



# Chino Valley Flyers

Official Club Newsletter



November 30, 2023

Volume 26 Issue 11

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:

**"Before we keep working on Artificial Intelligence, let's tackle natural stupidity first"**

*Unknown*

**Support our Local Hobby Shop**

**They support Us**



**Also, Check out:**

**RCBATTERY.COM**

## Bryan Jones WWI German Fokker D-7



## Steve Zingali's Colorful UFO





# Bill Gilbert: CVMA President's Message



As our meetings come to an end for the year, and winter moves in, it's a good time to reflect on the state of our club, and be thankful for the wonderful flying field we have here.

We've had some great accomplishments in 2023, such as receiving our FRIA designation, being able to obtain altitude waivers for events, with FAA NOTAMs being issued. And, we've continued with field improvements to make our time at the field more convenient and enjoyable. Our facility is a draw to a lot of potential members and has helped drive our membership numbers to record levels for the club.

With these healthy membership numbers comes

the challenges of integrating the newer folks to our club culture and etiquette. It will take some effort on everyone's part to help integrate these new members so that we can all continue to enjoy our flying at the field as we always have, with proper amount of courtesy and etiquette.

The same goes for safety, let's all be involved in guiding and coaching new and old members alike to follow the best safety practices. In the long run it will result in a more enjoyable time for everyone.

We have a lot of flying to look forward to next year, and some new and revised field events are in the works. We're going to push to bring back the T-28 warbird races and

possibly add a combat event open to all types of aircraft. Our winter indoor flying season at the downtown Arena is upon us too. Stay tuned, get involved, and participate in the fun!

**BILL**



## Flight Instructors

- > Randy Meathrell: Control Line Flying
- > Jack Potter: Airplanes & Gliders
- > Bill Gilbert: Airplanes & Helicopters



## CAN YOU NAME THIS ICONIC AIRCRAFT?



See Page 8

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*





## MARK YOUR CALENDARS

### Remaining Events for 2023:

- ◆ December 5, 2023 (TBD) — Christmas Party Banquet



**SAFETY  
OFFICER**

# SAFETY FIRST

BY RICK NICHOLS

**SAFETY  
OFFICER**

We now have 164+ members in the CVF. Only about 22% of our members attend our monthly club meetings. I gave a bit of a dog and pony show at our October meeting, so this column is a re-cap of my safety demonstration for the 78% that do not attend the meetings.

In 2023 we had 3 or 4 propeller strikes that resulted in injuries. Prop strikes and off runway crashes into the Red Zones were our two major problem areas this year.

The scenario that I demonstrated was a story of a pilot rushing to the flight line with his airplane while complaining of waking up and rushing to get dressed and finding that the cat had deposited a messy fur ball into his shoe. After changing socks and cleaning the inside of his shoe he was walking out the door when his wife reminded him to get home early so she could use the car for a nail appointment.

When he arrived at the field, he rushed to assemble his plane, connected the battery and after taking a chunk out of his finger realized that the kill switch was not engaged. Several band aids later he set his airplane down preparing to take off, wiggled the sticks back and forth, yelled, "Taking Off Down-hill" and gave it full throttle, rotated, and watched the plane rise pointed toward the parking lot. The more he corrected, the worse it got. It was flying toward the windshield of another pilot's truck. OUCH!

Our pilot had too many problems on his mind before arriving at the field and his mind was going in too many directions at once. He was totally distracted, and his mind was on hurrying with no thoughts of flying safety.

He checked his controls by rushing and noted that the controls all worked. He failed to notice that they were moving in the wrong

direction. Scratch one nice airplane along with the windshield of another pilot's vehicle. We do have to be happy that was only a windshield and not a person that was hit.





# Chino Valley Flyers Models

*Dave Bates British Hawk*

Rick Nichols with his very small EP.



Randy Meathrell tried flying a control line plane on a swivel chair. It worked well. This idea would be great to combat dizziness or other reasons for not spinning around standing up due to minor injuries.



Jeff Moser and with his "Prime" a great control line flyer.



Don Fergusons' A-10 at left, at right is Dave Bates L-39.



# Member's Models Sighted at Our Flying Field

John Dora's Glider



John Meyer's Beach Craft C-18,



At right Randy Meathrell launches Rick Nichols very little glider. Flies very well since it has built in stabilizers.



Above and at right, John Meyer brings his little red Pitts back to the Pits.



Steve Zingali and his "Z" UFO.



The moon as seen from our flying field late in October 2023. The full moon in October of 2023 is known as the Hunter's moon.



AIRPLANE PILOTS WEATHER FORECASTING SIGN	
CONDITION	FORECAST
Sign is Wet	Rain
Sign is Dry	Not Raining
Shadow on Ground	Sunny
White on Top	Snowing
Can't See Sign	Foggy
Swinging Sign	Windy
Sign Jumping Up & Down	Earthquake
Sign Gone	Tornado



This sign is posted on the side of the small control line shed just adjacent to the flying circle. Helps our control line flyers monitor the weather!





## Control Line Ringmaster Fly-A-Thon Results for the 2023 Worldwide Event

### Here are The Final Running Totals of Pilots and Flights for the 2023 16th Annual Worldwide Ringmaster Fly-A-Thon

We featured this Fly-a-Thon in last month's newsletter showing some of our pilots flying Ringmasters from our control line circle. The CVF Control Line Buzzards flew 136 flights during the 2 day event. Club members participating were: Randy Meathrell, Rick Nichols, Steve Zingali, Harold Ellis, Jeff Moser, Terry Steiner, Dave Domzalski, and Gene LaFaille. The electric model (provided by Steve Zingali) was set up to fly for 30 seconds, which gave 6 1/2 laps. Upon landing the electrical system was reset after waiting the desired time. Then the model was flown again. The models battery provided energy for (6) 30 second flights but was changed after 5 flights. Each pilot on the list flew 20 times except Harold Ellis (10) flights and Gene LaFaille who flew 6 times (Nitro). Batteries were kept freshly charged so the next flight could be made ready with minimal down time. Our club information here provided by Randy Meathrell.

#### As reported from Chicago

As of October 7th at 7:00 PM CDT (Chicago Time)  
Pilots 11 Total Flights 41  
As of October 8th at 7:00 PM CDT (Chicago Time)  
Pilots 74 Total Flights 701  
As of October 9th at 7:00 PM CDT (Chicago Time)  
Pilots 159 Total Flights 1757  
As of October 10th at 7:00 PM CDT (Chicago Time)  
Pilots 375 Total Flights 3474  
As of October 11th at 7:00 PM CDT (Chicago Time)  
Pilots 398 Total Flights 3648  
As of October 12th at 7:00 PM CDT (Chicago Time)  
Pilots 397 Total Flights 3536  
As of October 13th at 7:00 PM CDT (Chicago Time)  
Pilots 423 Total Flights 3821  
As of October 14th at 7:00 PM CDT (Chicago Time)  
Pilots 429 Total Flights 3757  
As of October 15th at 7:00 PM CDT (Chicago Time)  
Pilots 517 Total Flights 4696  
As of October 16th at 7:00 PM CDT (Chicago Time)  
Pilots 555 Total Flights 6001  
As of October 17th at 7:00 PM CDT (Chicago Time)  
Pilots 604 Total Flights 7550 (Corrected)

#### We are done for 2023!

**Final Tally is: 7603 Ringmaster Flights by 618 Pilots**



The foam Ringmasters here were cut out by member Steve Zingali on his CNC.



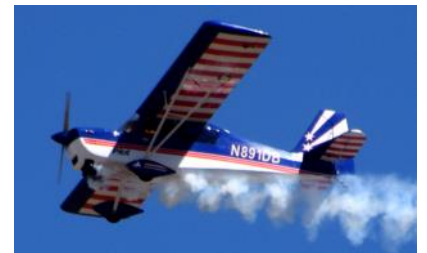
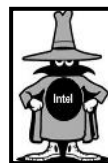
Top photo, Rick Nichols,  
bottom  
photo Terry Steiner  
flying a Zman  
Ringmaster on the  
Fly-a-Thon Days  
in October.

# November Club Swap Meet Well Attended



We had a great turnout of members for the November Swap Meet and Fun Fly. Thank you to Mark & Jane Lipp for cooking a great breakfast of pancakes and sausages for all who attended.

Lots of kits, engines and various parts were available for swapping, buying or trading. Those with items to sell backed up their vehicles and opened their trunks and pick up beds with all kinds of goods to barter or sell. For those not involved in the swap meet, they flew their models. The weather was great and the sky was full of airplanes too.



## Page Two Name the Plane Cockpit: C-130 Hercules Cockpit Conversion from Analog to Digital\*

The Air Force Reserve Command's C-130H Hercules fleet began the transition from analog to digital recently with testing beginning on a major upgrade of the aircraft's avionics system. The update, called Avionics Modernization Program Increment 2, or AMP Inc 2, is a significant improvement to the almost 60-year-old aircraft's avionics and navigation systems.

The goal for the AMP Inc 2 modernization effort is supporting mobility air forces to sufficiently meet National Defense Strategy priorities, according to the C-130H legacy avionics branch. The upgrade provides a new flight management system, autopilot, large glass multifunctional displays, digital engine instruments, digital backbone and terrain awareness and warning system.

The 417th Flight Test Squadron's aircrews were involved in the AMP upgrading since 2017 and began AMP Inc 2 developmental testing in August of 2023 on one aircraft with others to follow .

"This modification completely changes the interface for the crew to employ the C-130H," said Maj. Jacob Duede, 417th FLTS experimental test pilot. "Aircrew essentially had to print the directions before flying and then type the information in using latitude and longitude or use ground-based navigation aids. This new mod is the newest GPS navigation with a by-name search function and autopilot, all built into the aircraft."

The built-in flight plan modification ability is particularly impactful for the pilots. Prior to AMP, to modify the flight plan, pilots coordinated with air traffic control, then looked up new coordinates in latitude and longitude with equipment brought onto the aircraft like a tablet or laptop. Then, the pilots took those numbers and entered them into the aircraft to adjust the flight plan. "Depending on the proficiency of the crew, this could take 30-45 seconds or two to three minutes," Duede said. "Either of which is a long time when in the air moving at four miles per minute."

Using the new built-in multifunctional displays, the pilot can complete the entire process with a hand controller in less than 30 seconds. "The new process is as quick as the first step of the old process. You just identify the point on the moving map, grab it and execute the flight plan," Duede , the 10-year C-130 pilot, said.

Another new key aircraft component is the Integrated Terrain Awareness and Warning System. It is a commercially-used ground-and-object-avoidance tool, but significantly upgraded to react to Air Force tactical flying requirements. The ITAWS, combined with the latest flight navigational programs, are all now built into the aircraft and available on screens easily assessable to the pilot, copilot and navigator. Currently, operational C-130H aircrews carry on tablets or laptops to access any navigational software.

All but three of the aircraft's original analog gauges are gone to make way for the AMP system. In place of those gauges, that worked independently of each other, are six new brightly lit multifunctional displays working together throughout the aircraft's flight deck. "This is much larger than just a software or hardware upgrade," Duede said. "It's reconstructing and modernizing the aircraft's entire cockpit area."

The planning phase of the 417th FLTS's developmental testing, or DT, began in 2021 and continues here through the rest of the year. During the DT flights, aircrew examine all aspects of these newly installed tools, none of which existed within the aircraft before.

"This is an entirely new system," said Caleb Reeves, 417th FLTS test engineer who helped design the test plan. "Everything we're testing here is being done for the first time ever in this aircraft. We're also examining if these untried systems perform in the ways we thought they would or not. That data allows us to adjust our testing and provide feedback to the manufacturer."





## THE NORTH AMERICAN B-45 TORNADO: A FORGOTTEN JET OF THE PAST \*

The North American B-45 Tornado was the United States Air Force's (USAF) first operational jet bomber, and the first multiengine jet bomber in the world to be refueled in midair. The B-45 was an important part of the United States's nuclear deterrent for several years in the early 1950s, but was soon superseded by the Boeing B-47 Stratojet. B-45s and RB-45s served in the United States Air Force's Strategic Air Command from 1950 until 1959.

The B-45A featured some changes from the XB-45 design that included redesigned ejection seats and improved communications equipment. Accommodations allowed for a crew of four and standard defensive armament consisted of 2 x 12.7mm (.50 caliber) M3 machine guns in the tail position. A bombing navigation radar and autopilot systems were also installed. The B-45B appeared a short time later as a proposed improvement upon the B-45A design though this proposal never came to fruition.

The next notable addition to the Tornado family was the B-45C which was in essence a long-range variant fitted with wing tip fuel tanks and an aerial refueling probe. The addition of the refueling probe made the Tornado the first multi-jet engined bomber in the world to be refueled in mid-air. A reinforced canopy was also on the list of improvements though only a total of 10 examples were produced before the arrival of the definitive Tornado in the RB-45 series.

The RB-45C was a photo-graphic reconnaissance platform based on the B-45C model series to which some 383 were converted to this standard along with 38 new-builds. The bombardier's compartment was faired over and four camera stations could mount specialized equipment. Along with provisions for external fuel tanks, Jet Assisted Take-Off (JATO) rockets could also be utilized.

In all, some 143 Tornados were produced for the United States Air Force. The series performed admirably through the early Cold War years despite its engine troubles and became many "firsts" for the USAF. The system saw combat action in the Korean war in both reconnaissance and bomber forms. Only three Tornados are reported to still exist in presentation form with a B-45A, B-45C and an RB-45C on display in museums in Atwater, California; Dayton, Ohio and Ashland, Nebraska.



The B-45 was the first four-engine jet bomber to fly, the first American production jet bomber, the first jet bomber capable of carrying an atomic bomb and the first multi-jet reconnaissance aircraft to refuel in mid-air.

North American built 142 B-45 bombers including 10 long-range B-45Cs, which featured wingtip fuel tanks, and 33 RB-45Cs that were configured for high-altitude photo-reconnaissance and aerial refueling.

<http://www.forgottenjets.warbirdsresourcegroup.org/B-45.html>

[https://www.militaryfactory.com/aircraft/detail.php?aircraft\\_id=569](https://www.militaryfactory.com/aircraft/detail.php?aircraft_id=569)

# Chino Valley Flyers Club's Monthly Meeting for November 2023

The General Membership meeting, on Tuesday November 21, 2023, opened at 7:01pm with the Pledge of Allegiance. Club membership now stands at 164 paid members. There were 19 members, by head count and 18 signed-in for tonight's meeting. Minutes for the October 24 meeting were unanimously approved by members.

### President's Agenda

President **Bill Gilbert** presented the Treasures report in Don Crowe's absence. We are generally in pretty good shape financially with dues renewal underway. The \$2500, second half payment for runway improvement was transferred to savings. The Treasurer's report was unanimously approved by members.

Bill presented an outyear review of our budget. Inflation is impacting us greatly for both maintenance and long-term savings.

Two By Laws changes proposals summarized: **1.** The Chief Flight Instructor has not been filled for a number of years. The proposed removes the position from the Club Board. This will enable the Chief Flight Instructor to focus on the job of managing instructors and students. After further discussion, a motion to

approve the change was unanimously approved by members.

**2.** Establishment of an initiation fee. The new member initiation fee will be 1.5 times the annual membership dues. After further discussion, a motion to approve the change was unanimously approved by members.

### Events

The Fun Fly and Swap Meet on November 11 was a well-attended cold morning made better with hot coffee, pancakes and sausage provided by **Mark and Jane Lipp** and their crew. The Christmas Party this year is at the Antelope Hills Centennial Club on December 5<sup>th</sup>.

Tickets for the Christmas Party are \$42 per person. Do remember to bring a gift to exchange and a donation of none parish able food for Chino Valley Food Bank.

Bill suggested that we need more support for the STOL event. Do we need a T-28 war bird race with the new T-28 from Horizon? A combat event was suggested and **Mark Cotter** will put together a proposal.

### Member Input

**Lee Boekhout** proposed the we establish rules about low altitude, high

speed, flying down the runway center. Safety Officer **Rick Nichols** said such flying should only be when that pilot is the only one flying at that time. This was discussed and referred to the Board for further discussion.

We broke about 7:56pm for a short break for lots of cookies provided by **Rick Nichols**. Thanks Rick! We resumed the meeting at 8:06pm .

### Show & Tell: Planes and Projects

**Dave Domzalski** showed us his control line Zero built with XPF foam. Dave also talked about constructing with XPF foam after the meeting.

### Door Prize and Raffle

**Dave Bates** won the door prize consisting of a craft knife, and of course the proverbial glue. **Bob Steffensen** won \$34 in the 50/50 raffle.

A motion to adjourn the meeting was offered and unanimously approved about 8:15pm.

Respectfully,  
**Bob Steffensen** Club Secretary



**Dave Domzalski's control line Zero made from XPF foam.**

Photos by  
**Bob Steffensen**



*50/50 winner  
Bob Steffensen*

*Door Prize  
Dave Bates*

