Chino Valley Flyers

Official Club Newsletter

June 30, 2023 | Volume 26 Issue 6 | www. chinovalleyflyers.org

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

Inside This Issue

Quote For this Month:

"I can live two months on one good complement"

Mark Twain

Bryan Jones Electric Beechcraft 16

DAVE DOMZALSKI'S GERMAN TA-152H

Bill Gilbert: CVMA President's Message

With the arrival of the warm summer weather our flying field activities are in full swing. Hopefully you all are enjoying the flying field with your airplanes.

We have some fun events coming up, you may want to practice for these; the Glider Endurance event in July, and the STOL event in August. Hopefully we get some good participation for both of these great flying events.

Later in August we will again host the IMAC SW Region for their always amazing precision aerobatics. The Steve Crowe Fun Fly follows, always a well-attended event.

With this increase in activity, we must all remain vigilant of safety and be courteous to each other; please follow the Field Etiquette rules, take time to review them. Following these rules will help things to run smoothly, making for a more enjoyable experience for all at the field. We have plenty of space under the cabanas, be sure to spread out so as to not crowd each other.

While engaged in activities at the field, think about how your actions may expose you to potential injury and/or adversely affect our club. The shooting ranges adjacent to us and field fires are the biggest risks. Not following established club policies may result in outside organizations creating negative actions against us. With lease renewal coming up soon (2026), we don't need any bad press with the town of Chino Valley. *The actions of just one member acting without regard to the club can hurt us.* Our flying field is irreplaceable, so please don't jeopardize it.

With our vegetation soon to be turning green and lush with the approaching Monsoon thunderstorms, please take a moment to think about those volunteers that do such a great job keeping our field looking neat and tidy. There are a few among us that volunteer their time and put in hours of mowing and applying herbicide so that we can enjoy our beautiful field. We all know who they are; take a moment to thank them when you see them!

See you at the field!

Bill

Flight Instructors

Introductory Pilot Mentors

> Al Marello Chief: Flight Instructor

> Randy Meathrell: Control Line Flying

> Marc Nelissen: Basics

> Jack Potter : Gliders

> Bill Gilbert: Helicopters

CAN YOU NAME THIS COLD WAR COCKPIT ?

See Page 9

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

MARK YOUR CALENDARS

Events for 2023:

- June 17, 2023 — Warbird Races
- July 4, 2023 — Chino Valley Fire works and Pot Luck at the field (Watch from the field.)
- July 22, 2023 — Glider Endurance Contest
- Aug 12, 2023 — STOL Races
- August 18~20, 2023 — IMAC SW Region Shootout at Chino Valley
- September 16, 2023 — Annual Steve Crowe Memorial Fun Fly
- October 21, 2023 — Seventh Annual Build and Fly Contest
- November 11, 2023 — Fall Swap Meet and Fun Fly
- December 5, 2023 (TBD) — Christmas Banquet

RED = Events Cancelled

C/L Safety Flash Point

As we know it normally takes 2 people to fly a C/L airplane, one to man the handle and one to aid in the setup and launching. *If you use a helper be sure he understands the procedures for launching and all signals that you will be giving him.* Do this before you start your engine and make your plane is ready to fly.

Rick

Important Safety Point

SAFETY FIRST

Safety Officer Rick Nichols

At Last, we are back into the warm weather and the population at the field is growing. Not only are the old crew back with smiles and enthusiasm but we have quite a few new members joining us. Thus, it is time for some friendly reminders of a few things that some may have forgotten due to the lack of practice or just might need a gentle reminder of easily forgotten safety procedures.

On no occasion should you fly your airplane over the hill on the east end of our runway!! Short approaches from the east end are permitted by the winds. If your airplane goes down on any part of that hill or over it, you must wait until 5:00 PM when the gun range is closed to retrieve your plane. The Gun Range management insists on this policy as they do not want to think about the possibility of injuring or killing someone with a ricochet bullet. We all know that strays do land in our area. This is beyond our control, and it is a part of the conditions of our tenancy there. This precautionary advisory has been emphasized at many of our club meetings over the past few years and written about in our newsletter. Ignorance of this is not an excuse.

Do not arm your airplane in the assembly areas. Also do not fuel or de-fuel in the assembly area. As a courtesy to other pilots that may arrive after you, please clear your tabletop when you finish your assembly and place your boxes, tools, etc. under the table to make room for other pilots to have room to make their airplanes ready for flight.

It is now snake season. Please take extra caution while going afield to retrieve downed airplanes or looking for parts. Use the Safety and Fire Cart! If you are not familiar with the operation of the Safety Cart, Ask any officer for a check out on it. It is also our Fire Cart and Equipped with firefighting tools. If you see smoke your first duty is to grab the Cart and take care of the fire. This is a primary objective and not to save your burning airplane!

If you have any idea that you do not know the proper operation of this vehicle, ask any officer to check you out on it. Every member of the club should be 100% familiar with it. If you are first at the field, it is your obligation to bring it out from the hangar and if you are last to leave it is your obligation to put it back and securely lock the hangar if it has not been returned. If you do not know the combination of the hangar it is printed on your membership card.

Please make your flight intentions loudly known while on the flight line. *"Taking Off", "Landing", "On the Runway", "Runway Clear", "Maiden Flight", "Dead Stick", etc.*! Shout out our intentions to the pilots on the line and not just to the direction of the field.

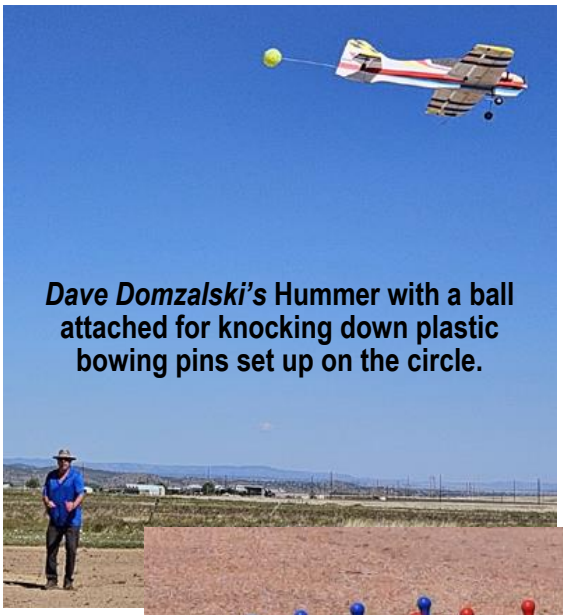
Any Questions you may have relating to Safety, Club Procedures, Etiquette. please ask an officer. There are absolutely NO dumb questions.

All our membership, no matter how new or seasoned, are designated as Safety Officers. You are all encouraged to bring to the attention in a polite and calm way, any unsafe practices that you may observe. Do not initiate an argument with your advice.. Mostly everything is just plain old Common Sense. A little forethought is better than a bad afterthought.

This summer will be a very busy time for our field. We have had a very safe record in the last few years. The First Aid Box has remained mostly closed except for a band aid or two. Let's keep it that way.

Keep your body parts away from spinning things!

Chino Valley Flyers News and Models Seen Flying at Our Field



Dave Domzalski's Hummer with a ball attached for knocking down plastic bowing pins set up on the circle.

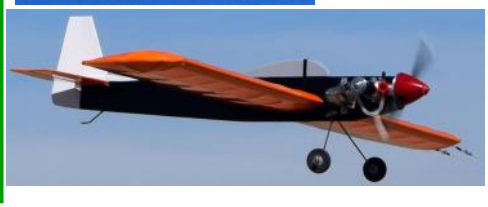
Brian Sutton and his C/L Mustang.

Rick gets his little Cub ready to fly.

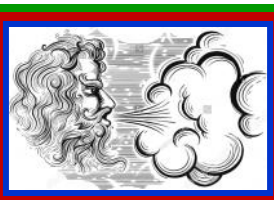
Rick Nichols flying his C/L blue Cub as seen from the cabana.

Rick Nichols and *Gene LaFaille* fuel up Randy's C/L glow powered Aeromaster below. Right, it is flying well.

Randy Meathrell, left, takes his Aeromaster C/L off for another flight. Below, the Aeromaster is in a loop.



These two plaques, above and at right are on the side of the control line shed.



Spring is Here and Along with the mythical Aeolis, the Greek God of Wind.

Chino Valley Flyers control line airplane weather forecasting sign.

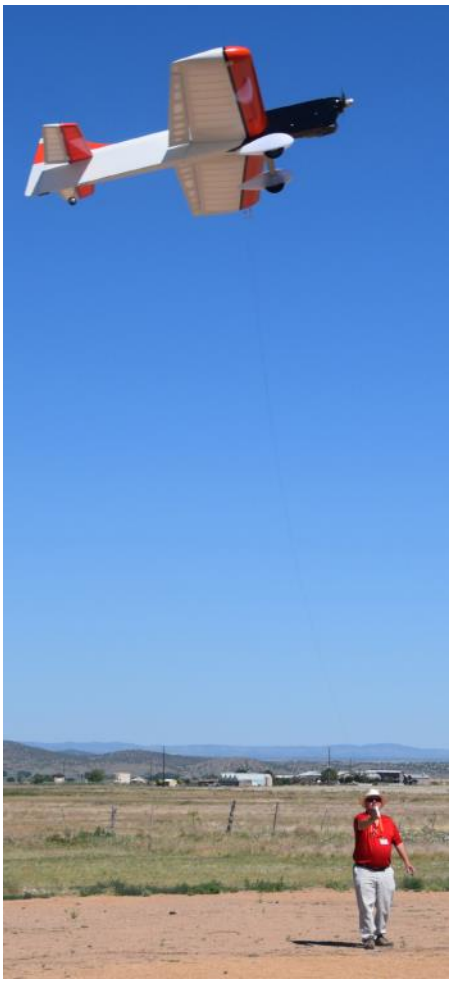
Member's Flying Machines Sighted at the Flying Field

Dennis O'Connor's Bearcat

Bryan Jones **gets his Beechcraft 16 (as seen on page one) ready for a flight. It is a superb flying RC model.**

Dane O'Brien's' big gaser.

Darren Brooks **at right flying his beautifully built control line Brodak Vector 40 ARC. He used medium silks span and dope an Park Lite film on the wings and tail to keep it light It's powered by an OS40.**



New member *John Poco, at right,* flies a very nice Old Timer.

1950's Broken Arrows: Nuclear Weapons Accidents

https://www.atomicarchive.com/almanac/broken-arrows/index.html

Since 1950, there have been 32 nuclear weapon accidents, known as "Broken Arrows." A Broken Arrow is defined as an unexpected event involving nuclear weapons that result in the accidental launching, firing, detonating, theft, or loss of the weapon. To date, six nuclear weapons have been lost and never recovered. *This list is only those incidents from the 1950's*. *Let's hope we have better control in these days of political instability.*

Date: February 13, 1950

The B-36 was en route from Eielson AFB to Carswell AFB on a simulated combat profile mission. The weapon aboard the aircraft had a dummy capsule installed. After six hours of flight, the aircraft developed serious mechanical difficulties, making it necessary to shut down three engines. The aircraft was at 12,000 feet altitude. Icing conditions complicated the emergency and level flight could not be maintained. The aircraft headed out over the Pacific Ocean and dropped the weapon from 8,000 feet. A bright flash occurred on impact, followed by a sound and shock wave. Only the weapon's high explosive material detonated. The aircraft was then flown over Princess Royal Island where the crew bailed out. The aircraft wreckage was later found on Vancouver Island.

Date: April 11, 1950 Location: Manzano Base, New Mexico

Aircraft departed Kirtland AFB at 9:38 p.m. and crashed into a mountain on Manzano Base approximately three minutes later killing the crew. Detonators were Installed in the bomb on board the aircraft. The bomb case was demolished, and some high explosive (HE) material burned in the gasoline fire. Other pieces of unburned HE were scattered throughout the wreckage. Pour spare detonators in their carrying case were recovered undamaged. There were no contamination or recovery problems. The recovered components of the weapon were returned to the Atomic Energy Commission. Both the weapon and the capsule of nuclear material were on board the aircraft, but the capsule was not inserted for safety reasons. A nuclear detonation was not possible.

Date: July 13. 1950 Location: Lebanon, Ohio

The B-50 was on a training mission from Biggs AFB, Texas. The aircraft was flying at 7,000 feet on a clear day. Aircraft nosed down and flew into the ground killing four officers and twelve airmen. The high explosive portion of the weapon aboard detonated on impact. There was no nuclear capsule aboard the aircraft.

Date: August 5. 1950 Location: Fairfield Suisun-AFB. California

A B-29 carrying a weapon, but no capsule, experienced two runaway propellers and landing gear retraction difficulties on takeoff from Fairfield-Suisun AF9 (now Travis AFB). The aircraft attempted an emergency landing and crashed and burned. The fire was fought for 12-15 minutes before the weapon's high explosive material detonated. Nineteen crew members and rescue personnel were killed in the crash and/or the resulting detonation, including General Travis.

Date: November 10, 1950 Location: Quebec, Canada

A B-50 jettisoned a Mark 4 bomb over the St. Lawrence River near Riviere-du-Loup, about 300 miles northeast of Montreal. The weapon's HE [high explosive] detonated on impact. Although lacking its essential plutonium core, the explosion did scatter nearly 100 pounds (45 kg) of uranium. The plane later landed safely at a U.S. Air Force base in Maine.

Date: March 10, 1956 Location: Mediterranean Sea, exact location unknown

The aircraft was one of a flight of four scheduled for non-stop deployment from MacDill AFB to an overseas airbase. Take-off from MacDill and first refueling were normal. The second refueling point was over the Mediterranean Sea. In preparation for this, the flight penetrated solid cloud formation to descend to the refueling level of 14,000 feet. The base of the clouds was 14,500 feet and visibility was poor. The aircraft, carrying two nuclear capsules in carrying cases, never made contact with the tanker. An extensive search failed to locate any traces of the missing aircraft or crew. No weapons were aboard the aircraft, only two capsules of nuclear weapons material in carrying cases. A nuclear detonation was not possible.

Date: July 27, 1956 Location: Great Britain

A B-47 aircraft with no weapons aboard was on a routine training mission making a touch-and-go landing when the aircraft suddenly went out of control and slid off the runway, crashing into a storage igloo containing several nuclear weapons. The bombs did not burn or detonate. There were no contamination or cleanup problems. The damaged weapons and components were returned to the Atomic Energy Commission. The weapons that were involved were in storage configuration. No capsules of nuclear materials were in the weapons or present in the building.

Date: May 22, 1957 Location: Kirtland AFB, New Mexico

The aircraft was ferrying a weapon from Biggs AFB, Texas, to Kirtland AFB. At 11:50 a.m. MST, while approaching Kirtland at an altitude of 1,700 feet, the weapon dropped from the bomb bay taking the bomb bay doors with it. Weapon parachutes were deployed but apparently did not fully retard the fall because of the low altitude. The impact point was approximately 4.5 miles south of the Kirtland control tower and .3 miles west of the Sandia Base reservation. The high explosive material detonated, completely destroying the weapon and making a crater approximately 25 feet in diameter and 12 feet deep. Fragments and debris were scattered as far as one mile from the impact point. The release mechanism locking pin was being removed at the time of release. (It was standard procedure at that time that the locking pin be removed during takeoff and landing to allow for emergency jettison of the weapon if necessary.) Recovery and cleanup operations were conducted by Field Command, Armed Forces Special Weapons Project. A radiological survey of the area disclosed no radioactivity beyond the lip of the crater at which point the level was 0.5 milliroentgens. There were no health or safety problems. Both the weapon and capsule were on board the aircraft, but the capsule was not inserted for safety reasons nuclear detonation was not possible.

1950's NUCLEAR BROKEN ARROWS CONTINUED...

Date: July 28, 1957, Location: Atlantic Ocean

Two weapons were jettisoned from a C-124 aircraft on July 28 off the east coast of the United States. There were three weapons and one nuclear capsule aboard the aircraft at the time. Nuclear components were not installed in the Weapons. The C-124 aircraft was en route from Dover AFB, Delaware when a loss of power from number one and to engines was experienced. Maximum power was applied to the remaining engines; however, level Flight could not be maintained. At this point, the decision was made to jettison cargo in the interest of the safety of the aircraft and crew. The first weapon was jettisoned at 4.500 feet altitude. The second weapon was jettisoned at approximately 2,500 feet altitude. No detonation occurred from either weapon. Both weapons are presumed to have been damaged from impact on the ocean surface. Both weapons are presumed to have submerged almost Instantly. The ocean varies in depth in the area of the jettisonings. The C-124 landed at an airfield in the vicinity of Atlantic City, New Jersey, with the remaining weapon and the nuclear capsule aboard. A search for the weapons or debris had negative results.

Date: October 11, 1957, Location: Homestead AFB, Florida

The B-47 departed Homestead AFB shortly after midnight on a deployment mission. Shortly after liftoff one of the aircraft's outrigger tires exploded. The aircraft crashed in an uninhabited area approximately 3,800 feet from the end of the runway. The aircraft was carrying one weapon in ferry configuration in the bomb bay and one nuclear capsule in a carrying case in the crew compartment. The weapon was enveloped in flames which burned and smoldered for approximately four hours after which time it was cooled with water. Two low-order high-explosive detonations occurred during the burning. The nuclear capsule and its carrying case were recovered intact and only slightly damaged by heat. Approximately one-half of the weapon remained. All major components were damaged but were identifiable and accounted for.

Date: January 31, 1958, Location: Unnamed Overseas Base

A B-47 with one weapon in strike configuration was making a simulated takeoff during an exercise alert. When the aircraft reached approximately 30 knots on the runway. The left rear wheel casting failed. The tail struck the runway and a fuel tank ruptured. The aircraft caught fire and burned for seven hours. Firemen fought the fire for the allotted ten minutes fire fighting time for high explosive contents of that weapon, then evacuated the area. The high explosive did not detonate, but there was some contamination in the immediate area of the crash. After the wreckage and the asphalt beneath it were removed and the runway washed down, no contamination was detected. One fire truck and one fireman's clothing showed slight alpha contamination until washed. Following the accident, exercise alerts were temporarily suspended, and B-47 wheels were checked for defects.

Date: February 5, 1958, Location: Savannah River, Georgia

The B-47 was on a simulated combat mission that originated at Homestead AFB, Florida. While near Savannah, Georgia, the B-47 had a mid-air collision at 3:30 a.m. with an F-86 aircraft. Following the collision, the B-47 attempted three times to land at Hunter AFB, Georgia, with a weapon on board. Because of the condition of the aircraft, its airspeed could not be reduced enough to ensure a safe landing. Therefore, the decision was made to jettison the weapon rather than expose Hunter AFB to the possibility of a high explosive detonation. À nuclear detonation was not possible since the nuclear capsule was not aboard the aircraft. The weapon was jettisoned into the water several miles from the mouth of the Savannah River (Georgia) in Wassaw Sound of Tybee Beach. The precise weapon impact point is unknown. The weapon was dropped from an altitude of approximately 7,200 feet at an aircraft speed of 180-190 knots. No detonation occurred. After jettison, the B-47 landed safely. A three-square mile area was searched using a ship with divers and underwater demolition team technicians using Galvanic drag and hand-held sonar devices. The weapon was not found. The search was terminated on April 16, 1958. The weapon was considered to be irretrievably lost.

Date: February 28, 1958, Location: Great Britain

A B-47 based at the U.S. airbase at Greenham Common, England, reportedly loaded with a nuclear weapon, caught fire and completely burned. In 1960, signs of high-level radioactive contamination were detected around the base by a group of scientists working at the Atomic Weapons Research Establishment (AWRE). The U.S. government has never confirmed whether the accident involved a nuclear warhead.

Date: March 11, 1958, Location: Florence, South Carolina

On March 11, 1958, at 3:53 p.m. EST, a B-47E departed Hunter AFB, Georgia as number three aircraft in a flight of four en route to an overseas base. After leveling off at 15,000 feet, the aircraft accidentally jettisoned an unarmed nuclear weapon which impacted a sparsely populated area 6½ miles east of Florence, South Carolina. The bomb's high explosive material exploded on impact. The detonation caused property damage and several injuries on the ground. The aircraft returned to base without further incident. No capsule of nuclear materials was aboard the 8-47 or installed in the weapon.

Date: November 4, 1958, Location: Dress AFB, Texas

A B-47 caught fire on take-off. Three crew members successfully ejected; one was killed when the aircraft crashed from an altitude of 1,500 feet. One nuclear weapon was on board when the aircraft crashed. The resultant detonation of the high explosive made a crater 35 feet in diameter and six feet deep. Nuclear materials were recovered near the crash site.

Date: November 26, 1958, Location: Chennault AFB, Louisiana

A B-47 caught fire on the ground. The single nuclear weapon on board was destroyed by the fire. Contamination was limited to the immediate vicinity of the weapon residue within the aircraft wreckage.

Date: January 18, 1959, Location: Pacific Base

The aircraft was parked on a hardstand in a ground-alert configuration. The external load consisted of a weapon on the left intermediate station and three fuel tanks (both inboard stations and the right intermediate station). When the starter button was depressed during a practice alert, an explosion and fire occurred when the external fuel tanks inadvertently jettisoned. Fire trucks at the scene put out the fire in about seven minutes. The capsule was not in the vicinity of the aircraft and was not involved in the accident. There were no contamination or cleanup problems.

NUCLEAR BROKEN ARROW INCIDENTS FROM THE 1950'S CONTINUED...

Date: July 5, 1959 Location: Barksdale AFB, Louisiana

A C-124 on a nuclear logistics movement mission crashed on take-off. The aircraft was destroyed by fire which also destroyed one weapon. No nuclear or high explosive detonation occurred - safety devices functioned as designed. Limited contamination was present over a very small area immediately below the destroyed weapon. This contamination did not hamper rescue or fire-fighting operations.

Date: September 25. 1959 Off Whidbey Island, Washington

A U.S. Navy P-SM aircraft ditched in Puget Sound off Whidbey Island, Washington. It was carrying an unarmed nuclear antisubmarine weapon containing no nuclear material. The weapon was not recovered.

Date: October 15, 1959 Location: Hardinsburg, Kentucky

The B-52 departed Columbus Air Force Base, Mississippi at 2:30 p.m. CST, October 15, 1959. This aircraft assumed the #2 position in a flight of two. The KC-135 departed Columbus Air Force Base at 5:33 p.m. CST as the 12 tanker aircraft in a flight of two scheduled to refuel the B-52s. Rendezvous for refueling was accomplished in the vicinity of Hardinsburg. Kentucky at 32,000 feet. It was night, the weather was clear, and there was no turbulence. Shortly after the B-52 began refueling from the KC-135, the two aircraft collided. The instructor pilot and pilot of the B-52 ejected, followed by the electronic warfare officer and the radar navigator. The co-pilot, navigator, instructor navigator, and tail gunner failed to leave the B-52. All four crew-members in the KC-135 were fatally injured, The B-52's two unarmed nuclear weapons were recovered intact. One had been partially burned but this did not result in the dispersion of any nuclear material or other contamination.

What's it like hauling nuclear weapons across the country?

https://www.freightwaves.com/news/whats-it-like-hauling-nuclear-weapons-across-the-country

Nuclear materials transportation.

Nuclear materials couriers (NMCs) might have one of the toughest and most secretive jobs in the transportation industry: hauling nuclear bombs and other dangerous material. The drivers who make up the covert fleet transporting nuclear weapons to locations across the United States are operated by the National Nuclear Security Administration (NNSA), an organization established in 2000.

The Office of Secure Transportation (OST) is part of the NNSA, which is a semi-autonomous agency within the U.S. Department of Energy (DOE). Curtis Johnson, the lead federal agent recruiter for NNSA, said in some ways the job is like other trucking jobs.

"Similar to other truck driving jobs, the NMC position does have its share of routine and monotonous long hours over the road," Johnson told *FreightWaves*. *"However, unlike most other trucking careers, these long-haul trips are part of a larger operation and every vehicle in the convoy is manned by multiple federal agents who share the driving, communications and security."*

The DOE continuously recruits and hires nuclear couriers year-round" Johnson said. "We typically advertise the NMC position on www.usajobs.gov three or four times per year, with each job announcement being open to new applicants for one or two weeks at a time," Johnson said.

After completing the hiring process, NMC candidates will spend approximately 18 weeks of training at Fort Chaffee, Arkansas. The 18-week-long course is referred to as nuclear materials courier basic (NMCB) training and is a requirement for all new NMC candidates.

"I don't believe that comparing NMCB to a military boot camp would be the best comparison," Johnson said. *"Our agency's NMCB training would better compare to the specialized schooling that military service members attend after graduating from boot camp, such as infantry school or security forces training."*

The NMCB training runs two to three classes per year and applicants must have either military or law enforcement experience. The NMCB has three primary phases of training in which candidates develop the requisite knowledge, skills and abilities to become an NMC. Main curriculum points:

Nuclear Materials transport drivers take the oath.

- Driver training provides candidates with the fundamental skills to operate Office of Secure Transportation (OST) transport vehicles. Candidates must secure a Commercial Drivers License (CDL) and pass all driving performance tests.
- Firearms training is provided for OST's primary weapons and candidates must qualify with them on DOE-approved courses under both day and night conditions.
- The final phase of training is individual and small-unit tactics tailored to OST
- mission operations. Candidates must pass all tactics performance evaluations.
- Additionally, they receive instruction on the Advanced Radio Enterprise System,

NAME THE COCKPIT: THE RF-101C VOODOO

Richard Mallory Allnutt Chief Editor - Vintage Aviation News & http://www.forgottenjets.warbirdsresourcegroup.org/index.html

The RF-101A and all reconnaissance versions of the Voodoo, carried up to six cameras. On November 26, 1957, an RF-101A flown by Gustave B. Klatt set a west coast (Los Angeles to New York to Los Angeles) transcontinental record of 6 hours 42 minutes 6.9 seconds. On the return leg, Klatt set an east-west record of 3 hours 34 minutes 8.6 seconds. After the RF-101A came the RF-101C with stronger wing structure. This became the only Voodoo to see combat in American hands.

Chinese Nationalist pilots flew both A and C models of the reconnaissance version into harm's way over the Chinese mainland. The RF-101C first flew in 1957. The RF-101A/C had a critical role in the 1962 Cuban missile crisis: Voodoos deployed to Florida and flew 82 combat sorties. The RF-101C Voodoo flew from three locations against North Vietnam. RF-101Cs later served with Air National Guard (ANG) squadrons. The RF-101G was a conversion of the F-101A bomber (below) to become a single-seat reconnaissance aircraft (corresponding to the RF-101H conversion made from F-101C models). The first RF-101G conversions went to the Kentucky ANG in 1965, replacing the RB-57B Canberra. The RF-101G was also employed by the Arkansas ANG in 1972. The RF-101H was employed by the Nevada ANG at Reno from 1965.Alongside the RF-101G, the RF-101H was also employed by the Arkansas ANG. The RF-101B became the final reconnaissance Voodoo and the only version with a back-seat crew member. The USAF converted 22 ex-Canadian F-101B interceptors to RF-101Bs.

The McDonnell F-101 Voodoo is a supersonic jet fighter which served the United States Air Force (USAF) and the Royal Canadian Air Force (RCAF). Initially designed by McDonnell Aircraft Corporation as a long-range bomber escort (known as a penetration fighter) for the USAF's Strategic Air Command (SAC), the Voodoo was instead developed as a nuclear-armed fighter-bomber for the USAF's Tactical Air Command (TAC), and as a photo reconnaissance aircraft based on the same airframe. *An F-101A set a number of world speed records for jet-powered aircraft, including fastest airspeed, attaining 1,207.6 miles (1,943.4 km) per hour on December 12, 1957. They operated in the reconnaissance role until 1979.*

Delays in the 1954 interceptor project led to demands for an interim interceptor aircraft design, a role that was eventually won by the B model of the Voodoo. This required extensive modifications to add a large radar to the nose of the aircraft, a second crew member to operate it, and a new weapons bay using a rotating door that kept its four AIM-4 Falcon missiles or two AIR-2 Genie rockets hidden within the airframe until it was time to be fired. The F-101B entered service with USAF Air Defense Command in 1959 and the Royal Canadian Air Force in 1961. US examples were handed off to the USAF Air National Guard where they served until 1982. Canadian examples remained in service until 1984.

The F-101 Voodoo was a product of the great fighter dynasty founded by James S. McDonnell in St. Louis, Missouri and inherited by today's Boeing Corporation. The F-101 was big, heavy, sturdy, and fast. However, it was unforgiving. Some pilots say it was more difficult to fly than any other warplane that ever entered squadron service. As a reconnaissance craft, the RF-101C challenged North Vietnam's missiles and MiGs. As an interceptor, the Voodoo guarded North America wearing US and Canadian markings. The Voodoo had a pitch-up problem caused by the way air flowed over its wings and under its high tail. The tendency to unexpectedly jerk into a nose-high attitude killed several pilots. A pitch inhibitor, or "stick knocker," installed in mid-life, was little help. The Voodoo's twin Pratt & Whitney J57-P-55 turbojets turbojet engines on full afterburner kicked back 16,900 pounds of thrust (75.2 kN) each. The fuselage of an F-101B at 67 feet 5 inches was about a yard (or a meter) longer than that of a DC-3 transport. In 1946, McDonnell began design work to meet a U. S. Air Force (USAF) requirement for a "penetration fighter" to escort bombers to their targets. Several variations on the XF-88 fighter (created by repeatedly modifying the two built), also were tested in the late 1940s ahead of the F-101. The XF-88 was also given the popular name Voodoo. *When the spectacular F-101 finally burst on the scene, it served not as a "penetration" escort but in three other capacities — as a bomber, a reconnaissance ship, and an interceptor. Despite being a monumental challenge to its pilot, it was a superlative aircraft and very much a product of the tensions and the atomic planning of the Cold War.*

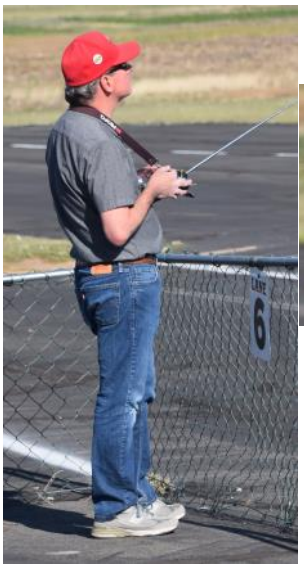
F-101 as an Atomic Bomber

McDonnell test pilot Robert C. Little made the maiden flight of the first F-101A in California on September 29, 1954. It appears to have been the first aircraft ever to go supersonic on its initial sortie (a feat Little was unable to replicate when he made the first F4H-1 Phantom II flight on May 27, 1958). Like the F-101C to follow, the F-101A was armed with four 20-mm M39 cannons. The F-101A, enjoyed a brief career as a one-way, single-mission atomic bomber, powered by J57-P-13s. *Typical ordnance was a single Mark 7 hydrogen bomb mounted beneath the left-wing*.

American F-101A/C Voodoos deployed to Formosa during heightened tensions in 1958. To bring the Voodoo's striking power closer to the Soviet Union, the F-101A/C moved to Britain's Royal Air Force Bentwaters/ Woodbridge air base, replacing the F-84F Thunderstreak. The mission of the F-101A/C was to fly out to a distance as great as 1,000 miles (1610 kilometers) and drop a single, tactical nuclear weapon on a Soviet or Eastern European target. The F-101A/C's low-altitude bombing systems were mazes of gyros, timers, and computers permitting the aircraft to drop its Doomsday load after attacking at almost treetop altitude. F-101 crews never trained with conventional bombs.

Chino Valley Flyers Swap Meet and Flying Event

Our swap meet for this spring was very well attended and the usual Spring winds even cooperated. A big thank you to everyone who assisted and especially to *Mark and Jane Lipp*, and *Harold Ellis* for setting up and cooking pancakes for the crowd.



Gary Cosentino flew his glow powered delta wing on his 72Mhz radio.

One member brought a large array of old kits to sell. Unfortunately these days not many modelers do much building in our "ARF world" of modeling.

Dave Bates EDF F-16.

Dave Domzalski's WWII German TA-152H.

Marc Robbins Yak.

T-Shirts with club logo are available.

June 2023 General Club Membership Meeting

The General Membership meeting on Saturday June 24, 2023 opened at 10:00am with the Pledge of Allegiance.

Club membership now stands at 146 paid members. There were 39 Members signed in for today's meeting.

New members *Greg Wear* and *Robert Stalnaker* were introduced today. There were no guests. Minutes for May 27th meeting were unanimously approved by members.

President's Agenda

Don Crowe presented the Treasurer's report through June 24th. The Treasurer's report was unanimously approved by members.

President *Bill Gilbert* said a few words on safety: If you crash on the ridge to the east of us *do not retrieve your crash until after 5pm when the firing ranges close*. We need to be good neighbors for the ranges to the South of us. An exception would be if the crash resulted in fire, head out towards the fire and call or send someone to the rifle range to request they shut down. The range phone number will be posted by Don Crowe at the field. Bottomline…do follow the field rules as posted!

With the recent donation from a member of $2403 and the AMA grant of $3000, that $5403 will send us a long way toward the big bill ($8000 or more) coming next year to re-seal and re-stripe the runway.

FAA/AMA update: It is important to register with the FAA and label each of your aircraft with the registration number. When renewing your registration remember to check the block for "not applicable" for transponder serial number, so your renewal will process. Our FRIA application should be processed soon. AMA has requested you contact your congressman for the new bills that have been negotiated with the writers of the bills before congress…see the recent email from AMA to all members.

Maintenance: ditch improvements have worked well for diverting the water run off down past the graveled parking area. John Meyers has agreed to bring his tractor out to extend a shallow ditch toward the fence line to further divert the water down to the fence line, to reduce flow across the road.

Although *Dan Avilla* had volunteered to donate the materials and labor to install electrical outlets in the new cabana, new cost estimates far beyond what was projected will table that project for now. New AGM solar batteries are providing more than enough power for charging your battery packs. *Mark Lipp* donated a jack for tractor & fire cart maintenance. Thanks *Mark*!

A new proposal for RV parking is on the table for you to view today…it will also be sent out by email.

Upcoming Events

Glider Endurance July 22 for any 78" wing span or less; STOL Races August 12; and today, after the meeting *Don Crowe* will give a class on digitizing aircraft plans for CAD, in the shed.

A possible new Club meeting venue: *Jim Scott* is working with his contact at the Chino Valley police department for use of their conference room for future club meetings, which if arranged will move meeting back to a Wednesday evening.

Officer Comments

VP *Mark Lipp* maintenance for the field has it looking good. If you empty the gas can please refill and we will reimburse you for the gas…or notify an officer of the empty can. Safety Officer *Rick Nichols* said, "Bill stole my thunder!"

Member Comments

Update on previous suggestions: handicap parking spaces near the cabanas was discussed at a board meeting was determined to be not needed. Composting toilets to save money on outhouse costs…the device is costly, *Larry Parker* then said, who is going to "service" that toilet?

Another member suggested a "grass" runway on the North side of the present runway. Not a good idea as it would simply be mowed weeds and would create unneeded traffic on the asphalt runway. *Paul Gendarme* has put together a portable first aid kit…to be stored in the CL shed.

We broke about 10:30am for cookies provided by *Dave Domzalski*…thanks Dave! We resumed about 10:40am.

Show & Tell: Planes and Projects

Brian Jones showed us his handcrafted WW1 DH-2…looks great Brian.

Door Prize and Raffle

Jeff Moser won the door prize consisting of a ruler and of course, the proverbial glue.

Don Crowe drew the winning ticket for the Edge 540 and promptly sold it *to Robert Stalnaker* for $75 and donated it to the runway fund.

A motion to adjourn the meeting was offered and unanimously approved about 10:45am.

Respectfully,

Bob Steffensen Club Secretary

Brian Jones WWI DH-2.

Raffle & Door Prize Winners for June

Don Crowe at left, *Jeff Moser* at right were the winners.