



Chino Valley Flyers

Official Club Newsletter



October 30, 2022

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www.chinovalleyflyers.org

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

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FOURTH ANNUAL BUILD & FLY COMPETITION



Left to right; Rick Nichols, Randy Meathrell and Craig Guest. Rick was second place, Craig was first place and Randy's control line model was third place.

Quote For the Month:

"You may have to fight a battle more than once to win it."

Margaret Thatcher

Club Donates to Chino Valley Public Schools STEM Program



Safety Officer Rick Nichols gave the Chino Valley Public Schools Superintendent John Scholl a check for \$200 from our Steve Crowe Fun Fly. The money will be used by the **Science, Technology, Engineering and Mathematics (STEM)** Robotics program. The funds came from Fun Fly profits.

Support our Local Hobby Shop

They support Us



Also, Check out

RCBATTERY.COM



Bill Gilbert: CVMA President's Message



Another year and club officer elections have gone by. It is my pleasure to once again have the privilege of leading the club with our board of directors. With your continued support we can keep the club strong and flourishing!

This year's Build n Fly was a big hit with our members! A good turnout of participants with interesting and high quality builds made for a fun and competitive event. Everyone had a successful maiden flight. Model building is still alive in our club. Congratulations to all!

The Cabana field expansion is now complete. Assembly tables have been moved in to the new cabana, additional tables now populate the previous

cabana, giving us approximately double the space for airplane assembly. The extended driveway area and the trailer parking have been graveled to help keep dust and mud down. The condition of the field with the extensive mowing by our volunteers is superb!

We now plan to upgrade the Control Line facility to a similar grade of amenities as the main RC area, for the enjoyment of the CL pilots. The CL area is well used by a dedicated group of our members and will receive some needed attention. Picnic tables with shade umbrellas, graveled parking, storage and other improvements are planned in the very near future.

Let's look forward to the November STOL Race event and

then the Fall Swap Meet and Fun Fly. We should be able to get some great flying in, in the cool weather before winter sets in. Then finally, we have the Christmas Banquet at a good venue this year. I hope we see many of you there to enjoy the camaraderie, good food, and the annual awards.

See you at the field!

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 HISTORIC JET 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 — *Gary Cosentino*



Newsletter Editor — *Bob Shanks*





"It's better for me to take the plane so I don't have to worry about bugs getting caught in my teeth."

MARK YOUR CALENDARS

Remaining Events for 2022

- ◆ 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.



SAFETY FIRST

Rick Nichols Club Safety Officer

We have a safety requirement that I have recently learned some of our pilots are not aware of. We have many new pilots and this is understandable.

After personally observing a pilot take off before even reaching the first pilot or #1 pilot station on the flight line and having an uncontrolled take off, it was necessary to advise him of this safety rule. At the time of this flight event there was a pilot flying from the #1 pilot station.

This pilot was flying from the #5 pilot station, took off before the #1 station and did not have control of his aircraft. This subsequently would put all pilots in danger that were flying from the #1 position thru the #4 position plus himself in the #5 position. His aircraft came to rest just short of the control line circle to the west.

Please remember not to leave the ground before passing the last pilot on

the line. Also because of the recent extension to the cabana and trailer parking area it is a great idea to learn the true use of your rudder. P-factor is a term that every pilot should be familiar with. I will not attempt to explain this phenomenon to you, but You can Google P-factor:

<https://airplaneacademy.com/aircraft-p-factor-explained-with-pictures-and-video/>

At our recent Build and Fly event a member was assisting me with my maiden flight and called me on a safety matter as I was thinking about my flight and I was being careless and nervous, with shaking knees. I appreciate his concern and advice and my event was flown safely. Another member corrected me on a safety matter some time ago. I am not immune to cautionary advice. Thank you, Lloyd, and Clint. I wish to remind all members that each of us are a

Safety Officer. You are all officially Deputized, no badge necessary. If you should need to advise a fellow pilot, please do so in a friendly manner.

I have been attempting to keep this column "short and to the point" as too much information can lose interest. I wish to thank our very best and longtime editor, Dr. Bob Shanks for filling the extra space I am allocated with a little cartoon or illustration to fill up the space.

Rick



Chino Valley Member Flying Machines in Action



Dennis O'Connor's Gas Powered P-51

Walter Findlay

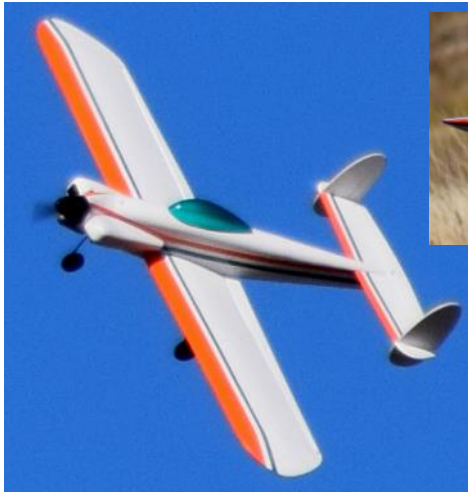
Long time CVF member, **Walt Findlay** sadly passed in August at the age of 95. His wife Marcia gave us a handout on Walt, he was a great RC builder-flyer and will be sadly missed. He left our club a **\$500 check** which was given to our President **Bill Gilbert**. I'm sure there will be a worthy project in store for our field thanks to Walt's generous gift.

Walt was a friend to everyone and his dry Scottish humor brought a lot of laughter to our members who often flew RC with him. Walt worked in the aerospace industry in the L.A. area as an air conditioning and spray booth specialist. After his retirement, he moved to the Prescott area.

Walt was an accomplished pilot and flew his Cessna 150 (he called it his Putt-Putt) often to his home in Victoria, Canada to see his mother. The photo at right was given to the club by his wife Marcia as part of a handout about Walt for all of us to read who remembered and flew with him.



Walt in sitting in his Cessna 150 cockpit.



Gene LaFaille's Mars Excalibur from the 1950's control line stunt world. Gene made this one an RC version.



Our new spacious cabana.



Mojo 65 Pilot.



Dale Roberts alien space man decorated plane.

ERAU student
Matt Fryhr's
nice Corsair.



Jack Potter's Mojo 65 complete with pilot.

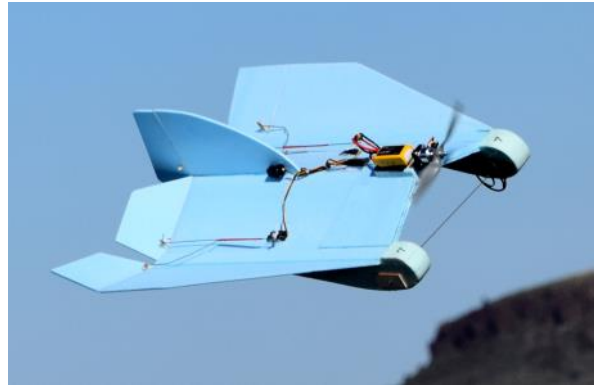


Editor Bob Shanks' UFO



Some of our Club Member's Wild Flying Models

Rick Nichols' foam delta wing.



Jerry Larson at right with Al Iamaceli and his very nice Spitfire.



Bob Vaught flying his helicopter from the heli pad.



Dave Bates cool P-47 "Jug".



Left is John Meyers colorful foam pusher powered F-15 Eagle launched for John by Steve Zingali. Steve test flew it for John then John put on a couple of flights. Steve also cut out this model with his computerized numerical control (CNC) cutter.

Club Safety Officer Rick Nichols Avocation



Chino Valley Flyers Sixth Annual Build & Fly Contest



Pilot entries above for this year's Build & Fly were left to right, **Bryan Jones**, **Rick Nichols (2nd place)**, **Terry Steiner**, **Bill Gilbert**, **Gary Cosentino**, **Darren Brooks**, **Randy Meathrell (3rd place (inset))**, **Craig Guest (1st place)**, **Lloyd Oliver**, and **Don Crowe**.

This was a highly successful event this year and the weather cooperated as well plus no crashes this year.



Rick Nichols pilot even looks like Rick.



Rick Nichols captured second place.



Randy Meathrell flew his control line to 3rd place.



Craig Guest took First place.

Terry Steiner had a wild flying wing at right with quite an erratic wild and short hand launched flight. Difficult to photograph. He competed and didn't crash either!



Lloyd Oliver's entry.



Bryan Jones' old timer.



Bill Gilbert's Old timer with a dummy old time looking motor. How cool was that?

All the flights were quite short, a trip around the field and then a landing so not the easiest to get any good in-flight photographs. No crashes this year a first for this event.



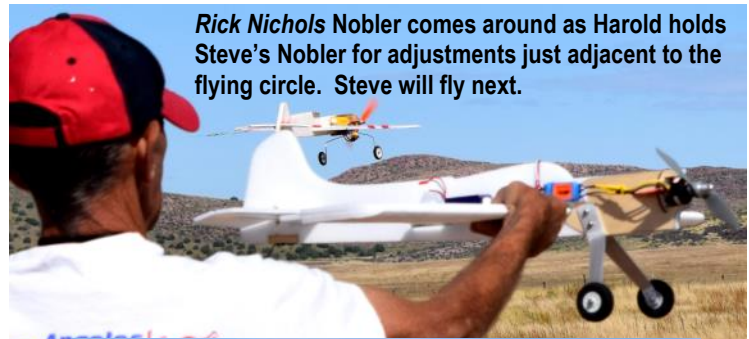
Left to right, Jerry Skoczylas, Lee Boekhout and Bob Steffensen are tallying up the votes for the winners.

Club Control Line Fanatics: Pure Modeling Fun at Its Best

As you come into the flying field, to the left is the control line circle that is gaining more use these days. A band of control line brothers fly from the circle frequently.

On many days there can be 6 to 10 members flying control line while there often seems to be an even smaller group at the other end of the field flying RC some days.

This page depicts one of those days with a lot of activity as the wild control line circular fanatics spin around the circle doing loops, wing overs, and upside down circuits. Once the dizziness is mastered great flying results.



Rick Nichols Nobler comes around as Harold holds Steve's Nobler for adjustments just adjacent to the flying circle. Steve will fly next.



Harold Ellis helps Steve Zingali get ready to fly.



Dave Domzalski does a steep take off climb.



Harold Ellis and his Me-109.



At left Rick Nichols makes some battery operated hot glue-gun repairs on his Nobler.



Gene LaFaille assists Harold Ellis in getting his glow powered control line ME-109 ready for another circular flight at our C/L area. At right Dave Domzalski assists Harold as he takes off, above is the ME-109 in a nice wing over. At far left is Randy Meathrell flying his Nobler.

Club Control Line Balloon Bust Practice: Some Real Flying Fun

A day of balloon busting practice. While some of us "older folks", and I use that term rather loosely, have a little effort at flying in circles and trying to relive our past control line antics and enjoyment. I do feel, no matter the age, we can all get back at this aspect of the hobby to some degree. It just takes some practice and slow acclimation but the "old age dizziness syndrome" can be overcome by most with practice and some effort. For some of course, due to the wonderful aging and other medical issues we all experience can't totally overcome this and that is understandable.

We have a "balloon bust" event scheduled with member Gene LaFaille as event organizer and have been practicing and perfecting some balloon busting techniques the past month or so. This page is dedicated to some of those efforts.

It is not an easy event but *Dave Domzalski* is turning into one of the expert balloon poppers!



Too high in this pass.

Dave's Nobler popping the orange and yellow balloons.



Dave Domzalski and Randy Meathrell are the flyers in this series of photos above taken on a Tuesday's flying at the circle. Randy and Dave are flying the Nobler model cut out by member Steve Zingali.



Randy is flying his Platter trying to pop the balloons, far right he is flying his Nobler, no luck with either plane this day. Looks easy but takes some control line practice.

Mystery Cockpit: Navy F7U Cutlass (1948 to 1959)

First Test Flown in 1948 *

In November 1951, at Patuxent River Naval Air Station in Maryland, Lieutenant Commander Edward “Whitey” Feightner received the call he had been waiting for. On the line was an admiral from Naval Air Training Command, who told him he had been selected for the Navy’s flight demonstration squadron, which would eventually adopt the name the Blue Angels (after a Manhattan nightclub).

“It’s a big thing to get a Blue Angel position,” says Feightner. “You get the royal treatment, travel the country, get to meet a lot of good people, have fun at airshows, do some great flying and some valuable recruiting for the Navy. There are few better jobs. Feightner had just one question: What airplane would the team fly? “He said the F7U-1 Cutlass,” recalls Feightner, at the time a Navy test pilot with the most flight time in that very aircraft. “I told him I just resigned.”

Conceived in part from swept-wing, tailless research recovered from the German manufacturer Arado after World War II, the Chance Vought F7U Cutlass was a radical departure from not only every other naval aircraft, but just about anything in the air at that time. It had no tail. Its vast, swept wings (with an area totaling 496 square feet) were nearly as long from leading to trailing edge as they were from root to tip. Its monster nose gear—the first to be fully steerable—placed the pilot 14 feet in the air, and during carrier landings tended to collapse. It also had the first hydraulic system at high pressure: 3,000 pounds per square inch—twice the pressure of the systems on other Navy jets at the time — and all-hydraulic flight controls with built-in “artificial feel,” which restored control-surface feedback to the pilot.

Besides being exotic, the Cutlass was burdened with immature systems. Its hydraulic system constantly leaked and lost pressure, and its engines, like those on most early jets, failed to produce the power expected of them. Feightner’s impromptu resignation was not the first associated with the Cutlass. “I was in carrier division flight test,” he says. “Other than the factory test pilots, three [of whom] already got killed in the jet, only two other people had flown the Cutlass. One was the guy ahead of me in carrier division. He had gone out on a flight in this strange new thing and encountered major control system problems. He managed to avoid crashing, and when he came down he walked in, threw his helmet on the ground, and said, ‘I quit.’ ”

In the summer of 1951, Feightner began putting the F7U-1 through its paces. When the Blue Angels call came, he had already determined that the Cutlass was an airframe to be reckoned with. Just not by him.

“We determined right off the bat it wasn’t the answer,” says Feightner. “But the Navy wanted to get some time on it. I actually took it aboard ship and made 14 landings before the airplane broke in half right behind the cockpit during a landing.” Why the push to showcase the aircraft? “It was politics,” Feightner says. “There were Congressmen, senators, and we had a couple of pretty senior officers who wanted their airplane to be the Blue Angels airplane.” The team went with Grumman F9F Panthers instead, and relegated the Cutlass F7U-1 to the two soloists, Feightner and Lieutenant Mac MacKnight.

While the Panthers were grounded for fuel control problems in the spring of 1952, Feightner, in a blue and gold Cutlass, made his Blue Angels airshow debut, flying a one-man show for VIPs in Pensacola, Florida. “I rolled down there, hit the afterburner, and headed straight up,” he says. “We didn’t have any other airplane that could do that in those days. I just started to climb, then I lost the hydraulics. You couldn’t eject until you got to 1,500 feet, and I topped out at 1,100, then headed straight down. I have the stick [full aft] and nothing is happening. The ground is getting bigger and all of a sudden everything hooks up again and the airplane goes nur-ooop. So now I’m flying—but there is a row of trees at the end of the runway. I couldn’t get over them so I just picked out a space between two trees and carved a hole through them.” Streaming hydraulic fluid and wood pulp, Feightner wrestled the Cutlass onto the runway and even managed to taxi up to the crowd.

“There is dead silence. They saw me hit the trees and knew I had a big emergency. Everybody is waiting to see what would happen. I get out and step off and a big cheer went up. Admiral Price comes over and says, ‘Man, that was a real airshow.’ ”

Feightner and MacKnight flew the Cutlasses almost daily. They endured hydraulic system and landing gear failures, inflight engine fires, and, on one occasion, pieces of landing gear doors falling onto a grandstand, miraculously missing everyone. By June, the Panthers had returned to flight, and the Cutlass solos were cut.

None of the 14 F7U-1s built between 1950 and ’52 made it to squadron service. But there was a new F7U in the offing. Improvements included new engines, a longer, thicker, and sturdier airframe almost a third larger than the original, and additional access panels for easier maintenance. On December 20, 1951, the F7U-3 made its first flight.

“Our job was to test the Cutlass,” wrote F7U Navy test pilot—later astronaut—Wally Schirra in his autobiography, *Schirra’s Space*.

“The company soon became Chance Vought to us, for in our judgment the Cutlass was an accident looking for a place to happen, a widow maker.” But in some respects, the F7U-3 showed promise. Cutlass drivers found a number of things to praise about their new ride: It was a stable bombing platform, nimble, fun to fly, and, with its strengthened airframe, almost unbreakable. Ed Feightner loved the fighter’s roll rate, which at 570 degrees a second was three times that of most production jets. The F7U became a staple in hobby shops. Oldsmobile appropriated the name for a 1954 sports coupe. The Cutlass also provided the inspiration for the hood ornament on the 1955 and 1956 Chevrolet Bel Air automobiles.



* Source: <https://www.smithsonianmag.com/air-space-magazine/the-gutless-cutlass-12023991/>



Chino Valley Flyers: October General Membership Meeting



The General Membership meeting on Saturday October 22, 2022. Club membership now stands at 158 paid members. New Member **Arnie Goulart** was at the meeting today.

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

Don Crowe presented the Treasurer's report to date. Dues and donations have increased revenue this period. The Treasurer's report was unanimously approved by members.

President **Bill Gilbert** updated members on projects. The concrete will not be complete until the repair of the sidewalk and starting posts are complete. The contractor is working on that now. Thank you to all who donated for the recent projects...your support is greatly appreciated.

The large plane tables have been moved to the new cabana. **Bob Steffensen** and **Mark Lipp** moved the chain link fence and completed the landscaping between old and new cabanas and the rip rap on the west side of the new cabana recently.

Thanks to the mowers **Corky Stone** and **Mike Benner** the field looks great with the tall grass pushed back. We will be replac-

ing the dying batteries soon with AGMs that will be less maintenance. We also have another length of fence to put in on the diagonal at the west end of the pilot stations.

AMA recently approved the club for the Silver Leader Class. This will give us extra points for grant approval.

The Build and Fly event on October 15th was a great success: great looking planes and all entrants scheduled to fly actually flew, some grandly. Start thinking about next year's project now. We are also considering a new category consisting of non-traditional construction materials for the Build and Fly.

The Control Line Flyers have scheduled a Balloon Bust event for November 5th. The Fall Swap Meet and Fun Fly is November 12th. The STOL event is November 19th. The Christmas Party is Friday December 2nd. Tickets are \$47.50 per person for the buffet and drinks are BYOB. Get your reservations in to Treasurer **Don Crowe** as soon as possible.

Committees recently established are the

Control Line Circle, **Rick Nichols** Chairman and Indoor Flying, **Al Weikart** Chairman.

The current board has agreed to take on another year of service. Today club members voted by acclamation to approve the current Board for an additional year of service. We thanked Dennis O'Connor for his service as Member at Large. **Gary Cosentino** was appointed as new Member at Large. Safety Officer **Rick Nichols** asked members to read the newsletter's *Safety First* Column each month.

Randy Meathrell thanked the Board Members for the last two years of service to the club. **Bill Gilbert** also announced a \$500 donation to the club from the estate of long time member **Walter Findlay** who passed in August.

Bob Steffensen won the door prize consisting of clamps and the proverbial glue. No aircraft raffle today. Respectfully, **Bob Steffensen** Club Secretary



Above, club President **Bill Gilbert** conducting our Oct. meeting. At left, treasurer **Don Crowe** giving the club financial report.



The new gravel between the two adjacent cabanas



New C/L parking area.

New club logo now available on hats and t-shirts.



The new very cool cabana for our now 158 club members is now open for use.



Door Prize Winner



Bob Steffensen won the door prize, yes it included the proverbial glue — next month there will be either a raffle prize or 50/50 prize money.



As Avid RC and Control Line Hobbyists, We Must Not Forget Members to Just Enjoy the Hobby So Leave Your Grumpy Ego at Home, Embrace Our Club's Friendships and Diversity.

By Bob Shanks



Having belonged to a number of clubs in several states over the years, I always find it interesting and somewhat amazing how this hobby can bring together such a wide range of individuals and backgrounds. Many members I have known and flown with over my background in this very diverse hobby have aviation backgrounds, many of course do not and are just interested in the vast field of aviation and aviation history.

Some clubs I have associated with try to regulate everything and have so many rules one can't enjoy just building and flying that RC airplane or that wild control line model you have kept in the back of your mind for years. With the advent of CNC computerized methods of bringing ideas into actual functional models, it has been quite interesting to see what new idea is on the horizon whether you fly in circles or just RC or both aspects of the hobby. We have a couple of members who are so very talented in using the CNC method and a few who just put ideas down on paper well; these members are really quite amazing and I hold them in high regard.

[Our club is probably, of all the clubs I have belonged to, the best one I have ever been a member of and that is saying a lot.](#) So, we must all try to just simply enjoy the hobby and all that it has to offer. A couple of clubs I belonged to have had such strong confrontational personalities that it was just plain difficult to go out to the field to fly casually. We all had to make sure we didn't fly on certain days. That is unfortunate and that was why some clubs have far too many rules. We as a club have a [few simple safety-oriented rules](#), many clubs don't and try too hard to micro-manage flying using safety as an excuse and end up trying to over-control members. In my opinion, I think micro-management is in its self rather inherently unsafe.

Having been a member in our club for over 15 years, I have noticed our *Chino Valley Flyers* members work with Individuals very diplomatically on a one-to-one courtesy relationship. We all need to just relax and simply enjoy this great hobby. We must not forget; we probably have one of the best clubs overall of any where in the country for a lot of reasons.

One technique I have worked on over the years, has been to force myself to get to know some of these "strong personality" types and become friends with them, this can be a daunting task initially but in the long run it is usually worth the effort. Some of these friendships for me actually developed into very fun modeling interactions and long-term friendships. Sometimes we all may make too many sudden snap judgements about other flyers; get to know them first.

So, members, relax, check in your ego, leave it in your vehicle and get to know all our members and use some effort. We have a great club folks. I leave you with this quote to consider...

"Attitude is More important than the past, than education, than money, than circumstance, than failure, than successes, than what other people think, or say or do. I am convinced that life is 10% what happens to me, and 90% how I react to it"

Dr. Charles Swindoll

