



Chino Valley Flyers

Club Newsletter



September 30, 2024

Volume 27 Issue 9

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 Column	2
Name the Plane	2
Safety Column	3
Member Field Action	4 & 5
Club Combat Event	6
Terrorism on the Rise	7
Name the Plane Answer	8
Ejection Seats Article	9
Steve Crow Fun Fly	10
A Local Hero from History	11
September Meeting	12 & 13

Quote For this Month:

Civic Illiteracy is a serious problem for educators in the USA:

"If we forget what we did, we won't know who we are."

Ronald Reagan

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

**Build & Fly Contest
Scheduled for**

October 19th, 2024

Club Combat Winners: First Place Chris Perry; Second Place, Dave Domzalski; Third Place Rick Nichols



More on page six.



Jeb Wang, ERAU student and club member, cut Rick Nichols' combat tail.

Mike Lacasse's Saito 100 Powered Tiger Moth





Temporary President's Column

By Randy Meathrell

The cleanup for the Steve Crow Fun Fly event held on a Saturday September 14th was well attended and the facilities look fantastic. A BIG THANK YOU to all who were there.

Member support like this is what makes this such a great hobby and club. Also, a thanks to *Harold Ellis* for the yummy donuts.

The Steve Crow Fun Fly Event was spectacular this year with great attendance from the town and exciting flying by our Demo pilots. Thank you everyone, especially *Mark and Jane Lipp*, for another successful year.

The flying weather has been great the last few weeks and I was surprised to see only 5 pilots at the field on a Friday.

Winter is coming so enjoy the light winds and cooler temperatures while they last. The next scheduled club event is the

Second Glider Event rescheduled to October 12th. The Build and Fly will follow the next week (October 19th). Come on out and see what your fellow club members have been building. We have seen some very interesting projects, and the member must do the maiden flight the day of the contest.

November 16th is the date set aside for the Fall Swap Meet and Fun Fly. Bring \$\$ for models or sell surplus stuff and earn some extra cash.

Club elections are coming up in October and several officer positions need to be filled. If you care about the fine flying facility we have and the fantastic group of friends we make, consider running for a club board position.

Please give a big Thank You to all past Club Board Members

and especially *Bill Gilbert* for his many years of service to the club. Bill was instrumental in getting the new club cabana built and also supporting the construction of the Control Line area. Thanks Bill.

The next regular October club meeting is the 26th and I hope to see you there. See you at the field soon and remember to smile a lot. People will wonder what you have been up to.

Randy



Flight Instructors

Randy Meathrell:
Control Line Flying

Bill Gilbert:
Helicopters

Jeff Moser:
Glanders, Multi Rotors

General Flight Instructors

Al Morello

Steve Shephard

WHAT FORGOTTEN AIRCRAFT HAS THIS COCKPIT?



See Page Eight

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*





MARK YOUR CALENDARS

Chino Valley Flyers Events for 2024

- October 19** Annual Build & Fly Challenge
November 16 Fall Swap Meet Fun Fly
December 3 Annual Christmas Party



SAFETY SHOULD ALWAYS COME FIRST

RICK NICHOLS, TEMPORARY SAFETY OFFICER

Club Safety Report Card

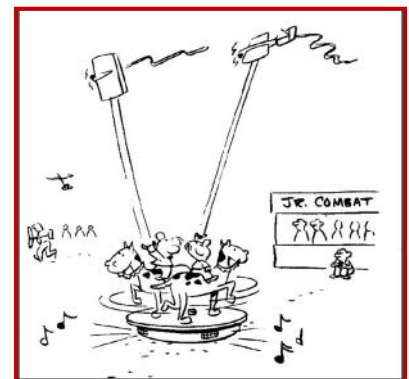
Over the past 5 years or so I have spoken at the club meetings, and I also have had conversations with individuals regarding safety concerns. My monthly column has also addressed many safety subjects.

This is my report card on how our members are doing with following our basic safety guidelines.

1. Pilots have been very attentive not to arm their electric airplanes in the cabana area.
2. The first members to arrive have been getting the Fire/Rescue vehicle out of the hangar and ready for service.
3. The pilots have been flying clear of the hill and gun range area at the east end of the runway. Also have been avoiding flying over the control line area.
4. Pilots have been making their flight intentions clear at the flight line. RE: Taking off, Landing, On the runway, Clear etc.
5. Pilots seem to be keeping body parts clear of propellers. Only one occurrence has been reported to me this year.
6. This is not necessarily safety but to my knowledge the gate has not been closed and locked securely at least 3 times this year and the hangar once. We have too much investment in our property to allow the gates not to be secured.
7. I have spoken to a couple pilots about avoiding making high-speed low passes down the center of the runway. This is permissible if there are no other pilots on the flight line, otherwise make these passes on the north side of the runway.
8. Also not entirely related to safety, I enjoy watching the members helping other pilots with help or advice with their airplanes and problems they may have.
8. If a pilot needs a part to get his plane in the air among us, we seem to be a virtual hobby store. A part can usually be found.

Thank you all for accepting hints or advice from me when I feel that I need to make a point regarding safety.

Rick



Our Members' Flying Contraptions

Notice this strange image in this photo at far right. It looks like a small cloud in the corner of one of the photos taken by your editor at our flying field at left of member *Mike Lacasse's* Tiger Moth. Looks like someone is blowing smoke rings or it's a UFO or as they now say a UAP (Unidentified Aerial Phenomenon).



Rick Nichols at the Control Line.



At left are some of the wild and crazy control line flyers.

Your editor is part of that group but took the photo.

Left to right:

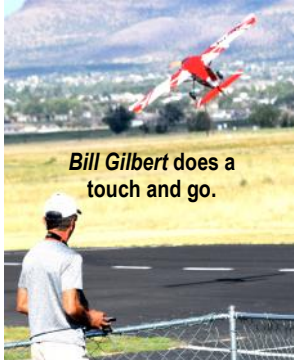
Rick Nichols, Gene LaFaille, John Reise, Dave Domzalski, Brian Sutton, Todd Mollerup, seated is our president Randy Meathrell.



Steve Zingali above, launching his pusher, left is Jerry Calvert with his glider.



Rick Nichols shoulder wing glow powered model at left.



Bill Gilbert does a touch and go.



Fred Giles little UMX Turbo Timber above is small enough for him to bring out to the field to fly using his motorcycle at left.

More Action Images of Member's Flying Machines



John Dora's Very Light and Slim Glider



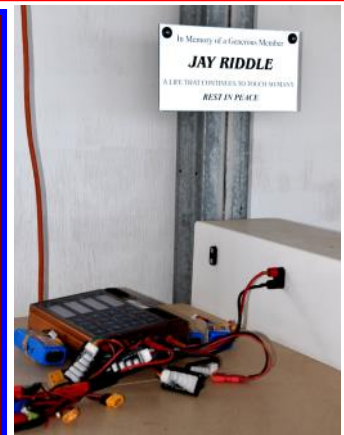
In Memory of a Generous Member

JAY RIDDLE

A LIFE THAT CONTINUES TO TOUCH SO MANY

REST IN PEACE

The high quality of our field with so many modifications to make it what it is today are too numerous to list and all relate back to one individual, former member, and now deceased **Jay Riddle.**

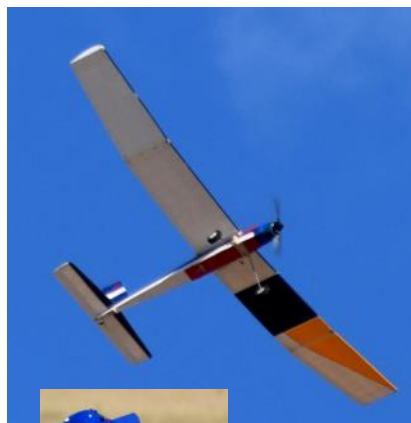


This plaque above is on our charging table at our flying field. Thanks Jay!

Brian Sutton's B-26 complete with retracts. One of his family members flew the B-26.



Believe it or not, yes, this is your editor **Bob Shanks** flying his Goldberg Electra. He does the newsletter and takes the photos, however, on this day **Rick Nichols** grabbed his camera so he is now in the newsletter for a change.



Robert Fish's cool Navy decorated bird.



Shel Leibach's nice F-86.

CHINO VALLEY FLYERS COMBAT EVENT

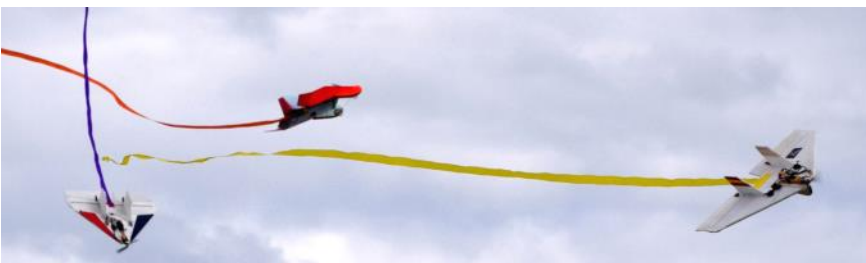


First Place Medal

What a great turnout for the club's Combat Flying event as can be seen in the photo above. Our event coordinator was *Randy Meathrell*. Despite the huge number of planes in the air all at once, (almost 17) no mid air collisions were experienced. Planes with wheels took off first followed by the hand launched aircraft.

We had three rounds, so the air was filled with a host of angry bees as each pilot tried to cut opponents trailing 20' paper streamers. Each of the three place winners received a medal with their place number on it.

[Chris Perry](#) placed first,
[Dave Domzalski](#) placed second
and [Rick Nichols](#) placed third.



The little fake snake at right is a reminder, we have these critters at the field so always stay alert members.



Worldwide Terrorism is on the Rise

Learn to Practice Situational Awareness

This Article from Strategic Forecasting .com

Terrorism is a major concern in the mid-east but not only there but worldwide. One of the most effective ways to combat terrorism starts with understanding Situational Awareness and learning to practice it. One has to remember that this is nothing more than simple awareness, being aware of one's surroundings and identifying potential threats and dangerous situations. Situational Awareness is also a mindset, as well as a simple survival skill that anyone can develop and learn to use. The practical guide at right was developed some years ago at Strategic Forecasting by Scott Stewart.

This mindset as a skill is not something that can only be practiced by highly trained agents or specialized corporate security teams. All that is needed is the will and discipline to develop this ability. *The news often makes us all too aware that threats exist nationally and domestically as well as internationally.* Ignorance or denial of Situational Awareness can reduce a person's chances of quickly recognizing emerging threats and avoiding them. Apathy or denial of these threats in our daily lives can be deadly.

An important element for developing a proper situational mindset is one should always be aware of personal safety no matter where one lives even if living in a small community. The resources of any government are finite and cannot stop every potential terrorist attack or criminal action.

All Americans have a responsibility to look out for themselves, but also for family and neighbors. As one moves into learning this Situational Awareness mindset, trusting your "gut" feelings or intuitions is critical. Our subconscious mind can often notice subtle signs of danger that our conscious mind has difficulty understanding or articulating. Many victims who have experienced and survived dangerous incidents or situations but ignored them have related to law enforcement that it is important to pay attention to those "gut" feelings. Ignoring your subconscious mind may cause you a bit of an inconvenience but by not paying attention to those feelings could lead to serious trouble.

As terrorism continues to surge worldwide, we all need to concentrate on developing a keen discipline based on Situational Awareness. Remember it is a simple skill and mindset that can be learned and practiced unconsciously by everyone as they go about their daily activities.

Putting too much faith in technology for increased awareness can also lead to more problems.

We all have to guard against developing a false sense of security, we must be aware and observant no matter where we are or how "safe" it may seem. Having the attitude of "That can't or won't happen here" is a poor attitude and can also lead to problems so learn to always practice a *Relaxed Awareness* when out shopping, at the grocery store or at local events.



Increased technology doesn't increase situational awareness.

*Name the Plane Cockpit: A-5/RA-5 Vigilante**

The Vigilante is one of the largest aircraft to routinely fly from the U.S. Navy's aircraft carriers. It was designed in the late 1950s as a supersonic nuclear capable attack bomber. The Vigilante first flew in August 1958 and deliveries of operational aircraft began in 1960.



The North American A-5 Vigilante was designed a carrier based supersonic bomber designed for the US Navy, known for its large size, high speed, and ability to carry nuclear weapons; initially developed as a private venture by North American Aviation in the mid-1950s, it was later designated as the A3J before being officially named the A-5 Vigilante in 1962, serving primarily as a nuclear bomber during the Cold War before transitioning to a dedicated reconnaissance role (RA-5C) with advanced sensors during the Vietnam War, eventually being retired from service in the late 1970s due to shifting military strategies and high operational costs.

Key points about the A-5 Vigilante

Design and Development:

Developed by North American Aviation as a successor to the XA2J Super Savage, the A-5 was designed to be a supersonic, long-range bomber capable of carrying nuclear weapons, featuring a unique bomb bay system that ejected the weapon through a chute between the engines.

First Flight and Designation Change:

The first A-5 prototype, initially called the A3J, took flight on August 31, 1958. In 1962, the designation was officially changed to A-5.

Nuclear Bomber Role:

Early in its service, the A-5 was intended as a primary carrier-based nuclear bomber, utilizing its high speed and advanced avionics to deliver nuclear payloads.

Reconfiguration as RA-5C:

With the shift towards ballistic missiles for nuclear deterrence, the A-5 was adapted into the RA-5C reconnaissance variant, equipped with sophisticated cameras and sensors, proving valuable during the Vietnam War for high-speed reconnaissance missions.

Notable Features:

The A-5 was one of the largest aircraft to ever operate from Navy carriers, featuring a two-man crew and a complex electronic system.

End of Service:

Despite its advanced capabilities, the A-5 was retired from service in the late 1970s due to high operational costs and the changing needs of the US Navy.



Photo at left is from the Pima Air and Space Museum In Tucson, AZ



* https://www.google.com/search?q=north+american+a-5+vigilante+history&sca_esv=08f49ddedad890b7&sxsrf=ADLYWljSCMzA-XkV7_wCFZEvFHEX59IOg3A1725333636420&ei=hIDWZoutGZzhkPIPuNPb8QQ&ved=0ahUKEwiL_5HU6KWIAxWcMEQIHbjpNk4Q4dUDCBA&uact=5&oq=north+american+a-5+vigilante+history&gs_l=Exgnd3Mtd2l6LXNlcnAaAhgCiiRub3J0aCBhbWVyaWNhbiBhLTUgdmlnaWxhbnRlIGhpc3RvcnkyBRAhGKABMgUQIRigATIFECEYoaEYBRAhGKABMgUQIRigAUjRMFDIC1j9F3ACeACQAQCYAV6gAfIEggEBOLgBA8gBAPgBAZgCCaACjwXCAhAQABiwAxjWBBhHGPgFGlsDwglNEAAYsAMY1gQYRxiLA8ICBhAAGA0YHsICCBAAGIAEGKIewgllEAYogQYiQXCAgcQIRigARgKwglFECEYqwKYAwCIBgGQBgiSBwE5oAfCIA&scient=gws-wiz-serp

Ejection Seats Article by Jesse Beckett, Guest Author

<https://www.warhistoryonline.com/war-articles/ejector-seats-history-and-inventor-james-martin.html>

The history of ejection seats can be traced back to 1910, when a bungee-assisted escape was attempted from an aircraft. In 1916, Everard Calthrop, an early parachute inventor, patented an ejector seat that used compressed air to launch a parachute.

In the late 1920s, Romanian inventor Anastase Dragomir proposed the modern layout for an ejection seat, which was patented in 1929 and refined during World War II. Before ejection seats, the only way to escape an incapacitated aircraft was to jump out, which could be difficult due to injury, airflow, and other factors.

The invention of the ejection seat is one of the biggest milestones for aviation safety in the history of flight. Before ejection seats, exiting an aircraft in an emergency was a hazardous ordeal, requiring crew members to literally leap free of their doomed machine. Factors like injuries, g forces, or being trapped meant successfully escaping from an inoperative aircraft was difficult. One of the pioneers in designing ejection seats was James Martin.

This spectacular escape is a through-canopy test, below, of a Martin-Baker ejection seat from the cockpit section of an Alpha jet aircraft. The 'airman' is actually a dummy crew member equipped with a telemetry package to record loads sustained. Simply put, an ejection seat is a system designed to remove a person from an aircraft in an emergency. One of the main aims is to launch the person clear of the aircraft itself to avoid collisions.



ejection, the airman is let down by parachute.

Although other ejection seats were developed or in development by other nations before Martin's, as he designed his, which set the standard for the modern ejection seat, without knowing about the others, the invention of the device is often attributed to him.

Since then, Martin-Baker ejection seats, and ejection seats in general, became more popular until they were found in almost every military aircraft possible. Improvements and changes have been made over the years, including adding the ability to eject from a stationary aircraft on the ground.

Martin-Baker estimate that their systems have saved over 7,500 lives. People who have ejected from their aircraft in a Martin-Baker ejection seat are welcomed into the company's "Ejection Tie Club" and are given a lapel pin and tie.

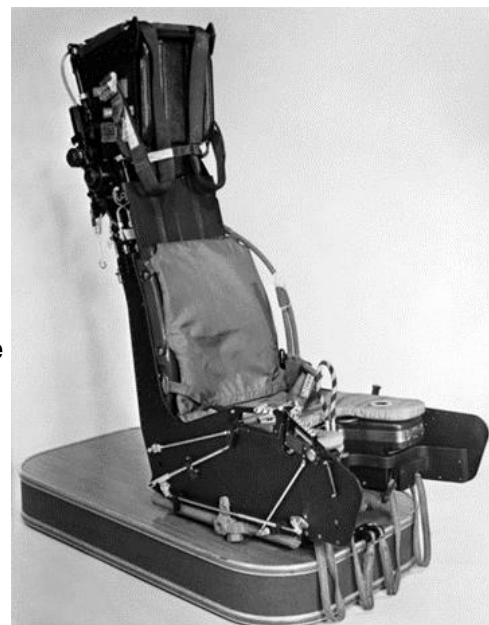
Martin passed away in 1981 but was awarded two honorary doctorates, an OBE, and a Knighthood. The Martin-Baker company is still one of the world's leading manufacturers of ejection seats today.



How this is achieved varies between designs, but most systems launch a crew member's seat out of an aircraft with explosives or a rocket motor. A less common approach is to launch one or even multiple crew members out in a self-contained escape capsule. These are suited for aircraft that operate at extreme speeds or altitudes, where a conventional ejection seat would leave the crew exposed to the harsh conditions outside.

Once free from the aircraft, a parachute is usually deployed. Before ejection seats were standardized, the process of bailing from an incapacitated aircraft was extremely dangerous. It was easy to get equipment snagged while climbing out, or impact a part of the aircraft after leaping free. Additionally, if a pilot was under high g forces or was too injured they may be unable to pull themselves out. At low altitudes, pilots often did not have enough time to bail out before their aircraft hit the ground. The basic idea of a system that can remove a pilot from an aircraft had been around for almost as long as the aircraft itself. The concept greatly matured during WWII, but it was James Martin's contributions to aircraft safety systems that would truly cement the ejection seat as a staple of aircraft design.

A close-up of a Martin-Baker ejection seat is shown at lower right, it's supplied to the air forces of 68 nations by the firm of Higher Denham, located near Uxbridge, England. After



September 21, 2024: Annual Steve Crowe Fun Fly

Editors Note:

Thanks to Bob Vaught, Al Weikart for taking some great photos. Your editor couldn't attend, so I don't have all the pilots names for the photos at right, This was a very successful Steve Crowe Fun Fly. The text below is from our President Randy Meathrell and Mark Lipp the Steve Crowe event coordinator.

We had fantastic weather for our Steve Crow fun fly event this year. The turnout from the town was great and we had Greg Stone, District 10 Vice President of the Academy of Model Aeronautics as our guest.

The show demo pilots were outstanding as usual, and the club owes them a big Thank You for their excellent performances.

We also had a contingent from the Kingman R/C club flying with us. Our program event organizer, **Mark Lipp** said the club made \$680 from food and raffle sales. The little mess hall area was busy all the time according to **Mark Lipp** our event coordinator.

Greg Stone, AMA District X vice president, and his son, Nathan, arrived early morning and stayed until the very end. Both Greg and son Nathan said they were very impressed with the facilities and the friendliness of everyone. Greg told me he plans on attending next year.

THANK YOU everyone who worked or flew during the busy day, you showed your pride in the club with your efforts.

Randy Meathrell, Club President



Member Dan Avila's F-16 with smoke.



Member John Myers flew his Ultralight in for display.



No, Southwest Air Lines isn't lost, this is an outstanding RC Model.



A Local Hero from World War One History: Ernest A. Love

By J.A. Johnson Publicity Volunteer

If aviation and history are of interest to you, you are invited to soar with the eagles on Saturday morning, November 2, at the Yavapai College Prescott campus. The Jane Reti Speaker Series featuring **Ernest A. Love**.

This Hometown Hero story is by Don Baier, an engaging storyteller, former U. S. Air Force fighter pilot and test pilot as well as a retired commercial airline pilot. He also has been a Smithsonian National Air & Space Museum docent for 34 years. His presentation is a multi-media program.

This free, public event includes Sharlot Hall Museum archival historic photographic images, family and military letters, images of World War I combat planes with details of the challenges flying them, and the story of a young man who grew up in Prescott and served as a fighter pilot in the U. S. Army Air Service in France early in the 20th Century.

He is honored in Prescott as the namesake for the local Airport—PRC Ernest A. Love Field—and with a larger-than-life, bronze sculpture by artist Paul Nebeker near the terminal entrance.

This program is designed to share insight into daily community life in Prescott over 100 years ago with a spotlight on a young man of good character who gave his all for his country and a mother's tenacious love to finally arrange for her son's body to be returned home to American soil where he now rests in Arlington National Cemetery.

First Lieutenant Love flew the Nieuport 28 and SPAD XIII pictured below. For more information about Love's fascinating life and contribution to our community and country, contact JA Johnson: ja10johnson@yahoo.com.



September General Membership Meeting

Editor's Note: Since we have so many new members our Safety Officer **Rick Nichols** gave a short briefing on our crash cart operation and use supplied with fire extinguishers and baking soda for Lipo fires.



Current Board members L to R: **Don Crow**, **Randy Meathrell**, **Lee Boekhout**, **Rick Nichols** and **Bob Steffensen** minus the newsletter editor **Bob Shanks**, who took the photograph.



Door Prize and Raffle Kit.



Member **Bob DeNoyelles** and his wife **Beverly** came out to the field in his restored vintage automobile complete with a Rumble Seat.



Great membership turnout for this month's meeting.

Your editor works at making sure all member's names are correct but in last month's issue I misspelled one of our instructors names. My apologies to **Al Morello.**



September General Membership Meeting Minutes

The monthly General Meeting opened at the flying field, at 10am, on Saturday, September 28, 2024, with the Pledge of Allegiance. There were 32 members signed in for today's meeting and a head count revealed that about 35 were in attendance. New Member **Dan Sprague** joined us for his first meeting. There were no guests present. President's agenda:

Minutes for the August 24, 2024 meeting were unanimously approved by the Members. Treasurer **Don Crowe** presented his monthly report. Club membership is now 154 paid members. Don stated that the Chino Valley Chamber of Commerce membership has been renewed. The Treasurer's report was unanimously approved by Members.

Interim President **Randy Meathrell** presented the nominations for officers for the new year. Current Nominations are as follows for: President **Brian Sutton**, Vice President **Casey Buggeln**, Treasurer **Don Crowe**, Secretary **Bob Steffensen** and Safety Officer **Lee Boekhout**. Additional nominations can be offered at the October meeting, followed by elections.

The most recent Board Meeting discussed the Embry Riddle Capstone Project which University has not responded with requirements to support the annual project.

Yavapai College is providing a seminar on the life of Ernest Love, a WWI Prescott native and namesake of the Prescott Airport: November 2 at 9:30am. Reservations are required as seating is limited, contact the college for more information. (See page 11 of this issue.)

Events

The Steve Crowe Memorial Fun Fly was a success. AMA District X Vice President **Greg Stone** joined us for the event. Thank you to the EM **Mark Lipp** and the many volunteers who worked to prepared the field and present the air show to the public. The Glider Event is back on for October 12th. Get your airplane construction completed for the Oct 19th Build and Fly. John Dora outlined the additional Glider Event that will be held on October 26th. The next Fun Fly and Swap meet will be November 16th. Our annual Christmas get together will be Tuesday December 3rd, at the Centennial Center, set the date on your calendars. Additional information on menus and pricing for the Christmas Party will be provided to members soon.

Member Input

None this meeting. We broke about 10:30am for cookies provided by **Bob Steffensen**. Thanks **Bob!**

Show & Tell Planes and Projects

None today.

Door Prize and Raffle

Rich Kocar won the door prize consisting of a neck strap and of course the glue. **Rich Kocar** also had the winning ticket for the for the Cessna ARF in today's raffle.

A motion to adjourn the meeting was offered and unanimously approved by members about 10:50am.

Respectfully,

Bob Steffensen Club Secretary



A big thank you to Bob Steffensen for use of his camera for his page. Your editor's camera was not available for the club meeting.

Door Prize & Raffle Winners

Door Prize Winner



Raffle Prize Winner



Rich Kocar won both prizes we should have had him buy a raffle ticket. This has never happened before.