



# Chino Valley Flyers

Official Club Newsletter



March 30, 2024

Volume 27 Issue 3

www.chinovalleyflyers.org

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

## Inside This Issue

President's Message	2
Name the Plane	2
Safety Column	3
Member Flying	4 & 5
SR-71 Engine Facts	6
SR-71 Families	7
Name the Plane Answer	8
Extraterrestrial Life?	9
March Club Meeting	10

## Quote For this Month:

*"Do not go where the path may lead, go instead where there is no path and leave a trail."*

*Ralph Waldo Emerson*



**Get a T-28  
From Horizon  
Hobbies For  
Our Club Races  
June 15, 2024**

## MARC ROBBINS FLYING HIS FOAMY AT FINDLAY TOYOTA



## Brian Sutton's United Airlines Beach C-18





# Bill Gilbert: CVMA President's Message



Our RC hobby is undergoing or has undergone a shift in demographics. From the traditional builders of plans built or kit-built model to the "assemblers" of ARFs or even to just the pilots of "PNP" models. The RC airplane hobby has never been more accessible to newcomers due to the wide availability of ARFs and PNP aircraft. Even stalwarts in the hobby now enjoy this easy access to a wide variety of models.

No doubt many of you have read of the closing of several traditional hobby suppliers recently. Our hobby is in a decline of the "traditional" builders of balsa aircraft and it stands to reason that the suppliers of components and suppliers for that segment are also in decline.

On the flip side, the suppliers for ARFs, whether balsa and covering, or foam, seem to be doing a stellar business, selling out of everything imported from the Asian manufacturers.

Most of the popular ARF sites are perennially out of stock on the popular airframes.

This shift in the RC model airplane hobby is not necessarily all bad. The "instant gratification" now available with ARFs can and has the effect of bringing in a new generation of RC modelers. One can purchase a Ready-to-Fly (RTF) foam trainer that includes battery and transmitter. No longer is building your own an impediment to getting started in the hobby.

We have been seeing newcomers joining the club that already have a plane and transmitter, just needing some instruction to be successful at enjoying the RC hobby. This is the future way for a lot of entrants into the hobby. We should also be ready to help these new folks transition into "more interesting" models once they learn to fly a trainer.

We need to have instructors/

mentors at the ready to help guide these folks into successful and safe RC flight. Volunteer to be an Instructor Mentor pilot if you want to help our hobby and club grow. Our club needs help in this area.

As you enjoy the club, look around you and see what you can do to contribute. It takes a concerted effort by *all of us* to maintain the superb facility that we now enjoy. If you see some litter, please pick it up and dispose of it. If you're the last one out please at a minimum lock the gate. Help put the crash cart away, tie down the chairs. All of these little things add up to keeping our club in good shape.

See you at the field!

**BILL**

## Flight Instructors

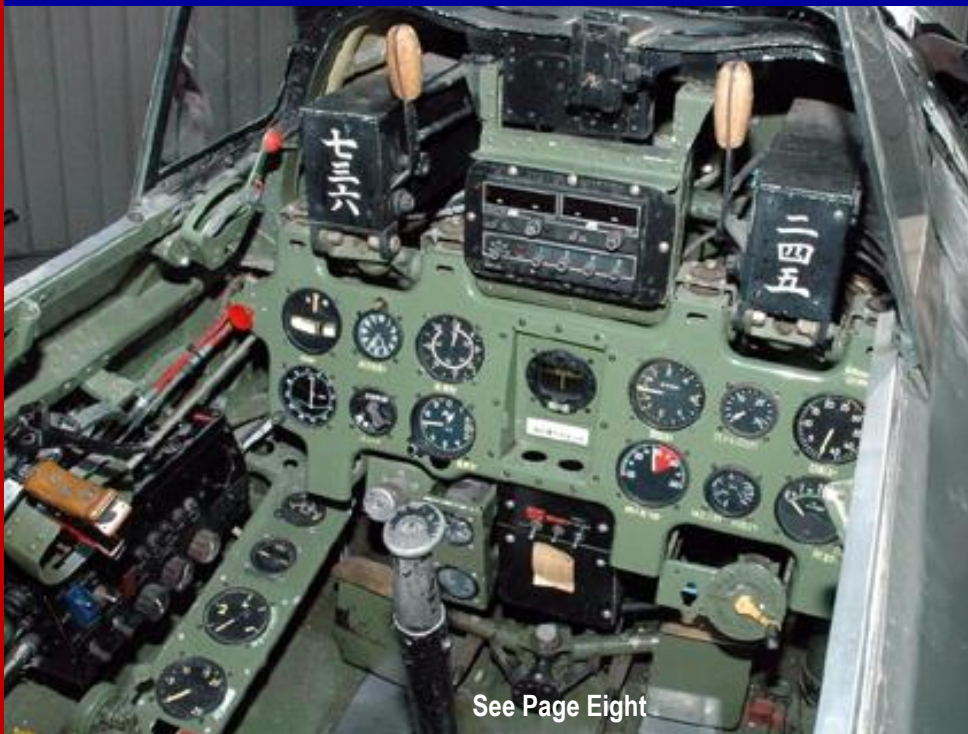
Randy Meathrell:  
Control Line Flying

Bill Gilbert:  
Helicopters

Jeff Moser  
Gliders, Multi Rotors

*Our Club really needs good overall flight instructors so members if you have that skill please step up, we have many new*

## WHAT AIRCRAFT HAS THIS COCKPIT?



See Page Eight

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

### Chino Valley Flyers Events for 2024

May 18	Spring Fling Fun Fly
June 15	T-28 Warbird Races
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



## SAFETY SHOULD ALWAYS COME FIRST

Our safety officer, *Rick Nichols*, usually does our safety column but he is taking a break so your editor is back on that job. He did it for a number of years so he's now at it again, at least for this issue.

In this hobby, one of the biggest safety hazards is being distracted when setting up your model for flight. Of course **NEVER** arm your plane for flight under the cabana.

Make sure you are in the pit area and a good reminder is to have your plane pointed toward the runway. We have a fence protecting members observing and working there but many members have their planes on the ground in front of the fence. An errant model facing the cabana could tear up and damage a lot of those parked models located there. More room is toward the runway, however, members also have their backs to the pit area as they are flying. So, be doubly careful as your model is armed and ready for flight.

Keep your radio well out of the way so you can't accidentally hit the throttle for a sudden start up. Your editor did accidentally bump his throttle and had to suffer 7 stiches in his little finger.

After our long winter make sure all of your charging hook ups are adequately insulated, deans clips, charging wires, and battery leads. Many of us wear rings and what a nice place to have a short jump over to one of your rings and burn your fingers and could possibly shock you if conditions were right.

Of course, most of us have not much hair left as we have aged but if one does have some long locks make sure they are safely tucked inside your hat or secured with a rubber band in a "cool pony tail". Long hair can be a real safety hazard when props are wildly spinning.

The days of 72 MHz and pins for your channel are gone with our

newer radios but make sure you have the correct radio for your plane with the correct model selected. We still have a few members flying with the older 72 MHz radios too so be aware of that as well.

Seems like a long cold and windy winter so many of us are huddled up working in our workshops preparing for the upcoming flying season. Make sure your shop is cleaned up and safe as well. If your shop is like your editors, it can quickly get out of control with tools parts and building supplies scattered all over the shop. That old cliché really applies here: **"A place and everything in its place."**

Check out our upcoming events members and get ready for a safe flying season. Any suggestions for our safety column contact your editor. **FLY SAFE MEMBERS!**



# Indoor Flying at Findlay Toyota Center in Prescott Valley

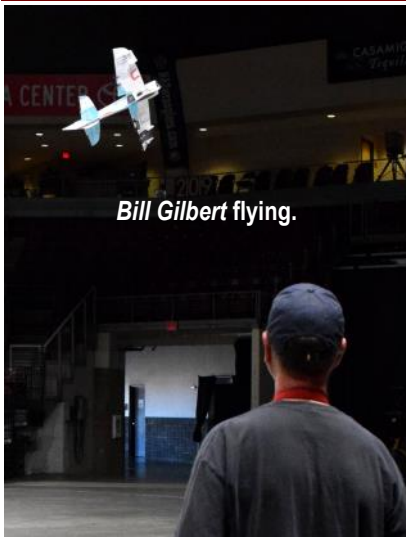


*A Great Turnout for Indoor Flying.*

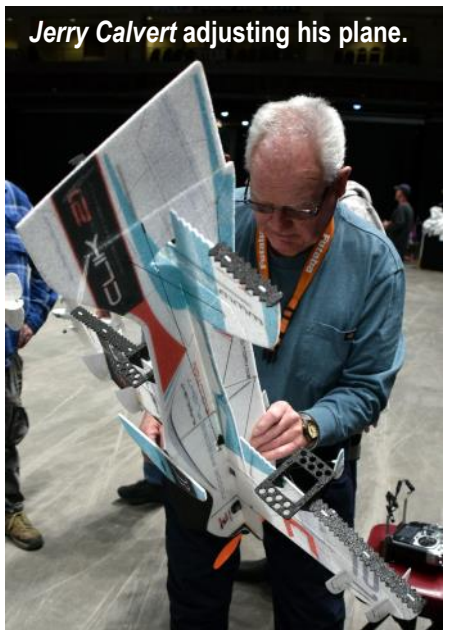
Flying at Findlay Toyota Center in Prescott Valley during our very cold and high windy month of March found 28 club members inside the big dome.

At right is *Mark Lipp*, with his son *Curt*. Mark is flying his Cub foamy. All the photos here won't have who was flying what as there was not only fixed wing flyers but helicopters as well.

Your editor didn't ask who was flying what as he also brought a plane. This is great flying during our cold windy winter months.



*Bill Gilbert flying.*



*Jerry Calvert adjusting his plane.*



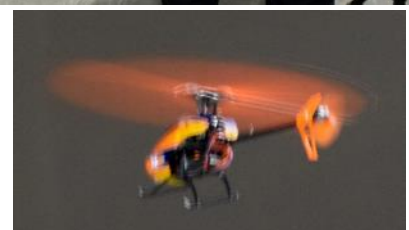
*Beverly De Noyelles At left and Arlyne Calvert.*



*Mark Robinson at left and Bob Noulain right.*



*A flying hot dog was sighted.*



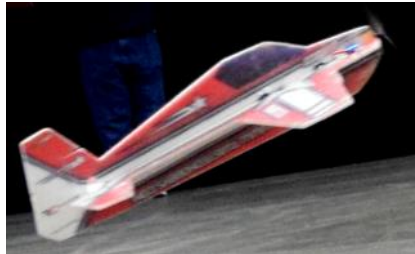


# Member's Models Flight Observations

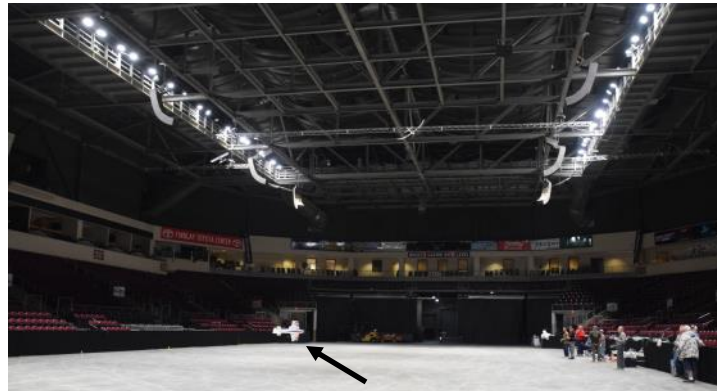


Brian Suttons C-18

## More Member Models Flying at Indoor Arena in Prescott Valley's Findlay Toyota Center



Jerry Calvert's  
Indoor Evolution



For those who have never attended, this shows the immense size of the arena. However, one needs a slow flying model.



A very small 12" wing span glider.

## Meanwhile back at our cold winter flying field...



Rick Nichols' nice flying electric Cessna.



## When the SR-71 switches to ramjet, how does the plane get electricity?

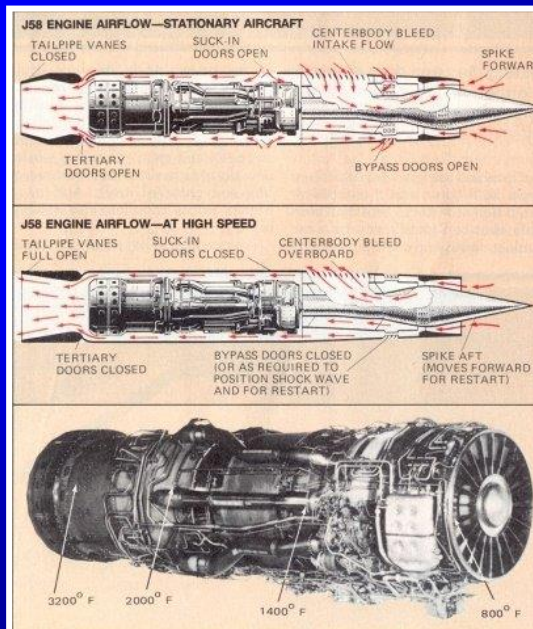
By Rodney Price [Quora.com](#)

Electricity is generated from the J58 turbojet electrical generators because the SR-71/J58 never switches to a ramjet. Above Mach 2, *some* (20%) of the compressor airflow is directed through 6 fat pipes (3 on each side), around the J58 turbojet core, but not all air flow is directed through those fat pipes.

The SR-71 Blackbird is known for being one of the fastest aircraft ever built. The officially recorded top speed for an SR-71 was Mach 3.3, that is, about 2,193 mph (3,529 km/h).

However, with the disclosure of the existence of the A-12 Oxcart aircraft and the M-21 drone launcher, predecessors of the SR-71, former operators stated (unconfirmed) that the Oxcart recorded a speed of Mach 3.5 (3,858 km/h).

The SR-71 was a strategic reconnaissance aircraft designed to fly at extremely high altitudes and at very high speeds, making it virtually impossible for enemy aircraft to intercept. The aircraft was retired in 1998 but is still widely remembered for its remarkable ability to fly at high speeds and altitudes.



However, the J58s spin and can provide electrical power at all flight speeds. The J58 had a 9-stage compressor, and the bypass bleed was taken from after stage 4 (and thus bypassed 5 compressor stages).

The compressor bypass was one of the changes to the engine to allow it to provide thrust above Mach 2.5. The J58 was probably the first jet engine designed for continuous afterburner operation. The 2nd may have been the engine used on the Russian Concoriski Tupolev Tu-144

Why was the SR-71 considered as such an amazing example of aviation technology? Mainly, because it could fly at 3,529 km/h, when a bulk standard jet fighter like the MiG 25 Foxbat could fly at 3,494km/h (just 35km/h slower).

The SR-71 Blackbird and the MiG-25 Foxbat were both remarkable examples of aviation technology, as they were able to fly at high speeds which made them virtually invulnerable to enemy air defenses. However, there were significant differences between the two aircraft in terms of design, and performance and of course, one is Russian, and one is a U.S. aircraft both built under different research and development research and design guidelines in two very different countries under two very different governments.



# Lockheed Martin SR-71 Families

www.quora.com

## SR-71 Black Bird Development

**Lockheed A-12**



**Lockheed AT-12 (A-12B)**



**Lockheed M-21 (Drone Carrier)**

**Lockheed D-21 (Drone)**



**Lockheed YF-12 Interceptor**



**Lockheed SR-71A Blackbird**



**Lockheed SR-71B Blackbird**



## Name the Plane Cockpit: Mitsubishi A6M2 Zero \*

The Allies' main opponent in the Pacific air war, the Zero is the most famous symbol of Japanese air power during World War II. The fighter first flew in April 1939, and Mitsubishi, Nakajima, Hitachi, and the Japanese navy produced 10,815 Zeros from 1940-1945. Zeros were produced in greater numbers than any other aircraft. Its distinctive design and historical impact make the Zero an important machine in air power history.

The Zero got its name from its official designation, Navy Type Zero Carrier-Based Fighter (or *Reisen*), though the Allies code-named it

"Zeke." The Zero was the successor to the A5M Type 96 "Claude." Mitsubishi designed the A6M from Navy requirements set out in 1937 for a fighter that was fast, maneuverable and had great range. Designed as a carrier-borne fighter, it was exceptionally light compared to its opponents. This requirement was not only necessary to provide maneuverability but also was caused by the Zero's low-powered engine. Lack of interservice cooperation in engine development limited the horsepower available to Japanese designers. Other consequences included omitting armor protection for the pilot, not using self-sealing fuel tanks, and building lightweight wings as an integral part of the fuselage.

The A6M first saw combat in China in the late summer of 1940, and it quickly helped Japan dominate the air in Asia. When Japan attacked Pearl Harbor on Dec. 7, 1941, 125 Zeros from six aircraft carriers participated. In the early part of the war, Allied aircraft such as the Curtiss P-40 and Seversky P-35 were at a disadvantage in a dogfight with a Zero flown by a skilled pilot, and the A6M became a well-known and dangerous opponent.

The Japanese advantage, however, began to disappear as American tactics evolved. American pilots gained experience fighting the Zero in China with the American Volunteer Group, known as the Flying Tigers, and at the Battle of Midway. The key to fighting the Zero was to stay out of dogfights, and instead use superior armament and hit-and-run diving attacks against the relatively fragile A6M. American fighters introduced in 1943 were more powerful (2,000-hp engines), faster, and had much more firepower than the Zero. As Allied pilots used their heavily armed aircraft to their advantage, the Zero's dominance ended. At the same time, the number of American aircraft and pilots increased, and the number of experienced Japanese aircrew shrank.

While development of the Zero continued by adding self-sealing tanks, armor plate and increasing horsepower to 1,150 hp, the later Zero was much heavier and thus less nimble. Weight increased 28 percent, but horsepower increased only 16 percent, degrading overall combat performance.

Beginning around October 1944 during the battle for the Philippines, Zeros were used in kamikaze attacks. Kamikazes used A6Ms more than any other aircraft for these suicide missions.

This Nakajima-built A6M2 was placed on display in 2004. It was found in Papua New Guinea, near the city of Kavieng on New Ireland, and was probably one of the aircraft delivered to Rabaul and operated at Kavieng by the 6th *Kokutai* (Squadron) and later by the 253rd *Kokutai*. It is painted to represent a section leader's aircraft from the aircraft carrier *Zuiho* during the Battle of the Bismarck Sea, March 1943, in which Allied air power won a major victory over Japanese sea power. American and Australian aircraft sank four Japanese destroyers and 15 troop ships, and shot down more than 50 Zeros, preventing Japanese reinforcements from reaching New Guinea.



### TECHNICAL NOTES:

Armament: Two 20mm cannon, two 7.7mm machine guns

Engine: Sakae 12 of 940 hp

Maximum speed: 316 mph

Range: 1,930 miles



NATIONAL MUSEUM  
OF THE UNITED STATES AIR FORCE™

\* <https://www.nationalmuseum.af.mil/Visit/Museum-Exhibits/Fact-Sheets/Display/Article/196313/mitsubishi-a6m2-zero/>



## Extraterrestrial Life: Does it Exist or Not? \*

Statistically, using extensive science-based research, life should exist somewhere in the universe. This has been adequately researched and discussed at many levels of science. One good program to view is on the Science Channel's "What on Earth." They use, along with countless other data, which appears to be excellent research on the topic. However, one should evaluate and if possible, verify all information sources before drawing any conclusions.

Outer space is so vast that distances are often computed in "light years" so how could we be visited by aliens from a galaxy six light years away? Countless theories have emerged looking at Einstein's theory of relativity and the possible bending of space and time using wormholes for interstellar travel. Are some of the UFO or UAP sightings from alien visitors using technology we don't understand about wormholes? Intriguing questions.

Another good television program from the past was on the History Channel, in 2019, called "Project Blue Book". While there is a lot of controversy about the book, the History Channel has somewhat over-dramatized these real-life encounters with UFO's and UFO sightings. Of course, they are selling advertising so there is added drama to the program. Up-to-date information released by the government showed that the Air Force and government may have had nefarious motives in these investigations conducted on over 13,000 incidents of UFO sightings beginning in the 1950's and into the 1960's as published in the text "Project Blue Book".

The Air Force publicly dismissed the existence of UFOs but engaged in a secret program to evaluate these reports (documented in the Project Blue Book). The initial goal was to determine if there was a national security threat. Some scientists theorize and feel the Air Force wanted to obtain whatever technology they could for research and development. The TV production also depicts the obvious cover-ups from that era along with the politics (cannot have a decent program without politics).

The text Project Blue Book is still available on Amazon and has some intriguing information. Professor J. Alan Hynek was a lead investigator and one who was instrumental in changing the term "Flying Saucer" or "disk" to Unidentified Flying Object (UFO) and coined the term Ufology. The real-life Captain Thomas Mantell was a Kentucky Air National Guard pilot who died in a P-51 Mustang chasing a UFO, but he is depicted as one of the characters as part Dr. Hynek's research and investigation. The actual person who assisted Dr. Hynek was Air Force Captain Edward J. Ruppelt. All kinds of wild theories were found to be incorrect in Dr. Hynek's investigations and that is depicted in the show.

The real-life Captain Mantell was 25 years old and a pilot with the Kentucky Air National Guard. He died in the crash of his P-51 Mustang after being sent after a UFO. This was among the most publicized early UFO incidents. We must keep in mind the technology and understanding of space physics and science during that era as it was limited compared to what we know today. One must not jump to wild conclusions but examine the historical perspectives of that time before coming to a personal conclusion.

Another program and group of investigators is MUFON (Mutual UFO Network). This group of investigators was established in 1967. Again, some wild theories often emerge with tantalizing discussions. One should always keep an open mind and verify information if possible. Here's a couple of MUFON web sites: <https://www.mufon.com/> and <https://www.mufon.com/what-mufon-knows.html>.

Check out your own research and information and remember to keep an open mind, our universe is so expansive and full of wonder. There is a lot of information on the Internet in multiple sources so check out the research.



\* Article is from Bob Shanks' book "Tales from Northern Arizona."

# Chino Valley Flyers Monthly Review: March 2024 Meeting

The General Membership meeting, on Tuesday March 26, 2024, opened at 7:00pm with the Pledge of Allegiance. Club membership is now at 145 paid members. There were 19 members, by head count and sign in for tonight's meeting. There were no new members or guests present.

### President's Agenda

Minutes for the February 27, 2024 meeting were unanimously approved by members.

Treasurer **Don Crowe** presented his monthly report. The Treasurer's report was unanimously approved by members.

### Maintenance

The crash fence has been repaired; the charging station repair has been completed...thanks **Jeff Moser**; and please replace the chairs and strap them down when you are leaving.

### Events

Indoor flying at the Toyota Center is over for this year...thanks **Mark Cotter** for setting this up; tentatively a "hamburger fly

in" is scheduled for April 20...Weather permitting. Spring Fling and Swap Meet is May 18<sup>th</sup>; the T-28 Warbird Race is June 15<sup>th</sup> ...get your EFlite T-28 and join in the fun of pylon racing; and the combat rules were reviewed for the August 31<sup>st</sup> event...good input from the group...will soon to be published. Additionally the Glider Endurance event rules were reviewed and discussed... this event is July 20<sup>th</sup>.

### Housekeeping

Please lock the gate and spin the combination if you are the last to leave the field; re-stack the chairs and strap them down when you are through with them; and we have established a Face Book Buy, Sell and Trade page for CVF Members only.

### Member Input

**Gary Consentino** is asking anyone the uses glow fuel (sweet Mother's milk) to contact him...he wants to do a bulk buy to save users a few dollars. Gary also said the second to last to leave should remind the last one to lock the gate. **Mark Cotter** said he is going to attend the Toledo Swap in April...if you are looking for unique or unusual RC stuff...contact him by email soon

and he will look for you.

### Safety

**Rick Nichols** says that there have been no recent incidents with the few diehard members that are still flying.

We broke about 7:33pm for a short break for cookies provided by **Lee Boekhout**. Thanks Lee! We resumed about 7:45pm

### Show & Tell: Planes and Projects

**Don Crow** showed us his 62" Grim Reaper combat wing in build progress; **Bill Gilbert** brought in his Zagi combat wing; **Don Ferguson** displayed his all-American paint job on his T-28; and **Rick Nichols** showed his recently completed build of an old model Rapier II.

### Door Prize and Raffle

**Dan Avila** won the door prize consisting of a steel ruler, sanding block and of course glue: **Don Ferguson** had the winning raffle ticket for the Assassin combat wing.

A motion to adjourn the meeting was offered and unanimously approved about 7:57pm.

Respectfully,  
**Bob Steffensen** Club Secretary



Photographs by  
**Bob Steffensen & Rick Nichols**



### Door Prize & Raffle Winners

Door Prize



Dan Avila

Raffle Prize



Don Ferguson

**Don Ferguson** above brought his patriotic T-28, **Don Crowe's** Grim Reaper wing in the Process of being built under Don's photo.

**Rick Nichols** at far right displayed his Rapier II and President **Bill Gilbert** brought his Zagi combat wing.