



Chino Valley Flyers

Official Club Newsletter



August 30, 2022

Volume 25 Issue 8

www.chinovalleyflyers.org

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

Inside This Issue

- ⇒ President's Message 2
- ⇒ Name the Plane 2
- ⇒ Safety Column 3
- ⇒ Field Flying 4 & 5
- ⇒ Time Travel 6
- ⇒ WWII Foo Fighters 7
- ⇒ Whisky Row UFO 8
- ⇒ Mystery Cockpit Name 9
- ⇒ August Club Meeting 10

Quote For the Month:

How would it be if we discovered that aliens only stopped by earth to let their kids take a leak?

JAY LEND

Support our Local Hobby Shop

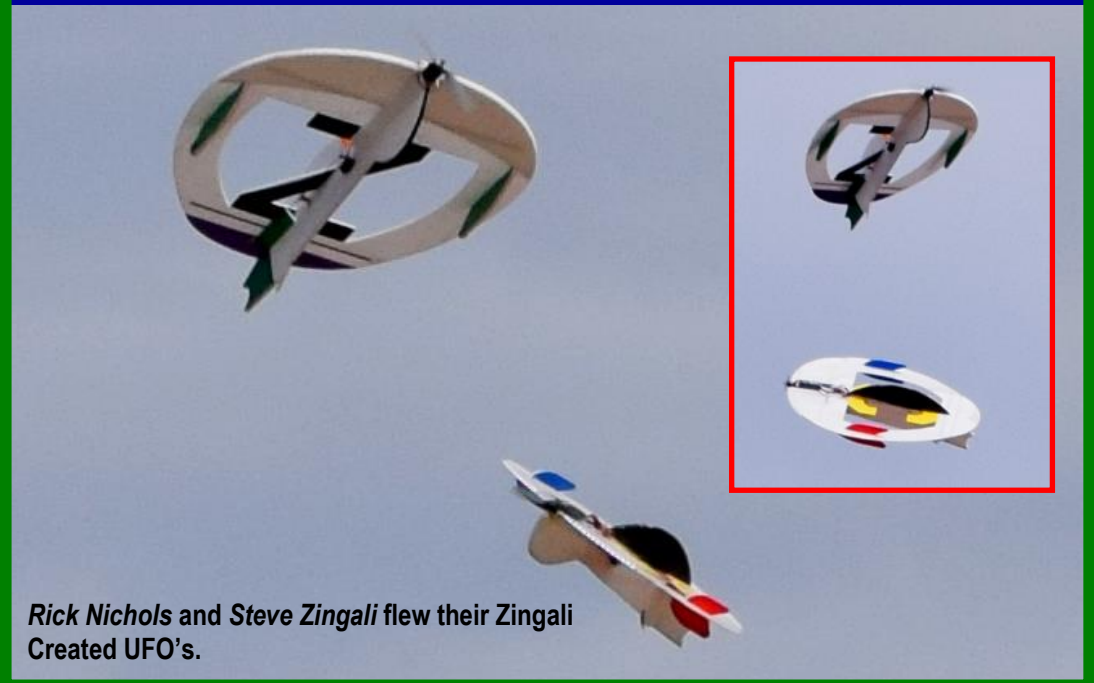
They support Us



Also, Check out

RCBATTERY.COM

Chino Valley Flyers UFO's



Rick Nichols and Steve Zingali flew their Zingali Created UFO's.

The 'Hare and Hound' ... Cut the Ribbon if You Can!



Gene LaFaille gathers up the 100' of yellow crepe paper he towed around the sky giving some of us flying our foam pylon racers an opportunity to cut the ribbon. A future club event possibly. This is not an easy task.



Bill Gilbert: CVMA President's Message



August Field Maintenance Crew

Left to right: Randy Meathrell, Fred Lesko, Chris Padham, Eric Turnbull, Fred Giles, John Kiefer, Bob Steffensen, Harold Ellis, Jenice Ellis, Forrest Ellis, Don Crowe, Rick Lehman, Terry Steiner, Trip Myrick, Gene Blair, Bob Shanks, Mark Lipp, Dan Avilla, Bryan Jones, Rick Nichols, Dave Domzalski, Bob DeNoyelles, and Steve Zingali.

We've had a lot of rain this monsoon season, making our field look like a scene out of the Midwest-green! This greenery has included frequent mowing and attention to the exuberant weed growth. We had a good turnout at the last workday, just prior to our 3rd Annual IMAC event, controlling the weeds and making our field look really good! Thanks to all the members that also volunteered to make our IMAC event a success; from setup and takedown to staffing the grill concession! We get to do it again mid-September for the Steve Crowe event.

With Steve Crowe coming up, there will be a need for volunteers to run the various areas of the event. This is an annual opportunity for our club to

shine for the community that supports us; the Town of Chino Valley. We will get many visitors from the local community, let's put on a good show for them!

The cabana construction is moving along quite well now. The building pad, the extended walkway, and the "apron" have been poured in concrete. The steel building has been ordered, and is expected to be erected by the end of September! After two years of hard work with planning and fund-raising, the cabana expansion is becoming a reality! There is much work still to be done, but we have hit critical mass. This will be a great increase in set up space for our club, which will help with the increased membership.

It's time to start thinking about club officer elections; these take place at

the October meeting. The deadline for nominations is the September meeting. The entirety of the club officer line up would accept a re-nomination. But If you have any interest in a club officer position, contact the members of our nominating committee; *Dr. Bob Shanks* and/or *Rick Nichols*.

The flying weather has been very nice with balmy mornings and low winds. Let's enjoy our flying and practice those skills that keep it all safe and enjoyable.

Bill

Flight Instructors

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

NEWSLETTER

AMA Chapter #3789
Published Monthly

WHAT AIRCRAFT COCKPIT IS THIS?



See Page Nine

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*

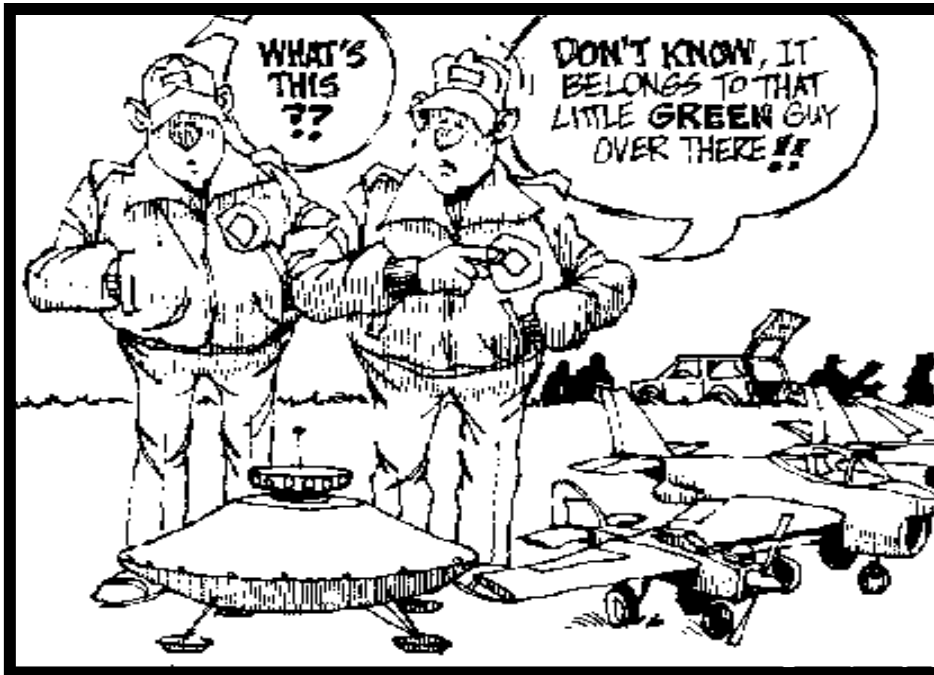


At Large Member — *Dennis O'Connor*



Newsletter Editor — *Bob Shanks*





MARK YOUR CALENDARS

Remaining Events for 2022

- ◆ 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

RULES INFRACTION WARNING

I have talked about this at our monthly club meetings and written about this in previous newsletter columns. After these warnings it happened. One of our members flying at the east (gun range) end of the runway ventured too far east, became dis-oriented and lost his airplane on the hill.

He then drove to the police gun range and had them not start their firing practice until he found his plane.

Point #1

Always fly north of the runway center line while making downhill approaches (from the east).

Point #2

It is the main gun range (The Compass Training Center) that has asked us to inform them if we have a plane down on

the hill, not the Police Range.

Point #3

We do not want to have any pilot put our club in a position that may require them to shut down the gun range until they find their airplane.

I hope that you can see that it would not take too many instances such as this and our field could be the one to cease and desist. Who wants that on their conscience?

My suggestion is that if you lose a plane on the hill, wait until the gun range is not in operation to retrieve your plane. It will more than likely be in the same shape as it was in when it went down.

I consider this as a Major Infraction of our rules and of the well-being of our club and I will not take it lightly. The enjoyment of our 150 members could

rest on only one person's shoulders. If you are not confident in your flying ability do not fly further east than the east end of the runway.

With the monsoons greening up our field we are not in danger of fire as we were. I still encourage the first persons at the field to get the fire/retrieval cart out when they arrive.

Also, it may not be raining at the field but if thunderstorms are nearby I suggest caution. If lightning is in the area it can strike several miles from the cloud. It is not a safe practice to hold a radio and antenna in your hand when these conditions occur.

Rick





Chino Valley Flyers in Action

Harold Ellis' Balsa USA Model



Steve Zingali designed the UFOs seen at our field.



John Riese's glider.



Glider photos by Bob Vaught



Steve Zingali cut a UFO out for the editor in 2007, note the pilot at right also see it on top of page five. 😊



Rick Lehman's EDF F-16 Thunderbird



Harold Ellis C/L PT-19



Harold Ellis' gas powered T-6.




Rick Nichols grabbed the camera for a couple of shots of the editor since bob usually takes all the photos. Bob has been flying the "Funmaster" for several years. An easy foam flying machine.



Steve Zingali's powered sky surfer

The Facebook "Expert"



Lemme tell ya where you're wrong....
 you're using the wrong fuel...
 ...no, wait...you're using the wrong motor....your wheels are too big....
 No, wait...they're too small.....
 No, no, no.....it's all about the needle setting.....Well, here's the problem.....Your airplane is green.
 It's the wrong color....That's your problem....

S. Lindstedt



Editor Bob Shanks' UFO



Our Club Member's Wild Flying Machines!



New cabana footings are dug in number 1, number 2 shows the footings dug and poured, in number 3 the pad is finished and then in numbers 4 and 5 access from the cabana to the pit was poured. In number 6 the access apron is being finished. The next step is getting the new cabana installed next month.



Dave Domzalski and his Navy Avenger, right is Bill Gilbert's nice WWI Fokker.



Steve Zingali's colorful F-15 Eagle



Steve Zingali launches his F-14 swing wing with wings extended, at right he has them retracted to the rear for a high speed pass.

Above is Rick Nichols flying at the C/L circle and right is Brian Sutton's nice Control Line Shoestring.



Is Time travel and Anti-gravity Now Possible?

<https://www.marca.com/en/lifestyle/us-news/2022/04/11/62544b44e2704e094b8b4584.html>

According to newly released Pentagon documents, time travel and anti-gravity technology are possible and could be used by humans to visit other worlds.

In a recent article of The Sun, they claim to have obtained the real-life X-Files as part of a Freedom of Information request into the Pentagon's secretive UFO program, the Advanced Aviation Threat Identification Program (AATIP). In the article they go to explore the possibility of time travel and anti-gravity technology.

One document looks into how anti-gravity technology can be used to build planes and spacecraft, claiming that "effects can be implemented by manipulating spacetime." So, "It might be possible to produce exotic phenomena such as faster-than-light travel... and time machines," the report says, after looking at various ways of "controlling gravity." The study also suggests that "wormholes" in spacetime could be used for interstellar travel.

According to another file, future aerospace platforms "might have propulsion systems that modify their surrounding space time geometry to implement faster than light space flight or produce levitation via anti-gravity."

The documents, obtained by the Defense Intelligence Agency (DIA), also outline plans to send multiple spacecrafts, each manned by a single pilot, to "colonize" deep space, as well as research into how humans can control robots with their minds.

A spaceship with nuclear-powered electromagnets would shield the manned spacecraft from radiation, as would "halo spacecraft with powerful radars" to scout for incoming objects, as well as exploration and mining craft. According to the files, this would be manned by a single pilot and could be used for missions involving possible colonization.

As per the report, it is focused on "traditional human pilots" rather than "cyborg-enhanced astrobots." When tasked with completing missions, one human can only control a maximum of four crafts, according to the research, which looks at ways the human brain could be developed to improve this.

"The major advance to come in developing augmented human capability to pilot multiple spacecraft will be understanding the cognitive organization of multitasking," it concludes.

Other files examine how space rockets powered by nuclear weapons can build bridges between Earth-like planets in other solar systems. The nuclear-powered spacecrafts will be able to travel deep into our solar system and beyond while remaining "economically feasible."

Straight out of science fiction, now a possibility. The report goes on to describe how nuclear-powered rockets and spacecrafts would allow humanity to "build bridges" across Oort clouds, which are layers of icy objects that surround the sun, in order to locate other Earth-like planets.



The research looks into how lasers could be used to trigger nuclear explosions. Other documents explored the reported health effects on humans who had seen UFOs or had close encounters with aliens, as well as how to communicate with aliens.



What Were the Mysterious “Foo Fighters” Sighted by WWII Night Flyers?

<https://www.smithsonianmag.com/air-space-magazine/what-were-mysterious-foo-fighters-sighted-ww2-night-flyers-180959847/>

Editor's Note:

Since our government and others around the globe have been more open about UFO and UAP's, I found this article interesting.

Whether or not if you believe in Unidentified Flying Objects (UFO) or Unknown Aerial Phenomenon (UAP), keep an open mind. Something is being seen and documented by pilots world wide as well by NASA and the European Space Agency.



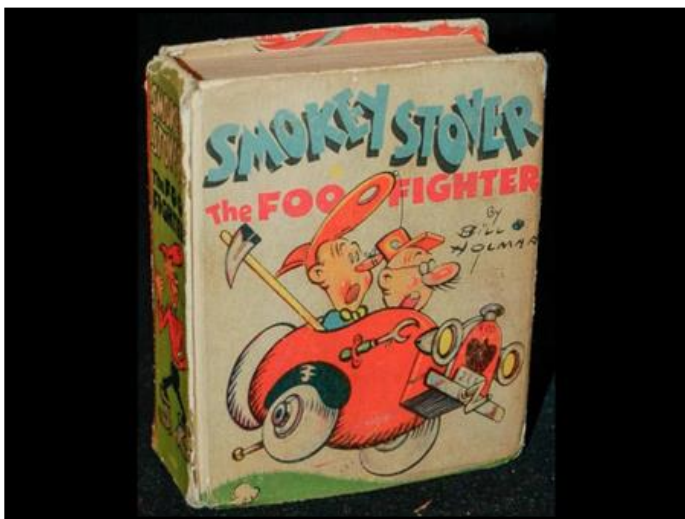
Toward the end of World War Two, mission updates from the 415th Night Fighter Squadron took a mysterious turn. Along with details of dogfights over the German-occupied Rhine Valley, pilots began reporting inexplicable lights following their aircraft.

One night in November 1944, a Bristol Beaufighter crew—pilot Edward Schlueter, radar observer Donald J. Meiers, and intelligence officer Fred Ringwald—was flying along the Rhine north of Strasbourg. They described seeing “eight to 10 bright orange lights off the left wing...flying through the air at high speed.” Neither the airborne radar nor ground control registered anything nearby. “Schlueter turned toward the lights and they disappeared,” the report continued. “Later they appeared farther away. The display continued for several minutes and then disappeared.” Meiers gave these objects a name, taking a nonsense word used by characters in the popular “Smokey Stover” firefighter cartoon: “foo fighters.”

Reports kept coming in. The objects flew alongside aircraft at 200 mph; they were red, or orange, or green; they appeared singly or with as many as 10 others in formation; and they often out-maneuvered the airplanes they were chasing. They never showed up on radar.

Richard Ziebart, historian for the 415th Night Fighter Squadron, heard many of the stories directly from the 415th crew members: “The pilots were very professional. They gave the report, talked about the lights, but didn’t speculate about them.” Still, the pilots found the sightings unnerving. “Scared shitless” was how a 415th pilot described feeling to Keith Chester, author of *Strange Company: Military Encounters With UFO's in World War II*.

At the end of the year, an Associated Press war correspondent, Robert C. Wilson, celebrated New Year’s Eve with the 415th. Squadron. The next day, his story on the foo fighters was featured on the front page of newspapers across the country. Other squadrons had seen them, but it was the number, consistency, and impact on the 415th crews—and the fact that a reporter actually listened to the airmen—that finally prompted investigations into the sightings.



Amateur psychologists, military aviation buffs, and conspiracy theorists offered explanations, but none that the airmen found credible. They didn’t believe they were hallucinating because of battle fatigue. And because the lights caused no damage, the pilots doubted they came from remote-controlled German secret weapons or St. Elmo’s fire, a discharge of light from sharp objects in electrical fields. St. Elmo’s fire seemed unlikely, since the foo fighters exhibited such extreme maneuverability.



Steve Zingali's 2007 "Whiskey Row" UFO Adventure

Article Written by Steve Zingali

Editor's Note:

We have a lot of new members, and just about everyone has seen Steve's UFOs he cuts out of foam. Here's an article he wrote for the newsletter in 2007 of what happened in downtown Prescott one night. Worth a repeat!

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 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 turned 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, 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 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 policeman 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. 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 smiles 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 UFO shenanigans.



COCKPIT: B-58 HUSTLER

[HTTPS://NATIONALINTEREST.ORG/BLOG/BUZZ/B-58-HUSTLER-SUPERSONIC-BOMBER-ONE-REALLY-CARELESS-FLAW-179578](https://nationalinterest.org/blog/buzz/b-58-hustler-supersonic-bomber-one-really-careless-flaw-179578)

Designed to fly at high altitudes and at supersonic speeds, the United States Air Force's Convair B-58 Hustler was actually the first operational bomber capable of Mach 2 flights. The B-58 was developed in the 1950s for the Air Force's Strategic Air Command (SAC), and relied on speed as its primary defense. The thinking at the time was that with an aircraft that flew fast enough and even high enough, the enemy couldn't shoot it down.

A Bomber with a Purpose

For its time, the B-58 Hustler was revolutionary in many ways. It featured a radical delta wing shape, but it also included sophisticated inertial guidance navigation and bombing system, as well as a slender "wasp-waist" fuselage and extensive use of heat-resistant honeycomb sandwich skin panels in the wings and fuselage. However, the thin fuselage limited the ability to carry a bomb internally and instead was fitted with a two-component pod beneath the fuselage. It contained a nuclear weapon as well as extra fuel and even advanced reconnaissance equipment.

The Convair B-58's aerodynamic design allowed the first production model to reach supersonic flight, where it flew faster than Mach 2 for more than an hour. Even having to refuel one time, the bomber was able to travel 1,680 miles in just 80 minutes. Over the course of the platform's career with SAC between 1960 and 1970, B-58s set 19 world speed and altitude records, while the aircraft also won five different aviation trophies.

The aircraft was also unique in terms of crew configuration. The three-person crew consisted of a pilot, navigator/bombardier, and defense systems operator; and each was housed in his own compartment, which was separated by banks of equipment. The crew had no physical contact with each other, but Air & Space Magazine reported that it was common for the crew to pass notes via a string and pulley system that ran along the cabin wall.

The speed of the aircraft made it difficult for an enemy fighter to catch the B-58, but any type of catastrophic airframe or system failure proved nearly fatal for the crew. Originally the aircraft was equipped with only standard rocket-propelled ejection seats, which couldn't be used safely at Mach 2. The aircraft was subsequently retrofitted with an encapsulated ejection system.

A History of Crashes

Tragically two different aircraft were lost in crashes at the Paris Air Show – first in 1961 and then again in 1965. Of the 116 aircraft built, 26 were lost in accidents and 36 crew members killed.

Designed to fly at high altitudes, the mission of the B-58 evolved once the Soviet Union introduced high-altitude surface-to-air (SAM) missiles and high-altitude supersonic fighters, and as a result, the Hustler took on a low-level-penetration role. However, it proved expensive to operate and had a combat range of just 2,000 miles without aerial refueling.



Instead of being adapted for a long-range strike and air defense missions, the Hustler was hustled out of service less than a decade after it entered service. On January 31, 1970, the B-58 was retired. Of the 116 built, eight are on display at various museums around the country, including "Cowtown Hustler," which is on display at the National Museum of the United States Air Force.

During the aircraft's service, it set three-speed records while flying from Los Angeles to New York and back on March 5, 1962. For that effort, the crew received the Bendix and Mackay Trophies for 1962. The Hustler was flown to the museum in December 1969 and is now on permanent display in the Cold War Gallery.



Chino Valley Flyers: August General Membership Meeting



The General Membership meeting on Saturday August 27, 2022 opened at 10am with the Pledge of Allegiance.

Club membership now stands at 147 paid members. 39 Members signed in for today's meeting.

No new Members were present today. A guest and potential new member present was [Jon Ballantoni](#).

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

President's Agenda

[Don Crowe](#) presented the Treasurer's report to date. Treasurer's report was unanimously approved by members.

President [Bill Gilbert](#) updated members on the cabana project. The concrete is complete although repair of the walk was damaged by rain and will be fixed. Assembly of the cabana will be complete by the end of September. The field will be closed for 2 days during the assembly.

The August 13th workday was well attended and much prep for the IMAC event was

completed. The field looked great and we received many complements from the IMAC participants. The field was mowed to include along the runway. There will be another workday to keep ahead of the weeds, on September 10th in preparation the Steve Crowe Fun Fly on the 17th.

Some Members have been asking for contact information for other Members. An informal poll of members present today thought it would be ok to have an internal member distribution of members contact information. Rules are no soliciting or politics. Members will have an opportunity to opt out and their information will not appear on the contact list. The contact list will be sent by email only and will not appear on the club website.

Events

Steve Crowe Memorial Fun Fly is the next event, a recent report from EM [Mark Lipp](#) showed that all is ready for 17th of September Fun Fly. The build and fly will be in late October...get your build done! Much interest in a STOL event. We have schedule one for November 19th. We will have a STOL practice day (TBD) in October. The Christmas Party has been scheduled for Friday December 2nd. EM [Bob Steffensen](#) said we should have pricing estimates by next meeting. Expect costs to up...a sign of the times.

Safety Officer [Rick Nichols](#) said be conscious fellow member when using space on tables and arming stations. Make way for other members who also need space. Range rules... two recent incidences of members correctly alerting the range to cease fire while the crash

was retrieved. Avoid that hill above the range. You should always be flying on the Northside of the runway centerline. We need to minimize any impact on the range by being a good neighbor.

Member comments

[Lee Boekhout](#) asked if we could spend some of the club's savings on new chairs...many are broken down. This was noted for next year Lee. Most of our savings are now paying for currently approved projects. [Gary Cosentino](#) is looking for metallic blue Monokote. [Larry Parker](#) suggested we drill holes in the bottom of the arming stands to drain rain water.

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

Show & Tell: Planes and Projects

[Dave Domzalski](#) displayed his two F4F control line creations...the second with numerous improvements. [Rick Nichols](#) brought in a beautiful finished red P51 that he inherited. [Steve Zingali](#) showed his F15 and FD4D Sky Ray foam creations. [Mark Lipp](#), builder supreme, showed off a German WWI D5A Albatross he recently completed after about 2 years of work.

Door Prize/Raffle

[Bob Shanks](#) won the door prize with Velcro, straps and of course the preverbal glue. [Greg Flowers](#) won the Cessna 182 which he promptly sold to [Larry Parker](#) for \$100 and donated the cash to the club.

A motion to adjourn the meeting was offered and unanimously approved about 11am. Respectfully, [Bob Steffensen](#) Club Secretary

At left is [Rick Nichols](#) and his immaculate red P-51 he obtained from an estate sale.

At right and below are [Steve Zingali's](#) colorful F-15 and FD4D he cut from foam.



Left is [Dave Domzalski's](#) F4F control line models. He built two of them they are such good flyers



Mark Lipp's German WWI D5A Albatross



Raffle & Door Prize Winners



Editor [Bob Shanks](#) left, won the "Door Prize", at right is Raffle Prize winner [Greg Flowers](#) who won the Cessna 182 and sold it to [Larry Parker](#).