



Chino Valley Flyers

Official Club Newsletter



April 30, 2024

Volume 27 Issue 4

www.chinovalleyflyers.org

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

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VANDENBERG AFB SPACE X LAUNCH SEEN FROM PRESCOTT



A SpaceX Falcon 9 rocket carrying 22 Starlink satellites launches from Vandenberg Space Force Base in California. Image of launch as seen from Williamson Valley .

Quote For this Month:

Motivation is where your dreams put on work clothes.

Unknown

Build Your Dream Machine For Our Club's Annual

Build & Fly Contest

Scheduled for

October 19th, 2024

April 8th Solar Eclipse: NASA Images



Russellville, Arkansas

According to NASA, the next eclipse will be in 2044. The eclipse's path then will only be seen in Montana and North Dakota.

MAZATLÁN, MX



Bill Gilbert: CVMA President's Message



Editors Note:

This was to be one of our discussion items had our April meeting not been canceled due to weather. However, our President has also written a very complete and important article on page ten. So read this but also insure you read page ten, a very well done article by our President Bill Gilbert.

MAINTENANCE

Runway Seal & Stripe complete; Great job by Maurer, results are very good.

Weed Abatement; pre-emergent applied all around runway perimeter, cabana areas, shed, and portapotty areas. Thanks to Paul Gendarme!

Chairs strapped to fence are preventing blow-aways and breakage. More chairs will be purchased soon.

EVENTS SUMMARY

The Flying Hamburger held April 20th was a huge success! Weather couldn't have been better, good attendance and fun time had by all.

We'll plan for another one in the fall.

Spring Fling Swap Meet & Fun Fly is coming up on May 18th. Our Glider Event is July 20th; Rules have been firmed up and will be posted on our website. Computer scoring will be used.

The club Short Take Off and Landing event and races added two rounds of STOL race and short landings, no UMX. Scoring has been moved into an excel spreadsheet. This will make it much easier for judges to score and the results will be available quickly. Will post on the website.

Our Combat Event, for Aug. 31st have the rules finalized and will be posted on our website. Computer scoring.

The club Build-n-Fly Challenge scheduled for Oct. 19; we only have three declared entries so far. If you are building something for this event, either post up a progress picture on FB or reach out to me.

FAA REGULATIONS

A club in the North East has been visited by the FAA for "document inspection". Please make sure your aircraft have your FAA registration number marked on the exterior and you also have a copy of your TRUST test certificate. TRUST test is on the FAA website, same place where you register or renew. Please take the no-fail test if you have not already done so.

OTHER POSSIBLE CLUB BUSINESS

If you have any other pressing issues you want to bring up, please reach out to me or any of the officers.

"Hopefully May weather will more conducive to a field meeting and to flying."

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*





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

This safety column has been a vital part of our newsletter for a long time. Your editor and our safety officer, *Rick Nichols* have been beating the drums of safety (so to speak) hoping a little common safety sense will become more of a part of what we do in our workshop and at our flying field.

The cartoon above shows the fallacy of human nature and the ever present thoughts we can experience that we are safe and that stupid accidents would never happen to us, however, accidents do happen and sometimes with horrible results.

Safety should be a part of our every day thought processes when we are building and flying. Our minds often jump far ahead of where we are and what we are actually doing in our workshop or at the flying field.

It's fine to visualize what your final model project will look like and perform. The process of safety can be complex and have a lot of small important steps to the final product.

Safety will always be a fight with human nature. Much has been written about safety over the years, some of it sinks into our minds but at other times we charge ahead as if nothing is going to happen to us.

We can benefit by stopping what we are doing and taking a step back to consider our behaviors. We all take shortcuts in our daily activities but we should carefully consider whether the easiest route to completing a task is the safest route.

We all can have what safety experts have said is a "behavioral drift". We take the more comfortable and convenient way that can be an "at risk behavior" that may not be a safe behavior. When one boils it all down to some basic ideas, what we repeatedly do is not always safe. **Safety is then not just an act but a habit** we all should be fostering.

The two cartoons on this page, while funny, should give all of us

pause to consider just where we are in developing safe habits in this hobby.

If a member confronts you about a possible unsafe act at the flying field, be calm and consider the advice. Our club has been very good about how we all look out for each other.

FLY SAFE MEMBERS!



MEMBER'S FLYING MACHINES SEEN AT THE FIELD



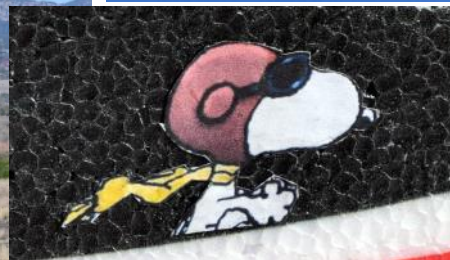
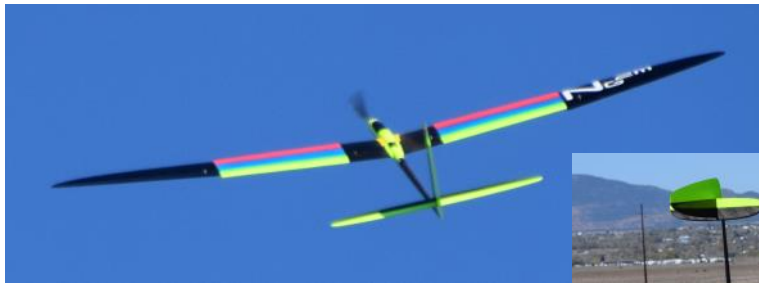
Brian Sutton's scale Piper Cherokee coming in for a scale landing.



Rick Nichols glider is parts of other Gliders, he calls it his **Zombie** glider.



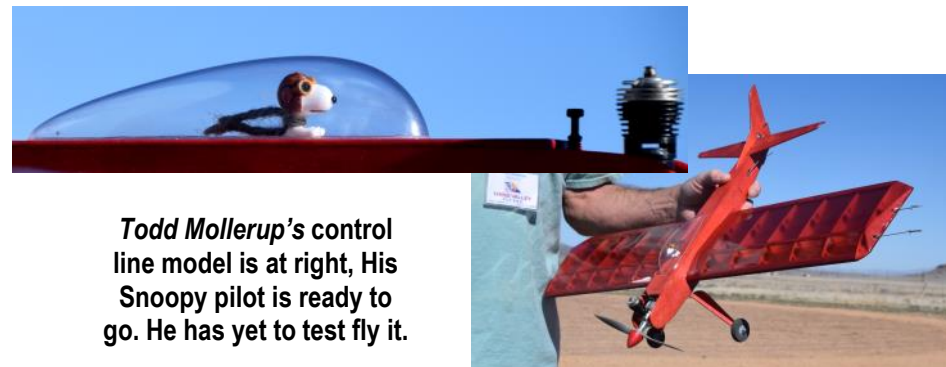
Randy Meathrell flying his control line Hummer at the circle.



Randy Meathrell, left and Todd Mollerup's plane below have Snoopy pilots in their control line models. This cartoon pilot is a favorite for modelers.



At right is John Dora walking his glider back to the pits



Todd Mollerup's control line model is at right, His Snoopy pilot is ready to go. He has yet to test fly it.



*Member's Models:
Flight Observations
At Our Flying Field.*



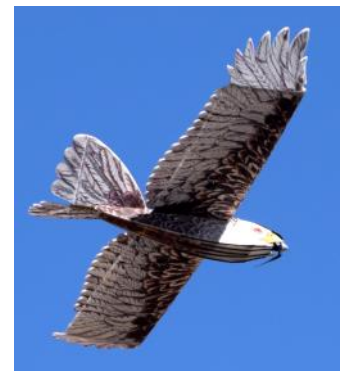
Bill Gilbert's KDE Sab Heli



Brian Sutton's nicely done Ringmaster is also a superb flying machine. The Ringmaster control line model was designed by AMA Hall of Famer Matt Kania in 1950 and kitted by Sterling Models in Philadelphia, Pa. This 60+ year old profile model became the most popular control line model in America.



Bill Gilbert puts his 700 KDE through its paces. An excellent chopper. Below and at right is Dale Roberts' realistic looking electric Eagle.



Airplanes Considered to be Dangerous for Pilots to Master *

Editors' Note:

This is a brief item discussing some WWII high horsepower aircraft with design challenges difficult to master. The Spitfire is not covered in this review despite its having 1,000 horsepower engines is most likely due to its overall great design, easiness to fly, effectiveness and popularity. However, it was a high horsepower airplane and still had to be mastered. Let's examine a few other high powered WWII fighters here.

Bf 109



Messerschmitt Bf 109:

The criminally narrow and weak landing gear of the Bf 109 killed and wounded thousands of mostly green German pilots.

Seafire



Supermarine Seafire:

This plane also had bad landing gear, but not quite as bad as the Bf 109's gear. The Seafire's terrible gear and carrier landing issues killed hundreds of British aviators.

F4U Corsair



F4U Corsair:

The terrible landing stats/oleos combined with the unique wing and over-torque of the F4U Corsair killed more green American Aviators than the Japanese, North Korean and Chinese, combined. She earned her nickname the "Ensign Eliminator."

P-38



P-38/P-47:

The massive HP of the twin tailed P-38 and the very large and powerful P-47 was very hard to transition into from a simple 600 hp AT-6 trainer.

P-47



* <https://www.quora.com/>



What are Contrails, often Called Chemtrails?

<https://science.howstuffworks.com/transport/flight/modern/what-are-chemtrails.htm>



When a jet engine emits hot, humid air into an atmosphere that is so cold and has low vapor pressure, the result is condensation. The water vapor coming out of the engine quickly condenses into water droplets and then crystallizes into ice. The ice crystals are the clouds that we see forming behind the engine. The streaks we see are called contrails, short for "condensation trails."

Scientists say it is like seeing your breath on cold days. You may have noticed that puffs of breath dissipate quickly on drier days. The same is true of contrails: When the atmosphere is more humid, the contrails linger longer, but when the atmosphere is dry, the contrails disappear more quickly. Normal contrails can last for hours and cover great distance.



Many studies have shown that contrails can have a negative impact on the environment, but not for the reasons spouted by conspiracy theorists. Contrails can spread into cirrus clouds, reducing the amount of sunlight reaching Earth's surface and lowering temperatures. Studies have shown that contrails also trap heat. NASA scientists found that between 1975 and 1994, there was an increase in temperature of the United States that corresponded with the increase in the amount of contrails. Most studies indicate contrails can have a net warming effect on the planet. Conspiracy theorists have nicknamed contrails "chemtrails" because they suspect that governments are taking advantage of this scientific phenomenon to secretly release chemical or biological agents into the atmosphere. These theories have been proven to be false.

A group of Harvard engineers writes, *"We have not seen any credible evidence that chemtrails exist. If we did see any evidence that governments were endangering their own citizens in the manner alleged in the chemtrails conspiracy, we would be eager to expose and stop any such activities,"* According to the leadership of David Keith, professor of Applied Physics at the Harvard John A. Paulson School of Engineering and Applied Sciences. Some conspiracy theorists believe that the government could be experimenting with weather manipulation for defense purposes. This actually isn't as much of a stretch as it may seem. As long ago as the 1950s, the British successfully "seeded" clouds with salt, dry ice and silver iodide to make rain in Operation Cumulus and was blamed for British floods.

The British cloud-seeding experiment in the 1950s was far more effective than planned. On Aug. 15, 1952, it resulted in deadly flash floods in Lynmouth, a village in Devon, England. After dozens of people died in the floods, "Operation Cumulus" was put on hold. The British Ministry of Defense denied involvement in cloud-seeding until 2001, when documents exposing it were declassified. Many studies have shown that contrails can have a



negative impact on the environment, but not for the reasons spouted by conspiracy theorists.

Research has shown that contrails do trap heat. NASA scientists found that between 1975 and 1994, there was an increase in temperature of the United States that corresponded with the increase in the amount of contrails. Most studies suggest that contrails do have a net warming effect on the planet.

So, whether you consider the conspiracy hype surrounding contrails and chemtrails, or perhaps a healthy skepticism or paranoia, contrails can be certainly an area of concern for the environment. However, always do your own research on this topic before developing an opinion.

Name the Plane Cockpit: YF-118G Boeing Bird of Prey *

The Boeing Bird of Prey was a black project aircraft, intended to demonstrate stealth technology. It was developed by McDonnell Douglas and Boeing in the 1990s. McDonnell Douglas provided \$67 million of funding for the project. At that time it was a low-cost program compared to many other programs of similar scale. It developed technology and materials which would later be used on Boeing's X-45 unmanned combat air vehicle. As an internal project, this aircraft was not given an X-plane designation. There were no public plans to make this a production aircraft. It is characterized as a technology demonstrator.

This aircraft got its name because it looks like a "Klingon" spaceship from the "Star Trek" TV series and movies. This project was part of Boeing's development of its Phantom Works special projects division, in partnership with McDonnell Douglas.

Boeing as part of McDonnell Douglas in this effort was unknown to most people, even to those who study aviation developments from that era. The project began in 1992 and flew from 1996 to 1999 38 times, but its existence was only revealed in 2002. The Bird of Prey was designed to be, in addition to being stealthy to radars, prevent the formation of shadows, used to test active camouflage, which involves changing the color of its surfaces or luminosity, to match the environment, also making it stealthy in the human visual spectrum.

Its shape with the "chines" on the sides of the fuselage is for stability. It has an air intake on the back covered by the canopy, which makes it much more stealthy. It does not have a vertical stabilizer/rudder, using "drag rudders", which are aerodynamic brakes on the tips of the wings that work asymmetrically, to control yaw.

This aircraft was instrumental in the development process of stealth drones, such as the X-45, the JSF program's X-32 fighter, among stealth designs. It went on display at the USAF National Museum in Dayton, OH in 2003.

In its 38 flights, the Bird of Prey tested ways to make aircraft less observable to the eye and to radar. It also validated new ways to design and build aircraft using large single-piece composite structures, "virtual reality" computerized design and assembly, and disposable tooling. The Bird of Prey was revealed in 2002 because its design techniques had become standard practice -- Boeing used them in its X-32 Joint Strike Fighter demonstrators and later in its X-45A Unmanned Combat Air Vehicle prototype.

The aircraft demonstrates advanced stealth concepts, notably its "gapless" control surfaces that blend smoothly into the wings to reduce radar visibility, and an engine intake completely shielded from the front. The Bird of Prey, however, used some "off the shelf" technology to reduce costs and speed production. Its control system is all-manual with no computer assists, and the landing gear is adapted from Beech King Air and Queen Air aircraft.

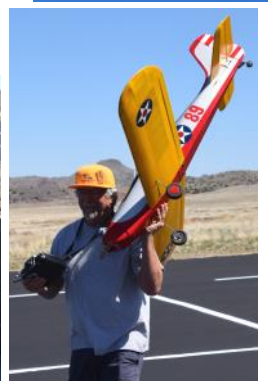
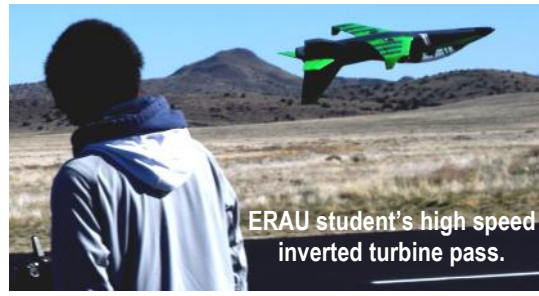


* <https://www.nationalmuseum.af.mil/Visit/Museum-Exhibits/Fact-Sheets/Display/Article/196041/boeing-bird-of-prey>, also find data at https://en.wikipedia.org/wiki/Boeing_Bird_of_Prey

CLUB SPONSORED APRIL 20TH "HAMBURGER" FUN FLY



Gliders, EDF's, Turbines, UFO's, Sky Surfers, Flying Pretzels, you name it and a member was probably there flying it. Free burgers and hot dogs for members only.
Thanks to Mark & Jane Lipp for manning the grill.



Why Do We Belong to a Club?

By Bill Gilbert, Chino Valley, Arizona Flyers President



Have you ever thought: Why do we belong to a club to fly our RC airplanes? We could fly at any of the multitude of open fields in our area, or at a renegade field. ***A renegade field can either be like a swarm of birds with a bunch of uncontrolled pilots, or you can be the only one there.***

Flying renegade is a choice any pilot can make. Flying AMA fields is also a choice. If you want the uncontrolled flying, or the loneliness, the renegade field will get you there.

If you want to go to a paved field with fellowship, comfortable chairs, a charging bench, shelter, a restroom facility, an AMA field is the way to go. What about the cost? Clubs can provide the aforementioned facilities, but at a cost. Annual dues and sometimes an "initiation fee" are collected to fund these infrastructure improvements and amenities.

The costs of these improvements can be exorbitant, and spreading that cost out among the members makes it more affordable for all. The collective financial power of the membership funds these improvements and amenities.

What about rules? With this

collection of members using the club, several things need to happen to ensure some order and safety, else a free-for-all atmosphere with no personal responsibility would exist: since the club is an AMA affiliate, we have to enforce AMA safety rules, and any other rules unique to our situation that we vote to impose. Otherwise, we would not be able to get and maintain AMA insurance coverage. With all members being required to have AMA coverage, we can fly our planes and not worry if my planes, and those of others, are insured or not.

Would you want any of them hitting your car, or lose control and hitting you- putting you in the hospital and have no one to pay for it? At least knowing all members have AMA Insurance takes away some of that worry.

Maybe you only wish to fly little foamies or park flyers, which may not require a paved runway to fly off of. But it is up to the individual to make sure they have their school, parks, or field owners' permission to fly there. And now in this regulatory environment, you would have to be concerned with getting airspace permissions and Remote ID.

With our club being located outside of controlled airspace, and having achieved a FRIA designation, we remove those worries for our members. I wouldn't enjoy RC the same way without being a member of a club.

A wealth of knowledge and experience exists at the field. Not to even mention the facility our club provides for the membership.

Members at our field fly micros, foamies, helicopters, and on up to and above 120cc aircraft. The wide variety of aircraft being flown keeps it interesting. And due to all the help and encouragement I've received from fellow pilots, I am a much more accomplished pilot than I would be if I had tried flying renegade.

I hope you too are getting a lot out of our club and enjoying the flying, the safety, and the fellowship. But remember, there is a small cost we all must pay; following the AMA club rules and being responsible for one's actions so that all can continue to enjoy the club, safely.

