



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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Aviation Thought:

What's the purpose of a propeller dad?

Dad: To Keep the Pilot cool!

Son: I don't think so!

Dad: Just stop it and watch him sweat!

Rick Nichols' Iron Man



Iron Man was seen flying over the club field! Designed by member Steve Zingali, the prop is just ahead of the star. The red boots are the elevons. Ironman is powered by a Cobra 2217 1550KV Motor with an 8 " pusher prop and a 2200 Mah Lipo battery. A great flyer.

Support our Local Hobby Shop



Valley Hobby
Prescott Gateway Mall

2019 OSHKOSH: T-28'S IN FORMATION



Photo by Randy Meathrell



Our club now has a154 members so our port-a-potty simply cannot handle the extra stress of that many folks flying. We have had regularly close to 30 members flying on Tuesday, Friday and sometimes many more on Saturday due to those still working flying on the weekends.

A vote was held and passed unanimously to have regular weekly port-a-potty service, the annual cost will more than double from our old grand fathered agreement, but the sanitation condition was getting a bit "rank".

We used to have a trash barrel for years but disposing of it was always a problem and with animals and wind conditions. Some wanted a

trash can again, so we brought it back but our field is getting a lot more use with increased membership and it just isn't working out well. Member Clint Manchester was good at emptying it every Sunday, however, so we are going back to **"If you bring it you take it home"**. It just didn't work well, just like in the past, so members, **pick up after yourselves, don't leave coffee cups and trash take it home if you brought it.** That has worked well for a long time, so we are going back to that procedure.

Thank you, Clint, for your assistance with our trial run having a trash can again, much appreciated. We are again having

trouble with folks leaving the gate open, if you are the last one out close the gate or remind the few that are still there to make sure at least one remembers to lock the gate. We don't want any of our equipment stolen, or vandalized.

Always make sure you loudly announce your flight intentions so all can hear you. We have had a couple of close collision encounters on the runway. If you go out on the runway, make sure you loudly let folks know

your intentions especially with gas and glow engines running.
Fly Safe Members,

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



See Page Ten



2019 — MARK YOUR CALENDARS



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

Dec. 6 — Christmas Banquet

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

A member was flying his electric on a Saturday and noticed he was having some power issues so landed and found out his 4 cell Lipo was **extremely hot** and swelled up. With a little prodding using a shovel it immediately burst into flame and smoke (photo at right) in the drive way next to the cabana. Always handle your Lipo batteries with care, store them in a ammo can or Lipo bag. Never leave one charging unattended in your workshop.

As dry as it has been, be aware of safety and fire probabilities when flying electric, gas or glow. Remember there is a bucket of sand under the charging table, it is not a trash can but should be used if there is a Lipo fire, especially out in the field where there is a lot of dry grasses and weeds.

Normal fire extinguishers using



water will not work on a Lipo fire, Always be alert to fire dangers when flying at our field members.

If you have old Lipo batteries do not toss them into a trash can you

can take old Lithium batteries to Home Depot, they can dispose of them safely or you can fully discharge them to zero volts by hooking up a small light bulb to completely discharge the battery. Soaking them in salt water also makes them inert and then one can safely dispose of them.

Other sources indicate once the battery is at zero volts in can be safely disposed of in the trash. There is a lot of information on the web about the proper care and disposal of Lipo batteries.

If you have some old Lipos and don't want to go through the hassle of disposing of them yourself drop them off at Home Depot. Do your research and develop your own personal safety check list for Lipo battery use.

Club Pilot's Flying Machines



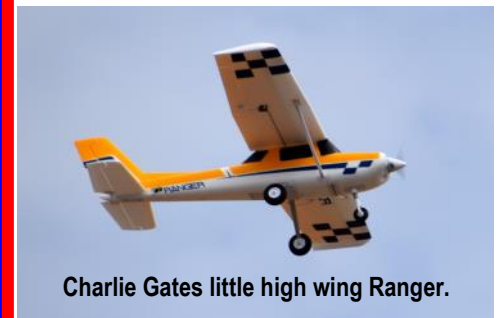
Rick Nichol's Iron Man



Charlie Gates name tags on his hat.



Steve Zingali cut out a new name badge for Charlie Gates after he soloed flying his UFO "C". Charlie is now a certified Z's UFO Fighter Pilot. Steve presented Charlie with his new name tag at the flying field, he is now a member of a very exclusive club of UFO RC fighter pilots!

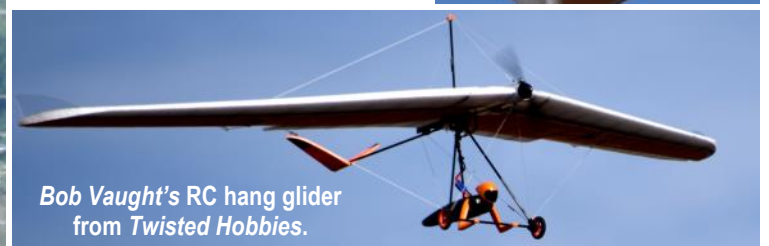
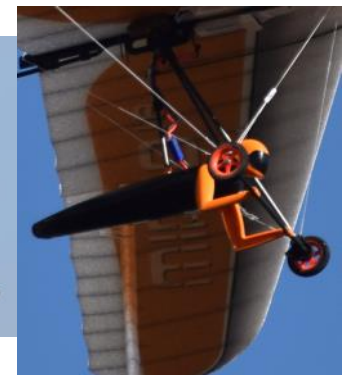
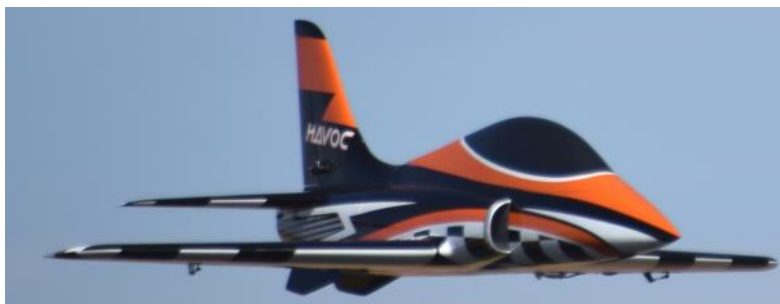


Charlie Gates little high wing Ranger.

Shel Liebach's EDF L-39.



At right, Dan Avila's turbine powered Havoc. Below, the heat signature is visible as he lines up to land on the runway. The wires look closer than they are due to my 300mm telephoto lens compression of distance.

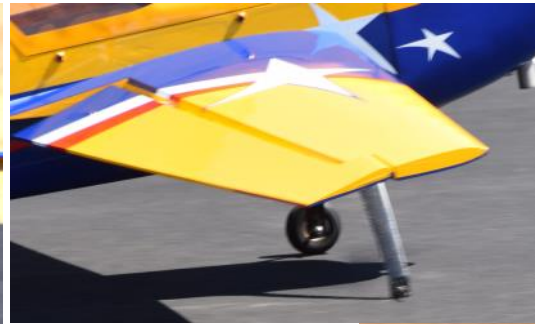


Bob Vaught's RC hang glider from Twisted Hobbies.

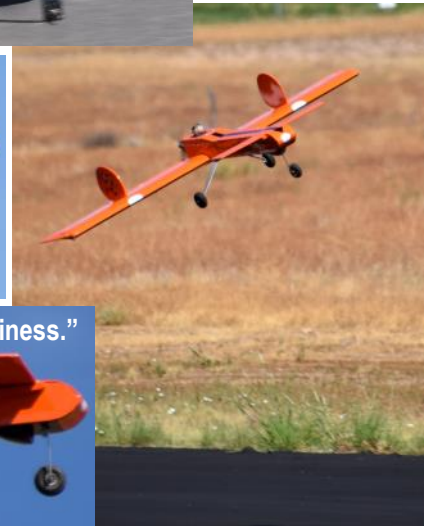
Club Members Flying Machines in Action



Steve Zingali's UFO "Z"

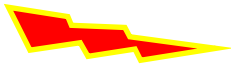


Dane O'Brien's Slick 50 lost a wheel on take off but he landed it successfully. Good flying Dane!



Rick Nichol's "Monkey Business."

A T-6 is coming up behind Steve Zingalia's Viking Bi-wing... "watch your 'six' Steve!!"



Club friend Pete Sells gets some UFO flying instruction from Steve Zingali.



Richard Gunder's F-7F Tiger Cat.



Richard Gunder's "Blue Angels" C-130 support aircraft



Advanced Aerospace Threat Identification Program (AATIP) *

By Editor Bob Shanks

Editor's Note:

We do try to cover interesting items on anything that flies and that includes Space. There seems to be more on UFO's these days on not only the Science Channel but the History Channel as well. While there is some controversy in the public's perception there is a lot of research and interest generated in science on this topic. The AATIP program was a quite a break from the normal government releases on UFO's.

The AATIP program was initiated in 2007 (then highly classified) by then U.S. Senator Harry Reid (D-Nevada). The goal was to have the Pentagon study unexplained aerial phenomena using government contractor Robert Bigelow. Supposedly these efforts ended in 2012. The public learned of this program in 2017 and since there have been programs on the History and Science Channels there is much more public interest in UFO's.

As might be expected, due to some in the government, media and public who discount UFO's as even existing, there has been controversy. Some of the controversy centers around the former head of this program, Luis Elizondo, who allegedly resigned from the Pentagon and was featured on one the History Channel's UFO programs (mentioned below).

Investigative journalist, Keith Kloor writing in "The Intercept" publication, said no evidence Elizondo ever worked for the Pentagon can be found. However, one official source was found, a Pentagon spokeswoman, Dana White confirmed to Politico that the program existed and was indeed run by Elizondo.

"Many in the media, forget however, that classified programs have limited to no access to records despite the request for information under the Freedom of Information act. Many requested (formerly classified) and now unclassified documents, are so heavily blacked out they don't make much sense and can't be understood. So Elizondo may have indeed worked for the Pentagon as confirmed above. The History Channel is good about verifying sources for their programs so perhaps they were satisfied enough to do this program entitled: "*Unidentified: Inside America's UFO Investigation*".

The DoD says it shut down the AATIP programs, but a spokesman Christopher Sherwood, has indicated the department continues to investigate UFO reports, especially those coming from military aviators. Nick Pope, who secretly investigated UFO's for the British Government in the 1990's said this DoD admission is a "bombshell revelation." Pope, also an author, can be seen often on History and some Science Channel programs. The British, use the acronym UAP (Unidentified Aerial Phenomenon) to keep from using such pop-cultural terms like UFO which often generates controversy and inhibits open, unbiased discussions.

Our military is taking these sighting more seriously as well, the Navy is developing new guidelines for reporting UFO's. John Greenewald Jr. — whose website *The Black Vault* archives declassified government documents on UFO reports, called the Pentagon's use of the term "unidentified aerial phenomena" (UAP) unprecedented in its frankness.

Former Senate Majority Leader Harry Reid (D-Nev.) took credit for arranging \$22 million in annual funding for the AATIP, telling the New York Times that it was "...one of the good things I did in my congressional service". Reid's home state of Nevada hosts the top-secret military installation known as "Area 51," long rumored to be the storehouse for an alien craft that crashed in Roswell, New Mexico, in 1947.

So members before you discount UFO's and go on about your day, ask yourself: **How likely is it that this story you just read here would have been produced by regular news outlets other than the sources we used? How many covert wars, miscarriages of justice, and unknown technologies would remain hidden if investigative reporters weren't on the beat?** Keep an open mind to new technologies, newly uncovered research and future plans for space and aviation developments. Make every effort to do your own personal verification research on unusual phenomenon.



* Sources:

https://en.wikipedia.org/wiki/Advanced_Aerospace_Threat_Identification_Program
<https://nypost.com/2019/05/22/the-pentagon-finally-admits-it-investigates-ufos/>
<https://theintercept.com/2019/06/01/ufo-unidentified-history-channel-luis-elizondo-pentagon/>



U-2 PHOTO: ECLIPSE OF THE SUN

<https://www.airspacemag.com/daily-planet/how-photograph-eclipse-70000-feet-above-earth-180968382/>



Former U-2 pilot Lieutenant Colonel Ross Franquemont, took this outstanding composite image at right of the 2017 eclipse—taken from the cockpit of his U-2, at 70,000 feet above the Oregon coast.

He knew there would be an eclipse in 2017, so checked what day of the week it would fall on—Beale AFB doesn't normally operate on weekends, so generating a flight then would be very difficult. Fortunately, the eclipse fell on a Monday. So he started the "no-kidding" planning about three months before the event. Lt. Col. Franquemont checked with his long-term scheduler, and he said that day was a no-fly maintenance training day. He agreed to move the training day, and asked what time he wanted the flight to take off.

The flight schedulers build the U-2 routes, format them so the navigation system understands them, and creates all the maps, timing, and fuel data. One of our mission planners, Major Mike Forte, worked on building a route that went north over the Oregon coast, and set up an orbit right inside the path of the eclipse shadow, just east of Salem. Forte worked on it as a side project, and got all the data and decided to build a margin of error for weather or maintenance delays and came up so the all the possible scheduled flights takeoff times would not miss the eclipse.

The only camera Franquemont had was a Nikon D810 that he had borrowed from the public affairs office. The hardest part would be shooting the camera angles. Doing anything in a spacesuit is hard. The best way to duplicate this experience is to put on a big parka, place a fishbowl on your head, and don a pair of oven mitts—now try to tie your shoes. *Franquemont* had used hand held cameras in the U-2 for years, however, working the settings on a DSLR is a challenge to say the least and now in a space suit?

One of the challenges with the U-2 are the windows frosting up. The glass gets super cold so any moisture in the air tends to condense and freeze, really fouling up your photos. That moisture comes from the pilot's breath, which gets expelled out of the helmet, into the suit, and then out the suit controller into the cockpit. Not a big deal if just sitting there, but harder when trying to handle the U-2 and the extra camera he had strung up in the cockpit with a giant zoom lens DSLR to capture the eclipse. To combat the frost on the windows he had to keep the cockpit hotter than normal, which meant he was not entirely comfortable even in his space suit.

At the time of the eclipse he kept trying to take shots and check the screen, but nothing. He didn't realize that around the beginning of the eclipse, he had knocked the wide-angle D750 down with the zoom lens so it had been taking a time lapse of 3/4 a of the cockpit, 1/4 sky for most of the eclipse. Seeing what he had done he let out some choice cursing, propped the camera again, then went back to trying to get a zoom shot of the eclipse corona.

Suddenly, the sun popped back out and the eclipse was over. He just sat there, watching the shadow race away from his plane, and thought "*Did I just mess up my once-in-a-lifetime chance?*"

He turned for home and decided to keep shooting the sun with the zoom lens. He still couldn't get the sun to show up in the LCD, and then he saw that the Live-View selector switch had been turned from picture mode to video mode (probably due to his big fat oven mitt thumbs in his space suite). He adjusted the photo mode and, the sun reappeared in the LCD, just like before.

He took more pictures of the retreating moon over the sun on the way back to Beale. In going through the photos before starting down to land, he could have cried as all he saw in the zoom shots before the eclipse and the ones taken on the way back to base, were about 30 black screens during the period of totality. After landing, he avoided people because everyone wanted to see his photos. Franquemont told them he would need to put them on his computer first for editing.

He went home and started downloading everything into his iMac. He was pleasantly surprised, of those 30 black shots, there were three that actually had some of the sun's corona on them. [He found that he actually had captured basically each stage of the eclipse.](#)



Air & Space Magazine



Franquemont's Selfie.

Strange But True Aviation Stories*

Getting paid to travel to new and exotic places sounds like a dream come true. But as awesome as it may seem to work as a flight attendant, it's actually a lot more stressful than one might imagine.

Ask any flight attendant to recount the craziest thing they've ever seen happen while at work and you will begin to be amazed by these insider stories, however, trying to adequately verify some may be difficult but they do make for some wild reading. The old cliché that true happenings are often stranger than fiction applies to these stories.



Here's just one story from a flight attendant, in her words, about just another seemingly normal flight to Florida.

"Ok, it had been a nice smooth, (more-or-less) trouble free flight into Miami, everyone on the crew was saying what a change it made, even the landing was smooth and she was about to do the usual post-flight announcement ... and at that point the front nose gear hit a 12ft long 'gator that had wandered on to the runway completely unnoticed."

"The front tires blew out, dumping the plane about a foot, as per training the pilots slammed on the brakes but by this point, the 'gator had achieved oneness with the front wheel', and the brakes engaged *hard*, and the wheel assembly just snapped off. The passengers were immediately told what happened by the flight crew and that they were safe on the ground but had hit a gator on the runway".

"Long story short, the plane skidded the last 100 yards or so on its nose. At which point, shaken and her brain was sort of on auto-pilot from all her training, she said over the intercom quite calmly:

'Welcome to Florida! Mind where you step.'
"The whole plane burst out laughing."



* Source:

<https://www.insider.com/airplane-flight-horror-stories-2018-1#welcome-to-florida-mind-where-you-step-5>



August 2019 General Membership Meeting



The General Membership meeting of August 21, 2019 began promptly at 7pm. We opened with Pledge of Allegiance to the Republic and our national flag. Club membership has mushroomed to 152 RC aviators.. A record 57 members and guests were present for the August meeting and we welcomed new members *Mike Benner and Matt Butler*. Minutes of June meeting were approved unanimously with no corrections noted.

President's Agenda

President *Don Crowe* expounded on "potty gate" saying that service every two weeks for the porta-potty was not sniffer satisfactory. He also said that weekly service would more than double the annual cost. After discussion, a motion, and a 2nd to contract for weekly service on the porta-potty...members unanimously approved.

Trash problem at the field was a discussed and resulted in the motion and 2nd to remove the existing trash can. Members and guest are now again responsible for removing any trash generated by what they bring to the field... leaves with them. ie., you bring it, you take the residue home.

Shel Leibach is the Event Manager for the

Steve Crowe Fun Fly scheduled for Sept 21. He briefed us on activities and publicity for the event. There is a clean-up day scheduled for Sept. 20th. Members are encouraged to help clean up on Friday and make the Fun Fly on Saturday fun. See you there.

Gary Russell brief us on the NSRCA Pattern Flying event to be on Sept. 28-29. Pattern flyers from across the Western US will be competing. If you have a desire to get started, practice and enter the Club (basic flight maneuvers) category. Show your support by providing an audience for these flyers.

If have not yet received your new *Steve Zingali* designed and manufactured name badge, come to a meeting to pick up yours. (They will not be mailed.)

Nominees the monthly Horse's Ass trophy award for the most spectacular crash were: *Riley Harley* for two spectacular crashes; *Shel Leibach* for "loosing" his jet over the horizon; and *Chris Perry* for his scrambled pancake on mother earth Members selected Riley for his 2nd award since implementation of this award.

Reports

Treasurer *Marc Robbins* presented his Treasurers report (he is the treasurer!). Financial assets

stand at \$5755 and change. The report was approved unanimously.

Safety Officer *Steve Shepherd* illustrated the need to ALWAYS ANNOUNCE YOUR FLIGHT INTENTIONS with a couple of recent incidents that could have resulted in damage to pilots or aircraft. Be courteous to fellow pilots, especially students, maiden flight; large aircraft and dead stick emergencies. I.e., give those pilots some space! LOCK THE GATE when you are the last one out for the day.

Member Comments

We broke about 7:48pm for cookies provided by *Steve Zingali* Thanks Steve! We resumed the meeting at about 8:05pm.

Show and Tell

Randy Meathrell talked about his new "open TX" transmitter the Jumper 16; *Mark Lipp* showed his Hustler XP-7 Nitro powered delta; *Steve Shephard* brought in his newly rebuilt Carl Goldberg Ultimate Blue 300 bi-plane; *Matt Butler* had a WWII Japanese Oscar for sale; *Jack Potter* showed his Combat Delta Flyer made from a recycled sign and suggest a combat fly off event; and *Larry Parker* talked about his Banggood Sea Rescue twin with FPV Capability.

Door Prize/Raffle New member *Ethan Ruiz* won the door prize consisting of LOC-TITE and a warbird puzzle. *Doug McBride* took home the nice Tower Hobbies Edge 540. Meeting adjourned about 8:30pm.



Randy Meathrell showed his newest radio a Jumper 16.



Larry Parker at left brought his Sea Rescue twin.



Jack Potter's Delta wing made from sign material, a good inexpensive combat ship — possibly a future event?



Steve Shephard above with his big gaser biplane Ultimate Blue 300.



Mark Lipp and his huge glow powered balsa delta Hustler XP-7 He built a similar one years ago, nicely covered in easy to see colors.

Door Prize winner was one of our youngest members Ethan Ruiz at right. He won a small kit and assembly glue and exacto knife.



Crash of the Month Riley Harley



August Raffle Winner Doug McBride



This month's raffle:
A Tower Hobbies Edge 540

Name the Plane: European Union PrandtlPlane

A futuristic, weird-looking airplane is moving one (small) step closer to reality. In February 2017, the European Union agreed to invest 3 million euros into the creation of the PrandtlPlane, a novel aircraft designed to meet the air transportation needs of the future. Before sinking big bucks into building a full-scale version of the craft, though, the team at PARSIFAL — which is one stretch of an acronym, standing for “Prandtlplane Architecture for the Sustainable Improvement of Future Airplanes” — built a scaled-down version of it.

Wings

The PrandtlPlane’s designers drew inspiration for the craft from an aerodynamic concept first suggested by Ludwig Prandtl in 1924. The key to the design is the PrandtlPlane’s wings, which extend from the middle and rear of the plane to connect in the middle — almost as if the wings have holes in them.

According to a recent release, this design allows the plane to consume less fuel while transporting 50 percent more people. As researcher Aldo Frediani notes in the release, that means this single craft could address two problems: plane-caused air pollution and a growing population of people who need to fly.

Steady Progress

The PrandtlPlane still has a long road ahead before it’ll be ferrying passengers across the skies, but the team at PARSIFAL is confident it’ll eventually reach its destination.

“We are developing this plane to enter service by 2035: our design is based on technologies that either already exist or are currently being finalized,” designer Gianfranco La Rocca told Futuris. “So, it’s certainly a futuristic plane, but not so futuristic as to remain nothing more than a pretty picture in a book.”

Future Aviation Challenges

Aviation is facing a range of challenges, from economical to environmental. Can we tackle them by reshaping an aircraft’s wings? “Futuris” flies to Italy, where engineers are testing a model of an aircraft of the future.

It is a rather futuristic plane design, yet based on an aerodynamic concept first suggested back in 1924. Researchers believe that now we finally have the technologies and



increasingly compelling reasons to start manufacturing passenger airplanes with wings shaped like nothing you have ever seen before.

“There’s the problem of air pollution and the problem of growing passenger traffic - both of them require new ideas for aviation of the future, ideas that should lead to new configurations of airplanes that can consume less and transport more people,” says the PARSIFAL Project coordinator and Professor of Aeroelasticity at Pisa University, Aldo Frediani.

A hydroplane is one precursor of the aircraft being developed in the European Project PARSIFAL. It has a box-wing configuration, which consists of two wings connected at the tips by vertical surfaces. This design is able to reduce aircraft drag and increases lift, which should make making flying more fuel-efficient.

Scale Model Developed

One year after its launch, the PARSIFAL project has led to the development of a 1:50 scale model of the aircraft with its innovative wing configuration, with wings which “support” the fuselage both at the front and in the back area, with benefits in terms of reduction in aerodynamic resistance and optimization of inside room.

“PrandtlPlane is the most promising solution to the problem of the future increase in requests from the civil aviation sector which, with the upcoming saturation that will affect airport areas, which is already facing issues due to the excessively high number of flights said Aldo Frediani from the University of Pisa, coordinator of the research project.

The new technological solutions adopted in the PrandtlPlane will also help to reduce specific consumption, environmental pollution and running costs: this is the main issue the PARSIFAL researchers will be focusing on during the next phase of activity”, concluded Frediani.

Studies of the market carried out in the first year of the PARSIFAL project have shown that in the next twenty years airplane [traffic will increase up to 50% in terms of short and medium range continental routes](#). Following these results, the team of researchers has decided to orientate the initial setting up of the aircraft of the future.



Sources:

<https://futurism.com/the-byte/prandtlplane-prototype-video>

<https://www.euronews.com/2018/10/15/futuris-reaches-for-the-sky-with-the-wings-of-the-future>

<https://www.researchitaly.it/en/projects/prandtlplane-the-aircraft-of-the-future-is-taking-shape-at-the-university-of-pisa/>