



Chino Valley Flyers

Official Club Newsletter



January 31, 2024

Volume 27 Issue 1

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:

"Humor is the great thing, the saving thing after all. The minute it crops up, all our hardness yields, all our irritations, and resentments flit away, and a sunny spirit takes their place."

Mark Twain

Get a T-28



From Horizon Hobbies For Our Club Races to Be Held June 15, 2024

JOHN MEYER'S BEACH CRAFT C-18



Rick Nichols' "Shining" Foam Flyer





Bill Gilbert: CVMA President's Message



As we start a new year, the club is planning some updated and some new events for this flying season. Saty tuned, it's sure to be another fun year of flying at the field.

Details on these events will be discussed at our monthly meetings. Get involved, be part of the process. A quick preview: T-28 races updating our past e-Warbird races. The Glider Endurance Event is being updated to enable more flying heats for each participant, along with a spot landing sequence. A full contact Combat event will be added. Also, we have planned a "Flying Hamburger" event for members. This will be an open flying event with grilled food provided by the club, as a member appreciation. Should be a great opportunity to socialize with new and old friends.

A major maintenance event will also take place this year: we will soon seal coat and restripe the runway this year. That should leave us with a smooth, like-new runway surface that will last several years.

As our club has grown, we have

managed to accommodate many different flying activities in our limited ground space to accommodate widely varying member desires; RC fixed wing of many different types. Sport, Aerobatics, Gliders, and Slow Flyers, along with EDFs and the occasional Turbine can be flown at our field. As well as Rotorcraft and Control Line in their own dedicated areas.

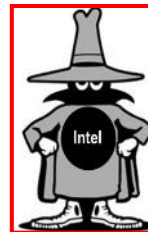
This wide range of activities, sometimes simultaneously, requires that we all remain open minded, tolerant, and courteous to those that may be enjoying their model aviation that is different than what we might personally prefer. Our club is unique in that we can all enjoy these activities with a minimal of "friction" between these different interests. Let's all work together to keep it that way!

The beginning of the year is also an appropriate time for all members to review our Field & Etiquette rules, along with the AMA Safety Rules. Please get familiar with our website

which contains these rules, along with rules for each individual field event. Adherence to these rules will go a long way to keeping our environment safe and enjoyable.

Let's have another great year of flying!

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*



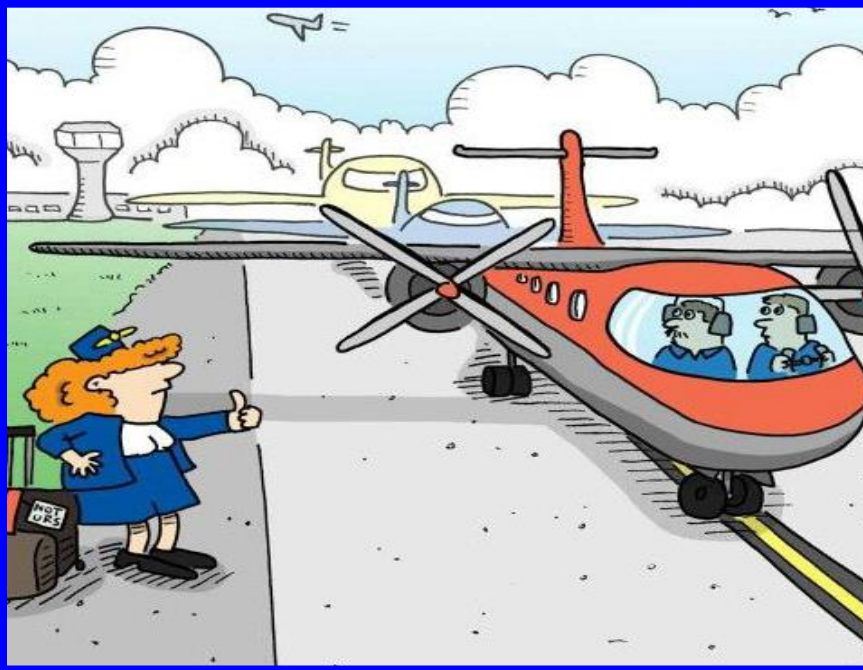
Newsletter Editor — *Bob Shanks*



CAN YOU NAME THIS AIRCRAFT?



See Page Eight



MARK YOUR CALENDARS

Chino Valley Flyers Events for 2024

May 18	Spring Fling Fun Fly
June 15	T-28 Warbird Races
July 4	Pot Luck & Chino Valley Fire works (Watch from our field)
July 20	Glider Endurance Event
August 17	STOL Races
August 31	Combat Event
September 21	Steve Crowe Fun Fly
October 19	Annual Build & Fly Challenge
November 16	Fall Swap Meet Fun Fly
December 3	Annual Christmas Party

AMA SAFETY HANDBOOK

In this issue we are giving our Safety Officer Rick Nichols a break. The article on page seven covers a whole host of safety issues combined into one article. Those very critical safety concerns have been stressed in different safety columns Rick has written over the last few years.

The Academy of Model Aeronautics (AMA) has a very complete handbook on safety. It can be found at this site: <https://www.yorkrc.org/safety-handbook.pdf>.

This is a very well produced color 12 page handbook, a very centralized manual covering modeling all safety information.

AMA stresses that is an excellent handbook for club officers, contest directors and all club event managers.

The manual is twelve pages covering the following topics:

1,AMA Safety code,

2. Model operations near airports,

3. No fly zones,

4. Privacy issues,

5. Central safety practices,

6. Propellers,

7. Batteries,

8. Free flight,

9. Control line,

10. Radio control,

11. See-and-avoid guidance,

12. First-person view,

13. Advanced flight systems,

14 .Gas turbine operations,

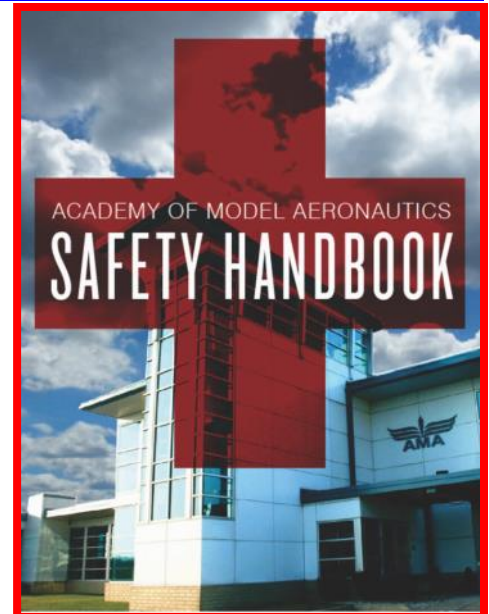
15. RC pulse jet operations,

16. Large model airplanes (55 lbs),

17. RC combat,

18. RC racing, and

19. Flying site layout.



All modelers involved in flying models covered in these 19 topics should review this handbook no matter how long one has been flying or how much of an expert they feel they are, we can all learn from this handbook. This is an excellent safety handbook for all clubs.



Don Ferguson's Open Frame Aircraft

The Mysterious Quimbaya Airplane *

by J. P. Robinson

The Quimbaya airplane was briefly included in this newsletter years ago but this is a more complete article about its discovery in 1890 in Quindio, Columbia. This little gold artifact is still generating a lot of discussion. The newsletter article here is based on the book The Myth of Man by J.P. Robinson.

A grave site situated near the Magdalena River in Columbia was discovered during the early 20th century by opportunist tomb robbers who inadvertently stumbled upon the ancient location. Dating back to a civilization known as the Quimbaya from the Tolima region, 1,500 years ago in pre-Columbian times, the grave had hundreds of funerary objects and among them were around a dozen small gold figurines two to three inches in size.

These particular objects, many of which were most likely meant to imitate insects and birds appear to resemble modern aircraft with features very close in appearance to airplane parts. This includes a fuselage, delta wings, horizontal stabilizers and what appears to be a rudder or tail-fin and not necessarily the natural tail of a bird or insect. The tail-fin or vertical stabilizer, which is an essential component of any flying machine but is never found within nature, suggests that the creators of these artefacts may well have had more than the familiar creatures that surrounded them in the natural world for inspiration. Even the way that the wings of the figurines sit at the bottom of the body in complete opposition to how wings within nature's flying creatures always attach to the top part of the body, is very unusual indeed.

Most propeller planes have the wings at the top of the fuselage but all modern jet engine planes have the wings attached to the bottom part, just as the Columbian pieces have. Such specific design details mirror perfectly those of all modern aircraft including the Concorde and even the space shuttle, leaving one to question whether this matching correspondence is the result of pure coincidence or deliberate design.

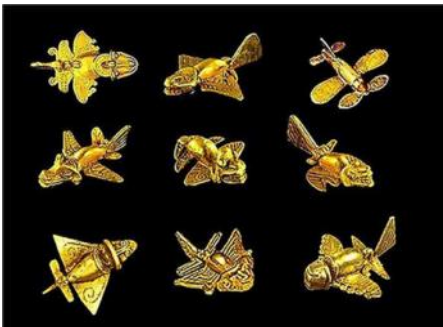
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Mainstream archaeology believes that the Quimbaya cultures lived in South America between 300 and 1550 AD, and were renowned for their precise gold and metalwork. The majority of the gold pieces are said to have been made with a tumbaga alloy, a name given to an alloy consisting of a mixture of gold and copper by the Spaniards who discovered its widespread use right across pre-Columbian South America and Mesoamerica. Harder than copper but with a generous malleability, the alloy would have been easier to work with, especially due to the considerably lower melting point than copper and gold in their purest forms.

Mainstream archaeologists will undoubtedly take the stance that no culture that far back into antiquity could possibly have had the knowledge of modern flying machines. The sheer absence of modern engines and landing strips for the craft to employ, tallied alongside the fact that many of the Quimbaya artefacts do resemble insects, fish and birds.

We know that they created artefacts based on interpretations of real-life people, animals and objects, so the question is not whether the Quimbaya objects represent something they have seen in the outside world but what exactly was it that they chose to replicate? Is it also not possible that these remarkable artworks could have been crafted to pay homage to incredible aircraft witnessed by the Quimbaya people? Could they have seen evidence of modern technology in ancient times?



* <https://www.jp-robinson.com/single-post/the-mysterious-quimbaya-aeroplanes>

Member's Models Sighted at Our Flying Field

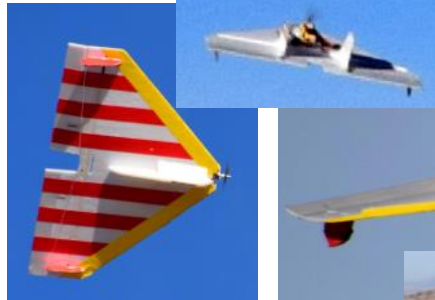
John Dora's Glider



Rick Nichols preparing to take off his foam "Shinning."



Randy Meathrell's Wing.



Rick Nichols launches Randy's Wing.



Rick's "Shining" over head.



Dennis O'Connor's tundra wheeled EP



"Well Orville, Where do we go from here?"



We fly RC and control line models from a great flying field here in Northern Arizona. We usually don't have too much snow. We have a great club of members who are always ready to help others who need assistance flying or building.



The Black Bird's Revenge

<https://tacairnet.com/2014/11/07/blackbirds-revenge/>

In July of 1985, an SR-71 was flown to England, on static display for visiting King Hussein of Jordan. The very next day, British nuclear protesters threw paint on the SR-71. There was no permanent damage to the aircraft. Several days later crews flew "low" passes over the protester's tents near the RAF air base.

I was the "mobile control" officer, the pilot was Maj Jim Jiggins, a USAF Thunderbird pilot and formally a US Army helicopter combat pilot in Vietnam.

On the evening of the air show, women, who were protesting President Reagan's decision to station intermediate nuclear missiles in England, broke into the security cordon around the air show aircraft and threw paint on several, including this SR-71.

Owing to the unique metals associated with the SR-71, the removing of the paint required special maintenance procedures to assure that no "hot spot" would develop on subsequent flights. It was quite a hassle, and we were not amused over this incident.

Jim and I planned a farewell departure for the protesters who were encamped in a squalor of tents just outside the main gate. Jim obtained clearance for a "closed pattern" and turned to a downwind leg, descended to about 100 feet above the ground, and flew directly over the protesters' encampment. It was early and probably most were asleep, but not for long. Jim was flying about 250 knots and selected afterburner in both engines as he was approaching the tents. As the SR-71 accelerated to 350-400 knots, he pulled up and focused the plume (and noise) directly on the protesters. It was a magnificent sight.

We had the honor to prefer charges against the women, but the British government later declined to prosecute. Rumor had it that several tents were leveled, and hearing problems lasted for hours afterwards.

Lt. Col B.C. Thomas, USAF

A former SR-71 pilot of the United States Air Force
U.S. Air Force/Released Story



Our Field is Close to the Compass Firing Range

The fuzzy Google Earth photo at right really shows how close our field is to the Compass gun range. One good aspect of all of this is who would want to buy land so close to where gun fire is a daily occurrence? So in one respect our field is fairly safe from a hostile take over of sorts for the land and will hopefully remain as a premiere RC flying field in Northern Arizona.

Our safety Officer **Rick Nichols** has constantly stressed how important it is to not walk up the hill behind our field near the firing range if you lost a plane but to wait until the end of the day (after all the gun fire has ended) to try and find your airplane and retrieve it. A simple matter of safety.

When the cold winter weather starts to ease off in the early spring we should all review the AMA safety guidelines and our own field etiquette rules for safe flying. Another reminder, especially if one has not been flying for a long time is to make sure to loudly call out intentions, like “landing” or “landing up hill” or “landing right to left” etc. Also, do a range check on your radio and make sure your plane or planes are air worthy after not flying for an extended period of time.

We don't have a daily take off and landing direction as some clubs do because the wind here in northern Arizona can and often does shift quickly and suddenly making intentions a pilot decides to do very important. A couple of times in the distant past (I have been your newsletter editor for a number of years) we have almost had a couple of head on crashes on our runway, someone was landing just as another pilot was taking off.

Another issue is high speed passes, all pilots, if making high speed passes should make sure their aircraft is well off to the side of the runway **and not flying down the center of the runway.** Again calling out one's intentions to make a high speed pass is a critical safety procedure. If a member is making a first flight on a new model give them space and time before you fly, a simple courtesy.

Since we have so many new members, it is important to make sure they understand our field flying procedures. Your editor has belonged to five different clubs over the years and many of them did not allow take offs across the runway as we do but again with loudly calling out that intention to take off straight out from the pits across the runway is imperative.

As of mid January we now have 130 paid members with a whole host yet to renew. If you haven't sent in your dues make sure you do soon. Also since we have so many newbies in the club make sure you introduce yourself to those flyers you don't recognize and always wear your name tag so everyone will get to know whose flying that day.

Our club also is in dire need of some flying instructors so if you are an accomplished flyer and would like to step up and help those new to flying notify one of our officers or email our club president. If you are approached by someone interested in becoming a member make sure you give them a membership application, we have some at the field and remind them as well we do have an initiation fee besides the annual membership fee.

A popular event from the past has been the T-28 war bird races. Member **Mark Cotter** is our contact on this and we understand the T-28 is now again available for \$199. Another popular event is combat where the planes trail a 20 foot streamer, usually slow sticks or some other inexpensive foam model. Everyone wears hard hats that we have available.

Please make sure to review our event schedule at our web site and briefly on page three of this issue so you can mark your calendars for events you might be interested in participating. For 2024 our club has ten events scheduled, nine flying events and our annual Christmas party.



Our field showing its relationship to the Compass gun range. (A google Earth photo)



Name the Plane Cockpit: Zenith601Xlb

<https://bydanjohnson.com/pilotreport/zeniths-sport-pilot-entry/>

Editor's Note:

A few years ago our club membership took a tour of Mike Miller's collection of restored cars at his home here in Prescott. He is a prolific at restoring classic automobiles as well as a pilot and builder of this Zenith airplane at right. His car collection is quite impressive.

The Zodiac is a family of all-metal, two-seat, fixed landing gear airplanes by Zenair in Canada and Zenith Aircraft Company in the USA. The Zodiac airplane was developed by engineer Chris Heintz in the early 1970s but didn't fly until 1984.

The standard ZODIAC XL kit aircraft meets the definition of a Light-Sport Aircraft as defined by "Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft" (7/20/04). A Sport Pilot may fly any aircraft that meets the definition of a Light-Sport Aircraft, and such aircraft does not need to change its certification category to be operated by a Sport Pilot.

General Evaluation Comments

The cruise speed is about 140 mph at 2800-2900 rpm, however, the company has a different prop for Sport Pilot. At a 130-mph cruise, Zodiac XL felt faster. The numbers may not relate perfectly to the sensation of speed. It might have been the open bubble canopy, which insures massive visibility, but also imparts a sense of motion. The canopy had good optical qualities, and seems to be distortion free.

Zodiac XL's climb rate is about 900 fpm with two on board weighing something less than full gross. Using a climb prop installed for Sport Pilots. Evaluations indicate the aircraft is stable and has steady characteristics. Most evaluations also indicate the Zodiac overall is an efficient flying machine.

The company specification and performance figures are based on standard factory prototype flight test results. Zenith Aircraft Company doesn't guarantee that the aircraft, as constructed by the builder, will meet the definition of a Light-Sport Aircraft. Due to the gross weight and stall speed limitations of the Sport Pilot/ Light-Sport Aircraft category, it is recommended that the aircraft be kept "as light as possible" if planning to operate the aircraft in this category. Larger and heavier engines and other installed equipment will limit the useful load of the aircraft, and may disqualify the aircraft from meeting the defined category limits subject to meeting actual FAA rules.



Built owned and flown by Mike Miller, Prescott, AZ



My big brother →



THE STRANGE OLD AIRPORT HANGER

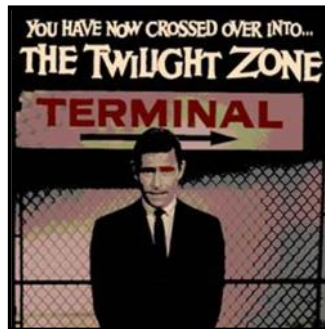
A short story by Bob Shanks

Driving out to the airport one sunny Saturday afternoon to work on their airplanes, Rick and fellow pilot Randy decided to explore the old hanger located in an unused area of the airport that dated back to the WWII era. Locally, stories were circulating about that old section as haunted, the old base was gone but the old hanger remained and undoubtedly saw every type of WWII airplane in its heyday. They postponed working on their planes stored at the active end of the airport until they could adequately look inside this hanger to satisfy their curiosity. The old hanger had been boarded-up for years. The ramp outside the hanger had weeds coming up through cracks in the old concrete. Just getting to that old area of the airport was a bit difficult so they parked along the road and then walked to the very strange and sad-looking old aircraft hanger.

The pilots found one side door to the hanger unlocked. As they pushed the old jammed and warped door open clouds of dust billowed up as sunlight shined down through the old hanger door windows. It took a little time for their eyes to adjust to the semi darkness in this old aircraft home, but to their amazement, it appeared as if time had stood still. If only the walls could talk, they would tell exciting stories of the bygone days of early aviation.



Power to the hanger had been disconnected years ago but they noticed, in the dim light, an old room labeled "Mission Ready Briefing." As they slowly opened the door and peered in, it was as if the room was still ready for the next flight briefing. On the far wall was a picture of *Rod Serling* advertising the old 1950's television show "The Twilight Zone". Was somebody trying to be funny"? The tattered mission-ready briefing room just added to the spookiness of the old hanger!



Everything inside the room was dusty and unused for years. As Randy and Rick looked around a bare light bulb suddenly came on and the door slammed and locked. *"Hey there's not supposed to be any power in this building"* was Randy's retort. The old "Twilight Zone" picture suddenly brightened, and the words "Terminal" lit up like a lighted billboard and the arrow started blinking as if to point to the "Terminal." Rick said, *"What Terminal, where?"* Randy looked in the direction of the arrow and muttered, *"I don't think I want to cross over into any twilight zone, let's get out of here!"* Over the closed door was a small, tattered sign that said, "This way to the terminal." A small strange yellow glow was emanating from under the door of the room!

The two pilots high-tailed it to the exit door, struggling for a moment to open it but the door finally creaked open and as they hurriedly left that strange room, they glanced back at the door labeled "Terminal," that door was suddenly gone! The door had disappeared, and the lights were off again, only the bare wall remained, labeled with the strange words: the "Twilight Zone Terminal."

But there had been a door on that back wall! Where had it gone? What was going on here? Neither pilot ever spoke about that strange encounter to anyone, nor ever ventured to that side of the airport again!

Chino Valley Flyers Monthly Review: January 2024 Meeting

The General Membership meeting, on Tuesday January 23, 2024, opened at 7:00pm with the Pledge of Allegiance. Club membership now stands at 139 paid members. There were 24 members, by head count and 23 signed in for tonight's meeting. One additional guest, Steve Goddard was present. Minutes for the November 21, 2023 meeting were unanimously approved by members.

President's Agenda

Treasurer **Don Crowe** presented his report. We are generally in pretty good shape financially only a few outstanding Treasurer's report was unanimously approved by members.

Bill presented an outyear review of our budget which has generally a good outlook, even with inflation still in full swing. The following expenditures were approved by our membership:

\$10,170 for crack and runway resealing (double from 5 years ago). The field will be briefly closed on two separate days for the work.

\$503 for property insurance for cabanas, shed and contents.

\$466 to replace two aging picnic tables.

Bill presented an overview of this year's events with a few notes: indoor flying is on at the Toyota Center with a one time \$5 payment to **Mark Cotter**. A combat event at our field is on event schedule with CD **Mark Cotter** with any slow flyer you want to bring for the action.

We will have T-28 Warbird Pylon racing this year at our field. The new T-28 is available at Horizon Hobbies for \$199 plus tax. This stock aircraft with a 3S battery for power is the only airplane that is acceptable for racing.

A proposal for a revised Glider Endurance Event is in the making. The Christmas Party this year will again be at the Antelope Hills Centennial Club on Tuesday December 3rd.

Members Comments

Lee Boekhout asked for an update on low altitude, high speed, flying down the runway. The Board has discussed this and we have not put forth any new rules on this matter at this time. We do not think new rules are necessary. Most members think we should do it safely...after announcing your intentions for a high speed pass so other pilots flying are aware.

We broke about 7:45pm for a short break for cookies provided by **Bob Steffensen** and fudge provided by **Dave Domzalski**. Thanks Bob and Dave. We resumed the meeting at 7:55pm.

Show & Tell: Planes and Projects

Dave Domzalski showed us his rebuilt Zero; The Cricket CL Team showed off their builds of Crickets: team members are **Randy Meathrell, Terry Steiner, Rick Nichols, Brian Sutton, and Chris Padham**; **Lee Boekhout** showed his recent build of the "Backwards Eagle" a canard; **Mark Lipp**, in great detail, discussed his Armstrong Whitworth F.K.-10 under masterful detailed construction, why not 4 wings?

Door Prize and Raffle

Lee Boekhout won the door prize consisting of the usual glue and other things. **Mark Cotter** had the lucky raffle ticket for the nice Cessa 182.

A motion to adjourn the meeting was offered and unanimously approved about 8:25pm.

*Respectfully,
Bob Steffensen Club Secretary*



At left is **Lee Boekhout**, below Lee is **Mark Lipp**. Mark is also at right next to **Dave Domzalski**.



The Cricket control line team with their Cricket versions is below at right.



Thanks to **Bob Steffensen** for taking the meeting photos with his phone.

Door Prize & Cessna Kit Winner s



Door Prize
Lee Boekhout



Cessna Winner
Mark Cotter