world. The article prompted a message from member *Gene LaFaille* who has flown a Lear Jet into St Maarten Island in the Caribbean, one we didn't cover last month. He said it can be a thrill filled experience landing or taking off as they have one of the shortest runways in the world for larger aircraft and in fact is the smallest island in the world with such a short runway.

The Princess Juliana Airport on the island of St Maarten in the Caribbean is known for its notoriously short runway and is often called the most dangerous in the world as its runway ends right at public beach often heavily populated. The airport has quite a view with a public beach at one end, and a mountain at the other, but it can be unsafe. Its closeness to the beach draws a lot of attention from tourists and sunbathers, who form in large groups to take photos as the planes pass closely overhead.

Signs are posted, see photo at right, warning of the dangers however that doesn't deter the thrill seeking sunbathers with cameras in hand. One older female tourist was killed last year when a large jets take-off blast blew her into a retaining wall on the beach.

Member Gene LaFaille writes:

"I am fortunate to have flown a Lear Jet into St Maarten years ago and suggest it for your newsletter. The airport is unique for several reasons:

The airport is an international destination with flights arriving from the USA but more importantly Europe. As such it handles the "Big Iron" as a normal course of operation.

Despite being an international airport, the single runway is very much on the short side for the aircraft that fly there.

One end of the runway is somewhat close to rising terrain and a large hill several miles away. This means that aircraft are usually forced to land in only one direction due to prevailing winds, rising terrain, and runway length.

As runway length is limited, every effort was made to maximize every available inch of land. The result is a runway that ends only a few feet from the airport fence which is only a few feet from a MAJOR 2 lane road, which itself is only feet from a popular beach (topless sun-bathing allowed)!

The result of these factors is that BIG airplanes fly over the beach, road and airport fence at extremely low altitude in an attempt to land on the very end of the runway, not wasting an inch! Europe bound aircraft loaded with fuel and passengers, taxi to the very end with their tails hanging over the end of the airport fence, road and even the beach!

One of THE most popular beach bars and perhaps the most well-known pilot bars in the world is right off the edge of the runway, on the beach. The show of the beach (topless sun-bathing) and the airplanes is spectacular! Even crazier are the beach goers that deliberately stand in the jet blast hoping, often with great success, of being bodily blown out into the surf!"

"Happy hour has never been the same for me since visiting the Sunset Beach Bar in St. Maarten!"

is often called the most dangerous in the world as its runway ends with a public beach that is heavily populated. One can say that the airport has quite a view with a public beach at one end, and a mountain at the other St. Maarten is often called the most dangerous island runway in the world as its runway ends with a public beach that is heavily populated and a mountain at the other end. Due to the mountain landings and take offs are all made from the beach side of the runway.

Tourism began growing from the 1950s onward, and Princess Juliana International Airport became one of the busiest in the Eastern Caribbean. The island's demographics changed dramatically during the 50's with the population increasing from a mere 5,000 people to currently now over 60,000.

The island was sighted on November 11, 1493, by Christopher Columbus, who named it in honour of St. Martin of Tours. The Dutch (southern) part of the island, Sint Maarten, has coastal lagoons, salt pans, and sand spits. It became a part of the Dutch West Indies in 1828, and it was one of the original territories of the Netherlands Antilles federation that was established in 1954 and dissolved in 2010. Sint Maarten is now an autonomous state within the Kingdom of the Netherlands.

As a side note on history, during WWII the Army was there for a short time and history also indicates a German U Boat briefly shelled the island once during the war. St. Maarten is the smallest island in the world divided into two countries.



Jet blast blowing sand over the beach.

Second Club Boat Float Flying Event Held at Lynx Lake

Photos by Paul Gendarme

Matt Butler's Cessna

The club's second "Boat Float" flying event was held at Lynx Lake and had about 15 members in attendance.

The club retrieval guy using his canoe was **Bob Steffensen** in case some of the members planes splashed down or became inoperative as you can see by the photos at lower right. You can see a plane in tow behind Bob's canoe. Another one has its nose partially submerged after a no-doubt rough splash-down landing. **Bill Gilbert** can be seen carrying his broken plane away for repairs at lower right.

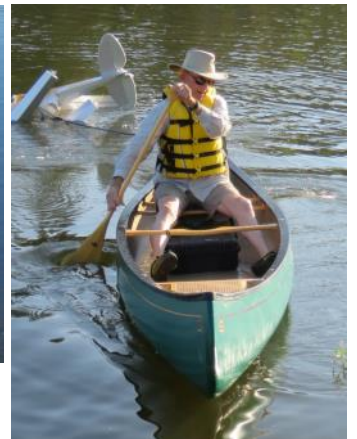
A big thank you to **Paul Gendarme** for taking the photos featured on this page.



A nice group of club boat float flyers



Bob DeNoyelles makes some adjustments.



Matt Butler unloads his sea plane a cool Cessna.



Bill Gilbert gathers the remnants of his plane.



Bob Steffensen gets the splash-downed member planes.



First Ever Glider Fun Fly Event Was Surprisingly Exciting



Hand launch start.



Pilots and Their Planes.

Our first inaugural glider event was held Saturday August 14 with 15 pilots signed up to fly. For a glider event it was really surprisingly exciting. The entry fee was \$5 each with the winnings being split by the top three winners

There were four heats with four or five pilots in each competition. Gliders had to have approximately a 78" wing span, 3 cell batteries only, after launching power was timed as a 15 second climb to altitude before power off. Last two planes down in each heat moved to the finals. Each pilot had a spotter to have throttle checked; any time power is added is the same as a landing; in the event of strong thermals each heat was limited to 10 minutes. Wood, poly or foam fuselages allowed, no carbon fiber at this time was permitted.

One mystery winner was drawn from the pot of tickets and money. In the final heat the pilot landing closest to the runway mid line marker was the winner. Ray and Brian were neck and neck until landing and Ray won by a few feet.

The top finishers were:

1. **Ray Landry—Won \$35**
2. **Brian Jones—Won \$25**
3. **Bobby Burson—Won \$15**

The mystery winner from the drawing was member **Bob Baker**, he won an Upstart Glider ARF kit.



The winners from left, Bobby Burson, Brian Jones, and Ray Landry.



Brian Jones also brought two of his small stick and tissue covered bi-planes to display. Excellent craftsmanship and extremely light.



Above is Brian Jones beautiful stick and tissue-type covered glider with the sun shining through the covering. His glider was exceptionally light and was excellent in capturing thermals and gaining altitude. The glider is a 1938 balsa Leisure kit no longer made.

Club Control Line News

By Gene Lafaille



From Inside
the Circle

First up. We have 2 new control line enthusiasts! Please welcome Bryan Jones and Herbert Ross to CVMA and our control line circle of friends. Bryan is a builder, enjoys scale models and is very comfortable in the circle. Herb flew control line today for the first time in many years. Welcome aboard gentlemen!

Last month I left you with a question concerning the position of the exit point of the lines from the wingtip of the aircraft and it's potential to affect the craft's flight performance. The answer is that the further aft the exit point the greater the aircraft will fly with a yaw towards the outside of the circle and thus increasing the line tension. Seems like a good thing, right?

Line tension is a good thing **BUT** it comes at a cost. I have flown planes that pulled so hard on the lines that I could barely hang on, even with 2 hands! Obviously this plane was poorly trimmed! Ideally you want a comfortably firm pull so that you have good control in all attitudes, airspeeds and positions.

Here is a list of some of the techniques used to manage line tension, most will cause a loss of speed or unwanted flight characteristics during some maneuvers.

Rudder Offset - Engine Offset
Line exit - Wingtip Weight
CG Forward - Shorter lines
Engine Power

Next month watch for "The Trouble With the Turn".

USAF C-46 Pegasus Tanker Issue: Image Problems Refuelers Face

Your editor's former USAF Command, the Air Mobility Command (AMC) located at Scott AFB, IL where I spent a lot of time on active as well as reserve duty over the years. This newsletter article is taken in part from a larger article in the August 2021 *Air Force Magazine* concerning the new Air Force tanker the KC-46 Pegasus.

The new Boeing C-46 tanker has been fraught with numerous issues and problems from its inception. While the plane appears to be a very much needed addition to our worn out KC-135 Tankers, it has been nothing but a big headache for the Air Force.

Boeing has dropped the ball on so many issues it would fill a book to discuss but since my background has been in all types of photography and imagery production and interpretation both with film and digital imagery I found this article on image issues of interest. My old RF-4C squadron converted to KC-135 tankers after I left it so I had many enlisted friends who were boom operators and some pilots as well. Trying to position the boom for refueling can be a dangerous and difficult proposition even in the best conditions and it seems the C-46 Pegasus has a severe visual problem with the Remote Vision System (RVS) for the boom operators to overcome.

See photos below.

Literature and aviation articles indicate a critical issue is the situational awareness problem due to the cameras, screens and sensors connecting the boom operators. Plans are underway to replace these black white image cameras with a new color view. The refueling boom is to be affixed with a new actuator so the boom won't be so stiff to use and position to refuel aircraft such as the A-10 Warthog.

Boeing is suppose to cover the cost of the new RVS system estimated to cost 5 billion dollars in extra costs the company will have to absorb. The new RVS 2.0 system is undergoing preliminary design review. The AMC Commander Gen. Jacquelin D. Van Ovst told the *Air Force magazine* in an interview she has seen some of the work and so have some of the boom operators and they are pretty happy with what they are seeing so far she says. She is cautiously optimistic according to the *Air Force Magazine* interview.

The new RVS system is to be installed on future delivered KC-46 tankers in 2023. In the meantime, Boeing has developed an interim RVS 1.5 system with upgrades to improve the systems black and white image quality for those KC-46 tankers currently in service by the Air Force.

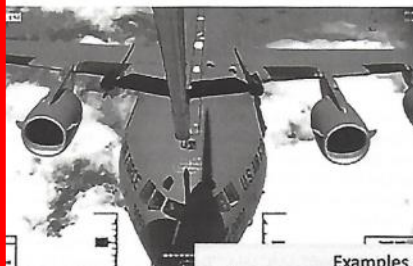
Since that article appeared in the *Air Force Magazine* even more deficiencies have been uncovered adding to the already many problems the Air Force faces for the KC-46 tankers already flying refueling missions.



Sun and background can create dark images



Sun and background can create washed out images



Examples of adequate image



USAF AMC Photos

Fairchild C-123K Provider "Thunderpig" *

The Heritage aircraft, C-123K has been named "Thunderpig" which was the nickname used by the 911th Airlift Wing based at Greater Pittsburgh Airport when they flew the C-123 there. Since that time, #54-664 has received a total restoration and is presently flying to as many air shows during the summer as it can.

The Air Heritage Museum Fairchild C-123K Provider is being flown in dedication for all of those who served in Southeast Asia during the time of the Vietnam War.

Resurrecting "Thunderpig" was a tremendous undertaking, Air Heritage wants to thank all who made this possible, those who donated money, and those who has put in countless hours to bring it here, and to keep it flying.



Brief History

Case Aircraft received a contract from the Air Force in 1946 to design an all-metal heavy glider which received the designation CG-20. Consideration was given during the design process to possibility of producing a powered version of the CG-20 glider. A CG-20 was fitted a pair of B-47 inboard jet pods and flew under the designation XC-123A and was the first American jet transport. While it provided useful knowledge the four jet engines weren't well suited for the speed range of the C-123 so two Pratt and Whitney R-2800 radial engines were mounted on a redesigned wing and the resulting transport was designated the C123B.

The USAF ordered 302 examples from Chase which were to be built by Kaiser- Frazer under contract. However, because of financial problems with Chase Aircraft the contract was filled by Fairchild. Our peacetime military planners found few uses for a light transport after the C-130 Hercules came into operational use. The C-123 did serve as a logistical support transport for the Defense Dept. Early Warning (DEW) line then under construction in the frigid far north. The increased involvement in Vietnam showed a need for a transport aircraft that could operate out of short unprepared fields. The military effort against the Viet Cong brought the C-123 into fields hacked out of the jungle or a smoothed-out dirt strip on a hill. If that wasn't available parachute airdrops were possible by rolling cargo out the open aft fuselage ramp.

In "Operation Ranch Hand" eight Providers were modified to spray defoliant to destroy the heavy vegetation which was providing cover to the enemy troops. In 1966 Fairchild began converting the C-123B model into the C-123K configuration with under wing jet pods, larger tires and high-capacity anti-skid brakes. The auxiliary jet pods could be sealed off with a folding cover. Two Providers were modified to the NC-123K configuration which

was fitted with night surveillance sensors for detecting trucks and bomblet despondors under Project Black Spot.

Other C-123's known as "candlesticks", were fitted with bulk flare dispensers to support night attack missions. When the United States began de-escalating the war in 1970 American C-123s were either withdrawn or turned over to the South Vietnam, Thailand, or Cambodia.

The only American flown C-123s still in Southeast Asia were those belonging to Air America., the shadow airline financed by the CIA. After Vietnam the C-123s were transferred to Air Force Reserve Units and finally to storage at Davis-Monthan AFB. The last military mission for the Provider was a UC-123 unit based at Rickenbacker ANGB outside of Columbus, Ohio which was formed to spray anti-mosquito agents around areas of high infestation.



* <https://airheritage.org/aircraft/fairchild-c-123k-provider-thunderpig/>



Second Annual International Miniature Aerobatic Club (IMAC) Southwest Regional Shootout Held at CVMA Flying Field

IMAC Shootout organizer Jacques Telles (JT) sent your editor some general information on our second annual Shootout.

Overall, there were 22 pilots flying in the Chino Valley High Desert Shootout contest. These pilots flew a grand total of 308 judged sequences.

The Shootout consists of four classes; Basic, Sportsman, Intermediate and Advanced. The Advanced class winner was Cayden Bruce pictured at right.

JT said, *"The tightest competition was for 1st place in the Intermediate class, with only 7.943 points difference between Casey Buggeln and David Hargrove."*

The weather was excellent overall with the exception of some gusty wind developing Saturday afternoon.

A big thanks to all members who helped with this event: Mark and Jane Lipp for cooking lunch on Saturday and Breakfast on Sunday morning. Thanks to Jack Potter and Ray Landry for selling T-Shirts and Club hats.



A busy flight line with two judging pop-ups.



All it takes is a little money and you too can fly a turbine!!



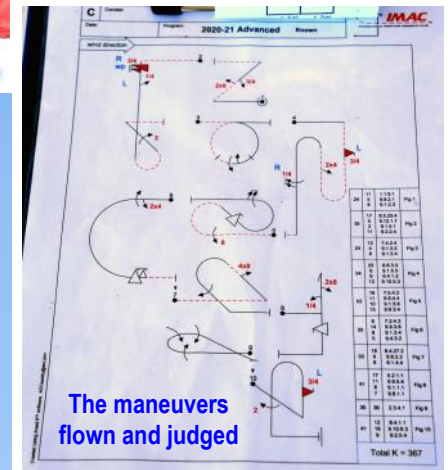
Get'er started...

More Photos: Second Annual International Miniature Aerobatic Club (IMAC) Shootout



Hard landing; lost a wheel but still landed OK to fly again in #3 Some great RC pilots.

Pilot Kim Quenette is an immigrant from Israel and lives in the Phoenix area. He had a pilot head made to look just like himself.



The maneuvers flown and judged



Pilot awards...