

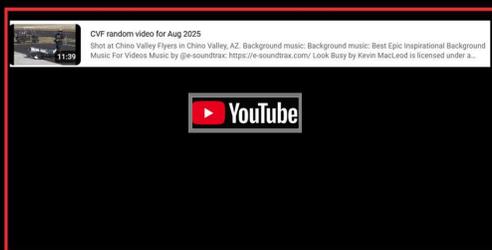


# CHINO VALLEY FLYERS

## Video and Photo Journal



## Videos



The CVF PVJ (Photo Video Journal) is a "just for fun" publication and should not be confused with the club's official newsletter published monthly by Bob Shanks.

Email contact for comments, questions, or concerns:

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Editor



Photographer at Large



### Random Photos



During summer the smart crowd hangs out in the shade.

This "experimental" plane flew overhead.



Another visitor off in the distance.



Roger is wearing a cool "fishing shirt" with SPF 50+.



Marc performs a tune-up on a club trainer.



Lee's engine was running backwards by mistake (the ESC is reversible).





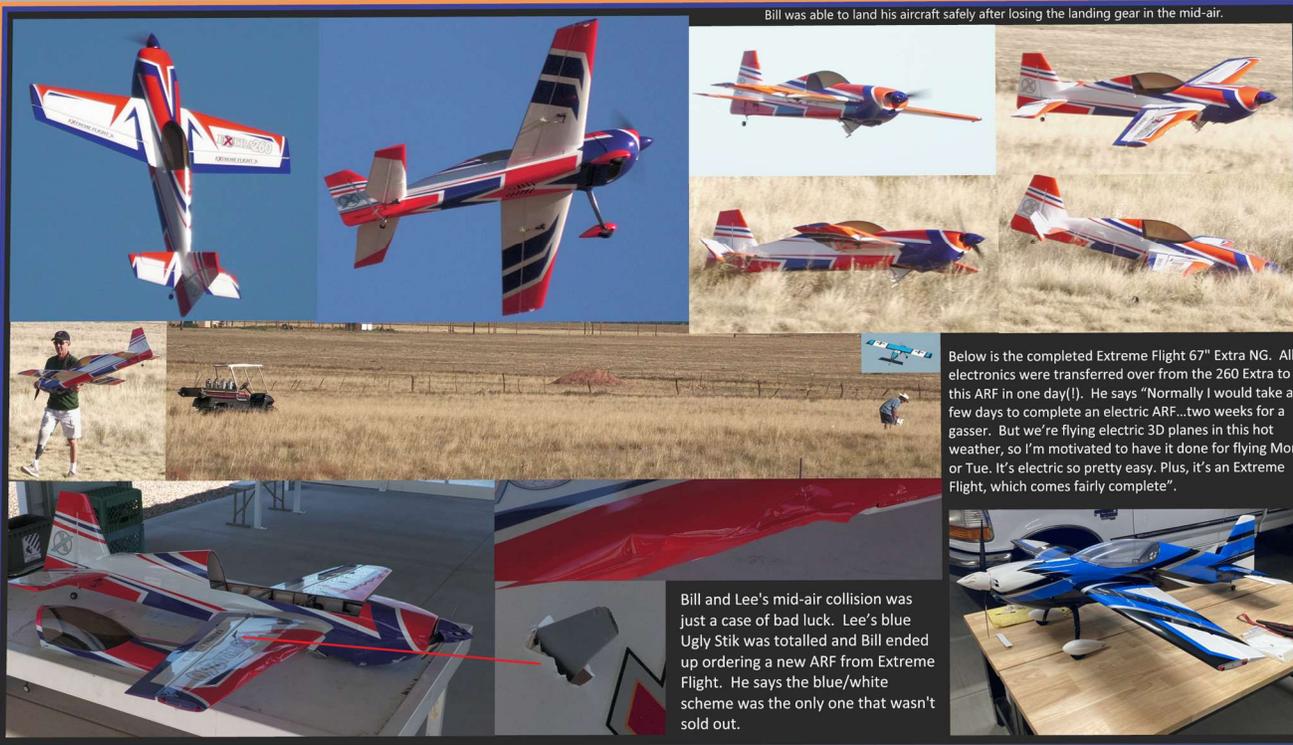
Dave "flew too low" and hit the ground (he called it "pilot error"). He found his jet but couldn't find the 6S 5200ma battery. So, he got an assist from ol' Eagle Eye (John M) who was able to find it. The lesson here is that if you can't find a battery after a crash please get some help. For safety reasons we would prefer not to leave a lipo battery out in the dry open field (the 6S battery still had 73% charge left).

This lipo is a Big 'Un for sure.



## MID-AIR!

Bill was able to land his aircraft safely after losing the landing gear in the mid-air.



Below is the completed Extreme Flight 67" Extra NG. All electronics were transferred over from the 260 Extra to this ARF in one day(!). He says "Normally I would take a few days to complete an electric ARF...two weeks for a gasser. But we're flying electric 3D planes in this hot weather, so I'm motivated to have it done for flying Mon or Tue. It's electric so pretty easy. Plus, it's an Extreme Flight, which comes fairly complete".

Bill and Lee's mid-air collision was just a case of bad luck. Lee's blue Ugly Stik was totalled and Bill ended up ordering a new ARF from Extreme Flight. He says the blue/white scheme was the only one that wasn't sold out.





### Random Photos



Rick sent in this photo of a damaged clevis. That is what caused him to lose control of his glider during the contest last month.



Before you complain try having fun instead.



Rick tells his pet lizard "spotter" to watch for errant aircraft as there has already been one mid-air today.



342 Sbach (above)



# Random Photos



Al going over some basics with RC newbie (and potential member) "Bob".



Sun, heat, cold, wind...we do battle with it all here at CVF.



Marc N worked with Bob on two flights and said that Bob was picking it up really well for having no experience at all.



Roger can fly intense 3D as well as the occasional relaxing glider.



169448 United States Navy Bell Boeing CMV-22B Osprey flying overhead at CVF on 8/13/2025.

Stock photos

## FLAT FOAM TRUMPS BIG 'UNS DURING HEAT WAVE



Bill used this opportunity to practice Knife edge, inverted, rolling circles, etc. Even "flat foam" can be a learning tool if you want it to be.



Bill says:

When the ambient temps get much over 90F, by the second flight of the day, the motors get heat soaked, they don't cool off very much on the ground. The fuel in the carb vaporizes and the engine won't start (vapor lock).

A couple of solutions:

- Don't fly gas when over 90 (that's why we've been flying electric during the heat wave).
- Wait a longer time between flights.
- Use cooling fans between flights (below).



Bill G.



Jeff M.

In addition to taking care of the field and being a glider instructor Jeff also flies fixed wing.



Flyzone Millennium Master



John M.



Brian S.  
CVF Prez

### Random Photos



Jerry starts early now due to the heat.

Jerry C.

Al W.

John M.

Jack P.

Don F.



Dave B.

### Random Photos

Rich K.



Paul S.



Lee B.



Lee's repaired Tundra.



Looks like the "Angry Bird" is in a fowl mood today.

Bob V.



Lee B.



Dave B.



Larry R.



Gene L.



Looks like some serious flying is going on.



Jack C.



Marc N.



Lee B.



Al W.



Larry R.



Rich K.



Mike B.

(In back sitting down)



Don F.





Mike B.

Alternate wheel touch-n-go.

### Random Photos



John with his collapsing front landing gear repaired.

John M.

Rich K.

Jeff W.

Al W's Photo Gallery



Lee B.

Marc N.

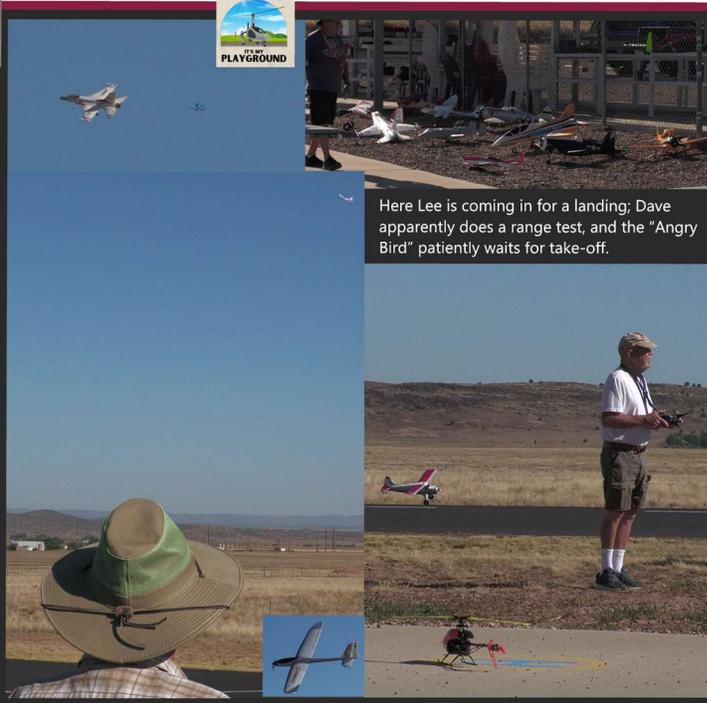
Jack C.

"Once a student purchases their own training aircraft, take offs and landings will be taught on the student's aircraft."

\* Al W offered his Twin Otter for landing practice since it has tricycle landing gear.

Random Photos

John M.



Here Lee is coming in for a landing; Dave apparently does a range test, and the "Angry Bird" patiently waits for take-off.

High-performance RC models are explicitly designed to endure the high G-forces generated during their intended use, through the use of strong materials and careful design considerations.

G-forces in RC planes:

RC planes, especially those designed for speed and aerobatics, are built to withstand substantial G-forces. These forces arise from changes in direction and speed during flight maneuvers.

Pylon racers:

These are a type of high-speed RC plane that can pull over 40 Gs in tight turns.

Aerobatic planes:

Aerobatic RC planes are also designed to handle high G-loads during maneuvers like loops, rolls, and other stunts.



Rich K.

Bill G.

Lee B.

Bob V.

Dave B.

Gene



# AIW's Photo Gallery



Casa de Aero Runway in Prescott Valley

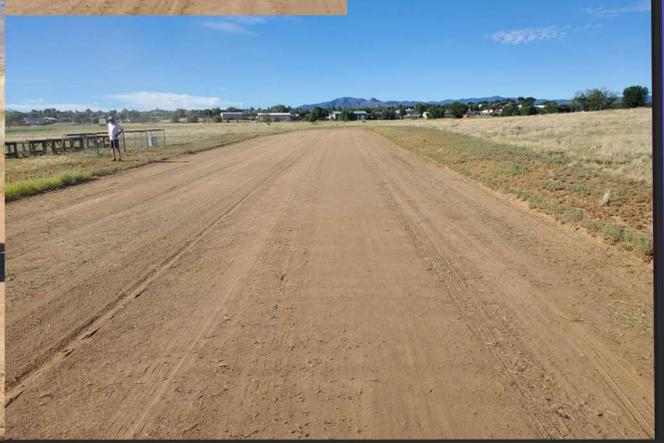


Supervisors



Under drill sergeant supervision everyone manned hoes and rakes to chop out weeds leaving craters for the drag to fix.

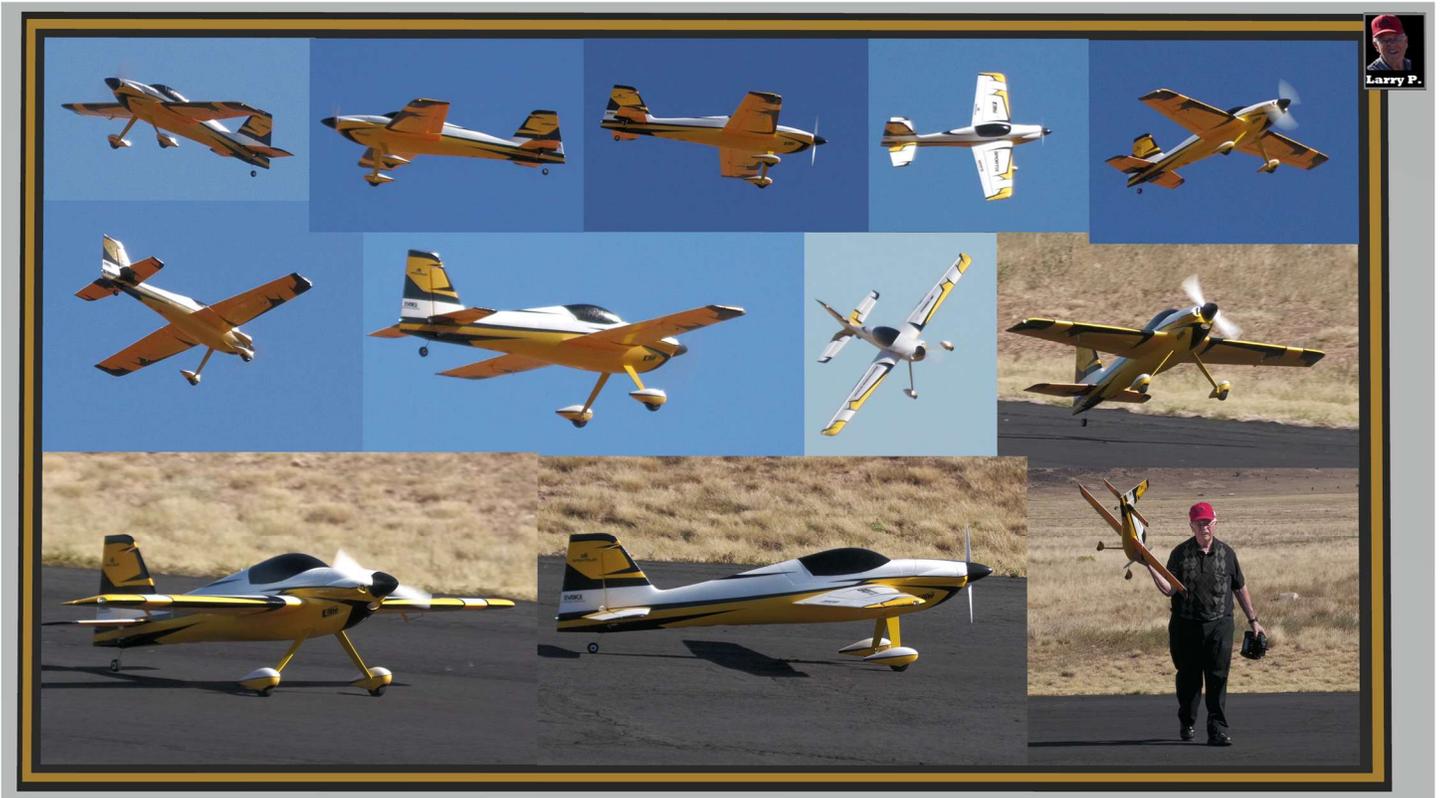
AI devised a technique to pivot the drag at the end of the runway so he can make multiple passes without having to leave the runway or unhitch and re-hitch. The manual part, dragging, and rolling took just over an hour.











Indoor flying with CVF and CdA 08-05-2025



Indoor flying with CVF and CdA 08-05-2025

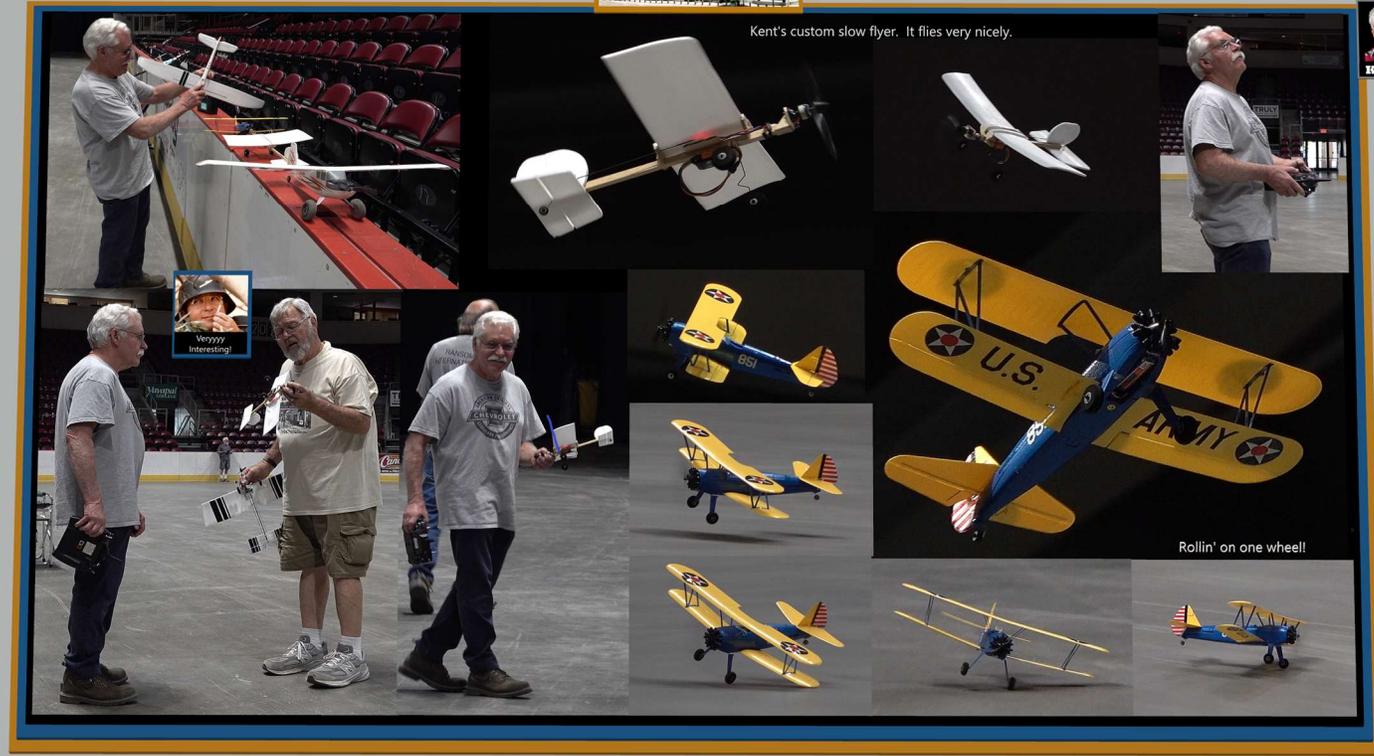




Indoor flying with CVF and CdA 08-05-2025



Indoor flying with CVF and CdA 08-05-2025



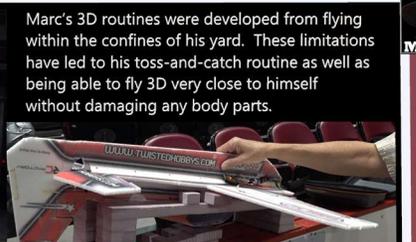
Indoor flying with CVF and Cda 08-05-2025



Art had some trim issues when flying his M2 copter.  
Tip: CVF copter expert Bill G says: "Helis should never be adjusted with transmitter 'trim'. Doing so will be interpreted by the FBL unit as a constant control input. The correct way to 'trim' a heli with FBL system is to conduct a 'trim flight'. See the FBL system manual for instructions to enter into a trim flight mode. Hover the heli keeping it as stationary as possible. Land, and disable the trim flight mode. Done".



Indoor flying with CVF and Cda 08-05-2025



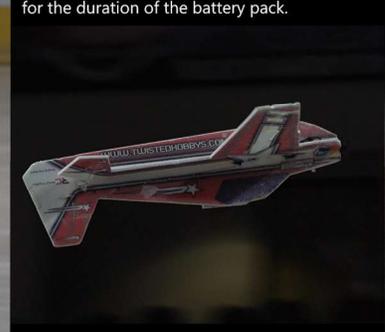
Marc plays hand-toss-fly-and-catch with his Crack Laser.

Marc's 3D routines were developed from flying within the confines of his yard. These limitations have led to his toss-and-catch routine as well as being able to fly 3D very close to himself without damaging any body parts.

Marc's custom plane rack.

Close inverted figure 8's...all without hitting himself (like I would do).

Marc says he learned to fly inverted by doing it for the duration of the battery pack.





# Random Photos



Jack B.

8/12/2025 - not a lot of flying going on early due to the "light winds" forecast.



Shel L.



Leo B.



John D.



John worked on fine-tuning his glider catapult system. His motorless glider was easily getting 10+ minute flights before he brought it down.



John D.



The tow line comes loose and floats down via the orange parachute.





