Chino Valley Flyers

Official Club Newsletter

October 31, 2023 | Volume 26 Issue 10 | 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:

"The Most Important Investment You Can Make Is In Yourself."

Warren Buffet

Dennis O'Connor's Navy Beechcraft

Dave Bates Electric B-17

Bill Gilbert: CVMA President's Message

The best flying conditions of the year are upon us, cool mornings, blue skies and light winds into the late morning. Come out and enjoy your club and clubmates with some great flying conditions.

As we continue to try and improve our flight safety via improving gaps in our skills, the technical side is also worthy of some attention from all our members. Good setups and thorough pre-flight checks will save a lot of grief out at the field. A clear mindset is also necessary. If you're feeling rushed or pressured to fly, take a step back to avoid overlooking mistakes. If necessary, cancel your flying for the day and tray again another day.

Please get involved and volunteer for the needs we have within the club. Part of being a club member is pitching in where needed in order to keep the club viable. Without your involvement and help we will have to curtail some club services and member benefits. We are in need of club flight instructors, our accomplished pilots who can volunteer will be doing a great service to our new and existing members that need training and refresher coaching.

We had our last big field event of the year, the Build and Fly challenge, which was a success for the participants and spectators. We had some creative builds and good maiden flights.

We'll cap off the years' field events with the Fall Swap Meet and Fun Fly in November along with the pancake breakfast. Bring out your items up for sale and trade, and let's have another fun event.

Lastly, the annual Christmas Banquet scheduled for December can now be reserved. It is always a fun club event that can be enjoyed with the spouses, and a good opportunity to socialize with fellow members that you might not see often at the field.

See you at the field!

Bill

Flight Instructors

> Randy Meathrell: Control Line Flying

> Jack Potter: Airplanes & Gliders

> Bill Gilbert: Airplanes & Helicopters

President — *Bill Gilbert*

Vice President — *Jeff Moser*

Treasurer — Don Crowe

Secretary — *Bob Steffensen*

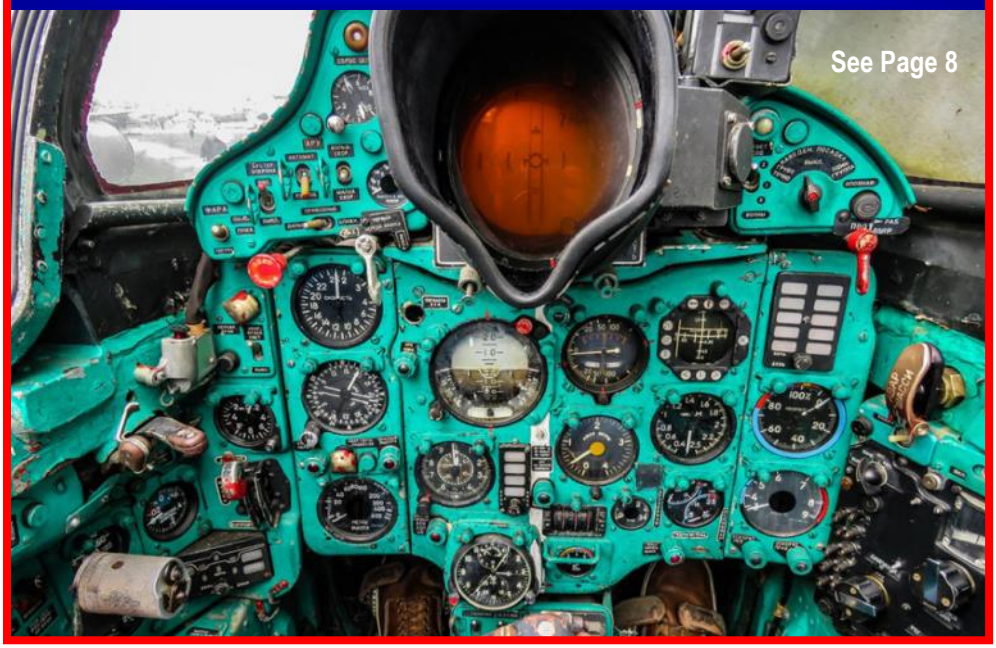
Safety Officer — Rick Nichols

At Large Member — *Dan Avilla*

At Large Member— Gary Cosentino

Newsletter Editor — *Bob* Shanks

WHAT AIRCRAFT COCKPIT IS THIS?



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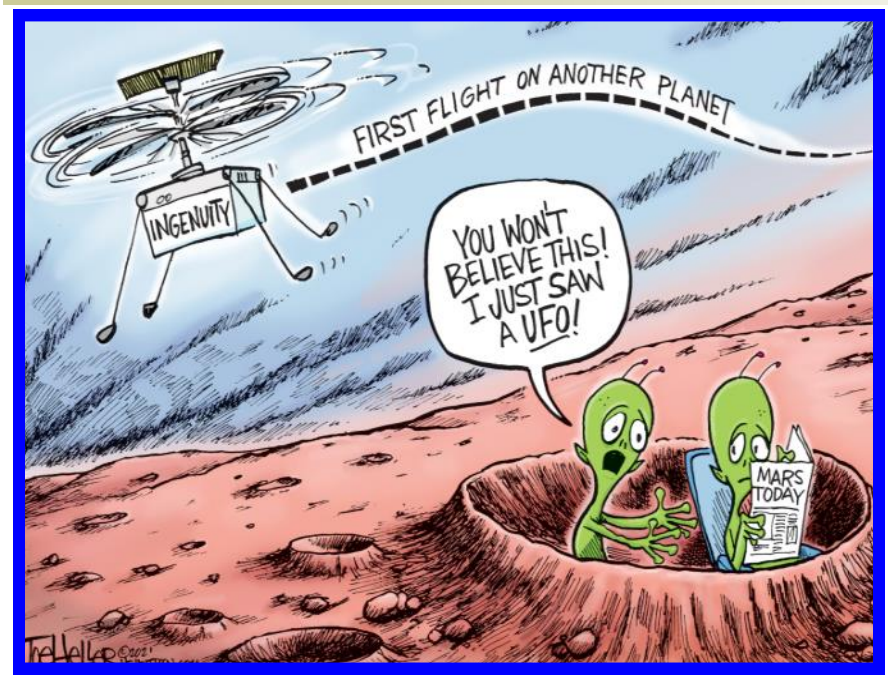


MARK YOUR CALENDARS

Remaining Events for 2023:

- November 11, 2023 — Fall Swap Meet and Fun Fly
- December 5, 2023 (TBD) — Christmas

SAFETY FIRST

BY RICK NICHOLS

Sometimes Safety can be carried a bit too far! I recently bought my wife a bouquet of flowers at Costco and reading a label on the packaging it stated, "Not for human consumption ".

On the other hand, there are some safety ideas that seem odd at first but after thinking about them it makes some sense. I noticed a contraption on Bob Vaught's battery charging equipment and I asked him about it.

He explained that it was a home smoke detector. When Bob flew at Casa de Aero, he charged his batteries in his car. He had to park a distance from the flightline, and this was to alert him if a battery started smoking or burning in his car.

The pictures of his device is at right. Better safe than sorry.

There may be some useful safety tips that you wish to share with our members that may be new to us and helpful. If you have tips that you use let me know and I will consider them for publication in this column.

Safety on the Control Line circle is also practiced. We have a First Aid Box in our shed and a posting of emergency procedures and phone numbers. We also require the use of a safety lanyard on all of our control line handles.

I commend the pilots at the flight line for their courtesies to their fellow pilots. I have noticed that when the Jets are flying other pilots stay on the ground until they have landed. Likewise, the big gas aircraft, the guys that like to chase each other around in their T-28s and if a pilot calls out a maiden flight planes will stay grounded until their plane is flying safely. These courtesies are valuable.

Rick

Chino Valley Flyers Models

Dave Bates British Hawk

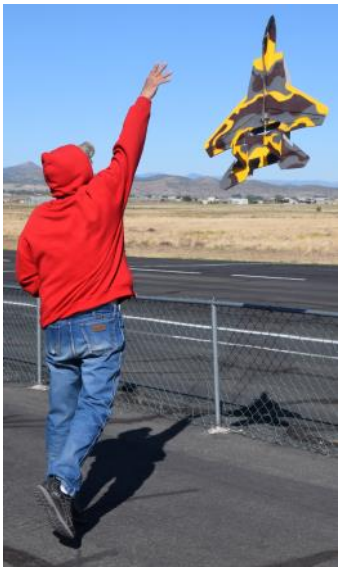
ATTENTION MEMBERS:

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.

Steve Zingali's delta wing.

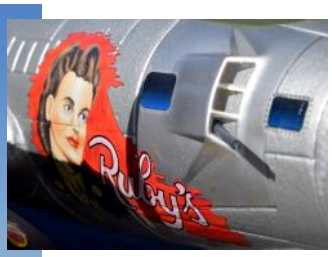
Steve Zingali's F-15 coming in for a landing.

John Stewart's 9cc gasoline engine test flight.



At right, *Steve Zingali launches his* F-15.

Dave Bates very nice scale foam "Ruby's" B-17 ready for another mission.

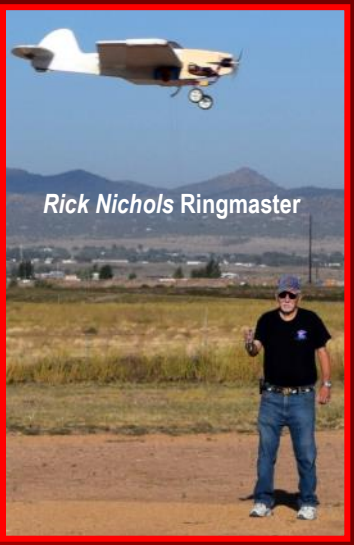


Member's Models Sighted at Our Flying Field

John Dora's Glider

The Chino Valley Flyers (CVF) Buzzards held a two day Ringmaster Fly-A-Thon flying a total of 136 flights for our club's Fly-a-Thon. 130 flights were done with the *Steve Zingali's* (Zman) 42 inch electric bird and 6 were performed by *Gene LaFaille* with his Fox 15 size Ringmaster. *Randy Meathrell* finished the 4 flights he was unable to complete on Saturday, he was keeping all the data. *Gene LaFaille* flew all his flights on Sunday. I hope all who were part of this event had fun. (More on the next page)

Randy Meathrell



Rick Nichols Ringmaster

Cast of Characters

Randy Meathrell
Jeff Moser
Rick Nichols
Terry Steiner
Steve Zingali
Dave Domzalski
Harold Ellis
Gene LaFaille

By John Cralley

One of the thread titles in the United Kingdom's Barton Control Line Model forum is: ***Ringmaster, Every Household should have one!*** I couldn't agree more with this sentiment. The Ringmaster S-1 control line model airplane was designed by Matt Kania in 1950 and kitted by Sterling Models Philadelphia, Pa. This 60 year old profile model became the most popular control line model in America. Unfortunately, the Ringmaster is little known throughout the rest of the world. The Ringmaster is a simple, easily built, flapless model that is capable of flying the full stunt pattern of either the US AMA/Pampa or the World FAI organizations. It also serves as a good trainer for new pilots, especially the original Sterling S-1 and the newer S-1A versions. -1 and S-1A (which has a different wing construction) have identical dimensions. The wing span is 42 inches and the wing area is 383 sq. inches. The Ringmaster was designed for the Fox 35 Stunt engine and flies very well with that engine for power. Modern 0.25 cubic inch displacement engines, such as the Brodak 25, are fine substitutes for the Fox 35 Stunt engine and are commonly used for powering S-1 and S-1A Ringmasters today. Most older control line modelers have owned one or more Ringmasters during their career. Many still have a Ringmaster sitting in a corner or hanging up in their garage.

Figure 1. Matt Kania photo from an early set of plans

Since the original S-1 Ringmaster was designed and kitted, a number of variations from this profile model have been produced and sold. Some of the more popular these variations are shown below:

Control Line Ringmaster Fly-A-Thon

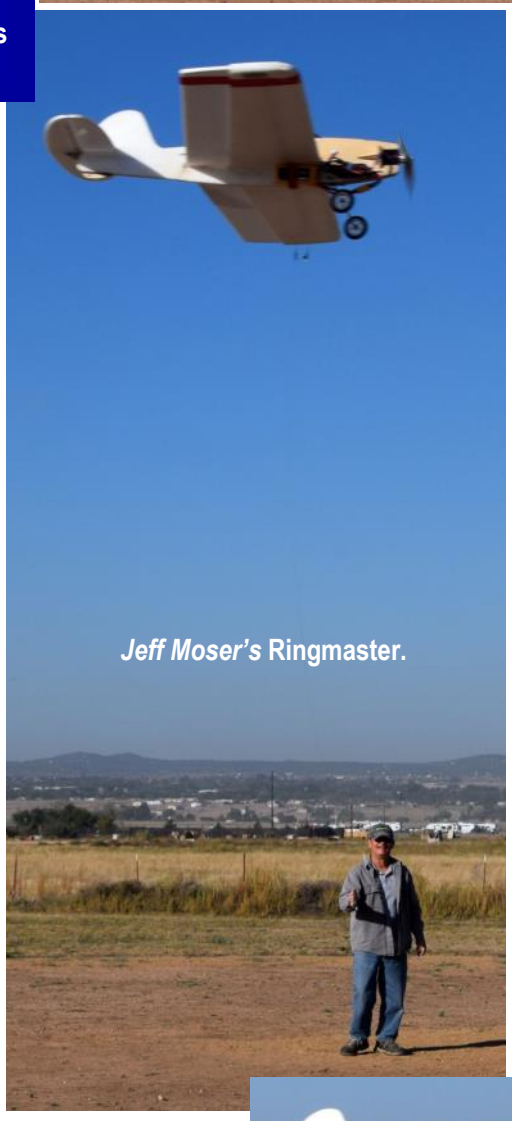
There were Ringmasters everywhere as about a half a dozen members showed up with their Ringmasters for a day of 30 second 5 laps around the circle. *Randy Meathrell* helped get this set up and he kept all the data as members took their turns at the circle. (126 total flights.)

Saturday flyers included *Rick Nichols*, *Jeff Moser*, *Terry Steiner*, *Steve Zingali*, *Randy Meathrell*, *Dave Domzalski* and *Harold Ellis*.

This was a world-wide day for flying control line Ringmasters. It was reported that last year there were over 10,000 Ringmaster flights. Member *Steve Zingali* cut out many member 's foam Ringmasters using his CNC cutter.

Steve Zingali's Ringmaster.

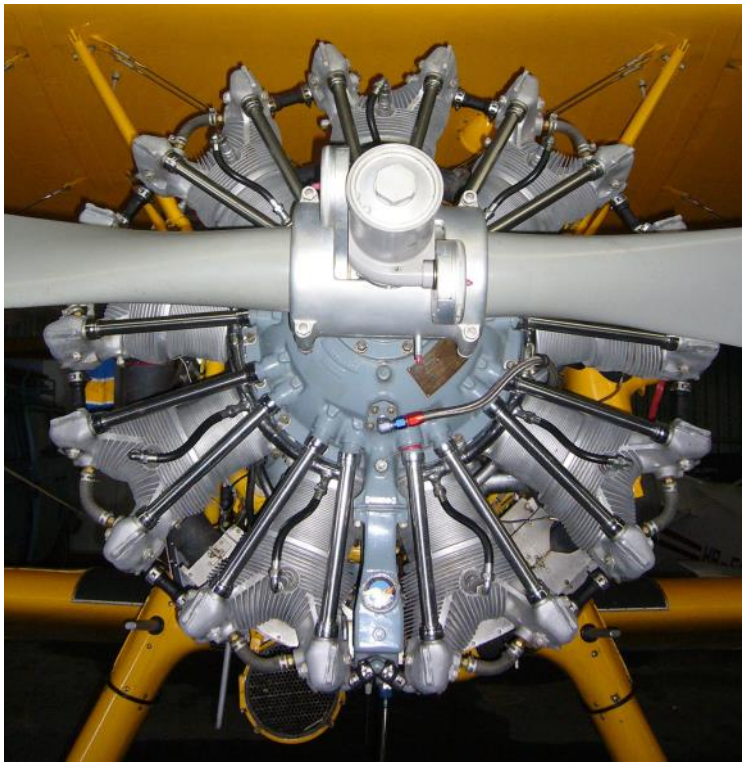
Saturday's Ringmaster flyers.



Jeff Moser's Ringmaster.

Terry Steiner's Ringmaster.

Radial Engine that Changed History *



One of the most popular and influential engines of the day was the Pratt & Whitney R-985 Wasp Junior nine-cylinder radial engine, which allowed for the development of larger and faster aircraft. This 400 hp engine, along with its 600 hp Wasp counterpart, made possible hundreds of new aircraft designs.

In the beginning of powered flight, designers quickly settled, with a bit of palavering, on gas-reciprocating piston engines (with air cooling for them soon winning favor as well). For more pep, aviation followed a new technology, the rotary engine, which was limited, complicated, hard to operate and unreliable.

So, it wasn't long before a new kid showed up, one that had the ability to grow big and strong, something rotaries would never be able to do. That engine was, of course, the radial engine, and the advances it allowed were revolutionary.

The cylinders of a radial (always an odd number for the sake of four-stroke firing order) are fixed, and cooling is provided by direct airflow into the engine while the plane is in flight, along with a recirculating oil system. It was so much simpler, more capable and reliable than rotary design that, in retrospect, it is no surprise the rotary didn't fade into the sunset as much as it just went away.

Early radial engines included the Anzani three-cylinder model, which powered Louis Bleriot's English Channel -crossing Bleriot XI, and the nine-cylinder Salmson radial engine, both of which debuted before WWI. But rotaries seized the day, and it wasn't until around the end of the conflict that radials' advantages were fully understood.

While radial engine developments in Germany and England predated it, the Pratt & Whitney Wasp engine was the most influential early radial engine, first run in 1925. Pratt and Whitney would go on to produce more than 35,000 of these 600-hp, 1,344-cubic-inch, nine-cylinder, single-row engines, which were used in dozens of different aircraft models.

The power output was orders of magnitude greater than the most powerful rotaries, and these radial engines had far better power-to-weight ratios as well. Operating these engines was easy compared to rotaries—power was infinitely adjustable with a radial—and radials were far more reliable than rotaries, too.

Unlike rotaries, they were also scalable, to a great degree, anyway. Multi-row radials produced by Pratt & Whitney, including the Double Wasp, which powered the Republic P-47, the Vought F4U Corsair, Grumman Hellcat and many others, were 2,400-hp-class engines. Competitor Wright produced its Cyclone series, which ranged up to the twin-row, 18-cylinder Duplex-Cyclone, which could produce as much as 3,700 hp.

Radial engines, popular in both military and private transportation aircraft, were the predominant engine type leading up to and during WWII, as well as for a time afterward—the late-war B-29 Superfortress was powered by a quartet of Duplex-Cyclone engines. But the writing was on the wall for radial engines even before the end of the war, as the advantages of inline engines highlighted some of the issues with radials, and turbojets were just over the horizon.

* https://www.planeandpilotmag.com/scroll/pratt-whitney-wasp-radial-engine/#:~:text=One%20of%20the%20most%

Name the Plane Cockpit: Russian Mikoyan-Gurevich Mig 21 *

The most widely produced supersonic jet fighter of all time, the MiG-21 (Western reporting code named it named the Fishbed) was an incredibly prolific aircraft. Dated but nimble, it has allowed skilled pilots in past decades to defeat more advanced aircraft.

The Mikoyan design bureau began development of the MiG-21 in the 1950s, in order to replace the crash-prone MiG-19s. Its first flight was in 1956. Production began in 1959, and it entered service soon after. The MiG-21 holds the record for the most-produced jet aircraft. A total of 10 645 units were produced in the Soviet Union. Another 851 were built in Czechoslovakia and India. The MiG-21 fighter was in service with 50 countries. It continues to serve in around 20 countries to this very day, even though it is an outdated aircraft.

The MiG-21 was nothing radical - it was a continuation of the existing MiGs (the 17 and the 19). Compared to its predecessor, MiG-19, the MIG-21's main design difference is its triangular delta wings (as opposed to the swept wings on the MiG-19). Its primary improvements of such improved design were its speed and greater capacity for armament. The MiG-21 was relatively simple in design and technology. This allowed to produce these aircraft in large numbers.

The MiG-21 could carry a fair amount of armament. Located to the left of the cockpit, the twin-barreled GSh-23 23 millimeter cannon was standard with 420 rounds carried. Optional were a variety of guided air-to-air missiles (the R-3, R-13M, and R-60, for later models) and unguided bombs or rockets. A total of 2 000 kilograms of ordinance could be carried.

The MiG-21 was highly maneuverable for its time, although even this feature is now outdated compared to fly-by-wire aircraft. In its day (the 60s and 70s), it posed a considerable threat in the hands of a good pilot to more modern western aircraft such as the F-4. One U.S. Air Force pilot said, "Perhaps the most important lesson on fighting the MiG-21 was that it was very maneuverable and that it was better to take care of it before you got into a tussle with it".

In its many years of service, the MiG-21 has generated an excellent combat record, for the most part. Against Pakistani F-86s, F-104s, and MiG-19s it performed respectably, taking down several while suffering a few losses itself. Against well-trained Israeli pilots and their Mirage IIIs and F-4s, the MiG-21 and its mediocre pilots performed poorly with many shot down. In Vietnam, the MiG-21 showed its true capabilities, shooting down dozens of American F-4s or F-105s, mostly in close-range dogfights, where its maneuverability and lower speed gave it the edge. Overall, the MiG-21 has proved a highly successful fighter with a low price but much agility.

After over fifty years of service, the MiG-21 appears to still be going strong, although it is gradually leaving the scene of active service. Despite the advance of newer Russian fighters like the MiG-23 or the still more advanced MiG-29, the MiG-21 has yet to be entirely ousted. Many low-budget countries continue to use it, for lack of something better. China and some other countries retain upgraded versions of this fighter aircraft.

More than 10,000 MiG-21s were built, making it the most widely produced jet fighter built to date with at least 14 versions produced. The fighter was both exported by the Soviet Union and built under license by other nations. The Chinese built a copy, without license, as the Chengdu J-7. The western designated code name for this aircraft is "Fishbed".

The MiG-21 became the standard Soviet clear-air interceptor. With the addition of radar, more powerful engines, and other modifications, it became a multi-role fighter. More than 6,000 MiG-21s of 12 types were flown by over three dozen nations. The MiG-21F-13 at right was displayed in a Soviet military hardware exhibit at Bolling Air Force Base, Maryland, as part of a "Soviet Awareness" training program. Its service history remains unknown.

* https://www.militarytoday.com/aircraft/mig_21.htm

CHINO VALLEY FLYERS ANNUAL BUILD & FLY CHALLENGE CONTEST

Don Fergusons's Bellanca

Our club had seven members competing in this years Build and Fly Event: *Rick Nichols, Jack Potter, Don Ferguson, Darren Brooks, Dave Domzalski, Brian Sutton and Steve Zingali.*

Not everyone got to fly their planes for a variety of reasons. *Brian Sutton* and *Don Ferguson* both had planes that didn't fly. *Rick Nichols* Old School model crash landed. Don, however, flew his second model, a 1912 Bellanca, the "Peoples' Choice" award winner and "Traditional Construction" winner. Nice work Don!

More on the winners see page 10.

Photo by Bob Steffensen

Darren Brooks

Steve Zingali

Rick Nichols

Don Ferguson

Brian Sutton

Jack Potter

The judges were Bob Steffensen and Lee Boekhout.

MORE CHINO VALLEY FLYERS BUILD AND FLY PROJECTS

Jack Potter's Cool Build & Fly

Editors Note: **Traditional Construction is Balsa: Alternate Construction is Foam and/or other materials.**

Traditional Construction

First Place Winner:
Don Ferguson

Second Place
Darren Brooks

Third Place
Jack Potter

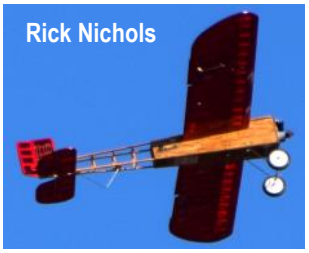
Alternate Construction

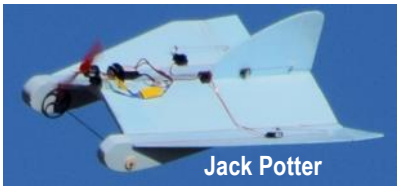
First Place Winner:
Dave Domzalski

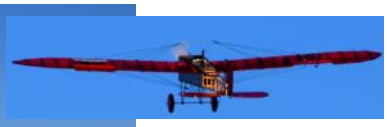
Second Place
Steve Zingali

Third Place
Jack Potter

Build and Fly Flying Action







Chino Valley Flyers Club's Monthly Meeting for October 2023

The General Membership meeting, on Tuesday October 24, 2023, opened at 7pm with the Pledge of Allegiance. Club membership now stands at 159 paid members. There were 32 members, by head count, tonight's meeting.

Minutes for September 26 meeting were unanimously approved by members.

President's Agenda

Treasurer Don Crowe presented his report through yesterday. We are generally in pretty good shape financially. The Treasurer's report was unanimously approved by members.

President Bill reminded us all that annual dues are due. If your dues are not paid before January 31, 2024 your flying privileges will expire. Also please validate that you are current with AMA

We reviewed the Flight Safety procedures. Additional comments were offered. The overall consensus is that the procedures for "egregious" safety violations are sound. We must fly safely and not endanger ourselves or others, stay safe, follow the posted rules, and be courteous with other members.

Safety Officer Rick Nichols demonstrated everything wrong with preparing for flight. Flight checklists are important when preparing to fly. You should not be "working" on aircraft at the field. Don Crowe drove home the point that everyone is a safety officer…if you see something...say something.

The Board has discussed establishing a new member initiation fee and is recommending that it be 1.5 times the annual membership dues. The discussion was well received and overall approval of those present was noted.

President Bill stated that we still do not have a Chief Flight Instructor. We discussed the need to remove the position from the Board so that the Chief Flight Instructor can focus on the job. The point we well received.

Both the initiation fee and the Chief Flight Instructor positions will be written up for the By Laws and sent to members for review.

Officers Elections

Jeff Moser has accepted a nomination to serve and was elected as Vice President of the club. All other officers have agreed to serve another term and continue their service to the Club. All were elected by acclimation on one ballot. We thank Mark Lipp for his service as VP.

Events

The nest event is the Fun Fly and Swap Meet on November 11. The Christmas Party at the Antelope Hills Centennial Club is 5th. Ticket this year are $42 per person…Please Mail this Form, with your Personal Check or Money Order made payable to Chino Valley Flyers or CVF, in the mail Not Later Than, November 21st to: Chino Valley Flyers, P.O. Box 3616, Chino Valley, AZ 86323-2715. Alternative is to email to *rsteffensen@protonmail.com or (treasurercvf@gmail.com* your reservation form and pay by ZELLE to *treasurercvf@gmail.com*. *Your cash, check, or money order, with this form, will be accepted in person at November 21st Club meeting.*

Projects and Maintenance

The charging jacks will be replaced soon as they are corroded; the safety pit fence will soon be repaired or replaced; the bridge across the drainage ditch for RV access to the upper parking area will be built by Bob Steffensen and will cost about $1000. We will do the bridge next year. If you can serve as a mower or other maintenance projects and work, please email Jeff Moser and get on the volunteer list.

We broke about 7:52 for a short break with Christmas cookies provided by Harold Ellis. Thanks Harold! We resumed the meeting about 8:02.

Show & Tell: Planes and Projects

Lloyd Oliver showed us his almost completed Gremlin Combat wing. It will match one that James Cowley has…they will engage on day in the near future. James also has RX batteries for sale; Terry Steiner showed His Control Line Scout that he recently completed.

Door Prize and Raffle

Mike Benner won the door prize consisting of a triangle square, and of course the glue. John Grow was the lucky member who drew the winning ticket for the OMPHOBBY Challenger 49" Balsa Airplane in the raffle.

A motion to adjourn the meeting was offered and unanimously approved about 8:19pm.

At left is *Terry Steiner* with His Control Line Scout, at right is *Lloyd Oliver* and his Gremlin combat wing.

Meeting photos by Rick Nichols.