



# Chino Valley Flyers

Chino Valley, Arizona



July 31, 2025

JULY NEWSLETTER

(volume 28 Issue 7)

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
Glider Endurance	4 & 5
The Cornfield UFO	6 & 7
Name the Plane Answer	8
Aerial View of Our Field	9
The Drake Equation	10
July Club Meeting	11

### Quote For May

"Any sufficiently advanced technology is equivalent to magic."

Arthur C. Clarke

### RC Battery Discount



Members:  
Get a 10% Discount at RC Battery. August discount code:

**RCB!25CVFAUG**

## UNLIMITED CLASS WINNERS IN GLIDER CONTEST



First Place left to right, Dave Bates, Second place John Dora, and Third place Jeff Moser.

## TWO METER CLASS WINNERS IN GLIDER CONTEST



First Place left to right, Dave Bates, Second place Jeff Moser, and Third place Brian Sutton. Brian had packed his glider away in his car, so he is holding his small micro glider for the photo.

All Glider Photos by **Bob Vaught**  
(More photos on pages 4 and 5.)



# President's Column

By Brian Sutton



It has often been said that "If you're not growing, you're dying". Keep that in mind as we consider upcoming decisions. Do the decisions we make help us and our hobby grow?

We should be exploring how to encourage the youth to get involved in activities that are activity based, not just sitting in front of a screen. Mike Rowe has pointed out that our country has a severe shortage of skilled crafts. Many high paying jobs are going unfilled because our schools are not turning out people who can make things and do hands-on construction. NASA recently stated that the famous F1 engine of Saturn V fame, could not be built today because we lack the skilled craftsmen to make it.

I blame myself and every other person in the education field for this impending disaster, because for over 30 years, we have stressed college, everybody must go to college to be successful.

What a crock of human excrement that was. So, what can we do? How about contacting your local school board, or better yet elected leader of the state, and demand the return of technical classes in schools.

(Excuse me while I climb down from my soap box) So, let's look forward to upcoming events. In

August the annual Combat event is coming. This is a really exciting event to participate in and watch. Unfortunately, we do not have an event organizer. Somebody needs to step up and take the lead on this, or it will be cancelled.

Steve Crowe is in September. This is a great event for the community to come out and see what we are all about. Bring out your best and most interesting project. Check with Mark Lipp.

Finally, the annual Build and Fly is in October. Please make sure that you are announcing and documenting your projects.

See you at the field!

Brian



## Flight Instructors

**Randy Meathrell:**  
Control Line Flying

**Bill Gilbert:**  
Helicopters

**Jeff Moser:**  
Gliders, Multi Rotors

### General Flight Instructors

Al Marello

Steve Shephard

## Club's Board of Officers

President — Brian Sutton



Vice President - Al Marello



Treasurer — Don Crowe



Secretary — Bob Steffensen



Safety Officer — Rick Nichols



At Large Member — Vacant

At Large Member— Vacant

At Large Member— Lee Boekhout



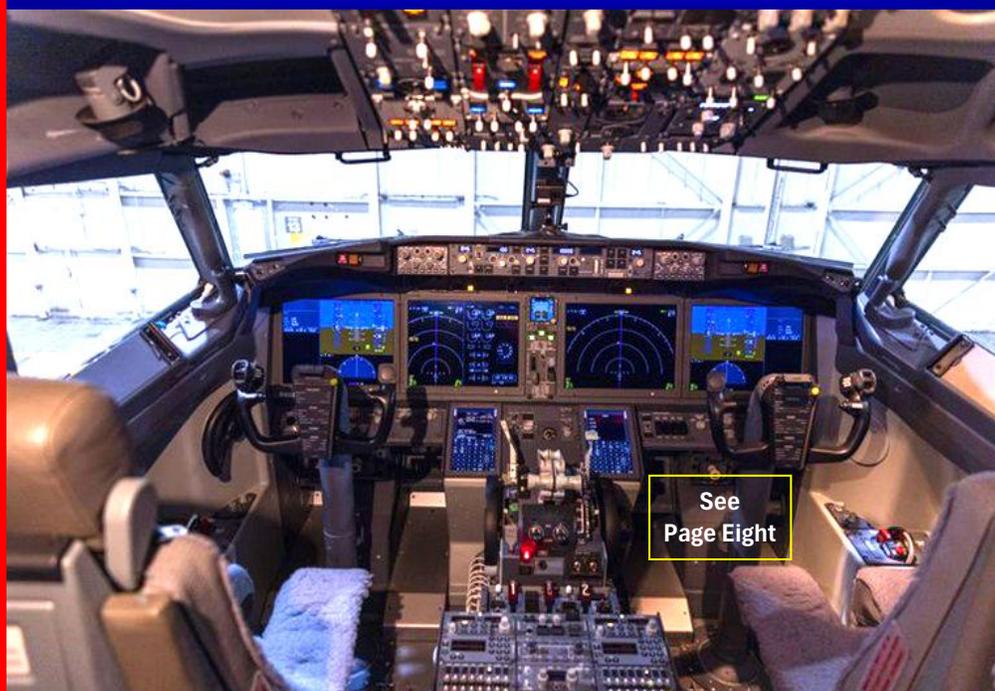
At Large Member— Jeff Moser



Newsletter Editor — Bob Shanks



## WHAT AIRCRAFT COCKPIT IS THIS?



See Page Eight



And in the event of an emergency, your seat cushions can be used as a flotation device.

**MARK YOUR CALENDARS**  
Chino Valley Flyers Events for 2025



- ⇒ IMAC **THIS EVENT CANCELLED**
- ⇒ August 23...Combat Event
- ⇒ September 20...Steve Crow Event
- ⇒ October 4...Ringmaster Control Line
- ⇒ October 18... Build and Fly Contest
- ⇒ November 15...Pancake Breakfast/Swap Meet

**Fly Safe Members**

**SAFETY SHOULD ALWAYS COME FIRST**

*By Rick Nichols Chino Valley Flyers Safety Officer*

I confess that I need to lead off this column with an incident that happened to me this last month. This occurred during the July 12 Glider Endurance contest put on by our member *John Dora*. To start each heat, the pilots are given 15 seconds to climb to altitude and then must shut off their power.

This occurred during one of the days we had haze in the air from the local fires, and it made the aircraft hard to see especially at altitude and in a profile attitude. I reached my 15 second time limit to shut down the motor and simultaneously lost sight of my glider.

Others that were watching were reporting that it was in a lawn dart attitude and was heading down. I was still looking up to gain sight of it.

Pictured is the wreckage of the airplane that *John Riese* and *Clint Manchester* kindly retrieved for me. Also pictured are two nylon clevis's that I removed from the tail section. The one on the left controlled the elevator. The one on the right is from the

rudder. Obviously, the elevator clevis pin failed and caused the loss of control that I experienced. It has been suggested to me several times not to use that type of clevis but if it comes with the kit it is only natural that I use them.

I think I have learned a lesson to obtain the metal ones from Du-Bro and change them out when building a new kit.

Also pictured is an image of the battery that was on board. As you can see it was substantially damaged. It is a wonder that it did not catch fire. Cliff and John reported the crash made quite a hole in the ground.

For established safety protocol the battery was placed in the metal container under the charging table until I can remove it from the field for proper disposal.



Safe Flying,  
*Rick*





# CVF GLIDER ENDURANCE CONTEST



CD John Dora



All the contestants.



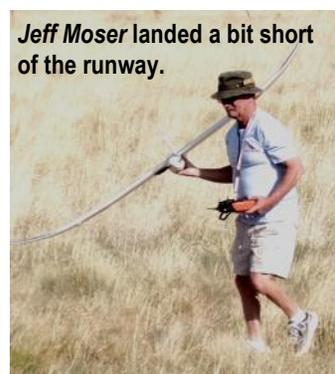
Wind was not too bad!



Jeff Moser launching.



Brian Sutton launching.



Jeff Moser landed a bit short of the runway.



Rick Nichols had a clevis failure that caused his glider to have a major crash. Also see page 3 Safety Column.

*All Photos by Bob Vaught*

Broken clevis



John Dora launching.



Jeff Moser coming in for a landing.



# More Photos on the Glider Endurance Event



Dave Bates launching his glider.

*All Photos  
by Bob Vaught*  
A big thank you to  
Bob for filling in  
for editor Bob.



Glider preparation and assembly.



John Dora's huge Unlimited Class glider.



Brian Sutton's glider at landing.



Brian Sutton's Glider



Dave Bates Glider.



John Meyers landing right on the runway line.

Did You Lose Something at the field? Check the Hanger it may be in the Lost and Found Box.






# The Cornfield UFO

*A Short Story by Bob Shanks*



Eli was a hard-working Nebraska farmer; he lived alone but had plans to find a suitable wife to share his dreams on his 180-acre farm. Eli was proud of his very productive land nestled just south of the beautiful Nebraska sand hills. His land had wonderfully thick black soil, about anything could grow in it.

After toiling one day plowing up one of his empty fields for over 12 hours, he was driving his old John Deere tractor slowly back to park it next to his barn when he saw a strange eerie light glowing in his cornfield. It was late July and the corn was over seven feet high already. He wondered what was that light, was it the start of a fire? He didn't have anything flammable on his tractor that would burn in the hot humid



Nebraska summer air. His tractor was not leaking fuel and was running well. He had not been in that field for a long time. What could be causing this strange light, he knew it could not be a fire as it had a strange green blue glow? He needed to get out there and investigate. The summer evening light was fading fast so it would be dark soon and there was no moon this time of the month. Jumping off his tractor he rushed over to his small motorcycle to drive out quickly to investigate. The closer he got to the field the light seemed to move from one row to the next row, never letting him get close enough to see what it was. Could it be some of those wild young kids doing a prank his neighbor to the south Elmer had hired to help clean up his main farmyard? They were full of mischievous energy and behavior, Elmer had to keep them under close supervision.

Suddenly, in the fading evening sky, Eli saw a large round silver saucer shaped aircraft slowly descending above the light. He stopped his cycle and shut it down fearfully watching this round hovering machine as it slowly stopped about ten feet above the glowing cornfield. A beam of light shot out of the craft filling the cornfield with a red glow as a small cylinder slowly levitated up to the ship disappearing into it. Just as suddenly as the UFO appeared, it shot straight up into the darkening sky and disappeared. Eli was sitting on his motorcycle in stunned silence. Racing through his mind were countless questions; what had he just seen? What was that strange greenish blue cylinder glowing in his cornfield? How did it get there and why? Are these visitors from another world? Should he report this to the local police or not? Was this a military flying device of some kind?

Breaking the warm summer evening silence suddenly was his cell phone ringing in his pocket. It was his neighbor Elmer; he had seen the unidentified flying object (UFO) as well. As he talked on the phone to Elmer, he discovered his neighbor was extremely interested in, as he called them, unidentified aerial phenomena (UAP). That was a real surprise to Eli, he had always thought Elmer lived, ate, and slept farming and growing crops, was all he ever talked about with Eli.



*Early the next morning, Eli's phone was ringing nonstop. The local paper called and wanted to know what was going on at his farm as there were many phone calls to the paper about strange lights in the sky. The regional television station even called Eli; how did they find out what happened? Eli did not say much about the incident, only that he saw it too but gave no additional information for fear he would be swamped with unwanted visitors. His farm was only fifteen miles from town. The T.V. station said they could send out a crew to film things in the evening if given permission. Eli flatly refused, as there is nothing to see here and besides the fact that the T.V. station is 150 miles away, it would be a wasted trip, was Eli's response.*

That evening, Eli stayed up late surveying the night sky hoping to see if there would be more strange flying objects above his farm. All that he could see was a brilliant Milky Way and a sky filled with stars and an occasional shooting star or meteorite.

*(Story continued on next page.)*

# The Cornfield UFO Short Story (Continued)

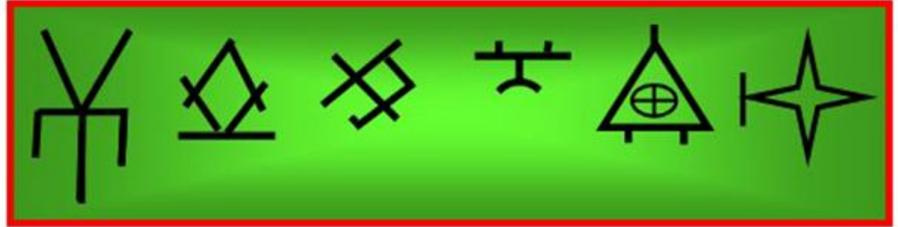
A Short Story by Bob Shanks

Suddenly, the UAP again appeared and went right to the very same cornfield where it had been before and hovered in the same spot and again. A red beam shot down into the ground in that same spot that had glowed before. What was it looking for? The craft stayed there for a

short while and then again suddenly shot straight up and out of sight. Eli again got on his motorcycle and rushed out to that field and ran down the corn row to that spot, the ground there was glowing red and was warm to the touch despite the cool evening temperatures. Sticking out of the ground was a plate made of a strange metal with unknown markings on it. What did they mean? What was the purpose of leaving this there? While there are no photos of the incident, it was seen and described and documented by many witnesses.

In the following weeks and months no one could decipher their meanings. The local news media went crazy, and Eli's farm was flooded with visitors from all over the U.S., with Military and political leaders coming and going and interviewing Eli, as did countless newspapers and media outlets. Eli had no explanations either except that once there had been something there this alien craft wanted back and came to retrieve it, but why did they return? What was that strange item that they beamed back that had this green blue glow? Why was it not filmed? What did those markings they left mean? No one had any rational answers. A religious side note, in the Bible's John 14 2-6, Jesus said "In my father's house are many mansions." Could this be a visitation from people that came from one of those mansions mentioned in scripture?

One curious thought, the corn was distinctly altered that was located in an approximately fifteen-foot circular area around where the alien craft was sighted. The corn grew taller than the rest of the corn in the field. Each plant also had twice as many ears of corn with the corn ears much bigger than the harvested corn not in that area of the field. The ground in that fifteen-foot circular area also had more of a slight radioactive return on the Geiger counter as well. The corn was evaluated and had no harmful radioactivity and was much juicier and better than the rest of the corn from that field. To this day this strange cornfield mystery remains unsolved and unexplained.



## Editor's Note:

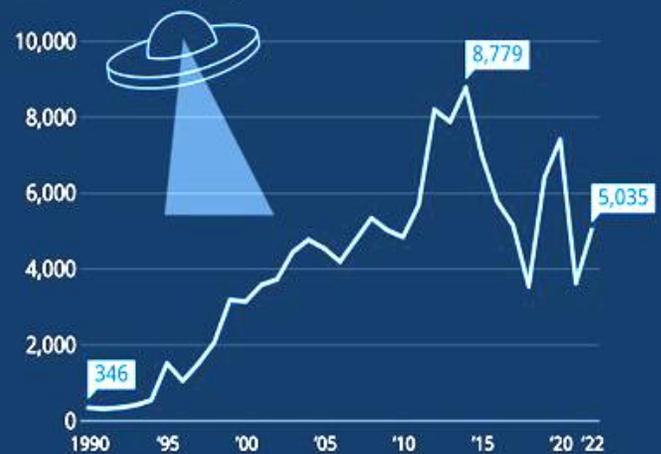
This short story was written for fun and hopefully to help bring into focus the whole idea that Unidentified Aeronautical Phenomena (UAP) formerly known as UFOs are worthy of more research and scientific consideration.

I'm sure there are club members who are skeptical but the trend nationally has been to be more open in reporting to the All-domain Anomaly Resolution Office (AARO) located within the US Department of Defense (DoD). The question has always been what are these phenomena and what are people seeing?

Keeping an open mind in efforts to destigmatize UAP reporting is important. The trend now indicates that there is an increase in reported UAP sightings, particularly from military personnel. Data from 2025 indicates many sightings are ultimately attributed to common objects like balloons, birds, or drones, with only a small percentage remaining unexplained.

## Are UFO Sightings Taking Off Again?

Global UFO sightings recorded from 1990 to 2022



Source: National UFO Reporting Center

# Name the Plane: 737 Max

<https://www.ebsco.com/research-starters/science/boeing-737>

Development of the Boeing 737 began in 1964 after company executives decided to produce a new aircraft to supplement the 727 on certain routes. Construction of the first 737 was undertaken at Boeing's cavernous Plant 2 in Seattle, Washington. Despite Plant 2's massive size, however, the 737 was so tall that its tail had to be attached with a crane outside in a parking lot. Once complete, the prototype 737 was transported to another nearby plant called the Thompson Site, which housed the soon-to-be-launched 737 production line. The 737 was first unveiled to the public at a special ceremony held at the Thompson site on January 17, 1967.



The inaugural Boeing 737-100 series was an immediate success.

Much of that success was a direct result of the airliner's unique design. In a notable shift, the 737-100 series featured six-abreast seating, which meant that it included one more seat per row than any other airliner at the time. This allowed the 737-100 to carry more passengers per load. The 737-100 was also able to house more seating overall than other airliners because its design saw its engines mounted under each wing. This design also served to buffer some noise created by the engines, decreased vibration, and simplified ground maintenance. In addition, the 737-100 came equipped with a variety of technological equipment that effectively eliminated the need for an on-board flight engineer and allowed for a two-person flight deck. In the years that followed, this two-person flight deck became an industry standard. At the same time as Boeing started work on the 737-100, it also developed the 737-200, a second model of the 737 that included cargo convertible features. These special features allowed the interior of the plane to be converted from passenger cabin to cargo hold and back as necessary.

The first production Boeing 737-100 was presented to Lufthansa on December 28, 1967. The first 737-200 was delivered to United Airlines the following day. Both models were well received and quickly became the most in-demand airliners on the market. In just over twenty years of production, the 737 became the most ordered plane in the history of commercial aviation. By the time the last 737-200 was delivered in 1988, Boeing had already produced a number of additional models in the 737 series, including the 737-300, -400, and -500. The Next-Generation 737-600, -700, -800, and -900 models subsequently debuted in the 1990s and early 2000s.

Boeing announced the upcoming production of a new line of 737 models known as 737 MAX in 2011. The first 737 MAX entered service in 2017. Although the MAX line was initially well received, Boeing found itself in the midst of a crisis when a pair of 737 MAX 8 airliners crashed in 2018 and 2019. The two crashes led to a total of 346 deaths and raised questions about the 737 MAX's design. To prevent further accidents, the entire 737 MAX fleet was grounded in March 2019. Boeing determined the problem was caused by a malfunctioning automatic safety feature, but a subsequent Federal Aviation Administration (FAA) investigation revealed additional problems tied to sections of wiring that control the plane's tail. The matter quickly became a public relations nightmare for Boeing and led the company to suffer the largest quarterly loss—totaling \$4.9 billion—in its history.

In August 2020, the Federal Aviation Agency (FAA) published information about what needed to be fixed in each plane and improved pilot training. In November of that year, the FAA ended the grounding, which had lasted twenty months, making it the longest grounding of a US airliner. This was not the end of Boeing's problems, however. In January 2021, Boeing was charged with fraud for hiding information about the problems with the 737 MAX. Boeing ultimately paid more than \$2.5 billion in damages.

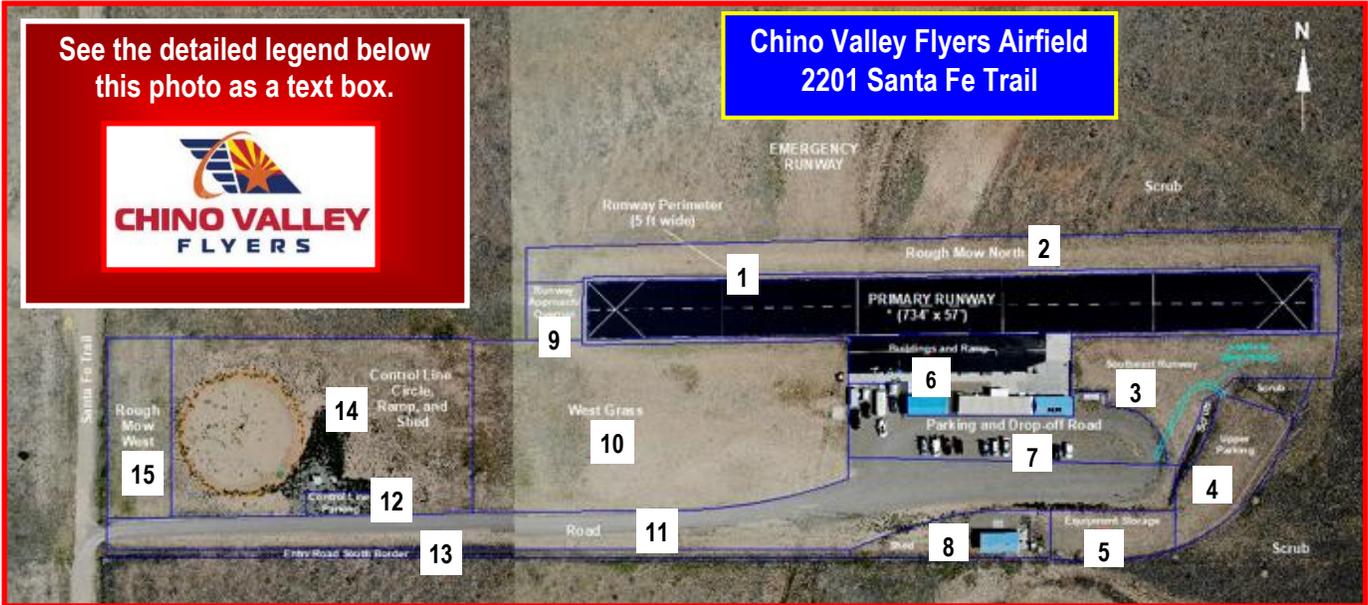
During a flight in January 2024, 737 MAX, Alaska Airlines Flight 1282, the door of an emergency exit, called a door plug, blew off mid-flight and sailed into the air, causing the aircraft to rapidly decompress. None of the 177 people on the plane was seriously injured, but the experience was traumatizing. The blowout left a gaping hole in the side of the plane where the door plug used to be. A man was nearly sucked out of the plane but was saved by his seatbelt. The suction ripped headsets off seats and sucked items into the air outside the plane. According to a passenger, a boy's shirt was ripped off his body. Prior to the incident, several other flights caused airline officials to suspect a pressurization problem with the planes and restricted them from flying over the ocean. The FAA eventually determined that Boeing had been negligent. Four key bolts that would have secured the door plug were not fully bolted in place during production. The FAA also found additional problems with the 737 MAX.

# CHINO VALLEY FLYERS FLYING FIELD AERIAL IMAGE

See the detailed legend below this photo as a text box.



Chino Valley Flyers Airfield  
2201 Santa Fe Trail



As most of our membership knows, we are extremely fortunate to have such a fine flying field located out away from any housing or commercial development.

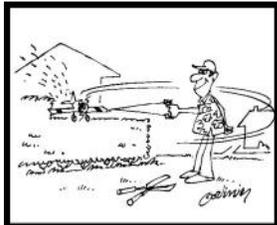
With the Prescott area growing so rapidly, one can't help but realize we could eventually someday become boxed in by various additions of possible housing or commercial businesses.

The firing range next door has helped keep our area open.

**Area Square Footage (approximate):**

1 - Runway Perimeter - 5 ft wide around the runway	6,900 sq ft
2 - Rough Mow North	29,988 sq ft
3 - Southeast Runway	17,345 sq ft
4 - Upper Parking	9,903 sq ft
5 - Equipment Storage	6,200 sq ft
6 - Buildings and Ramp	16,648 sq ft
7 - Parking and Drop-off Road	17,440 sq ft
8 - Shed	7,354 sq ft
9 - Runway Approach/Overrun	3,313 sq ft
10 - West Grass	62,917 sq ft
11 - Road	48,034 sq ft
12 - Control Line Parking	2,400 sq ft
13 - Entry Road South Border	5,700 sq ft
14 - Control Line Circle, Ramp, and Shed	52,400 sq ft
15 - Rough Mow West	11,800 sq ft

Aerial Photo taken by Jeff Moser and Mark Lipp, using Jeff's drone. Altitude of the image is about 650 AGL.



## TODD MOLLERUP'S VERY COOL BLACK FUNSTER



# The Drake Equation: Are We Alone in the Universe?

<https://science.nasa.gov/universe/exoplanets/are-we-alone-in-the-universe-revisiting-the-drake-equation/>

Two researchers have revised the Drake equation, a mathematical formula for the probability of finding life or advanced civilizations in the universe. Are humans unique and alone in the vast universe? This question--summed up in the famous Drake equation--has for a half-century been one of the most intractable and uncertain in science. But a new paper shows that the recent discoveries of exoplanets combined with a broader approach to the question makes it possible to assign a new empirically valid probability to whether any other advanced technological civilizations have ever existed.

According to the paper, the odds of advanced life evolving on a habitable planet are astonishingly low, then human kind is not the universe's first technological, or advanced, civilization.

The paper, published in *Astrobiology*, also shows for the first time just what "pessimism" or "optimism" mean when it comes to estimating the likelihood of advanced extraterrestrial life.

"The question of whether advanced civilizations exist elsewhere in the universe has always been vexed with three large uncertainties in the Drake equation," said Adam Frank, professor of physics and astronomy at the University of Rochester and co-author of the paper. "We've known for a long time approximately how many stars exist. We didn't know how many of those stars had planets that could potentially harbor life, how often life might evolve and lead to intelligent beings, and how long any civilizations might last before becoming extinct."

"Of course, we have no idea how likely it is that an intelligent technological species will evolve on a given habitable planet," says Frank. But using our method we can tell exactly how low that probability would have to be for us to be the ONLY civilization the Universe has produced. We call that the pessimism line. If the actual probability is greater than the pessimism line, then a technological species and civilization has likely happened before." The question then is, just where in our universe?

Using this approach, Frank and Sullivan calculate how unlikely advanced life must be if there has never been another example among the universe's ten billion trillion stars, or even among our own Milky Way galaxy's hundred billion. Rather than asking how many civilizations may exist now, we ask 'Are we the only technological species that has ever arisen?' - Woodruff Sullivan, University of Washington.

## The result

"One in 10 billion trillion is incredibly small," says Frank. "To me, this implies that other intelligent, technology producing species very likely have evolved before us. Think of it this way. Before our result you'd be considered a pessimist if you imagined the probability of evolving a civilization on a habitable planet were, say, one in a trillion. But even that guess, one chance in a trillion, implies that what has happened here on Earth with humanity has in fact happened about a 10 billion other times over cosmic history!"

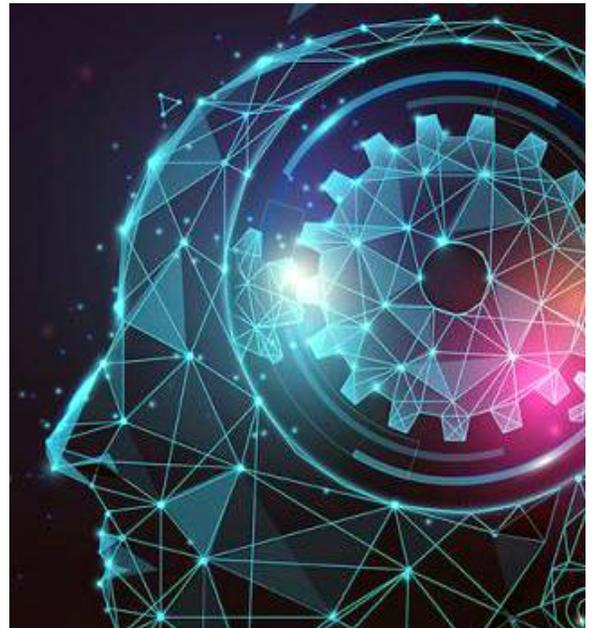
For smaller volumes the numbers are less extreme. For example, another technological species likely has evolved on a habitable planet in our own Milky Way galaxy if the odds against it evolving on any one habitable planet are better than one chance in 60 billion. But if those numbers seem to give ammunition to the "optimists" about the existence of alien civilizations, Sullivan points out that the full Drake equation—which calculates the odds that other civilizations are around today—may give solace to the pessimists. "Thanks to NASA's Kepler satellite and other searches, we now know that roughly one-fifth of stars have planets in "habitable zones," where temperatures could support life as we know it. So one of the three big uncertainties has now been constrained."

That still leaves huge uncertainties in calculating the probability for advanced life to evolve on habitable planets. It's here that Frank and Sullivan flip the question around. Rather than guessing at the odds of advanced life developing, they calculate the odds against it occurring in order for humanity to be the only advanced civilization in the entire history of the observable universe. With that, Frank and Sullivan then calculated the line between a Universe where humanity has been the sole experiment in civilization and one where others have come before us. The Drake equation is a mathematical formula for the probability of finding life or advanced civilizations in the universe.

According to Frank and Sullivan their result has a practical application as well. As humanity faces its crisis in sustainability and climate change we can wonder if other civilization-building species on other planets have gone through a similar bottleneck and made it to the other side. As Frank puts it *"We don't even know if it's possible to have a high-tech civilization that lasts more than a few centuries."*

## Editor's Note:

If you enjoy trying to figure out math equations and scientific reports, go to the web site in the heading above for the extensive and very complete article.



# Chino Valley Flyers July General Membership Meeting

Meeting opened at 10:00 AM on Saturday July 26, 2025 by President **Brian Sutton** with the Pledge of Allegiance. The minutes of the June General Meeting were unanimously approved by members. Treasurers report presented by **Don Crowe** was unanimously approved by members.

## President's Agenda

Secretary **Bob Steffensen** urged members to sign in and 41 members did. Good turn out today. Take a leader club pin, or two, if you would like. Information on the Annual Christmas Party scheduled for Saturday December 6 will be provided at the next meeting.

Safety officer **Rick Nichols** stated that a prominent member of the club crashed his airplane into the parking lot...he was suspended for 12 minutes...then the member was reinstated by the President of the club.

**Don Crowe** gave a brief review of the member survey with 83 members responding. There were many positive statements about the Club. Don also led a discussion regarding the \$150.00 Initiation fee and if it should be adjusted up or down or eliminated altogether. 71% of survey responders said it should be reduced. About 15 minutes of opinion's were heard and consensus was that it would be better to eliminate the infrastructure fee and raise the annual membership dues to \$120. The proposed change to the bylaws will be reviewed by members in the near future for approval. The change would be effective January 1, 2026.

## Events

The IMAC event for August has been canceled and may be reschedule for next year. Next event on August 23 is Combat, however, we need an event coordinator. If you would like to step up and do that contact President **Brian Sutton** or any other officers. There was a meeting with **Mark Lipp** following this meeting for those interested in discussing possible changes for the Pylon Races next year.

## New Members and Guests

New Member **Mark Puchalski** joined us for the first time today. Guest and probable new member **Donnie Bathrick** also was in attendance. We took a break at 10:30am for goodies provided by **Mark Lipp**...thanks Mark! The meeting resumed at 10:40am

## Show and Tell- Planes and Projects

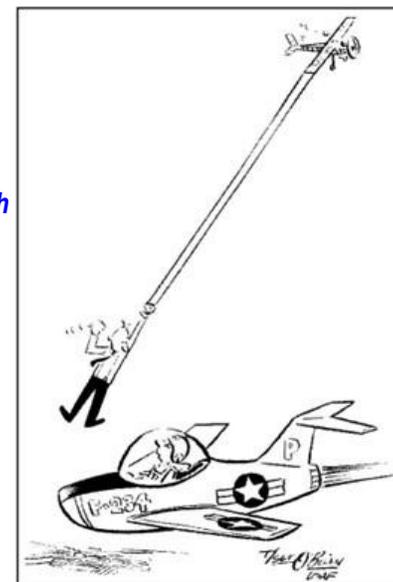
**Harold Ellis** showed his recently completed WWI Gotha 5 German Bi-Plane. **Robert Fish** brought in his Striker pattern flier...a kit that his company sells online.

## Door Prize and Raffle

The door prize consisting of the usual glue, lanyard and kraft knife was won by **Rick Nichols**. The nice Tower Hobbies DHC-2 Beaver 1.5m PNP was won by **Jean Greear**.

A motion to adjourn the meeting at about 11am was approved unanimously by members.

Respectfully,  
**Bob Steffensen**  
Club Secretary



**Harold Ellis' WWI Gotha Bi-Plane**



**Robert Fish's Striker pattern plane.**

## Door Prize & Raffle Winners

### Door Prize Winner



**Rick Nichols**

### Raffle Prize



**Jean Greear**