



Chino Valley Flyers

Official Club Newsletter



September 30, 2023

Volume 26 Issue 9

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 this Month:

"The universe is a pretty big place. If it's just us, seems like an awful waste of space."

Carl Sagan

Support our Local Hobby Shop

They support Us



Also, Check out:

RCBATTERY.COM

Southwestern Regional IMAC Event



John Stewart's Balsa USA Super Cub





Bill Gilbert: CVMA President's Message



We are coming off a busy summer field event season that was capped off with one of our most successful Steve Crowe Fun Fly events. The club put on a great show for the Town of Chino Valley and surrounding communities. And it was a lot of fun! A lot of goodwill is generated by these types of activities. Congratulations and "thank you" goes out to all the club volunteers that made this happen.

The club membership has recognized the need to work on improving our flight line safety. The Flight Safety proposal that we have been working towards the last couple of months has been approved and will be put into place. Our club instructors look forward to helping out any members that might need some coaching.

Next month we hold the annual officer elections; we expect much

the same board of directors line up with one exception, the VP office. *The Chief Flight Instructor office is still open and needs an individual that can step up and take the reins of this very important club position. With a steady influx of new members, and refresher training taking place, this office is more important to the club than ever.*

Flight Instructors are also needed. If you would like to make a difference, please volunteer!

We have a last couple of events this year, the primary one being the Build and Fly challenge. We have a good list of participants/contestants. We're sure to see a lot of great entries. Come out and join the fun, cheer on your favorite builder and their entries. Then we'll cap off the years' events with the Fall Swap Meet and Fun Fly. Bring out your

wares and let's have some good deals on.

Let's get back to safe, fun flying as the summer weather turns into fall. Cool days and clear skies ahead will offer an ideal flying environment.

Bill



Flight Instructors

Introductory Pilot Mentors

- > Randy Meathrell: Control Line Flying
- > Marc Nelissen: Basics
- > Gene Tomak: Basis
- > Bill Gilbert: Helicopters

President — *Bill Gilbert*



Vice President — *Mark Lipp*



Treasurer — *Don Crowe*



Secretary — *Bob Steffensen*



Safety Officer — *Rick Nichols*



At Large Member — *Dan Avilla*



At Large Member — *Gary Cosentino*



Newsletter Editor — *Bob Shanks*



WHAT AIRCRAFT COCKPIT IS THIS?



See Page 8



MARK YOUR CALENDARS

Remaining Events for 2023:

- ◆ October 21, 2023— Seventh Annual Build and Fly Contest
- ◆ November 11, 2023— Fall Swap Meet and Fun Fly
- ◆ December 5, 2023 (TBD) — Christmas Banquet



SAFETY OFFICER

SAFETY FIRST
BYRICK NICHOLS

SAFETY OFFICER

I have no real safety concerns to report on this month I will mention that a few days ago a pilot had a plane go down over the hill at the east end of the runway near the gun range and as required had to wait until after 5:00 PM when the gun range closed to retrieve his plane. It was not found then or early the next morning either before the gun range opened. and its whereabouts are still in the heavy weeds. This is a rule we must strictly enforce.

I have accolades and praise for all the pilots and staff that worked and flew for our annual Steve Crowe Memorial Airshow. *We were honored by both the attendance of Chino Valley Mayor Jack Miller and Town Councilman Tom Armstrong.* Both were very impressed by our facilities and the quality of our airshow.

A huge thank you to *Mark Lipp* and his wife Jane. The show was laid out without a hitch. Many hours went into the planning. The food was excellent, the program was presented in a manner that always kept our pilots in the air and our spectators continuously

entertained. There was very little dead airtime.

At one point our Parking Wrangler *Larry Parker* reported that he counted 120 cars in our parking area. *Randy Meathrell* called the flying action expertly with information on every air-plane and pilot. We had everything from UFOs to Jet aircraft and accurate information was announced to all.

The fly-by and takeoff and landings were an exciting part of the program by Ultralight pilot *John Meyers*. His airplane was exhibited at the East end of the runway and drew many spectators to admire his machine in static display. John made the flight back to his home base way out in the little village of Paulden and returned to demonstrate his skills with his Radio Control aircraft. At one point during the show our Club Newsletter editor *Bob Shanks* reported that he had already taken over 300 photos of the flying event.

In my opinion and the opinion of many others, this year's Steve Crowe was the best that has been presented to the town of Chino Valley in the 17 years that I have been a member of this

organization. We are privileged to have the town of Chino Valley support our Chino Valley Flyers flying club.

So many thanks to the cast and crew and pilots that made this event a great tribute to our departed pilot and WWII hero, Steve Crowe.

Additional Safety Note:

I have fashioned Handle Lanyards for Control Line Handles. They are free and I will assist you in installing them at the circle. This is to prevent a runaway airplane if the handle is dropped for any reason. You should have one on every Control Line Handle. Thanks for your support in this safety effort. Rick





Chino Valley Flyers Models

ATTENTION MEMBERS:

Our Club is growing, so members, as of this newsletter we now have 152+ club members, so please wear your name tag on your hat and /or also wear your large plastic name tag so we can all get to know all the newer members and who is who when flying. This also helps us long-time members who have trouble remembering names of newbies and all members who don't fly often. This also helps the editor know who he is photographing for this newsletter.

Dennis O'Connor's Beachcraft



Randy Meathrell's C/L Nobler

At right is **Bob Shanks** flying his C/L Nobler and getting his small glider ready.



Photo by Bob Vaught

Dave Domzalski's Mamba.



Steve Zingali launches his F-4D Sky Ray.



Dave Bates EDF RAF Hawk.

Member's Models Sighted at Our Flying Field

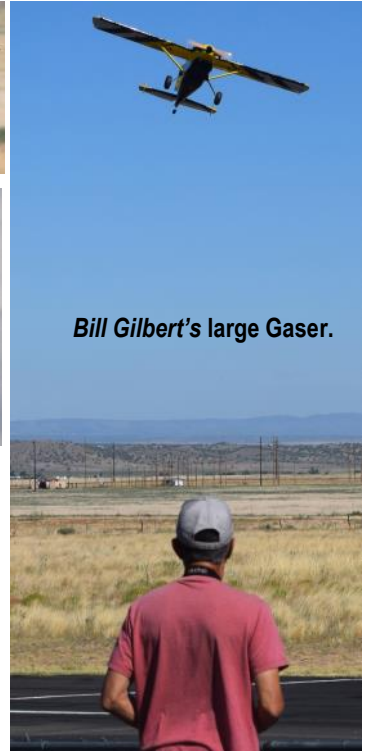
John Dora's Glider



Rick Nichols' modified Slow Stick.



Several members fly the C/L Hummer.



Bill Gilbert's large Gaser.



John Stewart gets his Super cub ready with Rick Nichols.



Dave Domzalski's F4F control line.



Brian Sutton's Banshee C/L.



Dave Bates T-33 EDF.



Dennis O'Connor's Beechcraft.



PART OF OUR WORLD OF SAFETY IS HAVING A CHIEF FLIGHT INSTRUCTOR... STEP UP AND GET INVOLVED MEMBERS. SAFETY IS EVERYONE'S JOB

What is Scale Aerobatics (IMAC)? *

Article by Alex Dreiling



Scale aerobatics is the International Miniature Aerobatic Club (IMAC) for aerobatic operation of a radio-controlled scale models of full-sized aerobatic competition planes. While other disciplines within the radio control community fly aerobatics, the requirement for scale aerobatics is that the model be replicas of types known to have competed in International Aerobatic Club (IAC) competition. A wide choice of competitive planes are available to today's models in both kit and ready-to-fly versions. Some of the most popular competition planes such as the Extra 330 are available from numerous manufacturers.

IMAC – International Miniature Aerobatic Club

IMAC originally started as a Special Interest Group under the US modeling organization, AMA, the International Miniature Aerobatic Club (IMAC) has grown to represent and organize scale aerobatic competitions on a global level. IMAC is a non-profit organization focusing on pilot education and maintenance of rules and guidelines governing the sport. Pilots interested in scale aerobatic competition are encouraged to join and support the organization's mission.



The Competition

Groups of pilots come together, mainly on weekends, to fly and compete in organized events operated under established rules. Pilots fly a "sequence" of pre-established maneuvers in front of judges. Starting with a perfect score of 10 for each maneuver, judges will deduct for deviations or errors. Sequences generally consist of 8 – 10 maneuvers.

As with full-scale competition, pilots are separated into classes with each class getting progressively more challenging. Each class has a "known" sequence published every year that is flown at every event held during that calendar year. In the higher classes, a sequence is presented to the pilot at the event that they have not seen before (called an "unknown").

Scoring is based by "round" which consists of all pilots in a class flying their sequence in front of the same judges. The pilots are then ranked within that round. The judges are changed, and the pilots fly their sequences again. By rule, the pilot's lowest round/s may be dropped. In the end, the pilot in the class with the highest score wins the event.

There are Five Main Classes

Basic – Entry level class with basic aerobatic maneuvers. Pilots in this class may fly ANY plane of any size which does NOT have to be a scale model of a competition plane. This class flies only a KNOWN sequence.

Sportsman – Maneuvers get just a little more challenging and pilots are now required to use scale model aircraft. In this class, unknowns are introduced.

Intermediate – Maneuvers increase in difficulty as slightly more complex figures are introduced. Unknowns become more challenging.

Advanced – In this class, the pilot should be able to fly most any figure presented. The difficulty here is that sequences get more challenging as more complex figures are added together.

Unlimited – exactly what it sounds like...no limits! Pilots in this class are presented with the most challenging sequences and complex unknowns. A true test of pilot and machine that requires experience and skill developed over time. In addition to the main competition classes, there are two other classes that may be offered at an event:

Free Style – spectator sport extraordinaire! Aerobatic flying set to music! No predefined figures as anything goes in this class! Pilots are judged on originality, musicality, and general piloting skills. Free Style is not offered at all events but is the most popular part of an event for the non-flying crowd. Free Style competition is open to pilots of ANY class, but the pilot must also compete in a main class.

Special Class Seniors – Best pilot over 55 as judged across all classes.

Editor's Note: *The editor doesn't list all the IMAC pilots names photographed on page seven as they are all from out of state or out of town primarily and only come to Prescott for the IMAC meet.*

* <https://www.mini-iac.org/information/about-scale-aerobatics>

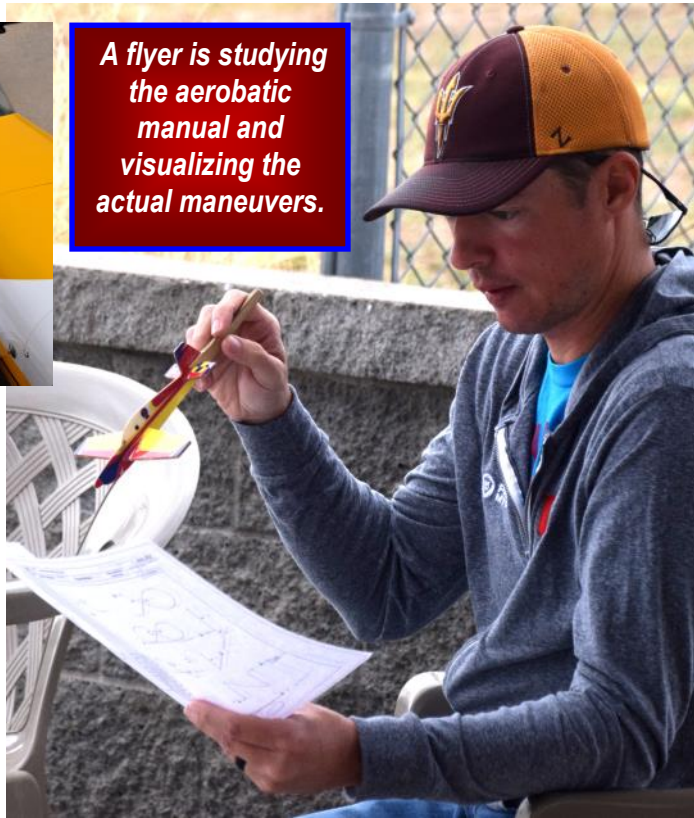
International Miniature Aerobatic Club (IMAC) Southwest Regional Shoot Out Held at Our Field.



Mark & Jane Lipp and Harold Ellis kept the crowd fed.



A flyer is studying the aerobatic manual and visualizing the actual maneuvers.



Scoring a flight in progress



We had pilots from all over the southwest, as well as pilots from the Phoenix and Tucson area. Thank you to all members who assisted in getting this event so successfully completed.



Name the Plane Cockpit: NASA'S Lockheed Martin X-59 *

The X-59 has been called the son of Concorde and is moving closer to reality as NASA tests a supersonic prototype that could cut travel time from London to New York in half.

Lockheed Martin has been working on the preliminary ed the 147.5 million dollar contract to Lockheed Martin and is aiming for initial flight tests sometime this year.

The space agency is now testing a model of its craft in the wind tunnel. The Quiet Supersonic Transport (QueSST) preliminary design is the initial design stage of NASA's planned Low-Boom Flight Demonstration experimental airplane, otherwise known as an X-plane.

The radical new craft could cut the six-hour flight time from New York to Los Angeles in half - and reduce the sonic boom so it can fly over populated areas. The first year of funding was included in President Trump's 2018 budget proposal. Supersonic flight offers the potential to improve the quality of life of those that fly, by greatly reducing travel time,' said Peter Coen, NASA's Commercial Supersonic Technology project manager.

"In the near term, NASA's development of quiet supersonic flight technology needs support, interest and engagement from the community to ensure that the potential sound is acceptable to those on the ground," Coen said. Coen also emphasized that this was a "significant milestone" for supersonic passenger flight. NASA has completed the preliminary design review of its low-boom X-plane.

The (QueSST) design aims to reduce the sonic boom that occurs as these aircraft move faster than the speed of sound, with hopes to bring it down to a soft "thump" to allow for flights over land. The QueSST is designed to fly at Mach 1.4, 55,000 feet above the ground.

The aircraft is shaped to separate the shocks and expansions associated with supersonic flight to reduce the volume of the shaped signature, and was developed by Lockheed's Skunk Works over 20 years.

Recent research has shown it is possible for a supersonic airplane to be shaped in such a way that the shock waves it forms when flying faster than the speed of sound can generate a sound at ground level so quiet it will hardly will be noticed by the public, if at all. ***NASA is hoping to achieve a boom 60 dBA lower than other supersonic aircraft, such as the Anglo-French Concorde, according to Aviation Week.***

Note: If Lockheed and NASA can achieve success with this new plane and concept our world will have truly shrunken even more and airline travel as we now know it will be changed forever.



* <https://www.dailymail.co.uk/sciencetech/article-4908332/NASA-tests-Son-Concorde-supersonic-prototype.html>



Annual Chino Valley Flyers Steve Crowe Fun Fly

We have lot of new members so time to run a brief introduction about *Steve Crowe*, he is not related to member *Don Crowe*. Long-time member *Chuck Colwell*, now deceased, wrote an article about *Steve Crowe* for our newsletter years ago and that's when *Steve Crowe* was still a club member and great RC enthusiast before he passed.

At that time member *Randy Meathrell* also built a small EP spitfire for Steve with Steve's squadron MD insignia on it (photo at right). *Chuck Colwell's* article centered on Steve as a young man flying light planes in the San Fernando Valley of California just before WWII. Steve was having a ball but half-way around world the war in Europe against the Nazis was heating up. Steve had an opportunity to meet a man at the Hollywood Roosevelt Hotel who flew in World War One in the Lafayette Escadrille. Steve's contact arranged for Steve to leave the country and join the RAF Eagle Squadron 133. Steve was only 21 years old when he arrived in England. At that time our government frowned on folks getting involved but he couldn't resist the adventure of flying Hawker Hurricanes and Spitfires. After Steve arrived he was shown the operations manuals on the Spitfire, he briefly underwent gunnery practice and then moved into the cockpit of an RAF Spitfire to fly in combat during the Battle of Britain. Steve shot down four enemy planes during his tour of combat duty.



Steve Crowe flew a Lysander (Steve had often told members the Lysander was his favorite airplane) and dropped spies behind enemy lines, his squadron also went on a mission to Brest, France. They encountered severe European weather, heavy flack, ran low on fuel and almost all of those members were lost during WWII. Steve also once told one of our club members there were three things a pilot was never to do, 1. Don't get married, 2. Don't have your picture taken with your plane, and 3. Don't save your money.



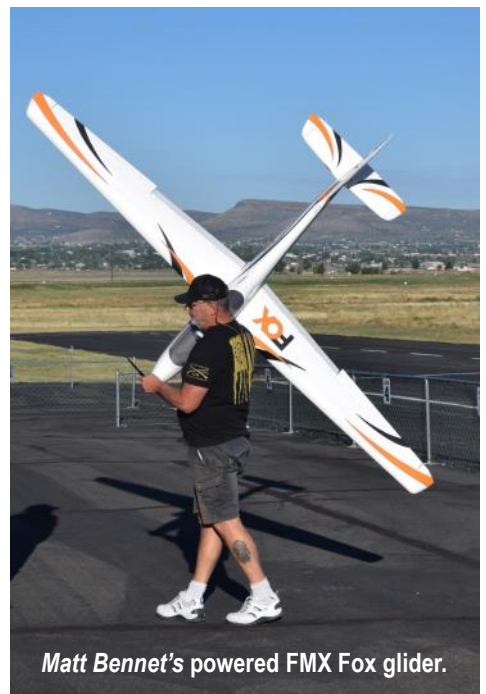
Member *John Meyers* flew his ultra light to the event.



Jerry Calvert put on a great smoke flight and demonstration with his large gas powered Pilot.



Matt's Fox on final.

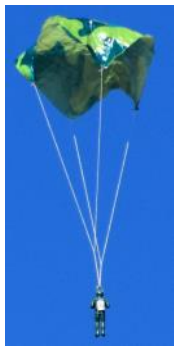


Matt Bennet's powered FMX Fox glider.

More Steve Crowe Fun Fly on a Perfect Weather Flying Saturday



Terry Steiner's Candy bomber dropped two parachutists.



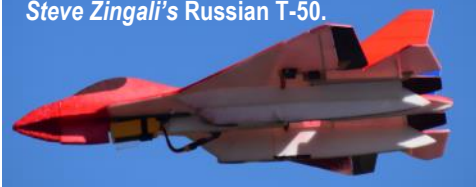
John's Ultralight was a big hit.



Bryan Jones Fokker D-7



Steve Zingali's Russian T-50.



Rick Nichols launches his UFO.



Marc Nelissen's very small Pitts.



Bill Gilbert's big Gasser.



Dan Avilla flew a his Turbine.



Kids with small glider in parking lot.



Marc Nelissen's wee Air Tractor.



Doing repairs.



Adam Sanders Spitfire.



Club President, **Bill Gilbert**, center welcomed everyone, **Rick Nichols**, left gave the safety briefing. Our M.C. was retired Lockheed Martin aeronautical engineer **Randy Meathrell** at right. He did an outstand job keeping the large crowd informed and entertained about all the members airplanes.

Chino Valley Flyers Club's Monthly Meeting for September 2023



The General Membership meeting, on Tue September 26, 2023, opened at 7pm with the Pledge of Allegiance. Club membership now stands at 157 paid members. There were 38 members by headcount that attended tonight's meeting. The club secretary was unavailable at this meeting. No formal minutes were taken, so who made and seconded motions was not recorded. Minutes for Aug. 22nd meeting were unanimously approved by members.

Don Crowe presented the Treasurer's report through September 26th. We are generally in pretty good shape financially. The Treasurer's report was unanimously approved by members.

President **Bill Gilbert** led another lively discussion concerning Flight Safety at the field. **Bill** reviewed the Red No Fly Zone and the pilot checkout flight pattern again. In the latest Flight Training document, Checkouts of new members and walk-in guests required, no refresher training will be requested of pilots having an egregious offence due to "technical reasons" but a failure analysis to be performed so the pilot can learn from the failure. Only officers can "tag" an egregious offender for refresher training. What happens after the 2nd offence and referral to the board is not fully defined yet. The board is still discussing how to handle repeat offenders.

A motion was made and seconded to vote on the proposed Flight Training document (Rev. 1). The vote count was 20 to approve, and 6 to oppose. Thus, the proposal is adopted as published. A comment was made that overcrowding is contributing to the problem-we get very busy! **Bill** asked that the thought be held 'till next month, where we will discuss this topic in further detail. Where do we want to be as club? Continued growth or do we attempt to slow it down?

A motion was made by **Larry Parker** that we have voting by email. The motion was not

seconded, thus died on the floor. However, a discussion ensued where several members related that in many other organizations, only those present at meetings where the vote is being held, are counted. The 20/80 rule is prevalent in many organizations, only 20% of the membership are active participants. Our clubs' Constitution and By-Laws also specify that those present at the meeting are the votes that are counted. Thus a change to the Constitution and By-Laws would a vote (A 2/3 vote of those present would be required).

Flight Training was discussed; the CFI position continues to be open but **Bill** stated that it cannot be left unattended, the new Flight Safety policy depends on flight training being available, as well as new pilot checkouts. **Bill** will manage this position temporarily, as we continue to urge a qualified member to step up to this officer position. Flight Instructors must meet the AMA requirements and be able to perform the maneuvers specified, as well as be registered as AMA IPM (Instructor Pilot Mentors). We have four at the moment, including **Bill**. We could use a few more. Please volunteer if you meet the qualifications.

Officers Elections

Recap from last month-all present officers, with the exception of VP **Mark Lipp** are volunteering to continue their service. **Jeff Moser** will accept a nomination to serve as VP. This meeting is the deadline to declare candidacy for an officer position this election cycle. No new candidates were declared.

AMA Updates: **Bill** updated the membership of the FAA's 6month delay in implementing RID. Partly due to the current unavailability of RID modules, and the number of FRIA applications that are being denied. Many are being denied due

to roads or "places where people congregate" inside the application boundary. Our FRIA was approved on July 14, 2023. The boundaries are 1500' from center stage (pits) on 3 sides, and the fence line to the south of us. Parts of Santa Fe Trail and Rodeo Dr are in our boundaries.

Events

VP & EM **Mark Lipp** gave an update on the Steve Crowe Fun Fly event. Well attended, over 100 vehicles in our parking lot! \$801 net revenue for the club. Mayor was in attendance and gave positive feedback about the club. Some lessons learned for next year's event. **Mark** has volunteered to be the EM again next year. October 21 is Build and Fly, the Swap Meet and Fun Fly is in November and the Christmas Party is December 5th. IMAC has selected another venue for the regional event in 2024. As well as the Nationals; it will be held in Muncie. This will free up the 3 days that would normally close the field to member flying.

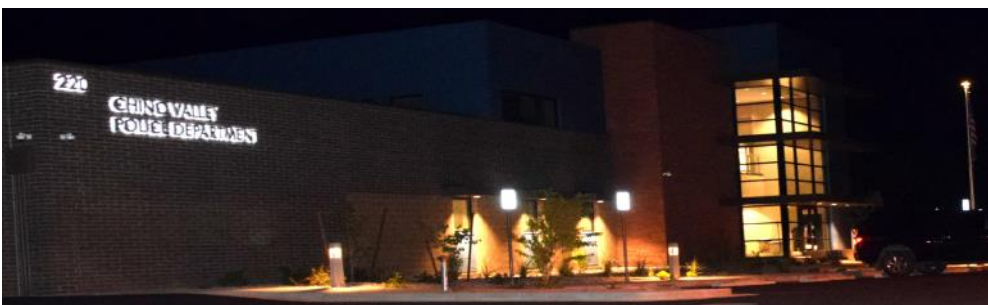
Member Input

A query about Indoor Flying was made so **Mark Cotter** will follow up with the Toyota Center to try and line us up again for this winter's Indoor Flying sessions. We broke about 8:06 for a short break with goodies provided by Gary Cosentino.

Door Prize and Raffle

Lee Boekhout won the door prize consisting of clamps, and of course the glue. **John Grow** was the lucky member who drew the winning ticket for the 50/50 raffle, with a payout of \$47.

President **Bill Gilbert** adjourned the meeting at 8:20 pm. Respectfully submitted by **Bill Gilbert**.



Door Prize & 50/50 Winners

Door Prize



Lee Boekhout

50/50



John Grow