



# Chino Valley Flyers

## Club Newsletter



August 30, 2024

Volume 27 Issue 8

[www.chinovalleyflyers.org](http://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:

**"Everyone you meet in life is fighting a battle you know nothing about."**

Unknown

***Build Your Dream Machine For Our Club's Annual***

**Build & Fly Contest**

**Scheduled for**  
**October 19th, 2024**

## C/L Combat Events can be Quite Exciting!



This mid air collision is from a club event held at the Northwest Regionals of Rosewood, Oregon. Member *Randy Meathrell* provided this action shot.

## Jeff Moser Launched Rick Nichols' Vista Grande Glider



Rick Nichols

Al Weikart photo





## Temporary President's Column

### By Randy Meathrell

Members, my name is *Randy Meathrell*, and I have been appointed (and voted in) as Club President for the remainder of this year. For the new members that may not know me, I have been a member of this club for almost 20 years and have been a past Club President.

As the incoming President I saw two immediate needs, first to get a functioning club board, and second to support the election of a new board for 2025. With the appointment of *Lee Boekhout* as Vice President and *Rick Nichols* as Safety Officer, the club now has a functioning board for the remainder of the year.

*Jeff Moser* has accepted the position of Maintenance Supervisor. Members are encouraged to step up and become a board member for 2025. I personally will not run for office next year.

I encourage members to stop and Thank all past and present board members they meet for keeping the field maintained and the club functioning. I would also like to see the salary paid to board members increased by 100% effective immediately. (HA- HA).

Please remember that the reason we fly model airplanes is to have FUN. If you are not having FUN then try something different for a hobby.

1.) Get a Combat plane and fly with us next Saturday, August 31st. Any electric model is OK. You don't have to be an Ace pilot to fly combat, Just be willing to laugh a lot.

2.) The Steve Crow Fun Fly is coming on September 21st. Come out and help with the festivities. The club is required to put on a yearly event in support of the

Town of Chino Valley as part of our lease. Help *Mark Lipp* with the running of the event or just come on out and fly for FUN.

3.) There is still time to enter the Build and Fly event scheduled for October 19th. The models can be built from balsa or other (Foam?) construction. A kit or scratch build is OK.

4.) For a change of pace how about gliders. Find out how much FUN it is to catch a thermal during our Glider Contest on October 26th.

See you at the field and let's have some FUN.

Acting and Very  
Temporary  
President,

*Randy*

### Flight Instructors

*Randy Meathrell:*  
Control Line Flying

*Bill Gilbert:*  
Helicopters

*Jeff Moser:*  
Gliders, Multi Rotors

### General Flight Instructors

*Al Morella*

*Steve Shephard*

### Club's Board of Officers

Temporary President  
*Randy Meathrell*



Temporary Vice President  
*Lee Boekhout*



Treasurer — *Don Crowe*



Secretary — *Bob Steffensen*



Temporary Safety  
Officer — *Rick Nichols*



At Large Member — *Dan Avilla*



At Large Member — *Gary Cosentino*



Newsletter Editor — *Bob Shanks*



### WHAT WW II AIRCRAFT HAS THIS COCKPIT?



See Page Eight





## MARK YOUR CALENDARS

### Chino Valley Flyers Events for 2024

- August 31** Combat Event
- September 21** Steve Crowe Fun Fly
- October 26** Club Glider Contest
- October 19** Annual Build & Fly Challenge
- November 16** Fall Swap Meet Fun Fly
- December 3** Annual Christmas Party



## SAFETY SHOULD ALWAYS COME FIRST

Your editor recently did a quick review of some past issues of our newsletter and to his amazement, notice I said amazement not "horror".



Our club has a stellar record of safety with very few mishaps and accidents regarding props, crashes into the pits and just generally good sound safety strategies. Now with our membership really growing pushing over a 150+ we must all be even more aware of safety.

As our members get ready to fly it has been noted by your editor and other new flyers that everyone uses the covered cabana to assemble their aircraft and then do a runup of engines in the pit area **NOT** under the cabana.

A moment of gratitude must be paid to one of our former safety officers and safety column writers, **Rick Nichols**. Rick has worked tirelessly to perfect our safety attitudes and procedures so next time

you see him make sure you give him a big THANK YOU handshake and pat on the back.

Normally we don't point out members like this but your editor thought it was appropriate for this month's column. [Thanks Rick!](#)

Your editor had a safety mishap about a year ago at the field with a prop and had a nasty cut in my hand. Rick served as the ambulance and took me to the hospital in Prescott where I received over seven stitches in my little finger and left hand all due to not paying attention to what I was doing. The reason this is mentioned is simple: **make sure you are in the proper mind set to fly your models when setting up and guard against inattention.**

Having been in this hobby for a long time flying at 5 different RC fields over the years, we have to underscore how truly fortunate we are to have the flying field we have

and the great collegial and polite members always willing to help one another.

The town of Chino Valley has been superb supporters of all that we do at the field, so a huge thank you has to go out to the City of Chino Valley, Arizona as well!



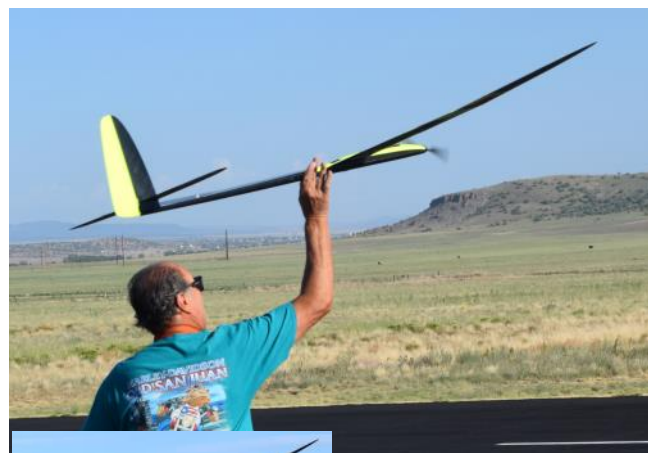
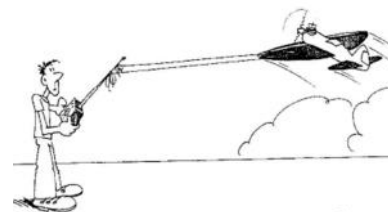
# Members' Airships



*Rick Nichols' Four Star 60*



Dale Roberts P-39 in silhouette





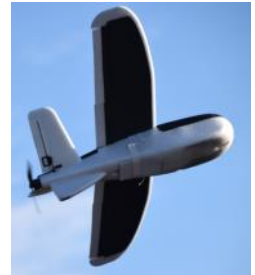
## MORE PHOTOS OF MEMBER'S FLYING MACHINES SEEN AT THE FIELD



Bob Vaught's Helo



John Dora  
launches his "snub  
nose" creation..



John Dora's huge 4 meter glider.



Must be a Chino Valley RC Flyer  
trying his hand at Control line Flying.



Saturday August 17,  
was a superb flying  
day and only a small  
number of flyers  
showed up to fly.

John Dora brought his  
snub nosed pusher and  
his huge 4 meter glider.  
Both are great flyers.



## Welcome to the Fascinating Sport of Control-Line Model Airplane Flying!

Control-line is the type of model airplane flying that directly links the pilot with the airplane via steel wires. The airplanes are fully aerobatic and come in many sizes and types.

Most CL fliers build their own airplanes, either from scratch or from commercially available kits. There are, however, some almost-ready-to fly control-line model airplanes that will help you get started right away.

There also are fascinating competitions for the exciting, close-to-the-ground sport of control-line model aviation. Such competitions, in the United States, are governed and sanctioned by the **Academy of Model Aeronautics (AMA)** which publishes the fine magazine, *Model Aviation*.

Competitive model airplane fliers -- as well as the casual "sport" fliers -- are members of the AMA. The AMA runs the annual National Model Airplane Championships at the International Aero modeling Center in Muncie, Ind., which is also the location of the National Model Airplane Museum. For a look at model aviation in general, check out the AMA's web page.

# MY FIRST T-38 FLIGHT

**BY RANDY MEATHRELL**

I was one of the fortunate avionics flight test engineers to be granted flight status on the F-117A test program, I was responsible for testing the Infra-Red system on the aircraft. I am a private pilot and I had flown some interesting aircraft, including in Viet Nam, but nothing prepared me for the first flight in the supersonic Northrop T-38 trainer. My flight was with Lockheed Test Pilot Bob Riedenauer, the only test pilot to fly all the Lockheed "Black" airplanes (U-2, SR-71 and F-117A). After attending ejection seat and altitude (Fart) chamber training and passing all the verbal tests, it was finally time to take my ride.



On take-off I was disappointed in the amount of kick I received from the afterburner light-off. BUT, even though the airplane was relatively quiet with the helmet and oxygen mask on, the T-38 just kept accelerating. Bob retracted the landing gear at 200 mph, which is the cruise speed of most of the light aircraft I have flown. We continued to accelerate to 450 Knots at 50 feet, at which time Bob pulled the airplane into a 90 degree climb. We climbed like this until reaching 22,000 feet, and then Bob pulled the airplane onto its back. It was fun looking at the airfield out of the top of the canopy.

Lockheed Test Pilot Dave (Fergie) Ferguson was out practicing some maneuvers in an F-4 Phantom he would be performing flying the F-117A, and we joined up with him. Dave was practicing a maneuver called a Roller Coaster, which places the aircraft in a +6, -4 G nose movement up and down. This was my first introduction to this type of G loading, and it got my total attention. Next Dave started doing a maneuver called an aileron reversal and Bob handed the airplane controls over to me as we matched all the movements of the F-4. After separating from the F-4 I heard Bob say "Look he wants to play" and looking out I spied an F-4 coming head-on at us. After some vigorous maneuvers the nimble T-38 was firmly planted on the tail of the F-4. Try as he might, the F-4 could not shake the lighter and smaller T-38. After "playing" for several minutes Fergie called "Bingo" fuel which means it is time to go home.

We followed Ferg back to home base, but since we had fuel left in the tank Bob took the aircraft supersonic (YAWN) and then I got to see the world turned upside down at 50 feet and 450 Knots (WOW!). All this time I could feel my stomach boiling and I had a cold sweat, but I was determined not to lose my cookies in the airplane.

My brother, Dick Meathrell, was waiting for me when I stepped out of the airplane to give me a ride back to work. As I approached the rear of the car I was hit with a wall of cold water, which is the way first flights are celebrated. It actually felt good. I was proud of myself for not getting the inside of the airplane messy, then my brother, as he turned a corner with the car, I lost my lunch.



## DAMAGE ASSESSMENT FOR SAFETY

<https://safetycompass.wordpress.com/2021/09/30/accident-or-incident-explaining-aircraft-damage-assessment/>

The damage assessment for safety timeline can vary, depending on how obvious the damage is initially. We might make a substantial determination in a few hours, or, if additional information is needed, the damage assessment can take several weeks. If the aircraft needs to be recovered from a remote area to obtain additional information, the damage assessment could extend even longer.

When the damage sustained is not obviously substantial, NTSB air safety investigators and aerospace engineers may take additional steps to assess wreckage, such as the following:

1. Working with pilots, operators, mechanics, repair stations, FAA Flight Standards District Offices,
2. Working with Insurance adjustors, and aircraft recovery companies to obtain additional damage
3. photographs or damage information
3. Consulting the airframe manufacturer's air safety and engineering departments obtaining documents, such as the structural repair manual or illustrated parts catalog, from the manufacturer
4. Considering other unique factors that may determine the damage level, such as airframe fire damage or the aircraft being immersed in a body of water
5. Inspecting the area in question (such as spars in wings, structural areas behind firewalls, driveshafts in helicopters, gearboxes in helicopters, etc.) once the aircraft is recovered
6. Removing components, panels, or skin and using tools to access hard-to-view areas (such as mirrors or electronic borescopes)

### Damage Assessment Should Also Determine:

1. If the damaged area is classified as a primary structure (primary structure is defined by the FAA as that structure which carries flight, ground, or pressurization loads, and whose failure would reduce the structural integrity)
2. What repairs are required (Often with Unforeseen Cost Associated Issues)
3. Which components will be replaced to repair the damaged area if the aircraft's performance or flight characteristics were affected

(The cost or feasibility of even repairing a damaged aircraft should also be considered.)

### Damaged Model Aircraft Assessment

Often after an unfortunate RC or C/L model crash, one can set aside the damaged model and come back to it a few days later to fully assess the damage. Many modelers discover, while it originally looked like the end of a cool model, but after a closer examination, when nerves and disappointment has subsided, the modeler discovers repairing and getting it back airworthy may not be such a daunting task after all.

Careful observation should be used to discover hidden damage, cracked fuselage areas, weakened wing areas and other less noticeable hidden damage in high stress areas of the model. Using CA glue and letting it wick into areas of suspected damage can also help strengthen weakened areas. Be wary of using too much epoxy as this will often disrupt the center of gravity and also flying weight.



## *Name the Plane Cockpit: Fairey Barracuda \**

The Fairey Barracuda was a British aircraft used by the Royal Navy's Fleet Air Arm (FAA) during World War II as a dive bomber and torpedo bomber. It was designed by Fairey Aviation as a replacement for the Fairey Albacore biplanes and the Fairey Swordfish torpedo bomber reconnaissance aircraft.

The Barracuda was the first aircraft of its type to be made entirely of metal and had a unique shoulder wing cantilever monoplane design. It was also sturdy enough to withstand the shock of landing and taking off from an aircraft carrier and had a retractable undercarriage and rescue equipment in the fuselage.

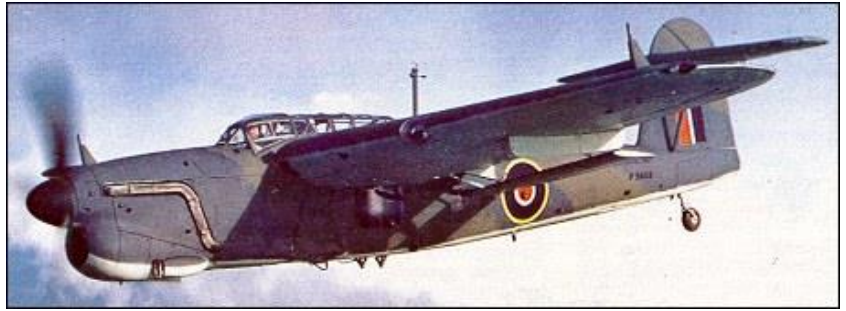
The Barracuda was used in a variety of roles during the war, including anti-shipping missions, anti-submarine patrols, and bombing raids in the Atlantic, Far East, and European theaters. It's best known for its raids on the German battleship Tirpitz, where Barracudas armed with bombs crippled the ship and caused over 400 German casualties, keeping it out of combat for months. The Barracuda also played a role in the Allied Landings on D-Day.

The Barracuda was a shoulder-wing cantilever monoplane. The hydraulically retractable main landing gear struts were of an "L" shape which retracted into a recess in the side of the fuselage and the wing, with the wheels within the wing. It had a non-retracting tailwheel.

The Fairey Barracuda was initially developed in 1940 following a 1937 order to replace the quickly aging Fairey Albacore biplane torpedo bomber. Development progressed relatively smoothly with an estimated delivery for the first units set in 1942.

However, when the production of the Rolls-Royce Exe engine ended, production became delayed with a search for a new engine to suit the air frame. Furthermore, it was decided that the Fairey Firefly would take more precedence in development over the Barracuda. When the Barracuda entered service in 1943, it became the Fleet Air Arm's first monoplane torpedo bomber of the war. Their first combat experiences came from combat off the coast of Norway in 1943 and supporting the Salerno landings, also in 1943.

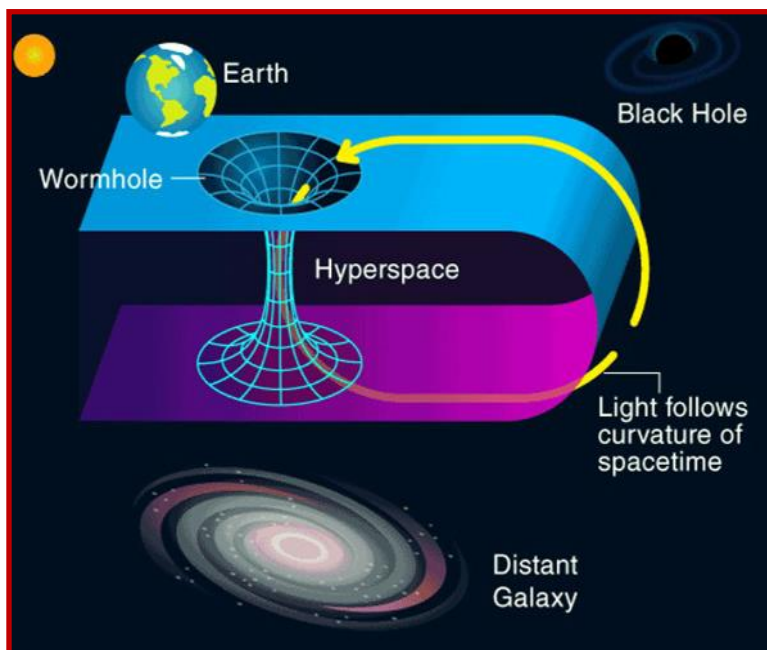
In the Pacific war they first fought in Sumatra but were severely outclassed by the Grumman TBF/TBM Avenger, largely due to a failure increase in the Barracuda caused by the hot, humid climate of the Pacific. Barracudas would continue to see service with the Fleet Air Arm until the mid-1950s with a total of 2,607 aircraft being produced. Unfortunately, not one intact aircraft remains today.



\* [https://ww2-history.fandom.com/wiki/Fairey\\_Barracuda](https://ww2-history.fandom.com/wiki/Fairey_Barracuda)



# Wormholes and Possible Interstellar Travel



## Wormhole Theory

Physicist Ludwig Flamm came up with a new idea while analyzing some solutions to the equations of general relativity. He proposed another unique solution, which pointed to a new cosmic object called “white hole”. It was nothing but a hypothetical time reversal of a conventional black hole. Access to both white and black holes could be joined by a space-time tunnel.

### (Theoretical Physics)

Supermassive objects like black holes and neutron stars warp time and space. When such warping goes to another level, the physics of space-time also changes drastically.

In 1935, Albert Einstein and Nathan Rosen extended general relativity to expand the above idea. They proposed the existence of tunnels or bridges through the space-time fabric. These

tunnels could join two distant points in the universe. Thus, creating a weird shortcut that could minimize distance and travel time. Later, they were named wormholes or Einstein-Rosen bridges.

So, a possible wormhole is an intergalactic structure connecting distant points in space-time. It is also called Einstein Rosen Bridge. The entire idea is constructed on some special results of general relativity field Equations based on Albert Einstein's Theory of Relativity.

In 1957, Physicist John Archibald Wheeler introduced the name “wormhole”. It can be pictured as a tunnel or bridge with two ends at different points in space-time. It might be separate points in location or time. So the idea of wormholes are fundamentally based on the general theory of relativity, however, the physical existence of wormholes is not yet confirmed. The confirmation is only in higher level mathematical theories.

## Wormhole and Space Travel

Albert Einstein understood that there were huge consequences with the general theory of relativity. The theory showed that closed time-like curves could exist in the space-time continuum. The understanding of ‘time’ took a wild turn and obliterated the concept of universal time.

In 1969, Kurt Gödel developed a cosmological time travel prototype that allows dynamic time phenomena. However, an enormous amount of energy is required to create time warping or time dilation. Wormholes have been the epicenter of conversations about possible time travel in recent times and scientific literature.

With the help of wormholes, if they do exist in space, there might be a possibility to create practical time machines. Wormholes are space-time planes with nontrivial geometry, connecting distant points in the universe as depicted above in the graphic. Such portals may act as spatial shortcuts and can also be used for time travel.



*For all of you in our little RC and Control Line flying club who are interested science fiction and in not only what flies here on earth but possibly in space, let your sci-fi mind wander at the many intriguing ideas a wormhole can spark in your imaginations.*

\*

[https://byjus.com/physics/wormhole/#:~:text=Have%20you%20ever%20thought%20about,predictions%20of%](https://byjus.com/physics/wormhole/#:~:text=Have%20you%20ever%20thought%20about,predictions%20of%20)

# August 2024: Regular Club Meeting Held at the Flying Field

**Editors Note:** We have had several of our elected Board Members leave their positions for a variety of reasons. Rather than discuss all of the nitty-gritty reasons, we just need to, as a club move forward in a positive manner and plan for the future.

I'm the nominating committee, I get tagged with this task every year for some reason, so we will be looking for "new blood" so to speak for our Board Officer positions for 2025.

Acting President Bob Steffensen opened the General Membership meeting at the flying field, at 10am, on Saturday August 24, 2024, with the Pledge of Allegiance. There were 38 members signed in for today's meeting, although a head count revealed that about 49 were in attendance. There were no new members or guests present.

Acting President Bob Steffensen explained to the Members that he was presiding over the meeting today due to the resignation of the President and the Vice President and according to the Club by-laws, the Secretary was next in succession. The first order of business was to appoint officers to fill the vacancies as allowed by the Club by-laws. Rick Nichols was appointed Safety Officer; Lee Boekhout was appointed Vice President; and Randy Meathrell was appointed President. A vote by Members present was unanimous to approve the appointments. Bob Steffensen thanked appointees for standing up to move the Club forward. The meeting was then turned over to acting President Randy Meathrell.

## President's Agenda

Minutes for the July 27, 2024 meeting were unanimously approved by the Members.

Treasurer Don Crowe presented his monthly report. Club member-

ship is now 148 paid members. The Treasurer's report was unanimously approved by Members.

**Events:** The Combat event is August 31<sup>st</sup>...get your combat aircraft ready and practice. EM Mark Lipp provided an update on Steve Crowe Memorial Fly In. A couple of more volunteers are needed to wrangle cars to parking areas. A work day Saturday, September 14<sup>th</sup> has been scheduled to prepare for the Steve Crowe Event. Get your airplane construction completed for the Oct 19<sup>th</sup> Build and Fly. John Dora outlined the additional Glider Event that will be held on October 26<sup>th</sup>. The next Fun Fly and Swap will be November 16<sup>th</sup>. Our annual Christmas get together will be Tuesday December 3<sup>rd</sup>, at the Centennial Center, set the date on your calendars. More info on menus and pricing for the Christmas Party will be provided at the September Meeting.

## Member Input

Don Crowe stated the he had a combat wing partially completed that he would give to anyone who contacted him. Steve Shephard made a motion to restore two members who were recently expelled from the club. Steve was told that this is Board action, and a work in progress. This action will be adjudicated by the Board at its September 11<sup>th</sup> meeting. Paul Gendarme suggested that we return to the 50-50 raffle and we will as we proceed throughout the year. Will Ryan asked about flying ERAU student designed aircraft. President Randy stated that students, just as other members, are authorized to fly their scratch-built creations at the

field. ERAU annual class project test flying has not yet been worked out between the Club and the ERAU faculty.

We broke about 10:40am for goodies provided by Randy and Carol Meathrell. Thanks Randy and Carol! **Show & Tell: Planes and Projects** None today.

## Door Prize and Raffle

Brian Blau won the door prize consisting of a ruler, clamps and more clamps, and of course the glue. Steve Zingali had the winning ticket for the Vista BL glider in today's raffle.

A motion to adjourn the meeting was offered and unanimously approved by members about 10:55am.

Respectfully,  
Bob Steffensen Club Secretary



## Door Prize & Raffle Winners



Door Prize Winner  
**Brian Blau**



Raffle Prize Winner  
**Steve Zingali**