



Chino Valley Flyers

Official Club Newsletter



July 30, 2022

Volume 25 Issue 7

www.chinovalleyflyers.org

"To create an interest in, further the image of, and promote the hobby/sport of model aviation"

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Quote For the Month:

"A still photograph is a very quiet thing in a very loud world"

Joel Sartore

National Geographic Photographer

Support our Local Hobby Shop

They support Us



Also, Check out

RCBATTERY.COM

2022 Pylon Races Held July 2



Racers left to right, **Dave Bates, Larry Parker, Rick Nichols, Steve Zingali, Bob Shanks, Randy Meathrell, Adam Sanders and James Cowley.**

Glider Endurance Event July 16 a Success



A big thank you to **Ray Landry** and **Jack Potter** for being event coordinators. Glider flyers left to right: **Bryan Jones, John Dora, Bob Baker, Rich Cokar, Bill Gilbert, John Kiefer, Bob DeNoyelles, Steve Zingali, Rick Nichols,** kneeling is **Jimmy Ray** and **Dennis O'Connor** is far right.



Bill Gilbert: CVMA President's Message



We have a lot of activity that takes place to keep the club running smoothly and in good repair. With only your officers taking on these tasks, it would take a long time to accomplish all the necessary work.

We need more member involvement with all these maintenance tasks. To keep the club strong, more member involvement is a priority. Please volunteer, help out where you can.

As my favorite sign at the club says:

"Before you complain, have you volunteered?"

The cabana construction is moving along, but maybe not as quickly as we would all like. Given the current situation with supply chain and employee issues, we have to continue to be patient. The contractor is

expecting to have concrete poured mid-August, if inspections are accomplished without delay. We would then order the steel building, with an 8~10 week lead time.

We have a couple of large events coming up; we host the IMAC High Desert Shootout on Aug. 20-21, then the Annual Steve Crowe event on Sept. 17th. Both should be well attended and profitable events for the club. Please come out enjoy the events, and support your club.

We are working on a couple of new events for later in the Fall and next year; Hare and Hound and STOL Drag Races. Stay tuned for some updated rules for the membership to comment on for these events.

Lastly, we have had an influx of new members this summer. This is a good time to remind that the club's Field Rules and

Etiquette rules need to be reviewed by everyone.

These rules are not optional, nor are there exceptions; they are there for all members to be able to enjoy their time at the field safely.

See you at the field!

Bill



A young modeler in times past.



Flight Instructors

- > Al Morello Chief Flight Instructor
- > Randy Meathrell - Control Line Flying
- > Marc Nelissen-Basics
- > Jack Potter-Gliders

NEWSLETTER

AMA Chapter #3789
Published Monthly

President — *Bill Gilbert*



Vice President — *Mark Lipp*



Treasurer — *Don Crowe*



Secretary — *Bob Steffensen*



Safety Officer — *Rick Nichols*



Chief Flight Instructor — *Al Marello*



At Large Member — *Dan Avilla*



At Large Member — *Dennis O'Connor*



Newsletter Editor — *Bob Shanks*



WHAT AIRCRAFT COCKPIT IS THIS?



See Page Nine



MARK YOUR CALENDARS

Remaining Events for 2022

- ◆ Aug. 19-21 - IMAC Shootout
- ◆ Sept. 17 - Steve Crowe Fun Fly
- ◆ Oct. 15 - Fourth Annual Build & Fly Challenge
- ◆ Nov. 12 - Fall Swap Meet & Fun Fly
- ◆ Dec. 2 - Annual Christmas Banquet



WERE YOU BORN IN A BARN?

IF YOU ARE THE LAST ONE TO LEAVE THE FIELD CLOSE & LOCK THE GATE.



CRITICAL RC FLYING SAFETY ISSUES

Rick Nichols Club Safety Officer

I will begin this month's column by making a correction to the May column. I stated that our sister club Casa de Aero was permanently closed down by the actions of just one member. Actually it was not a member but a student of Embry Riddle that caused the closure. Sorry for the error CdA pilots.

You may have seen the on-line video of a person being hit square in the head by a model making what appeared to be a high speed pass down the runway. It was scary to watch. I would like to remind you to keep your high speed runs past the north edge of the runway and away from fellow pilots on the flight line. If there are no other pilots flying the center of the runway is acceptable.

As we gain membership I want to remind pilots that airplanes are not to be armed in the cabana area. If you need to check your electronics take your propeller off. As a courtesy to others please clear table tops when you are done setting up your airplane. Store your tools and equipment on the

shelves below. The table tops are for assembly and not for storage.

There have been concerns raised by some members that people come up and attempt to have a conversation with them while they have aircraft in the air. Not everyone likes this, some need to give their full attention to their aircraft while flying and not engage in conversation. I would suggest that you limit your questions, conversation etc. to times when the pilot is not engaged in flying. If he needs someone to help him with trimming or flight of the plane he will call for assistance.

We recently had a member flying in an area that is not to be used as a flight area. Not just a minor error but a large one. This was called to my attention at a later date by people that observed it. This member has been spoken to and apologized for his error. He did say that he wished it had been called to his attention at the time of the occurrence. Remember each of us is a safety officer and should tactfully make others aware of any safety errors.

On the whole this first half of 2022 has been a very safe year for all of us. No major accidents of injuries Knock-Knock. The Control Line pilots would like to thank you for not flying over the area while the C/L area is active.

(See page four photo.)

OK, its HOT and we all have to remember to keep hydrated while at the field.

Finally, thanks to the members who arrive first and depart last for bringing the crash/fire cart out and returning it if they are last to leave. *Rick*

Editor Note:

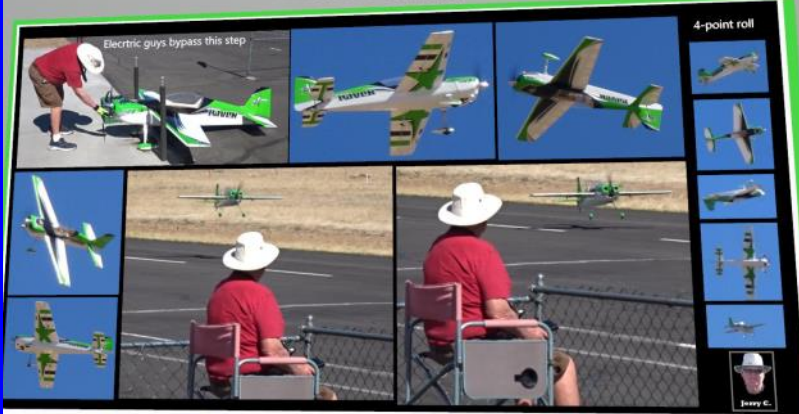
Another critical issue, is our eyes, we are at a higher altitude so make sure you have great sun glasses for eye protection when flying. We can have some intense summer time ultraviolet radiation so eye and skin protection are major concerns. Fly safe members.

Steve Zingali's Biplane



Chino Valley Flyers Action at Our Flying Field

JERRY C - RAVEN



The editor for the Casa de Aero Newsletter, *Bob Vaught*, and also a member of our club, did an outstanding composite of photos of *Jerry Calvert* flying his gas powered Raven. Very well done Bob!

Control line Corner

Photos by *Gene LaFaille*

Brodak Magician



Our Club is One of a Kind A Wonderful Flying Field We are Spoiled Members

Your editor has belonged to five clubs over the years before finally retiring to the Prescott area. Folks, we are very spoiled to all that we have in our flying field.

We fly just about everything that RC and control line has to offer. We have a nice helicopter pad and a superb control line area next to our entry road into the field.

Since we have always stayed away from flying over the entry road and area used by the city for the shooting ranges, having the control line situated where it is has been ideal and very safe.

When taking off down hill due to the prop tork called the "P factor" that can pull a plane to the left one has to use the rudder and as soon as airborne make the customary right turn to fly over all the open area. We especially have to be aware of those flying control line when taking off and also when landing as the picture at right indicates.

It's nice we are part of the city of Chino Valley's area that offers ball fields, shooting ranges and other sporting activities.

Bob Shanks, Newsletter Editor

Bi-Slob Control Line: Exciting Maiden Flight



Piloting the Bi-Slob Control Line on its maiden flight was *Gene LaFaille*. This very nice biwing belongs to *Randy Meathrell*. He had the expert C/L pilot Gene do the honors for the first flight. Flies superbly well.

High above is *Bill Gilbert's* gas powered RC, Raven, it looks close but it was at a much higher altitude as he came around to land on the main runway. He saw he was going wide so he is making about a 90 degree bank to come around again to better line-up to the our main runway. The C/L circle is adjacent to the entry road into the field.



Terry Steiner's Funmaster

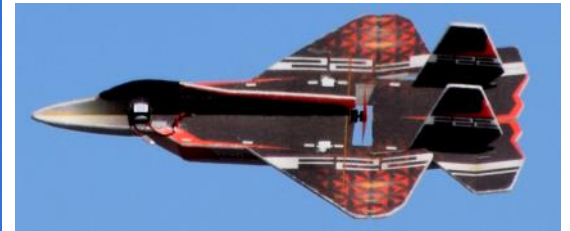
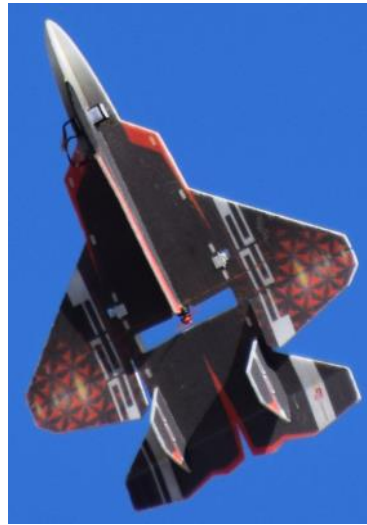
Our Club Member's Wild Flying Machines!



Bill Gilbert's very nice Fokker D-7 we also featured as part of name the planes cockpit this month.



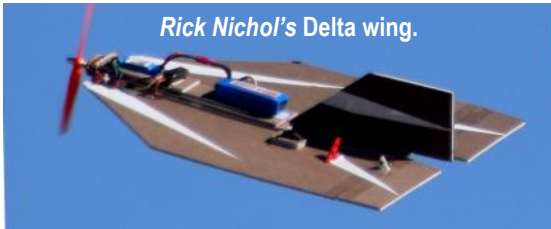
Bob Shanks' pylon racer.



Bob Vaught's Twisted Hobbies 3D Raptor Jet. Looks like a F-15. He powers it with a 800mah 3S lipo, a great flying model.



Rick Nichol's Delta wing.



Harold Ellis' Balsa USA Sting Ray built by John Stewart. John put gun ports in the wing!



Former member Charlie Gates, he moved to Colorado, had his saucer with a "C" in it at left.

Saucer now owned and flown by Rick Nichols at left.



Chino Valley Flyers Glider Endurance Event for 2022



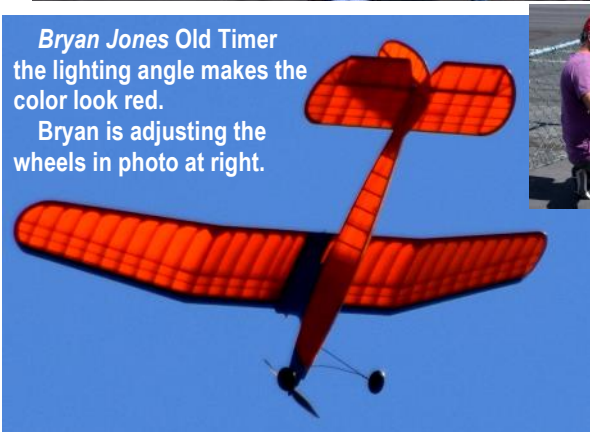
Glider Event Winners: Above left, Bryan Jones far left won \$30, John Dora in middle won \$20 and Bob Baker far right took home \$10. A [huge thank you](#) to Jack Potter and Ray Landry, our event leaders and organizers.

Even the Losers, photo at page bottom on the right, were winners: Rich Cokar awarded a Phoenix 100 kit, Larry Parker a small French Nieuport 28 balsa kit, and Rick Nichols won a copy of Jack Potter's "Flying W".

The total entries were 12, with a fee of \$5.00 for a total purse of \$60.00. There were 3 heats of four competitors with the two winners from each heat moving to the final round, for a total of six competing finalists. The participants in each round were chosen from their entry tickets selected from the jar. At the end of the contest the competitors' tickets "who did not win" were drawn for three "loser" winning prizes.



Four gliders launched at the sound of the megaphone held by Ray Landry, At 20 seconds the megaphone signaled motor shut down for gliding only.



Once, an F-101 pilot Wanted to Race a SR-71 *

“On takeoff roll, an F-101 came upon our wing; he was going to race us whether we wanted to or not,” said Richard “Butch” Sheffield, SR-71 Blackbird Reconnaissance Systems Officer.”

By Linda Sheffield Miller

Throughout its nearly 24-year career, the Lockheed SR-71 Blackbird Mach 3 strategic reconnaissance aircraft remained the world’s fastest and highest-flying operational aircraft. From 80,000 feet, it could survey 100,000 square miles of Earth’s surface per hour.

So it comes as no surprise if, thanks to its astonishing flight characteristics, the aircraft has set numerous speed and altitude records throughout its career. The following story comes from my Dad’s unpublished book, “The Very First” by Colonel Richard “Butch” Sheffield, SR-71 Blackbird Reconnaissance Systems Officer (RSO).

‘Sometime, early in the program, in January 1967, I believe, we aborted and landed at Buckley Air National Guard (ANG) Base near Denver. The base was home to an F-101 squadron. The F-101 was an interceptor assigned to defend the US in case of war. The fighter community considered it a “hot” aircraft.

‘After we got out of our pressure suits and arranged for the take-off the next day, we went to the Officer’s Club wearing loaned flying suits and our white pressure suit boots. The fighter pilots who came around wanted to know all about our aircraft, like; how fast, how high, and the rate of climb. What they really wanted was to race us as we climbed out after takeoff. We declined all offers of information and races.

‘The next day, on takeoff roll, an F-101 came upon our wing; he was going to race us whether we wanted to or not. Apparently, the F-101 had been orbiting the field just waiting for our take-off.

‘The SR could climb fast but was no match for the F-101 at those altitudes. He stayed right on our wing up to 25,000 feet where we leveled off to hit a tanker that we always did. About the time we leveled off, someone from the F-101 came on UHF and said, “You guys aren’t so hot.” So I replied, “How fast can you climb above 80,000 feet?” The F-101 made a quick exit.’



There are Distinct Differences Between The A-12 And SR-71

<https://worldwarwings.com/the-distinct-differences-between-the-a-12-and-sr-71/>

Lockheed’s Skunkworks division has created some of the most advanced and secretive aircraft that the world has ever known. It is hard to deny that the Blackbird is the most widely recognized aircraft among the Skunkworks programs. However, there are two distinct versions of the Blackbird and not everyone can spot the differences.

At first glance, you might think that the SR-71 and the A-12 are the same aircraft but they do have a few distinct differences. Both of these jets were built for the purpose of reconnaissance, the A-12 for use by the CIA and the SR-71 for the US Air Force. The SR-71 has long been touted as the world’s fastest jet, the A-12 was actually faster, at least according to declassified speeds.

“The OXCART has a documented maximum speed and altitude of 2,208 MPH at 90,000 feet, set during a test in 1965, while the SR-71 holds the official speed record for a piloted operational jet aircraft of 2,193 MPH, set on July 28, 1976”, according to the Central Intelligence Agency (CIA).

Although the A-12 did have some stealth, it was later improved on the SR-71 by implementing dark radar absorbent paint, hence the name *Blackbird*. The SR-71 also has a dual-seat cockpit for the pilot and for a reconnaissance officer. The differences between the two aircraft are minor, but they both represent some of the greatest innovations in aviation engineering.

* <https://theaviationgeekclub.com/once-an-f-101-pilot-trying-to-race-an-sr-71-he-gave-up-when-the-blackbirds-rso-asked-him-how-fast-his-vooodoo-could-climb-above-80000-feet/#:~:text=Once%20an%20F%20101%20pilot%20tried%20to%20race%20against,feet.%20By%20>

Chino Valley Flyers 2022 Pylon Races

By Randy Meathrell & Bob Shanks

The Chino Valley Model Aviators was the host of the R/C Pro Warbird Pylon Race for many years, with the event attracting flyers from all of the area western states.

The winners for this years Chino Valley Flyers Pylon races are pictured in top photo at right, the second photo shows pilots holding up their planes before launch for judges to see for identification purposes, the last photos are at one launch.

The races date all the way back to 2008 and were not formally organized like they are now. Not only T-28's were flown but a few members flew older T-6 Texan models as well. All of these older models were slowly phased out forcing the races to be reorganized into what is seen now each year at our Chino Valley Flyers field.

Club member *Bud Mellor* was the organizer and constructed timing hardware with LED lights to support the popular race. Following the end of the R/C Pro event club members created a local race flying Park Zone T-28 models using the timing setup Bud created. These races were very popular and were continued until the T-28 models were no longer available from Park Zone.

Many members still wanted to race so member *Randy Meathrell* and *Steve Zingali* developed the inexpensive foam profile racers we use today. A racer can be built ready to fly for under \$90 and 20 members purchased kits.

The latest club race was held on July 2nd with 9 pilots signed up. After some issues with the computer program the race was a success with 3 rounds completed and only one crashed airplane.

Final Results

- Randy Meathrell* 1st Place
- Dave Bates* 2nd Place
- Steve Zingali* 3rd Place.

Everyone had a GREAT time and a BIG THANK YOU to *Bob Stephenson*, our timer and data compiler and all the workers who made the event possible.



Steve Zingali Dave Bates Randy Meathrell



Coming around the pylon...



Top Photos at Left
Bob Steffensen, far left, and *Randy Meathrell*. Randy was the CD for the race, *Bob* compiled data and scores.
Bottom Photos at Left,
 The pylon judges, far left *Bob DeNoyelles* *Mark Cotter* and *Jeromy Beck*. Using radios alerted the scorer and CD to pylon cuts.



"Pilots, you are on the clock..."

COCKPIT: GERMAN WWI FOKKER DVII

https://airandspace.si.edu/collection-objects/fokker-dvii/nasm_A1920004000

Top speed: 116 mph

Range: 165 mi

Weight: 1,543 lbs

Length: 22.8'

Manufacturer: **Fokker**

Designer: **Reinhold Platz**

Engine types: Mercedes D.III, Inline engine

The German Fokker D.VII is frequently cited as one of the best fighter aircraft of the First World War. The well-known requirement articulated in the Armistice agreement ending the war, that specifically demanded that all Fokker D.VII aircraft should immediately be surrendered, succinctly attests to the general high regard for the airplane.

During the latter half of 1917, the Allies had regained air superiority over the Western Front with the S.E. 5 and the Spad fighters. To counter this, the German government invited aircraft manufacturers to submit prototype single-seat fighter designs for evaluation at a competition to be held at Adlershof airfield in Berlin in January 1918. The aircraft would be demonstrated by the manufacturers, and would be tested by front-line combat pilots. The design with the best overall performance would be awarded a production contract. Thirty-one airplanes from ten manufacturers were evaluated for such qualities as speed, maneuverability, diving ability, pilot's view, climbing rate, performance at high altitude, etc. One rotary-engined and one in-line-engined design were selected.

The winner in each category was a biplane offered by the Dutch-born aircraft manufacturer, Anthony Fokker. The rotary-engined design was the Fokker V.13, which was produced in small numbers under the military designation Fokker D.VI. Because the hoped-for higher horsepower rotary engines intended for use in the Fokker D.VI were not available soon enough, the airplane had to be fitted with an older, lower-horsepower engine, which rendered performance below combat standards. The Fokker D.VI saw little operational service and was relegated to home defense and training roles.

Far more successful was the in-line-engined winner of the Adlershof competition, the Fokker V.11, which became the Fokker D.VII as a production airplane. The V.11 was largely the creation of Fokker's chief designer, Reinhold Platz. Platz was the true creative force behind the famous Fokker fighters of the second half of the war. He did most of the fundamental design work on the firm's aircraft after 1916. Anthony Fokker's talents were greater as a test pilot than as a designer. He had an innate ability to fly an experimental aircraft and know just what improvements needed to be made to turn it into a successful performer. This intuitive sense on the part of Fokker, combined with Platz's innovative preliminary designs, made them a formidable team. Fokker's ego and dominating personality frequently led him to understate Platz's role as the genuine innovator of the designs that bore the Fokker name, and he took undue credit for himself. Nevertheless, there is no denying the important contributions Fokker made to bringing Platz's designs to final form. This was especially true in the case of the Fokker D.VII.

The Fokker D.VII prototype, the V.11, was completed just before the Adlershof competition began on January 21, 1918, so Fokker had little time to test it beforehand. On January 23, famed German ace, Manfred von Richthofen, the Red Baron, flew the V.11 at Fokker's request. Richthofen thought the airplane was maneuverable and had generally good performance, but that it was tricky to handle and directionally unstable, especially in a dive. Richthofen's assessment confirmed Fokker's



own impression of the V.11 from his brief testing of the airplane before the competition began. To remedy these problems, Fokker lengthened the fuselage 40 cm (16 in), added a fixed vertical fin and a new rudder shape, and altered the aileron balances, among other small changes. With these modifications, the V.11 was safe and pleasant to fly, and had lost little of the maneuverability that had initially impressed von Richthofen.

The Red Baron flew the improved V.11 and now found the airplane delightful to handle. He urged other pilots at the competition to try it, and they also thought the design was very promising. Given his stature, the endorsement of Baron von Richthofen went far towards the selection of the V.11 as the winner of the competition.

Member Bill Gilbert's Gas Powered Fokker DVII



Photo by Bob Vaught



Chino Valley Flyers: July General Membership Meeting



The General Membership meeting on Saturday July 23, 2022 opened at 10am with the Pledge of Allegiance.

Club membership now stands at 143 paid members. 43 Members signed in for today's meeting. New Members present were: [Pius Job](#), [Erik Turnbull](#), and [Kent Ewart](#).

Minutes of the May 2022 meeting were unanimously approved by members.

Presidents Agenda

[Don Crowe](#) presented the club's Treasurer's report for this month. The Porta potty has been transitioned to a new vendor and should be back on track for maintenance. Treasurer's report was unanimously approved by members.

President [Bill Gilbert](#) updated members on the cabana project. There have been delays in the start because of lack of concrete and the contractor is a one man show. Forms have begun to be built and the contractor gave August 5 for completion of the slab. Assembly of the cabana will start after at a date to be determined.

Field Maintenance

The next work day will be August 13th for the IMAC event the week after. The field will be mowed soon to include along the runway. Volunteers are need for a permanent maintenance team to

assist VP [Mark Lipp](#) in maintaining the field and facilities. Contact Mark if you can assist.

Upcoming Club Events

The recent Foam Warbird Race had 9 only entrants this year, we may rethink that event in the future with a STOL event or a drag race. The Glider Event was well attended. Volunteers are needed for the IMAC event. A float fly may not happen until water levels are back up. [Mark Lipp](#), EM for the annual Steve Crowe Memorial Fun Fly, gave an update on that event, most everything is in place.

The build and fly will be in late October...get your build on! The Christmas Party has been scheduled for Friday December 2nd.

Our Chino Valley Flyers Club field "Happenings" are being video photographed of our members flying and the videos are posted to YouTube by [Bob Vaught](#) and [Al Weikart](#). Thanks guys they are enjoyable to watch!

Safety Officer [Rick Nichols](#) said that there have been concerns members about talking to pilots while flying. Rick emphasized all members should not be approached and talked to while flying. It is distracting to the pilot and may cause an unsafe condition.

Rick emphasized that every member is a "safety officer" if you see a safety

problem with another member...say something! Be polite and tactful when you approach, and you should get a good response.

Member Comments

[Randy Meathrell](#) said to double check the lock on the gate when you are the last to leave...to ensure that the lock is locked.

We broke about 10:30am for doughnuts provided by [Steve Shephard](#). Thanks Steve! We resumed at 10:40.

Show & Tell: Planes and Projects

[Lloyd Oliver](#) showed a new build of a Tower Hobbies Kaos 40 and [Jack Laird](#) showed his Jeti transmitter on loan from "try it out" at <https://shop.jetiusa.com>. This is a great opportunity to try some equipment before buying.

Door Prize/Raffle

[Don Ferguson](#) won the door prize with: a cozy, velcro package and of course a small tub of the "proverbial glue".

[Jack Potter](#) had the winning ticket for the Pietenpol Air Camper balsa kit.

A motion to adjourn the meeting was offered and unanimously approved about 10:50 am.

Respectfully, [Bob Steffensen](#) Club Secretary



[Lloyd Oliver](#) above with his Kaos 40. At right is [Jack Laird](#) with his on loan "Try it Out" Jeti transmitter. Try it out before buying a great idea.

