



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"

Club 7-28 Pylon Races Are Back for 2019 By Popular Demand After No Races for Several Years

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This blue streak T-28 is **Randy Meathrell's**, he painted it a distinctive blue for visual recognition during the T-28 races. Our pylon races are scheduled for **Saturday June first** so get your T-28. Valley Hobby can give you a discount if you are interested. This is a fun club event so get yours and start practicing. Build it in a scale color scheme or your favorite color combination.

Aviation Thought:

"UFOs: The reliable cases are uninteresting and the interesting cases are unreliable."

Carl Sagan in
"Other Worlds" 1975

(See pages 4 & 6)

Larry Parker's "No Can Do"



This is a balsa and ply Tower Hobbies RC model. The wing is light weight and is one-piece dual tapered with Side Force Generators increasing airflow over the ailerons stabilizing the aircraft in flight. These can be removed. Model is covered in MonoKote and has a fiberglass cowl and aluminum landing gear.

Support our Local Hobby Shop



CVMA Member

Andrew Grant — now
Valley Hobby is at the
Prescott Gateway Mall



CVMA Spring Fun Fly

Pilot Registration: 0832

May 11, 2019 Activities:

- Swap Meet
- Loop Contest
- Carrier Landings
- Runway Poker

Free Admission
50/50 Drawing

Pilots,

Summer is right around the corner and that means our event season is upon us. Starting with the May 11th Fun-Fly and Swap Meet, (Schedule above) this gives us an opportunity to have some fun, meet new

people, and showcase our club. It also means we need your help as any event takes some manpower. From manning a table, counting laps, pulling a weed, or just being there to help clean up and put things away. Please consider stepping up in any way that you are able.

Big thanks to all that helped out after the sealing and striping was done. The green safety barrier was taken down, hauled away, and replaced with new material.

The sun is not only tough on our skin, but takes a toll,



Photo by VP Bill Gilbert

even on UV resistant plastic. Hopefully the fence will last another 5 years.

If you haven't checked out the field recently, the newly oiled and sealed runway looks superb (Photo above). If we continue to maintain it each year it should last many years into the future.

See you at the field,

Don



CVMA NEWSLETTER

AMA Chapter #3789
Published Monthly

President — Don Crowe



Vice President — Bill Gilbert



Treasurer — Marc Robbins



Secretary — Bob Steffensen



Safety Officer — Steve Shephard



At Large Member — Randy Meathrell



Newsletter Editor — Bob Shanks



What Plane Has This Cockpit?



See Page 7
(Hint - Late in WWII)

**2019 — MARK YOUR CALENDARS**

May 10 - Field Maintenance & Clean-Up

May 11 - Spring Fling Fun Fly & Swap Meet

June 1 — Parkzone T-28 Pylon Racing

July 3 — Field Maintenance & Clean-up

July 4 — Pot Luck & Fun Fly + Fire Works

Sept. 20 — Field Maintenance & Clean-Up

Sept. 29 — NSRCA Precision Aerobatics
(At our field)

Sept. 21—Steve Crowe Memorial Fun Fly

Oct. 26 —Third Annual Build & Fly Challenge

Club Meetings:Third Wednesday of Each Month—7 PM
Prescott Airport Executive Building**BORN IN A BARN?**IF YOU ARE THE LAST ONE TO LEAVE THE FIELD:
PLEASE REMEMBER TO LOCK THE GATE.**SAFETY: ALWAYS A CRITICAL ISSUE**

The April issue of *Model Aviation* has a great article on storing and transporting Lipo batteries. Since so many flyers are now flying more electrics we do need to remind folks about safety. These are, as one flyer once said, like carrying around hand grenades. This is especially true when they are fully charged.

For safety in your workshop one should always store Lipo batteries at about 50% of a full charge. Many now store and transport these high energy packs in ammo cans, a great idea. As the article stated one should also have vent holes drilled as well in case one does ignite for whatever reason.

Another suggestion was to also store the batteries in a Lipo bag within the ammo can to further eliminate fire issues.

Lipo fires are usually very quick with lots of flame but there is a tremendous amount of smoke.

I found it interesting that the author also stores his ammo cans in a locked steel truck box as well. He got his at a tractor supply store. There is enough room to store 4 ammo cans with room at the top for other items possible a Lipo bag or two.

Standard fire extinguishers do not control Lipo fires. Sand is the best method so have some available in your shop. We have some at the field as well.

There are many ways to store and transport these high energy battery packs so do your own research and decide what is the best way for you to handle these batteries. Check out your workshop layout and storage methods you like best. Always be aware of what is best for your safety in your workshop and home.

If one has more than one storage can labeling them as to what size Lipos are stored is a good idea. Apparently there are wood dividers that can be obtained

to keep things organized but if storing batteries upright make sure the leads won't get caught in the lid as it is closed which could short out a pack and cause a fire.

Here's a photo of an ammo can with four vent holes in the top.



Prescott UFO Shenanigans of 2007

By Steve Zingali

A Zingali UFO with lights.



One night while out dancing with my wife at Matt's Saloon back in 2007, a few friends of mine dared me to fly my UFO (with lights) over Matt's Saloon and Whiskey Row. Since my wife and I were leaving to go home, I thought it would be a good time to fly my UFO. We drove from the first floor to the top level of the parking garage and proceeded to get ready to fly. We did not notice the small pickup truck at the other end of the parking structure until it drove over to where my wife I were parked, it just so happened to be the security guard.

He asked what we were planning on doing and I said fly my UFO. He gave me a look of what the hell, until I showed him what I was planning on flying. He said OK go ahead as he would like to see it, so I finished attaching the battery and I launched away from the saloon and then turn to the left and came

down Montezuma at about 200 foot or more very slow off the ground. Once I got to the intersection of Gurley and Montezuma, I proceeded to stop and Hover in place as a small crowd started to noticed all the LED lights and the sound of the motor, someone started to scream, look, look, look up there, it's a UFO. Once they did that, I gave it full power and went up as high as I could to get out of line of sight from the crowd and proceeded to fly back to the parking structure so they couldn't see it.

I then went back towards Gurley this time and turn right up Montezuma to go back the other direction when the security guy came up to me and told me that I better land, and I said why and he said that he heard on his radio that the police were on their way up the parking structure. I immediately brought the UFO back and landed right at the apex of the drive way up to the fifth floor and landed within 3 feet of myself, picked it up and threw it into the back of my truck, and closed the back lid on my truck, within seconds as the police car came to a stop at the top of the fifth floor. The police officer opened his door in stood between his car and his door with his elbows on the door looked around and asked us if We knew what was going on up here.

And we told him we not sure what he was talking about. He then asked what we were doing up here, and I looked at the security guy, then back at the officer, and said we weren't really doing anything. The policeman said, are you sure, and I said, "well, not if we're going to get in trouble". The policeman said no, I just want to know what you were doing up here, and I said well if I'm not going to get in trouble, as I paused, I said I was flying my UFO officer.

He gave me that look like, "yeah right" and I said would you like to see it and he said yes. I opened the lid of my truck and let the tailgate down, grabbed my UFO out and showed it to him, and his eyes lit up. I asked him if he would like to see it fly, and he said absolutely. So I put a fresh battery on it and I flew it around again like I did before and came back and landed within two or 3 feet from the police man and he looked at me and he said, I like that, I would love to have one, is it hard to fly? I told him no, as long as I taught him how to fly it. I gave him one of my UFO business cards. He proceeded to get back into his car and looked at us and said be careful and have a good night. The security guy was shocked and could not believe that the Prescott police officer didn't do anything but wanted to see it. I put the UFO back into my truck and said farewell to the security guy and thanks for the heads up on the policeman coming up to the top of the garage. The security guy said no problem, it was an experience I will never forget.

My wife and I proceeded to drive home, with a big smile on our faces. The following day, our friends that asked me to fly called me, and said that there were so many people out front of the Saloon and at the corner of Gurley and Montezuma taking cell phone videos of the escapade/shenanigans. A few weeks later, I checked YouTube and I did see a small video of it from some young lady that couldn't stop screaming as she videoed the shenanigans. This experience was too funny.



UFO Steve Zingali



Don Crowe's Laser 260

Club Members Flying Machines in Action



Steve Zingali has been flying his electric eagle a few times the last few weeks and does it look realistic, it soars and flies well, like the real eagle.

The field now has new safety fencing, stripes and the cracks fixed.



Photo by Vice President Bill Gilbert.



Steve Zingali's swing wing F-14.



Richard Gunder's bright pink EDF Sky Sword, it's a fast "pointy nose" jet!



Don Crowe's Laser 260.



Randy Meathrell's DLE-30 gas powered Extra 300.



Lloyd Oliver's "Sweet Stick" built by his wife Evelyn.



Extraterrestrial Life: Does it Exist Out There or Not?

By Col. Bob Shanks USAFR (Ret)

Statistically speaking, using extensive science-based research, life should exist somewhere in the universe besides just on earth. This has been adequately researched and discussed at many levels of science. One good program on the *Science Channel* is entitled “*What on Earth*”. The producers use a lot of satellite imagery of our earth and countless other scientific data and theories about the universe that is based on excellent research. While interesting, one should evaluate it and then make their own decisions. Another new program this season is on the *History Channel*, entitled “*Project Blue Book*”. While there is a lot of controversy about the book, first published in the 1950’s and early 1960’s, one must admit after viewing the show that it has been over-dramatized. While these real-life encounters with UFO’s and UFO sightings are based on actual documented and reported incidents there is a lot of “poetic” interpretation to how the show renders each segment. That’s how they of course sell advertising, add extra drama and conflict.



The actual Dr. J. Allen Hynek

My personal feeling was that the Air Force and government had nefarious motives in these investigations conducted on over 13,000 incidents of UFO sightings beginning in the 1950’s and into the 1960’s. The Air Force publicly dismissed the existence of UFOs but was involved in a secret program to evaluate these reports (Project Blue Book). The initial goal was to determine if there was a national security threat. Some research and investigators theorize the Air Force wanted to obtain whatever technology they could use if these sightings and reports had any scientific merit. The *Project Blue Book* TV production also depicts the obvious cover-ups from that era along with the politics (can’t have a decent federally run program without politics).

I haven’t read the blue book report or parts of it for many years, it is still available on Amazon and has some intriguing information. Professor J. Allen Hynek was the lead investigator and one who was instrumental in changing the term “Flying Saucer” or “disk” to Unidentified Flying Object (UFO) and coined the term Ufology. The real-life Captain Thomas Mantell, was a Kentucky Air National Guard pilot who died in a P-51 Mustang chasing a UFO, but he is depicted as part Dr. Hynek’s research and investigation. The actual person who assisted Dr. Hynek was Air Force Captain Edward J. Ruppelt. All kinds of wild theories were found to be incorrect in Dr. Hynek’s investigations and that is depicted in the show.

The real-life Captain Mantell was 25 years old and a pilot with the Kentucky Air National Guard. He died in the crash of his P-51 Mustang after being sent after a UFO. This was among the most publicized early UFO incidents. We must keep in mind the technology and understanding of space physics and science during that era was limited compared to the technology of today. One must guard against jumping to wild conclusions but examine the historical perspectives of that time before coming to a personal evaluation.

Another program and group of investigators I find interesting is MUFON (Mutual UFO Network). This group of investigators was established in 1967. Again, some wild theories emerge with tantalizing discussions, my opinion as a former Air Force Intelligence Analyst. I was always trained and educated to keep an open mind. So carefully examine what you see, hear, or read relative to UFOs. Here’s a couple of MUFON web sites:

<https://www.mufon.com/> & <https://www.mufon.com/what-mufon-knows.html>.



Check out your own research and information and remember to keep an open mind, our universe is so expansive and full of wonder. Most of the information in this opinion editorial is on the Internet in multiple sources. However, always evaluate all the information you come across, verify if possible, and then make your own judgement as to whether true, false or undeterminable. There are a lot of folks and probably club members who are skeptical about alien life on other planets but all one must do is look at how vast our universe is and then wonder, how can we just be the only ones here? I try to have an open mind to all possibilities, what about you?



Airplane Cockpit: Horten HO-229

Meet the First 'Stealth' Fighter (Created by Nazi Germany)



In 2008, Northrop Grumman teamed up with the National Geographic channel to reconstruct a mockup of the Ho 229, which they tested for radar reflection, and then pitted against a simulation of the British Chain Home radar network. Their findings were less than overwhelming—the flying wings would have been detected at a distance 80 percent that of a standard German Bf. 109 fighter.

Northrop Grumman revealed it is developing a second flying wing stealth bomber, the B-21 Raider, to succeed its B-2 Spirit. However, it was a pair of German brothers in the service of Nazi Germany that developed the first jet-powered flying wing—which has been dubbed, debatably, “Hitler’s stealth fighter.” But it maximized speed and range, not stealth, was the primary motivation behind the bat-shaped jet plane. Walter Horten was an ace fighter pilot in the German Luftwaffe, having scored seven kills flying as wingman of the legendary Adolf Galland during the Battle of Britain. His brother Reimar was an airplane designer lacking a formal aeronautical education. In their youth, the pair had designed a series of innovative tail-less manned gliders. In 1943, Luftwaffe chief Herman Goering laid out specifications for a plane that could fly one thousand kilometers an hour (600 mph +) carrying one thousand kilograms (2,205 pounds) of bombs with fuel enough to travel one thousand kilometers (620 miles) and back, while still retaining a third of the fuel supply for use in combat. Such an airplane could strike targets in Britain while outrunning any fighters sent to intercept it. Clearly, the new turbojet engines Germany had developed would be required for an airplane to attain such high speeds. But jet engines burned through their fuel very quickly, making raids on more distant targets impossible. The Horten brothers’ idea was to use a flying wing design—a tail-less plane so aerodynamically clean it generated almost no drag at all. Such an airframe would require less engine power to attain higher speeds, and therefore consume less fuel.



Flying wing designs were not an entirely new idea and had been used before in both gliders and powered aircraft. During World War II, Northrop developed its own high-performing XB-35 flying wing bomber for the U.S. military, though it failed to enter mass production. Despite the aerodynamic advantages, the lack of a tail tended to make fly wing aircraft prone to uncontrolled yaws and stalls. The Horten brothers were given the go-ahead to pursue the concept in August 1943. They first built an unpowered glider that had long, thin swept wings made of plywood in order to save weight. These “bell-shaped” wings compensated for yawing problem. Lacking a rudder or ailerons, the H.IX relied upon “elevons” (combinations of ailerons and elevators) and two sets of spoilers for control. The elevons could be moved differentially to induce roll, or together in the same direction to change pitch, while the spoilers were used to induce yaw.

It also featured a primitive ejection seat and a drogue chute deployed while landing, while redesigned tricycle landing gear was installed to enable the plane to carry heavier loads. The first test flight occurred on February 2, 1945. The manta-shaped jet exhibited smooth handling and good stall resistance. The prototype even reportedly beat an Me 262 jet fighter, equipped with the same Jumo 004 engines, in a mock dogfight. But the testing process was cut short on February 18 when one of the V2’s jet engines caught fire and stopped mid-flight. Test pilot Erwin Ziller performed a number of turns and dives in an effort to restart the engine, before apparently passing out from the fumes and spiraling his plane into the ground, mortally wounding him.

Goering had already approved the production of forty flying wings, to be undertaken by the Gotha company, which mostly produced trainers and military gliders during World War II. Because of the Ho 229’s great speed—it was believed the production version would be able to attain 975 kilometer per hours (605.837 miles per hour). The Ho 229 never made it off the ground. When American troops of VIII Corps rolled into the factory at Friedrichroda, Germany in April 1945, they found just the cockpit sections of the prototypes in various stages of development. The most complete of the four prototypes was shipped back to the United States for study along with the wings, and can today be seen under restoration at the Udvar-Hazy Center of the United States Air and Space Museum in Chantilly, Virginia.

Was the Ho 229 a Stealth Fighter?

One word you haven’t seen in this history so far is “stealth”—and that’s because there isn’t any documentation from the 1940s supporting the notion that the flying wing was intended to be a stealth aircraft. And yet, the Hortens had stumbled upon the fact that a flying wing design lends itself to the sort of reduced radar cross-section ideal for a stealth plane.

Thirty years later, Reimer wrote that he had intentionally sought to make the Horten flying wing into a stealth plane, claiming that he had even constructed the airframe using a special radar absorbent mixture of carbon, sawdust and wood glue without notifying his superiors. Two tests were undertaken to determine the presence of the carbon dust, one of which supported his claim and the other that didn’t. In general, historians are skeptical that stealth was a design goal from the outset.

In 2008, Northrop Grumman teamed up with the National Geographic channel to reconstruct a mockup of the Ho 229, which they tested for radar reflection, and then pitted against a simulation of the British Chain Home radar network. Their findings were less than overwhelming—the flying wings would have been detected at a distance 80 percent that of a standard German Bf. 109 fighter. The Northrop testers stressed that combined with the Ho 229’s much greater speed, this modest improvement would have given defending fighters too little time to react effectively. But of course, the flying wing’s main feature was always supposed to be its *speed*, which could have exceeded the maximum speed of the best Allied fighters of the time by as much as 33 percent.



Strange But True Aviation Stories*

Ambient Air Isn't Oxygen

An aerial photographer and his assistant on April 1, 1997 climbed to almost 28,000 feet in an unpressurized Cessna 337D Skymaster that had been modified to carry a through-the-floor camera. They were “on oxygen,” of course, breathing through face masks. The assistant remembers the pilot reaching back to turn on the oxygen tank valve; she felt the flow of cool air into her mask and noted that the indicator in the oxygen line had flipped from red to green, indicating a positive flow.

As the Cessna climbed through 20,000 feet, however, she felt dizzy and disoriented, and she closed her eyes—the last thing she remembers about the flight. Air Traffic Control was unable to contact the pilot, though its radar painted the airplane climbing through its assigned altitude—FL250—and reaching 27,700 feet, then descending rapidly to 26,000 before disappearing from the scope about 15 miles west of Pittsburgh, Pa.

The Cessna had come apart because of the extreme stresses of an uncontrolled high-speed spiral dive, with a pilot dead of hypoxia at the controls. Through a horrible April Fool's Day mix-up, the airplane's portable oxygen tank had been filled, not with oxygen, but with ordinary compressed air, — fine for scuba divers, fatal for pilots.



Cessna 337D Skymaster

Shedding its left outboard wing, tail booms and empennage, the four-seat cabin, a pod about the size of a subcompact car, fell nearly five miles and ended up in a tree on a golf course resort. All that was left of the plane was the right wing remaining attached to the cabin and two engines at each end of the cabin.

What was left of the plane plummeted like a maple-seed spiral. This spiral down certainly slowed the descent. The woman photographer in the right seat, who had passed out survived with minor cuts and bruises, apparently having been better acclimated than the pilot to flying at Everest altitudes while breathing what was essentially ambient air not the required oxygen.

The Cessna Skymaster is a United States twin-engine civil utility aircraft built in a push-pull configuration. Its engines are mounted in the nose and rear of its pod-style fuselage. Twin boom extend aft of the wings to the vertical stabilizers, with the rear engine between them. The horizontal stabilizer is aft of the pusher propeller, mounted between and connecting the two booms. The combined tractor and pusher engines produce centerline thrust and a unique sound. The Cessna O-2 Skymaster was the military version of the Cessna 337.



*Sources: <https://www.historynet.com/amazing-but-true-stories.htm>
<https://www.wikipedia.org/> (Cessna Skymaster data)



April 2019 General Membership Meeting



The General Membership meeting of Apr 17, 2019 began at 7:08pm and opened with Pledge of Allegiance. We were a little late with the start tonight due to another meeting preceding ours, and little time to prep for opening. Club membership now stands at 134 fully paid as of tonight. We had 42 members and guests present. New member **Mike Lentes** and guest **Ester Ellis** wife of member **Harold Ellis** joined us this evening. Welcome!

Minutes of previous meeting were approved. There were no corrections.

President's Agenda

The company that recently completed the runway sealing and stripping was consulted them about regular runway maintenance over the coming years. They said with proper maintenance the runway could last up to 25 years. They recommend filling existing cracks each year, and reseal as we just did every 3 year. Consensus was just do it!

Thanks to all who helped with the installation of the new fencing following the reseal and striping...it looks great!

Events

The May 11 Spring Fling and Swap Meet is right around the corner. Come out for a day of

flying fun. **Rick Nichols** and **Steve Shepherd** are running the show. Show your support for the club and join us. We will have a general cleanup on May 10. Next event after the Spring Fling is the T-28 races on June 1. See **Larry Parker** for details on flying or helping with managing the race. **Steve Zingali** has offered to make hat badges for the cost of material. They will not be mailed...you will have to come to a meeting to get yours. **Bob Steffensen** will provide a list of likely meeting attendees to **Don and Steve** for the initial run of badges. Thanks Steve!

President **Don Crowe** showed a picture history of CVMA which was stood up in 1996 and incorporated in 1999. This year is a 20th anniversary of incorporation.

Shel Liebach has volunteered to CD the Steve Crowe Fun Fly in September. He will need the help of several members.

Reports

Treasurer **Marc Robbins** presented his report which was approved by members. Marc report a balance on all accounts of \$5741.07 and the bills are paid. Member's approved the report.

Safety Officer **Steve Shepherd** said to clear the flight prep benches when you complete your flight so others can use while you charge batteries or

refuel or make other adjustments to their planes.

Member Comments

Max Bandy reported that he and wife **Cinnamon** would be moving to Mexico soon. He as 40-50 aircraft that he will be selling. **Bob Shanks** will send out info to members. We broke about 7:37pm for goodies provided by **Jean and Mike Greear**. Thanks Jean and Mike! We resumed the meeting at 7:53pm.

Show and Tell

Jack Potter showed us his new "eagle" that looks like the real thing; **Dave Domzalski** displayed his latest creation hand sculpted scale pilots. **Bob Steffensen** brought in his XVert with a massive 20" wing span; **Steve Shepherd** resurrected his Mark I Pattern Plane, last flown in 1974; **Harold Ellis** showed off his F-14 with a training wing; and **Steve Zingali** built and demonstrated his portable propeller "fixer".

Door Prize/Raffle

Riley Harley picked up the door prize consisting of the proverbial glue and glue holder. **Dave Bates** won the SIG T-CLIPS EP ARF. We adjourned about 8:30pm.

Respectfully, **Bob Steffensen** Club Secretary



Jack Potter's Electric Eagle.



Bob Steffensen's XVert



Steve Shephard's Mark I pattern Ship.



Harold Ellis' F-14 at right.



Max Bandy

Long time members **Max & Cinnamon Bandy** moving to Mexico so he will be selling all his models in the future. Big sale will be announced soon to all members. He has over 40 models to sell so stay tuned members.



Steve Zingali showed his prop repair tools and raffled off one to member **Dave Brown** below.



Member **Dave Domzalski** with his pilot bust.

Previous raffle winners

Month	Raffle prize	Winner
Jan-18	Great Plane P.T. up	Paul Olson
Feb-18	Great Plane P.T. up	Bill Shanks
Mar-18	F4U Top Cut	Mark Shanks
Apr-18	Great Plane Custom Bee	Larry Brown
May-18	Phoenix Model P. 14 History	Larry Brown
Aug-18	Evade P. 40	Don Crowe
Sept-18	Phoenix Model 7000	Steve Zingali
Oct-18	Hangar 19 1/2 History	Paul Olson
Nov-18	Signal Linker C-11	Mark Lent
Jan-19	Foxo RC Air-Bait	Steve Zingali
Feb-19	Dynam Motor GPF	Steve Zingali
Mar-19	World Model Supply	Steve Zingali

Past raffle prize winners!



Riley Harley won Door Prize.



T-Clips Raffle Winner
Dave Bates.