



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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Quote of the Month:

Men read science fiction to build the future.

Women don't need to read it. They are the future.

Ray Bradbury

Support our Local Hobby



Valley Hobby
Prescott Gateway Mall

Clint Manchester's Russian Yak-52



SHEL LIEBACH'S TURBINATOR SPORT TURBINE



Shel's Turbinator is a Zirolu designed entry level turbine constructed mostly with balsa and has a 78" wingspan. Shel's is powered by a Ram 750+ turbine with 21 pounds of thrust.



Bill Gilbert: CVMA President's Message



We're having a busy month with two back-to-back events. And with Memorial Day weekend at the end of the month, there will be no a May member meeting. So, please accept this note as a club update for the month of May.

The Float Fly on May 15 went very well! We had an excellent turnout of 28 members, though not all flew. The float-equipped airplanes were varied and all very cool. We braved swarms of gnats, but overall the lake was very pleasant and very attractive to look at. In the future we plan on getting an earlier start to avoid the mid-morning winds.

We have the Spring Fling Fun Fly and Swap Meet scheduled for May 22, Saturday.

Please come out and bring any items you may have for sale or swap- there is sure to be a lot of good deals to be had. We will also be serving a complimentary breakfast of pancakes, sausage, and coffee.

Let's also do some flying! Bring out

some cool planes for all of us to see and talk about.

We voted at last meeting to move forward with the concrete work that will lead to a cabana expansion long term. We are also adding a concrete pad in front of the shed for BBQ events, as well as a Port-Potty pad and tie-down to prevent blow-overs. Next step is to actually pour concrete!

As you may well know, we have a large influx of folks from other parts of the country moving into town. Thus, the building trades are swamped. We are working to get scheduled to do the concrete work-but nothing firm yet.

We've added a new capability to our treasurer's office; we can now accept Zelle payments. If you bank supports Zelle, download the App to your phone and you can send money directly at no cost to either party. Club payments can be sent to

treasurercvma@gmail.com. This should make life easier for all; no stamps/ mailboxes, and no cash swapping hands and needing to be tracked. I hope a lot of you can take advantage of this going forward.

We have had a couple of members

make generous donations in the form of giant scale airplanes that we have sold, or are selling off. The funds benefit the club.

One of those airplane funds mentioned above; I am taking the liberty of allocating to the Control Line circle construction (\$500). The CL guys have generated ¾ of the total amount necessary for materials. It is in the club's interest to help build this circle with the right materials.

Until next month, let's get some flying in and enjoy the warm weather! These winds have to die down soon!

See you at the field!

Bill



CVMA Flight Instructors

- Steve Shephard
Chief Flight Instructor
- Al Marelllo-basic
- Lloyd Oliver-basic
- Riley Harley-basic
- Jack Potter-gliderns

CVMA NEWSLETTER

AMA Chapter #3789
Published Monthly

President — *Bill Gilbert*



Vice President — *Doug McBride*



Treasurer — *Harold Ellis*



Secretary — *Bob Steffensen*



Safety Officer — *Rick Nichols*



At Large Member — *Dan Avilla*



At Large Member—*Dennis O'Connor*



At Large Member *Mark Lipp*



Newsletter Editor — *Bob Shanks*



What Special Military Squadron Trains for Firefighting & What Aircraft Do They Fly?



See Page 10



2021 — MARK YOUR CALENDARS

May 22 - Spring Fling Fun Fly & Swap Meet

June 12 - E-warbird Races

June 19- Delta Wing Combat Event

July 4 - Pot Luck Fun Fly & Chino Valley Fireworks (watch from our field)

Aug 20-21 IMAC Southwest Region Shootout Held at our field.

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 can be a boring subject but even, so some subjects need repeating. Safety becomes less mundane and boring the second you feel the pain of a propeller hitting the bone after slicing the meat of your finger or arm.

Safety also becomes less boring when your plane crashes into the dry brush 100 yards out in our field and the smoke starts to rise. Needless to say, that is important to have our own retrieval/fire truck on hand to get to the fire quickly. This vehicle also saves you the danger of running the gauntlet of any of our local **RATTLESNAKES** that may be looking for a leg to nibble on.

Dogs on the field have also become a problem. We have had instances of dogs urinating and defecating in and around the flight line and pit area. Also walking among the areas in our pits. It is clearly posted that no dogs may be around the flight line.

Due to these recurring problems if you do bring a pet to the field, you must always have your pet on an attended leash. If you cannot do this, you must either leave your pet in your vehicle or leave it at home. Leaving your pet in your vehicle must not be done during the hot summer months.

On May 15 we had a seaplane fun fly at Willow Lake. It was attended by about 25 club members with about half of them flying. We must remember that safety precautions apply when flying off the water.

We had a member retrieve his airplane from the water and did not activate his kill switch. He set his plane down and while doing so dropped his transmitter and accidently hit the throttle while trying to catch the radio. Yup, his other hand was in the arc of the propeller. Luckily, his injuries only needed band-aid patches.

Lots of good flying weather coming up and lots of opportunities to practice safety.

Editors Note:

Rick Nichols mentioned fire above, a topic on the minds of many in Arizona as we are in the middle of our fire season. Please read pages 10 and 11 both featuring aircraft used to fight fires.

At this writing (June 16), Arizona has 12 active wildfires burning statewide, according the Arizona State Fire Weather and Avalanche Center.

This has been an exceptionally dry year with 85% of the state categorized as exceptional or in extreme drought on the U.S Drought Monitoring map used by the Arizona Department of Water Resources. So members use a lot of caution when flying it is extremely dry and prone to fires.

Members' Cool Planes



Shel Liebach's Sport Turbine

Dane O'Brien's gas powered AJ Aircraft.



Dane's fingers using both sticks keeping it hovering.



Steve Zingali's UFO at left, searching the sky for regular human aircraft to scare and bug!



Father and son Jim and Adam Sanders flying Adam's P-47. A great family RC hobby.



Rick Nichols' Stick with Zingali redesigned tail feathers.



Steve Zingali's EDF Slow Stick.

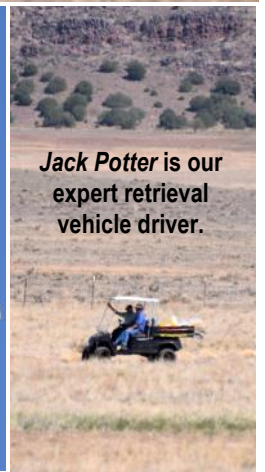


Bob Wurth's foam glider he fiber glassed it.



Steve Zingali's CVMA delta.

Jack Potter is our expert retrieval vehicle driver.

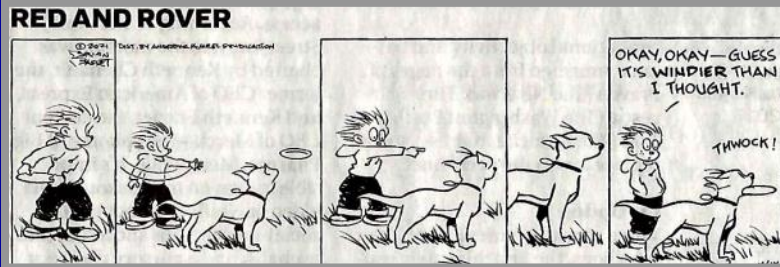


Steve Zingali's UFO



More Member Flying Machines!

A Typical Spring Day in the Prescott and Chino Valley Area!



Dave Bates electric Mig-21



At left, Shel Liebach's turbine Boomerang.

Nice Shel Liebach Boomerang landing.



How do you fly a slow stick on floats at our field? Just add water for flight!



Jack Potter, far right, wanted to fly his slow stick equipped with floats. So Ray Landry, center, added some water.

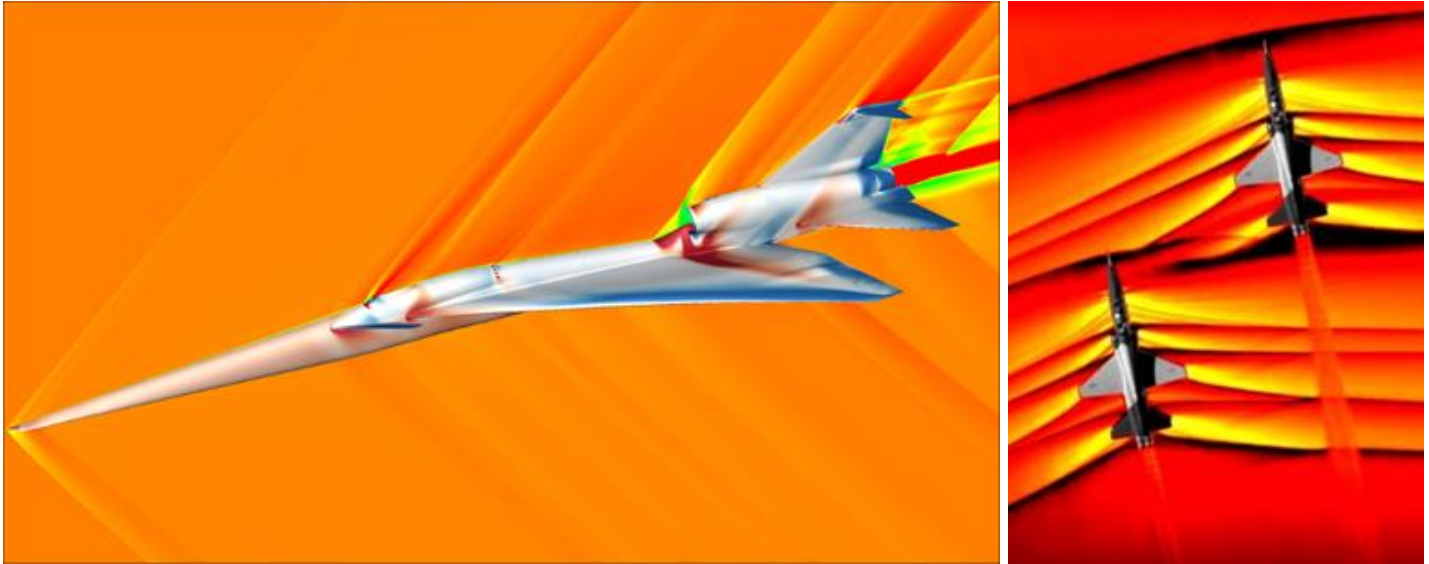


Terry Steiner and his big Stick!

NASA Supercomputers Visualize Quieter Supersonic Flight

[Low-Boom Flight Demonstration | NASA](#)

<https://www.nasa.gov/image-feature/ames/nasa-supercomputers-visualize-quieter-supersonic-flight>



X-59 is designed to fly faster than the speed of sound without producing sonic booms – loud, startling noises which can be disruptive to humans and animals. Currently, commercial aircraft aren't allowed to fly faster than the speed of sound over land because of the objectionable sonic booms they cause for those on the ground. This experimental plane will fly at a cruise speed roughly double that of a commercial jet while keeping aircraft noise down to a quiet “sonic thump” – or even no sound at all – as heard on the ground when the plane flies overhead at supersonic speeds.

To be sure the X-59's design will perform within expected noise limits, NASA is working closely with its contractor, Lockheed Martin, to create a large database of computational fluid dynamics simulations to verify the aircraft's supersonic performance. The database will include simulations for all possible combinations of the settings that a pilot uses to control the aircraft and the flight conditions that may be encountered during flight.

The X-59 is under assembly and will eventually fly piloted test flights over several U.S. cities. NASA's simulation database will supply inputs for a flight planning tool that will be used to assist the pilot with determining optimum aircraft flight conditions during the flight tests.

Since no experimental data of the X-59 is yet available, it has been crucial to verify results from computational fluid dynamics simulations across multiple software codes to build confidence in the predictions for supersonic performance. Teams at NASA's Ames Research Center in California's Silicon Valley and NASA's Langley Research Center in Hampton, Virginia, worked together to ensure that multiple software codes used in this project predict similar loudness values for the X-59.

This image captures a moment from a computational fluid dynamics simulation of the X-59 aircraft concept during supersonic flight. Visualizations like this help researchers determine which surface features of the aircraft are generating shockwaves, which contribute to the sonic boom noise below the aircraft. [The colors shown on the aircraft above indicate surface pressure, with lower pressures in blue and higher pressures in red. The colors shown in the airspace surrounding the aircraft indicate airflow velocity, ranging from blue, indicating zero velocity to higher velocities in red.](#)

This article is from NASA images and data as noted above in headline. All X-59 simulations completed by the Ames team have been performed on the Pleiades supercomputer at the NASA Advanced Supercomputing facility. *Image credit: NASA/James C. Jensen*

JAL Flight 1628 - Alaska's Extraordinary UFO Encounter

By Lawrence D. Weiss

https://www.anchoragepress.com/news/unfriendly-skies-the-extraordinary-flight-of-jal-alaska-s-best/article_8e2d3270-f9d5-11e9-b9db7ba9229138ae.html

November 17, 2019 marked the 33rd anniversary of one of the best documented UFO cases ever, and it happened in the skies above Alaska. Three UFOs played tag with Japan Air Lines (JAL) cargo flight 1628 for 50 minutes while they were visually observed by a sometimes-terrified flight crew. During the last 30 minutes the UFOs were tracked on military and civilian radar, and the entire encounter was verified by a high-level administrator of the Federal Aviation Administration (FAA). The incident received media coverage all over the world. Here's what happened...



Japan Airlines Captain Kenju Terauchi was an ex-fighter pilot and senior airline pilot with more than 10,000 hours flight experience. He was assigned to fly a Japan Airlines cargo flight from Paris to Reykjavik, Anchorage, and on to Tokyo.

On November 17, 5:09 pm Alaska time, the Anchorage Air Route Traffic Control Center contacted JAL 1628, which at that time was about 104 miles northeast of Fort Yukon. The flight controller asked the pilot to adjust his heading so the plane would pass south of Fort Yukon and Fairbanks. The copilot turned the plane to the left about 15 degrees. Captain Terauchi, sitting on the left side of the cockpit, saw unidentified lights out his side window to the left and below. He thought they were military planes and ignored them. After a few minutes he realized that these unidentified aircraft were pacing him.

Flight 1628 contacted the Anchorage Center twice in rapid succession and asked if there were any other aircraft in the area. The Anchorage Center responded that there were no military aircraft, and ground radar did not show any aircraft other than Flight 1628. Then the two lights began to move in an erratic manner. Terauchi recollected in his official report to the FAA, listed here below and edited for length and clarity:

The distance from the lights was far enough from us and we felt no immediate danger. I thought perhaps it is a UFO. The lights were still moving strangely. Most unexpectedly two spaceships appeared [directly in front of the plane], shooting off lights. The inside cockpit shined brightly, and I felt [the warmth of the UFO's thrusters'] on my face. Then, three to seven seconds later, the fire — like from jet engines — stopped and became a small circle of lights as they began to fly in level flight at the same speed as we were. The middle of the body of the ship sparked an occasional stream of lights, like a charcoal fire. Its shape was a square, flying 500 feet to 1,000 feet in front of us, very slightly higher in altitude than us. Its size was about the same size as the body of a DC-8 [similar in size to a Boeing 707]. It is impossible for any manmade machine to make a sudden appearance in front of a jumbo jet that is flying 910 kilometers per hour and to move along in a formation paralleling our aircraft. But we did not feel threatened or in danger. Honestly, we were simply astounded. I have no idea why they came so close to us.

There was a pale white flat light in the direction where the ships flew away, [pacing us]. The Anchorage Center replied that they saw nothing on their radar. I set our digital weather radar distance to 20 miles, radar angle to horizon. There it was, on the screen: a large, green, round object had appeared seven or eight miles away, in the direction of the object.

We arrived at the sky above the Eielson Air Force Base and Fairbanks. It was a clear night. We were just above the bright city lights and we checked the pale white light behind us. There was a silhouette of a gigantic spaceship! We must get away quickly!

A terrified Captain Terauchi, in coordination with the Anchorage Center, attempted evasive maneuvers such as flying in a circle and changing altitude. The gigantic UFO, later described by Terauchi as the size of two aircraft carriers, shadowed flight 1628 through all maneuvers.

Terauchi "wondered and feared as to their purpose." Anchorage Center offered to scramble a military jet, but Captain Terauchi declined the offer fearing unintended consequences of a military confrontation with the UFO. About that time a United Airlines passenger jet flew into the same air zone and was requested by the ATC to get a visual on the situation. Terauchi reported, "When the United plane came by our side, the spaceship disappeared suddenly. The strange encounter ended 150 miles away from Anchorage."

Continued on next page...

More on... JAL 1628 - Alaska's Extraordinary UFO Encounter

By Lawrence D. Weiss



In 1986, John Callahan was FAA Division Chief of the Accidents and Investigations Branch in Washington, DC. About a week after the JAL 1628 incident, he got an urgent call from Alaska. Callahan's recollections were recorded in an interview conducted circa 2000. His comments, too, are edited here for brevity and clarity.

I forgot who it was that called, but he says *'We got a problem here. I don't know what to tell the media. The whole [FAA] office is full of the media from Alaska.'* *'[Callahan asks] What's the problem?'* He says, *'It's that UFO!'* I said, *'what UFO?'* He says, *'Well, last week, we had a UFO chase a 747 across the skies up here for about 30 minutes or so.'*



I told him to get all that data together. I wanted all the [civilian and military] disks that they had and all the tapes that they had available — and flown overnight to the tech center where I'm sitting.

The military refused to send their tapes, but he got everything Anchorage Traffic Control had. We told him that we wanted this room setup to be just like it was an Anchorage. And we wanted all that data to come to this scope [radar monitor], and we want to see everything the controller has seen. We want to hear everything he heard. And we wanted it all tied together — the radar, the digital radar, and the sound.

When Callahan played the tapes, he heard a three-way conversation between Anchorage Air Traffic Control (ATC) and Elmendorf's NORAD Regional Operations Control Center (ROCC), and Captain Terauchi of JAL 1628. He also played a tape of the ATC radar sightings on a scope. Anchorage Air Traffic Control didn't see the UFOs on their radar, but based on their conversation, the military were clearly tracking the UFOs. Callahan explained:

The military controller has what they call height-finding radar, and they have long-range radar and short-range radar, so if they don't catch it on one of their systems, they catch it on the other. Ours wouldn't record it.

Details reported by the military controller indicated that the UFOs were traveling thousands of miles per hour as they maneuvered in the airspace around the 747. The military controller had one other surprise finding. Near the end of the incident a United Airlines flight was diverted to observe the JAL flight. By then, Captain Terauchi no longer saw the huge UFO, and the United Pilot did not see it either. Unbeknownst to both of them, the military radar clearly indicated that the UFO had tucked in out of sight behind the United Flight and had begun following it.

After sitting through the presentation, Callahan's boss turned to him and said, "Don't talk to anybody until I give you the ok." The next day his boss set up a briefing. According to Callahan, I brought all the people from the tech center. We went upstairs. We had all kinds of boxes of data that we handed them — printouts. It filled up the room. They brought in three people from the FBI, three people from the CIA, and three people from Reagan's scientific study team, and I don't know who the rest of the people were, but they were all excited.

Callahan and his staff showed the assemblage everything they had and answered a lot of technical questions. When they got done, they did sworn statements of all these other guys into a statement, "This never took place. We never had this meeting, and this was never recorded." This was one of the guys from the CIA. I asked them at the time, 'I don't know why you're saying this. I mean, if there was something there and if it's not the [then in development] Stealth Bomber, then you know it's a UFO. And if it's a UFO, why wouldn't you want the people to know?'

He said if they come out and told the American public that they ran into a UFO out there, it would cause panic across the country. So therefore, we can't talk about it. And we're taking all this data [They did, but Callahan had copies of everything in his office].

When they asked me what I thought, I told them that it looked like we had a UFO that was up there. As far as I was concerned, Reagan's science team were the ones that verified my own thoughts about it. They were extremely excited about the data. **They had said at that time that this was the was the only time — and they had used the words 'a UFO' — was ever recorded on radar for any length of time.**

Epilogue: Within months of the incident Captain Terauchi was banished to a desk job because he had "embarrassed" the company. He was fully reinstated a few years later. John Callahan retired from the FAA, became an industry consultant, and periodically recounted the true story of JAL flight 1628.

Two F-16 pilots Called to Assist 52 British Special Operators Surrounded by 500 Enemy Iraqi Troops

<https://www.wearethemighty.com/articles/that-time-an-f-16-pilot-saved-ground-troops-with-a-sonic-boom/>

America's F-16 multi-role fighters are some of the most advanced aircraft on the planet, carrying precision weapons and using them to go after bad guys around the world.

In March 2003, two F-16 pilots were called to assist 52 British special operators surrounded by 500 enemy Iraqi troops — meaning the friendlies were outnumbered almost 10 to 1.

Worse, there was essentially no light on the battlefield. It was so dark that even the pilots' night vision goggles weren't enough for the F-16s to tell where forces were on the ground.

The pilots could hear through the radio as the situation on the ground went from bad to worse. The enemy Iraqi troops were pressing the attack, pinning the Brits down and preparing to overrun them.

Thinking fast, Lt. Col. Ed Lynch climbed to altitude and then went into a dive, quickly building up sonic energy around his plane as he approached the speed of sound.

As he neared the ground with the massive amount of sound energy surrounding his cockpit, he broke the sound barrier and pointed the bulk of the energy at the ground where he believed the Iraqi troops to be located. ***Lynch pulled up a mere 3,000 feet from the ground, sending the massive sonic boom against the troops below.***

The energy wave struck with enough force that the Iraqi troops thought the F-16s were dropping bombs or firing missiles. The Iraqi troops broke apart and the British special operators were able to get out during the chaos.

Lynch had to wait to find out his run was successful, though. He was targeted with a missile as he came out of the dive and was forced to take evasive maneuvers. He wouldn't learn about his success until he returned to base.



F-16 Sonic Boom Images



LOCKHEED MARTIN SUPER HERCULES C-130J*

Military crews and C-130 aircraft are training in Colorado so that they can assist with wildfires.

Members of the Air Force Reserve's 302nd Airlift Wing, Wyoming Air National Guard's 153rd Airlift Wing, and



other firefighting agencies today began a weeklong aerial wildland firefighting training and certification session hosted at the air tanker base at the Rocky Mountain Metropolitan Airport (Jeffco) near Denver, Colorado.

The 302nd Airlift Wing and 153rd Airlift Wing C-130 Hercules aircraft are equipped with the U.S. Forest Service's Modular Airborne Fire Fighting System (MAFFS), which can drop up to 3,000 gallons of fire retardant. [The system slides into the back of the military aircraft and retardant is sprayed under pressure through a nozzle in the troop door on the left side. MAFFS aircraft can be activated to supplement the civilian airtanker program to slow the spread of wildland fires.](#)

Training drops with water will be conducted in the nearby Arapaho and Roosevelt and Pike-San Isabel National Forests and Bureau of Land Management lands using potable water. Residents in those areas may see low-flying C-130 aircraft and U.S. Forest Service lead planes throughout the week. MAFFS aircraft will load water from Jeffco and will start and end their days at their home units.

The three Air National Guard wings tasked with conducting MAFFS missions include: the 146th Airlift Wing from Channel Islands, California, 152nd Airlift Wing from Reno, Nevada and the 153rd Airlift Wing from Cheyenne, Wyoming. The 302nd Airlift Wing from Peterson Air Force Base, Colorado, is the only Air Force Reserve unit tasked with the MAFFS mission.

Each base has two MAFFS units that can be activated for firefighting, usually in pairs with a third C-130 carrying additional personnel and equipment. The Forest Service or other land management agencies have to reimburse the Department of Defense for the costs of the three aircraft and personnel.

The certification training sponsored by the US Forest Service includes classroom sessions, as well as flying and ground operations for Air Force aircrews, civilian lead plane pilots, support personnel from the US Forest Service, Bureau of Land Management, and other state and federal firefighting agencies.

Having military C-130s that can be converted into airtankers provides a "surge" capability to augment wildfire suppression efforts when there are not enough privately owned air tankers available on Forest Service contracts.

Fred Johnson of Airailimages put on YouTube of California Air National Guard C-130Js fighting fire using a Modular Airborne Fire Fighting System (MAFFS). It was shot by Tech. Sgt. Nieko Carzis of the 146th Airlift Wing as two of the aircraft dropped retardant on multiple fires in California August 22, 2020.

You may hear an audible warning of "Altitude" "Altitude" in the cockpit as the planes descend to make the drop. That warning is much less annoying than the "Landing Gear, Landing Gear, Landing Gear, Landing Gear" warning that the MAFFS crews heard up until around 2014 when the Guard got Lockheed to supply a procedure to turn off the audible Landing Gear warning while making a retardant run. You can hear that warning in video shot in 2013 while MAFFS crews were dropping on the Rim Fire in California.

[MAFFS videos, Rim Fire - Fire Aviation.](#)

The recent video has footage shot while the C-130Js are dropping retardant — actually, it is *spraying* up to 3,000 gallons of retardant powered by compressed air, through a nozzle.



* [Ride with the pilots as C-130 aircraft drop retardant on fires - Fire Aviation](#)

The 30 Million Dollar Bridger Aerospace "Super Scooper" Designed and Built Specifically to Attack Wildfires!



We are in our fire season in Arizona and it has been very dry so far this year. Be very careful members.

In anticipation of our fire season, Bridger Aerospace recently unveiled its airplane that hopefully will not be needed all that much this season.

This airplane was specifically designed and built to fight wild fires by performing a dangerous dive down to the water, scooping up 1,400 gallons of water in 12 seconds, and then dropping that water on a raging forest fire.

This unique additional tool for the upcoming fire season in Arizona was shown off recently in Mesa, Arizona. Bridger Aerospace, operator of the Super Scooper fire fighting aircraft, has been training at Phoenix-Mesa Gateway Airport and Roosevelt Lake since January in anticipation for the upcoming fire season.

The plane was recently demonstrated in Mesa dropping over 1,000 gallons onto the airfield at Phoenix-Mesa Gateway Airport.

The plane fills up by approaching a body of water from 50 feet away, scooping a thousand gallons of water for 1,180 feet and climbing out of the water.

According to Ryan Smith, Director of Communications and Government Relations at Phoenix-Mesa Gateway Airport, the plane is currently not on lease but will fly to wildfires as requested. When the crew does fly in Arizona, they are based at Phoenix-Mesa Gateway Airport.

Bridger Aerospace is the only U.S. provider of air attack, drone and large tanker operations. Bridger currently has contracts with various governmental agencies.

If interested in this company and to learn more about this unique aircraft go to this web site:

<https://www.bridgeraerospace.com>



First Ever Club "Float Fly" Event Held at Watson Lake

Rick Nichols Float Plane



Photos by Paul Gendorme, Bob Steffensen, Marc Robbins and Bob Shanks

What a turnout for our first ever "Boat Fly" event held at Watson Lake. Despite the fickle wind we are having this year, about 25 members attended. Rather than just a few photos we put together a large selection of photos showing the fast moving fun event flying off water.

A big thank you to **Bob Steffensen**, our plane retrieval expert using his canoe to go after planes without power or were "dunked".

Also had a couple of racing boats brought by **Dale Tomlinson** and **Riley Harley**. The green one is **Dale's** the red one belongs to **Riley**.

