



AMA Chapter # AMA

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 model aviation"

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Quote of the Month:

*"Intelligence is like a river —
The deeper it flows the less noise it makes."*

Unknown

Support our Local Hobby Shop



Valley Hobby
Prescott Gateway Mall

Rick Nichols Foam Russian LA-7 Combat Profile



Ricks plane was cut from foam by Steve Zingali, Decals by Tom's Print Shop, powered by a 2200KV motor with a 18 Amp Esc turning a 6/4 E prop. Rick uses a Spectrum AR6100e receiver.

Member Dave Bates EDF Mig-21



Dave's Mig-21 is made by Freewing and distributed by Motion RC. It has a 31.5" span and a length of 68". It's powered by a 80mm EDF with an in-runner motor on a 6S battery.



Bill Gilbert: CVMA President's Message



Hopefully we get more of the pleasant cool, calm weather before winter sets in! The flying conditions have been just ideal recently.

We conducted our Annual elections at the October member meeting. Almost our entire board was re-nominated and elected for another year with one change; Don Crowe is our new Treasurer. We thank all the members for the trust placed in us, and we will continue to strive for a fun, safe, and well maintained club.

As we enjoy the first phase of our club expansion (the concrete walk, BBQ pad, etc.), we are now looking at the Phase II cabana and building pad. While a final direction to move forward is not yet firmly established, we are continuing to investigate the funding plans to make this happen.

We have kicked off a pledge drive for all members to participate if they wish. Several members have

pledged \$8,500 to date, to accelerate the build out. We are looking for impactful amounts of \$100, \$250, \$500, \$1,000. Please contact our Treasurer or myself if you can make a pledge contribution.

We've had a lot of fun events this spring and into the fall, we aim to have a repeat next year. Float flying has been very popular and I'll be looking at another potential lake site. Indoor Flying has a continued interest group, and we will try to continue that activity; we may have some open spots for next year. Contact me if you are interested. Control Line flying continues to be popular with that core group as well, at the field.

In general, we continue to have good turnouts for flying of all types. It's great to see the membership enjoying the club and activities!

With cool fall weather and winter not far behind, it might be a good time to line up some winter projects

for when we can't fly. And with the supply chain issues, it might be beneficial to get your projects lined up before shortages keep you from building!

The Christmas Banquet this year has been significantly cut-back in price to try and get to a wider attendance; we were able to bring the cost down from \$39/head to \$29/head. This is a great event where you can bring your spouse or significant other and have a lot of fun with your flying buddies. Awards of all kinds are bestowed, and the gift exchange is also very entertaining. Contact our Secretary Bob Steffensen to reserve a spot. Hope to see you there!

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

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*



What Airplanes Cockpit is This?



See Page 9

Have a Fun and Safe Halloween



2021 — MARK YOUR CALENDARS



Nov 13 SWAP Meet and Pancake Breakfast

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

October 2021 presented me with a story to tell and it is a story that can and should be a learning experience for us all.

Let us look at a scenario that could happen with any pilot or someone that may be assisting in setting up, correcting a problem with electronics or controls of any powered airplane.

There are lessons that [we have learned in our hobby and have been drummed into our heads and are sometimes just too easy to forget.](#) I am directing this advice to Electric powered aircraft in this article.

We all know that you should never work on an electric airplane while it is armed without **first removing the propeller!!**

An example may be that a pilot removing his propeller to make adjustments, believing the fix is adequate and he REPLACES the propeller and finds there is still an electronic problem with the airplane.

O.K. Our Pilot is stumped with his problem and asks for assistance and another experienced modeler comes to his aid to help solve the problem.

Remember, the propeller is back on the airplane now and the airplane is still armed!

Upon inspection, the pilot assistant works on the electronics to solve the problem. A thing that may occur is that the pilot in the urgency to make the aircraft flyable, the left hand did not know what the right hand was doing.

This should have been clear to both the Pilot and the assistant. **The propeller should have been removed from the airplane while being worked on. This applies to airplanes under the cabana and in the pits!**

Safety is just plain **HORSE SENCE**, and errors in observing safety rules can lead to severe injuries. Propeller injuries can and may require weeks and even months to heal. This ultimately can limit you to your everyday activities.

In short, Stop and think about each step you take while repairing, adjusting your aircraft. This applies to working on your airplane at the field and at home. In the past we have had a valued member injured, very

seriously while working at home with his airplane.

A momentary lax or thought of what you are doing may lead to some very expensive and extensive injuries. Weeks of healing, pain and your hand or body part not functioning as it should is not something that we want to happen in our fun sport. Think about what you are doing twice before you do it! Just something to seriously think about. *Rick*

Harold Ellis was the member injured.



Club Members Flying Machines

Rick Nichols Control Line SBach 342



Randy Meathrell's flying wing checking out Steve Zingali's Starship Enterprise.



Steve Zingali's Arrow.



Steve Zingali below and right, tries his hand at flying the control line trainer called the Platter. Randy Meathrell hand launched it for him. Check out Randy's article below, revisit C/L flying again.



PLATTER SPLATTER

By Randy Meathrell

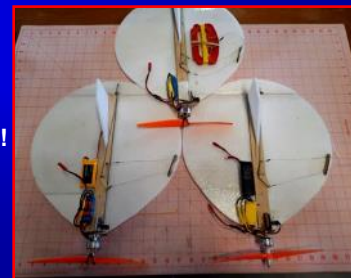
The Osborn Platter [Building the Osborne Platter \(aeromaniacs.com\)](http://aeromaniacs.com) is a 1/2A Control Line (C/L) foam disc trainer I am using it to get back into C/L flying at the young age of 76. Originally designed for the Cox 1/2A engine, the model is practically indestructible and easy to repair: a good thing. I modified the design to use a low-cost electric power system. Using the Grayson Hobbies Disposable Foamie Combo (SKU:GH-C115-1) \$15 and an inexpensive timer \$10 described in circuitflyer.com, I am slowly mastering C/L acrobatics. At my age just going round and round in circles is a sure bet that gravity will claim my "Arse". The Electric Platter is cut as a 14-inch foam circle with paint stir sticks used to carry engine mount and control system loads. I am using an inexpensive 900 Mah 2 cell Lipo battery for power. The electric motor is mounted using a rubber band mount for crash resistance and the timer can be set to fly at 10 second intervals. I am up to 90 seconds so far in my quest to master C/L flying again. Loops and inverted flight are now possible, but I still need to perfect figure 8s and outside loops. My flying buddies say that once I can fly the Platter with ease, I am ready for a grown-up stunt C/L model. Club member Steve Zingali can make you a Platter Kit for \$15. I am having a ball reliving my childhood antics and I invite all club members to come enjoy the FUN. Meet me at the C/L circle for a free introductory flight. Check out this web site: <https://www.youtube.com/watch?v=lai5fEFAAt4>



The Platter Flying



Three Platters Ready to Go!





Steve Zingali's Starship Enterprise



*The Many Masterful
Member Models!*



Two of Steve Zingali's electric powered foam designs.



Lee Boekhout's Phoenix glider.

Dave Bates at right walks back to the pit with his huge carbon fiber competition glider.



It's easy to lose track of white airplanes in background clutter when landing uphill at our flying field, adjust landing approaches accordingly .



Several years ago member Randy Meathrell did a series on watts, batteries and electrics in general. The following article by Gene LaFaille is a great review for all our newer members who fly electric powered airplanes.

What is a Watt?

By Member Gene LaFaille

About 5 years ago I closed the hobby shop that I owned for almost 10 years. When I first opened the store, glow engines were king and electrics were a sideshow consisting of a few brushed motors, speed controls and some nicad/NiMH batteries. Within a couple of years, with the introduction of cheap brushless motors and lithium batteries, interest in electrics exploded. Almost immediately, we were flooded with returns of burned up motors, fried speed controls and puffed-up batteries, most of which the manufacturers didn't reimburse me for. The hobby shop was losing money on electrics, so what was going on?

After much research and with a lifelong interest in electronics, I had developed a method of explaining electric power to my customers that soon resulted in diminished returns. Over the next few years my "Crash Course in Electrics" was repeated in the store 100s of times to customers.

To kick it all off let's consider how much power your airplane needs to fly the way you want it to fly. Here is a rule of thumb for various aircraft types and flight capability.

Minimum target watts per pound of aircraft weight

2-meter glider- 50 watts per pound = slow climb

Slow flyer- 75 watt per pound = dive to loop

Sport flyer- 100 watts per pound = loop from level flight

3D flight - 150 watts per pound = hovering

Control line- 150 watts per pound = stunt capable

What is a watt? Watts= Volts x Amps Simple right? Maybe not! Consider that 6x4=24 but so does 8x3! Or put another way, a 3-cell battery providing 11 volts to a motor drawing 10 amps would result in 110 watts (11x10). How about a 2-cell battery providing 7.4 volts to a motor drawing 14.8 amps? If you calculated 109.5 watts you would be correct, and the performance of the plane would be similar with either system, but not exactly the same, and certainly not with the same prop.

Next month- Motors & ESC's

FOURTH ANNUAL CVMA BUILD AND FLY COMPETITION

Looking closely at the picture to the right one can see three of the airplanes are in flying shape, one is gone, *Don Ferguson's C-130* nosed in just after take off, see the picture below. Unfortunately this is part of the hobby that no one likes. Rick and Terry's entries also suffered take-off repairable crashes.

Each year we have roughly six to eight or so members sign up to build but by the time October rolls around the number is reduced, so having six this year finish building and show up for the contest was good. Each winner received an engraved CVMA beer mug.

Not allowing contestants to taxi or solo before the contest always makes for an interesting day and this year was no exception. All contestants must take off and fly one lap and then land.

Three made it this year, Gary made first place, Jack second place and Don third place. **This year's three panel judges were Jerry Skoczylas, Larry Parker and Mark Lipp.**



Left to right, Terry Steiner and his Old School Model Works Heinshmitt, Don Ferguson's C-130 was the People's Choice, Gary Cosentino and had his Southern RC Alley Cat, Rick Nichols' Old School Model Works Spadport, Jack Potter's Glider, and Don Crowe and his Carolina Custom Model Telemaster. Gary won first place, Jack second place and Don third place.

First Place: Gary Cosentino's Alley Cat



Jack Potter's Glider-Second Place.



Don Crowe's Telemaster-Third Place



Rick's Spadport top left and Terry's Heinshmitt lower left and Don's C-130 at right and bottom photo, all failed on take off.



Impact Photo by Paul Gendarme.



Some Interesting History From Our Area

Member *Rick Nichols* is our Chino Valley city liaison found an interesting photo in Chino Valley of the old train tracks that used to come through the Chino Valley area. We all pass the Old Home Manor Sign located on Perkinsville Road as we come out to the flying field. That area had rail road tracks running through it back in the 1880's as pictured in the old black and white upper left photo below. The rail road tracks ended up at the downtown Prescott Train Station.

The street side of the train station is now of course paved as compared to the 1880's photo at left. The train tracks were all located on the opposite side of the building as pictured here. Notice the old lower left photo shows some horse drawn carriages next to the train station. This iconic building served as a train station until 1962 and is now made up of area business offices on both the first and second floors making its location to Prescott's historic downtown area an ideal location. The two photos below at left are how things were "Then" and to the right are the "Now" photos.



Some Examples of Era Type Locomotives That May Well Have Served the Prescott Terminal Back in the Day





Boat Float Flying Event: Held at Lynx Lake

This year's 4th annual sea plane activity called the "Boat Float" was very well attended, one of the best events we have had this year and the last one for 2021 before the winter weather arrives.

A rough count had over 20 members, many flying a wide variety of water worthy aircraft over the lake. And it was very quiet as almost all of the aircraft were electric. Some nice RC boats were also brought by members, see photos below.

A big thank you to *Bob Steffensen* for bringing his canoe to retrieve stranded "splashed down" airplanes. Mark Robbins helped so the canoe had two horse power!

This is a fun activity but also one with a lot of aerodynamic challenges as the floats really disrupt air flow making for all kinds of issues for the pilot to deal with in simple maneuvers. If you haven't considered building one of these ask the members who have them for more information, they don't crash!

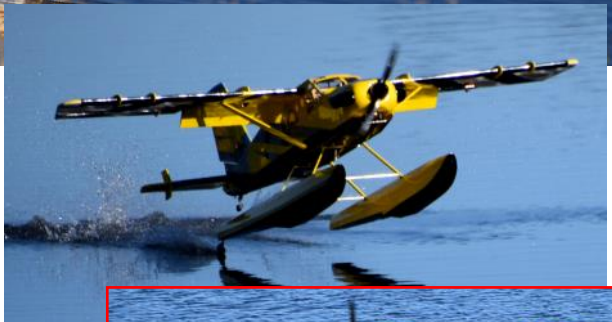


Dane O'Brien's Bushmaster coming in for a water landing.



Bob Steffensen and Mark Robbins retrieving splashed down aircraft.





Mystery Cockpit: The Northrop F-89 Scorpion

<https://www.wmof.com/f-89.htm> (Western Museum of Flight)

The Northrop F-89 Scorpion was one of the primary defenders of North American airspace during the Cold War. A total of 1052 Scorpions were built. During its career, the F-89 equipped 36 active Air Force Units and 17 Air National Guard squadrons. One of the most heavily armed fighter aircraft, the F-89 was the backbone of the North American Air Defense Command for more than 17 years. The F-89 was the first multi-seat, all-weather jet interceptor. It was the first aircraft designed to carry an all-rocket armament and the first to carry the Hughes Falcon air-to-air guided missile, and notably the first combat aircraft armed with air-to-air nuclear weapons (the unguided Genie rocket).



The Scorpion stemmed from a 1945 United States Army Air Forces Army Air Technical Service Command specification ("Military Characteristics for All-Weather Fighting Aircraft") for a jet-powered night fighter to replace the P-61 Black Widow. Bell Aircraft, Consolidated-Vultee, Douglas Aircraft, Goodyear, Northrop and Curtiss-Wright all submitted proposals.

Northrop submitted four different designs, prepared by Jack Northrop's team, including a radical flying wing but settled on the N-24, a slim-bodied aircraft with a cantilevered mid-mounted wing and two Allison J35 turbojet engines with afterburners. It was to have radar and a crew of two, with an armament of four 20 mm (.79 in) cannon in a unique trainable nose turret. One of the unusual aspects of the design was the use of Northrop's "Deceleron", a combination aileron/dive brake/flap that could be accommodated in the slim wing design. The unique feature added to the prototype during development was to become a Northrop trademark, still used today on the B-2 Spirit. Contracts for two prototypes were issued in December 1946, while Douglas with their XF3D-1 Skynight and Curtiss for their XF-87 Blackhawk prototypes also were awarded development contracts.

The initial XP-89 prototype made its first flight on 16 August 1948, with test pilot Fred C. Bretcher at the controls. For much of the testing period, Curtiss's entry had been the front-runner for the contract, but in a competition fly-off with its main competitors, the Northrop design proved superior. Other USAF interceptors such as the F-94 Starfire and F-86 Sabre had been adapted from day fighter designs.

Production was authorized in January 1949, with the first production F-89A being accepted September 28, 1950. It had AN/APG-33 radar and an armament of six 20 mm (.79 in) T-31 cannons. The swiveling nose turret was abandoned, and 300 US gal. fuel tanks were permanently fitted to the wingtips. Underwing racks could carry 16 5 in (127 mm) aerial rockets or up to 3,200 lb (1,455 kg) of bombs.

Only eighteen F-89As were completed, which were mainly used for tests and trials, before the type was upgraded to F-89B standard, with new avionics. The type entered service with the 84th Fighter-Interceptor Squadron in June 1951. These had considerable problems with engines and other systems, and soon gave way to the F-89C. Despite repeated engine changes, problems persisted, compounded by the discovery of structural problems with the wings that led to the grounding of the F-89 and forced a refit of 194 -A, -B, and -C models.

The major production model was the F-89D, which first flew 23 October 1951 and entered service in 1954. It removed the cannon in favor of a new Hughes E-6 fire control system with AN/APG-40 radar and an AN/APA-84 computer. Armament was two pods of 52 2.75 in (70 mm) "Mighty Mouse" FFAR rockets, for a total of 104. A total of 682 were built. Proposed re-engined F-89s, designated F-89E and F-89F, were not built, nor was a proposed F-89G that would have used Hughes MA-1 fire control and GAR-1/GAR-2 Falcon air-to-air missiles like the F-102 Delta Dagger.

The subsequent F-89H, which entered service in 1956, had an E-9 fire control system like that of the early F-102 and massive new wingtip pods each holding three Falcons (usually three semi-active radar homing GAR-1s and three infrared GAR-2s) and 21 FFARs, for a total of six missiles and 42 rockets. Problems with the fire control system delayed the F-89H's entry into service, by which time its performance was notably inferior to newer supersonic interceptors, so it was phased out of USAF service by 1959.

The final variant was the F-89J. This was based on the F-89D, but replaced the standard wingtip missile pod/tanks with 600 gal. fuel tanks and fitted a pylon under each wing for a single MB-1 Genie nuclear rocket (sometimes supplemented by up to four conventional Falcon air-to-air missiles). The F-89J became the only aircraft to fire a live Genie as the John Shot of Operation Plumb-Bob on 19 July 1957. There were no new-build F-89Js, but 350 -Ds were modified to this standard.



All F-89J aircraft served with the Air Defense Command, later renamed the Aerospace Defense Command (ADC), through 1959 and with ADC-gained units of the Air National Guard through 1969. This version of the aircraft was extensively used within the old Semi Automatic Ground Environment (SAGE) air defense system.

Club Meeting for October

Club Secretary *Bob Steffensen* was off hunting Elk, so *Larry Parker* took the minutes.

Meeting was called to order at 10:00am Opened with Pledge of allegiance about 30 members present, only 26 signed in. Two visitors, *Berry Petersen* and his son *Ethan* joined our meeting.

Minutes of last meeting reviewed and need updating regarding Indoor flying. The event is on Sundays not Saturdays. Minutes were approved and accepted with the noted comments.

Treasurer presented his report (see his notes) and voted to accept as presented. Nominations for club officers was presented. The only change was *Harold* will not run and *Don Crow* will replace him on the ballot. No new nominations were presented. A vote was taken to accept the current list of nominations. No objects or discussion. Current board nominations were elected by all. Membership reported to be at 140 paid members

The club's name change was discussed. Reason for change is to meet IRS guidelines. The change is only for tax purposes.

A graphic of the new proposed field "layout" was discussed. Members were given time to review graphic that was taped on one of the tables. *Bill* reported that this was a two-phase approach and we have completed phase one. Phase two was discussed along with the option for financing the project. *Bill* indicated that the large airplane group in our club have pledged \$7,000.00 toward the total cost of the phase two project. Total cost could be as much as \$25000.00 depending on the amenities club decides to accept. Costs are much higher for everything currently.

A new metal cabana cost around \$10,000.00. Foundations, permits, etc. could run another \$15,000.00 *Bill* requested that club members think about pledging funds for our expansion.

Report on the last two events included the profit of about \$700, thank you *Mark and*

Jane Lipp for cooking. Our Float Fly event was very popular at Lynx Lake. If you missed it, you missed a fun time.

Next event discussed was the upcoming November 13 SWAP meet and pancake breakfast.

Bill reported a change in venue to the Christmas party. Due to the comments on the proposed cost, it has been changed to Chino facility next to SONIC. The cost will be \$29.00, as a reminder the date is still December 3rd.

Bill discussed the upcoming Embry Riddle (ERAU) use of our field for drone testing. The field will be closed Wednesday Oct 27th from 10am to 2pm. No member flying during that time.

Pilot Presentations

Don Ferguson presented his Flight Test seaplane foamy. *Larry Parker* presented his Banggood EDF F-16 Falcon.

Door Prize winner *Gary Cosentino*. Raffle winner was *Jerry Calvert*, a Tower Hobbies Ryan TA 53" wing span.



New treasure *Don Crowe* left; above *Rick Nichols* gave the safety report.

Raffle Prize winner this month: *Jerry Calvert* won the STA Ryan ARF



Pilot presentations, AKA "Show & Tell" only had two members, *Larry Parker* showed his EDF Banggood F-16 at right, *Don Ferguson* brought his Flight Test Sea Plane he flew it at the Lynx Lake Boat Float Flying event, above photo is from Lynx Lake see page 9.

Rick Nichols noted our presentations are down and reminded members at the Christmas party he draws a name out for a \$50 cash prize, the fewer the entries the Better one has to win. We have one more meeting this year folks bring a project completed or in progress.



Door Prize Winner



Gary Cosentino