



Chino Valley Flyers

Chino Valley, Arizona



August 24, 2025

AUGUST NEWSLETTER (volume 28 Issue 8) 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 May

"Life is a roller coaster, you don't always get to choose the seat you're in, but you can choose to throw your hands up and enjoy the ride"

Anonymous

RC Battery Discount



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

RCB!SEPCVF25

A Jeb Wang Design: His 15' WS Electric Hawk Carrier



Matt Butler's Eagle



Matt Butler's electric powered eagle. At a distance one would swear this is a real bird soaring above our field.



President's Column

By Brian Sutton



Greetings from California, I'm sorry I couldn't make this month's meeting but family business should always take priority.

So as I sit here, I realize that our next big event is the **Steve Crowe Memorial Fun-Fly**. This is a huge event for our club and the local community. It's an important time for us to make sure that we keep a positive relationship with Chino Valley and the Quad Cities' area.

I want to thank all of the volunteers who have stepped forward to make this event a great success. I'm very pleased that all of our volunteer positions have been filled.

Let's make sure that we put our best foot forward for the community.

Please remember to wear your Chino Valley Flyers shirts and hats.

I'm looking forward to hosting this event as well as participating. I hope to see many of your happy faces there.

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
John Ward

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*



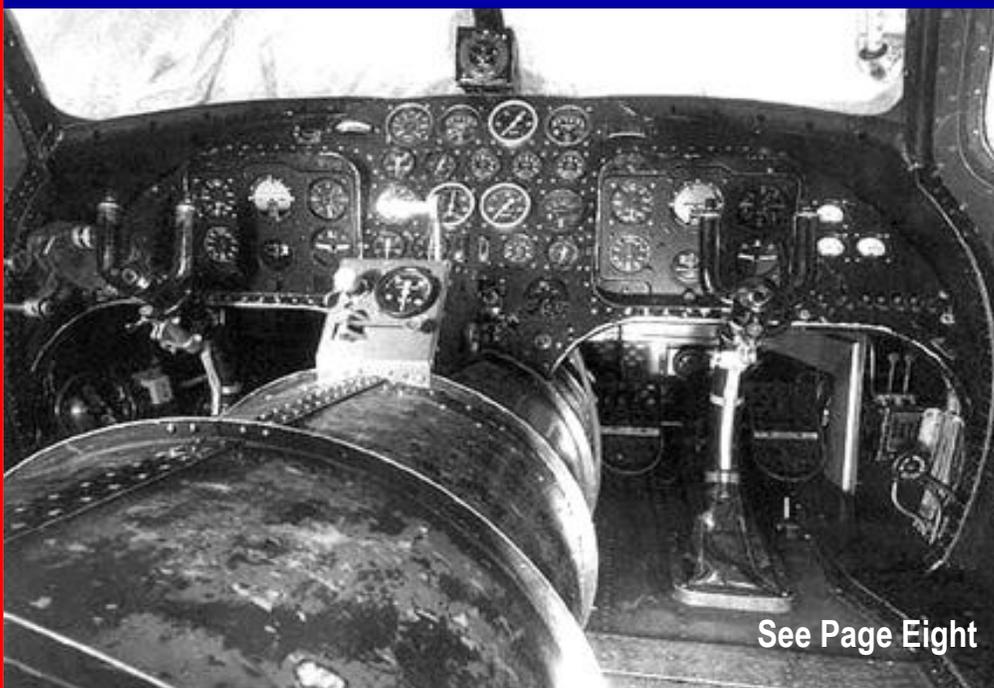
At Large Member— *Jeff Moser*



Newsletter Editor — *Bob Shanks*



WHAT STRANGE AIRCRAFT COCKPIT IS THIS?



See Page Eight



"Dang! Get my shotgun mama, The aliens are after the chickens again"

MARK YOUR CALENDARS

Chino Valley Flyers Events for 2025



- ⇒ IMAC **EVENT CANCELLED**
- ⇒ August 23...Club Combat Event
EVENT CANCELLED
- ⇒ 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 am directing this month's column to the newer members of the Chino Valley Flyers, and it might be helpful for our more seasoned members to take a look at it also just as a refresher.

Each new member should familiarize themselves with the AMA rules and the field rules that are posted in the display case adjacent to the charging station. As we cannot post every rule, here are some that are not posted.

Each airplane must display your FAA number on the outside of the airplane. This is a requirement mandated by the FAA and I will be making spot checks to see that this rule is complied with. We only have a couple of FAA required items that we have to be very concerned with, the other is the 700 foot altitude limit. We can have that limit raised to 1200 feet by applying to the AMA and FAA for special events such as the Glider Endurance contests and the Steve Crowe Annual Airshow.

Do not fly past the top of the hill at the east end of the runway. The gun range has asked us not to go past the top of the hill in search of in airplane should an airplane go down on the east side of the hill. If you do go down in that area you must wait until the gun range is closed for the day to search for a plane or wait for Monday when the range is closed. This requirement is for our safety because of the possibility of

ricochets from the range.

While conducting flight operations be sure to loudly call out all of your intentions such as, taking off downhill, uphill, or cross runway, landing, and state your landing direction, on the runway if retrieving an airplane or crossing the runway. Be sure the other pilots are aware of your intentions and if you have pilots flying from stations on both sides of you call your intentions out in both directions.

When taking off do not rotate until you are past the windsock at the west end of the pit area. This is to prevent an accidental turn to the south into the cabana or trailers. Due to the P-Factor your airplane will tend to turn to the left on a take-off roll. If you are unfamiliar with the P-Factor ask one of the experienced pilots. The remedy to overcome this problem is to learn to use your rudder.

If you are a new pilot or just new to this field feel free to ask any other pilots to help you with questions that you may have. You will find that we are eager to help you. When flying be sure to wear your name badge that you were issued when you joined. That will help everyone to get to know you. At most of our ages we sometimes forget names the second we hear them and have to see it a few times to remember. I also encourage our older club members to wear their badges so everyone can be sure of your names also.

We have a First Aid cabinet mounted by the charging station. Be familiar with its location and the emergency phone number and address of the club should you need to contact help. Be familiar with the emergency fire and retrieval vehicle. If you do not know how to operate it ask a member to give you a test ride.

There is much more that I could cover but a lot of it is basic common sense. Above all, Fly Safe. We are here to have fun.

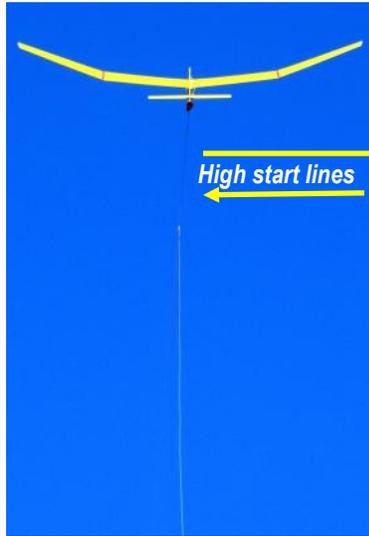
Rick



How do you hold your transmitter when you want to fly?



Flying Activity at Our Field



John Dora set up his high start and did several launches of his gliders. Strange to see his gliders looking for thermals and no obvious power.



John Dora's high start equipment all set up.

John Dora at left launching with Randy Meathrell flying one of his gliders at right next to John.



Greg Johnson's WWI British SE-5.

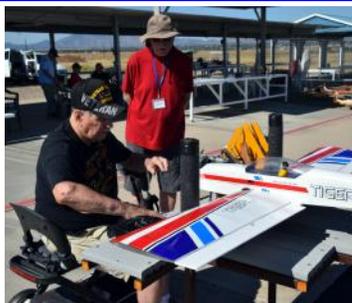




More Field Flying Activity



Dennis O'Connor get's his T-28 ready to fly.



Greg Daebelliehn left and his glow powered Tiger, at right is John Riese with his Pronto.



John Riese's Pronto, looks strange but flies great!



Top left is Mike Benner with his T-28, the red tail helps him know which one is his. Above, Rick Nichols launches his UFO. Above the cartoon below is Greg Daebelliehn and Mike Benner flying seated and relaxed.

Come on members, step up and be a leader, we have some open board positions.

Get involved, it's your club. You can still build and fly and enjoy the hobby.

We have over 130 members **step up and serve as an officer!**

BEFORE YOU COMPLAIN... ..HAVE YOU VOLUNTEERED YET???



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





MUFON: Mutual UFO Network

<https://mufon.com/history/>

So just what is MUFON? This short one page article will just be a very brief introduction to this organization. Check out their website and then make up your own mind as to where your thinking might be when it comes to Unidentified Flying Objects (UFO) or as they are now called to get away from all the past negative press surrounding the UFO craze: Unidentified Aerial Phenomenon (UAP).

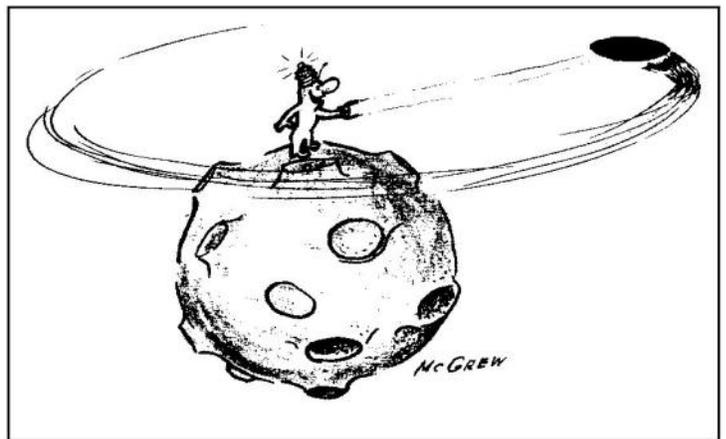
Over the years of doing this newsletter your editor has include a few stories and other articles about these unidentified flying objects and hopefully it has helped open some minds about this strange phenomenon. While your editor has never seen a UFO there may be members who have but have been reluctant to talk about it for a variety of reasons. If one has a good camera, not necessarily one in a cell phone, perhaps an alert member will catch some interesting images of these flying objects. Arizona has some clear skies so members, keep those cameras handy and send in some of your images to the editor.

MUFON

“MUFON officially began on May 31, 1969. At that time it was known as the Midwest UFO Network. As it outgrew the Midwestern state boundaries to become a world class UFO organization, the name was changed to Mutual UFO Network. That allowed the acronym MUFON to remain as the organization matured. Allen Utke, Associate Professor of Chemistry at Wisconsin State University was selected as the first MUFON Director. A year later Walter H. Andrus, Jr., replaced Dr. Utke as the MUFON Director, a position he held until 2000 when he retired and John F. Schuessler took over as International Director. John retired in November 2006 and James Carrion became the International Director. James Carrion resigned at the end of 2009 and Clifford Clift became the International Director. He resigned in January 2012 and David MacDonald took over. At the 2013 MUFON Symposium in Las Vegas, the leadership of MUFON changed again. Seven years later in July 2020, David MacDonald was chosen for a second time to lead MUFON as its Executive Director.” (Mufon.com/history)

The National UFO Reporting Center has tracks nearly 5,000 UFO sightings in Arizona since 1946 according to a variety of information found at several open-source reporting venues on the Internet. There’s an interesting map located at *this Internet site*: <https://www.axios.com/local/phoenix/2024/03/13/arizona-ufo-sightings-map>.

The map is one of those sites that can’t be easily copied or used in other publications, however, it is quite interesting especially if one is interested in UFO or UAPs.



A thank you to member *Randy Meathrell*, he sends in some of these really great control line cartoons to the editor.



MUFON[®]
MUTUAL UFO NETWORK
— est. 1969 —

A STRANGE AVIATION MYSTERY

A Short Story by Bob Shanks

Ross Rawlings is a highly respected entomologist researching ancient insects and a former military combat trained pilot. As he looked out the front of his small planes cockpit, none of the terrain looked familiar, yet his map and instruments all indicated he



was indeed flying the proper heading, and was nearing his destination in the California mountains, according to his instruments, that was strange as he had not been airborne but for a few minutes, how could he be near his destination? As he descended to investigate, he realized he was over a jungle. He couldn't land his plane in the middle of a jungle! He increased the power to gain altitude and wondered, out loud "Where is the runway and where am I?" He had been here before many times, but now he seemed to be on the edge of a jungle, the terrain certainly didn't look like the mountains of California at all but a strange wild jungle. What's a jungle doing in the middle of the Sierra Nevada Mountains of California? Where was he actually? Ross was confused and quite bewildered. He was always taught to trust his instruments and navigation, so what is going on here? His chart and time airborne indicated Ross was just minutes from his first check point. Ross was an experienced pilot, yet this flight already had a strange feeling, his Cessna 182 had been difficult to start initially yet everything seemed alright otherwise and just after takeoff there seemed to be a strange aircraft orbiting above him as he looked out the top of the canopy. It followed him for a short time and then suddenly disappeared in a flash of light.

When Ross was preparing for his trip he had a nagging premonition that he should not go at all, this probably was from his recent research and readings about the strange occurrences of "Time Slips". Maybe his imagination was working overtime. He was quite well aware of the fact time is one of the least understood aspects of science. Was Albert Einstein correct that time and space are linked together? Suddenly there was another flash of light and now Ross was now right over the runway at his destination as depicted in his chart. However, it was just a few moments ago he looked like he was right over a jungle, yet the time elapsed and charts indicated he should be coming up on his first check point. What was happening to this flight?

As he touched down and taxied over to his tie down, the mechanic in the area he knew well asked him where he had been as there were vines one would find in a jungle tangled up in his landing gear. It was a wonder the plane didn't crash into the jungle but also in the tangled vines around his landing gear was a strange dead Titan Beetle, Ross knew these huge 7-inch-long beetles live in the jungle, not the cold mountains! Ross thought he may have actually been in another place and a different time, despite what his chart indicated. Another strange indication was that he had travelled over 1,000 miles to his destination in just five minutes! That was impossible but actually had happened. His flight plan indicated he should be at his first check point. Was this a time slip? Did that mysterious aircraft that followed him have something to do with this flight? Ross was totally confused and quite shook up by this very mysterious trip into the unknown.



At left is a Titan Beetle, at right a Cessna 182.



Name the Plane: **French Sud-Ouest SO 6000 Triton**

<https://planehistoria.com/sud-ouest-triton/>

Following the end of World War II in 1945, the French aviation industry faced significant challenges in rebuilding. Amidst these struggles, it launched its first venture into jet-powered aviation with the Sud-Ouest SO 6000 "Triton," a two-seater experimental trainer.

The aircraft proved effective in trials and data collection, playing a crucial role in advancing French interest in jet technology. This progress was achieved despite France lagging behind the advancements already made by its counterparts in Britain, the United States, and the Soviet Union.

The development of the SO 6000 started clandestinely as early as 1943, during the German occupation of France. The design envisioned a single-engine, stressed metal skin monoplane. Its turbojet engine, distinct from early post-war jet designs, was integrated within the fuselage rather than in external nacelles.

This design also featured a unique side-by-side seating arrangement for its two-person crew. Additionally, the aircraft incorporated a tricycle landing gear and was planned to include ejection seats.

The Sud-Ouest SO.6000 Triton, a pioneering French experimental jet aircraft, emerged as the nation's first domestically designed and manufactured jet-powered aircraft in the 1940s. This achievement was realized by the French aircraft consortium SNCASO. The project was initiated covertly during World War II, utilizing research acquired from Nazi Germany. Shortly after the war's end, the French government commissioned the development of five prototype jets by local industry.

Due to challenges with the homegrown Rateau-Anxionnaz GTS-65 turbojet engine, the decision was made to employ the German engineered Junkers Jumo 004-B2 engine, with the British Rolls-Royce Nene turbojet also being used for some prototypes.

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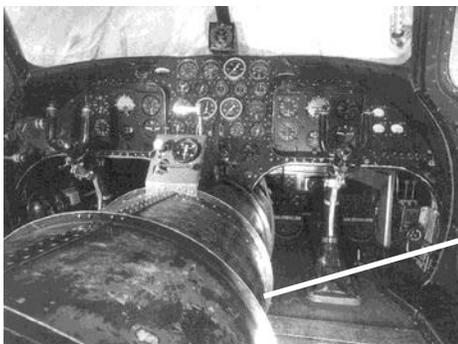
The maiden flight of the first prototype occurred on 11 November 1946, piloted by Daniel Rastel. This event marked a significant and public milestone for French industrial and military progress.

In total, five aircraft were built for testing purposes, one of which was solely for static trials. Despite the successful construction and operation of these aircraft, the SO.6000's development ceased as more advanced jet fighters rapidly entered the scene.

The French engineers aimed not just to restore the nation's aviation prowess but also to leverage the latest innovations and create a new wave of competitive, domestically-produced aircraft. The capture of German high-speed research during the war significantly fueled France's pursuit of cutting-edge aviation projects.

One of the earliest post-war aviation endeavors in France was the Sud-Ouest Triton. Aviation historian John W.R. Taylor traces the project's roots back to 1943. It is believed to have originated from a secret research program conducted under German occupation, led by French aeronautical engineer Lucien Servanty.

Following the war, the new French government issued a directive for the construction of five prototype aircraft for testing. The development of homegrown jet aircraft was deemed crucial by the government, representing a swift resurgence of France's industrial and military might.



Yes that is the intake duct to the engine running through the middle of the cockpit!

The SO.6000, while incorporating jet propulsion, was in many ways a traditional aircraft. It featured a compact, unarmed two-seat design with a deep fuselage and a mid-mounted straight wing. The fuselage's size allowed for easy adaptation to various engine types.



On 11 November 1946, amidst challenging weather conditions, the first prototype of the SO.6000 took to the skies for its inaugural flight, piloted by Daniel Rastel. This flight was strategically timed to precede an international aviation exhibition at the Grand Palais by just four days.

The French government aimed to showcase their technological prowess, positioning themselves on par with Germany, the United Kingdom, and the United States.



Jet Streams: The Invisible Force of Nature

<https://explorersweb.com/discovery-of-jet-streams/>

A mysterious, invisible force of nature lurks in the upper regions of our atmosphere. Jet streams are strings of strong wind currents formed by differences in temperature, and they can move at staggering speeds. Unbeknownst to many, jet streams have a great effect on our daily lives, from weather patterns to our travel plans.

The discovery

A Japanese meteorologist named Wasaburo Oishi first discovered a jet stream in the 1920s. An expert in meteorology, Oishi founded Japan's first upper-air observatory and focused his research on the happenings of the upper atmosphere. At the forefront of his field, Oishi long held suspicions of a strong and extremely fast-moving air current that flowed from east to west.

After launching numerous weather balloons near Mount Fuji, he proved his theory right; this fast-flowing river of high-altitude currents rapidly sped his balloons east. In a book chronicling his discovery, he described it as "a strong wind in the upper air." Some of these balloons ended up in the United States. Yet this was not the first time someone had noticed the phenomenon. When Oishi heard of similar observations in other parts of the world, he determined that a continuous stream of fast-moving air encircled the Earth. The phenomenon was likely first noticed in 1883 when the Krakatoa volcano erupted. The eruption sent hundreds of tons of volcanic ash and toxic fumes 80km into the air. These got caught in the jet stream and spread around the planet, plunging it into a volcanic winter. The planet's temperature dropped 0.4°C the year after the eruption. Scientists also suspect the jet stream is responsible for the devastating 1930s Dust Bowl.

Largely unknown outside of Japan

However, for several years, Oishi's discovery went mostly unnoticed. This was partly Oishi's fault, an enthusiastic Esperanto speaker (a language created in 1887 to be a universal second language) he decided to publish his work in the obscure language. According to the Exo-Weather Report, "Oishi's work fell victim to his desire to promote Esperanto, and unwisely Oishi published his many studies in this artificial language. Unfortunately, few shared his passion for Esperanto and his work languished..."

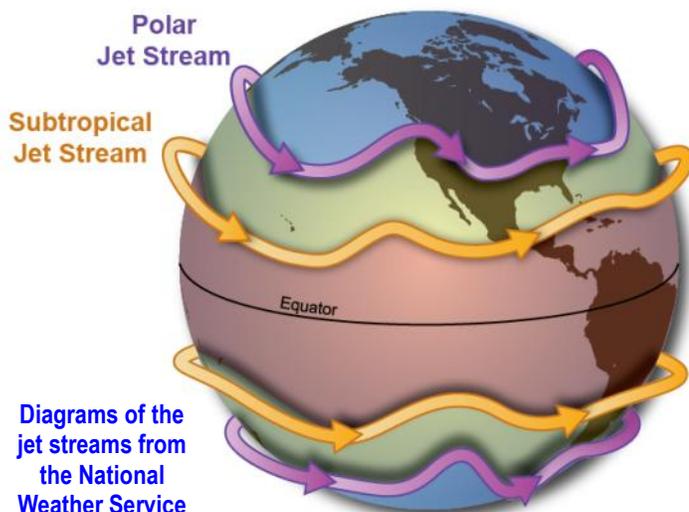
Though his discovery didn't create waves abroad, Japan took advantage of the jet stream to launch attacks on America during World War II. One high-profile example was the bombing of Oregon in 1945. A balloon launched into the jet stream carried explosives that killed several civilians.

With Oishi's findings little known outside of Japan, a jet stream was "discovered" again in 1934. American pilot Wiley Post was in the middle of a solo flight around the world when he caught on to the presence of a fast-moving stream of air.

Then, in 1939, a German meteorologist stole the limelight by coining the term "jet stream", from the German word "strahlströmung", based on various pilots' experiences and observations. While initially thought to be one jet stream, further research found several at varying latitudes.



Jet Stream



Diagrams of the jet streams from the National Weather Service

The mechanics

The Earth's jet streams are in the tropopause, the boundary between the Earth's troposphere and stratosphere. The currents supposedly meander like a river and the winds are extremely turbulent. They are so powerful that they can increase the speed of commercial flights, particularly if they travel from west to east. A pilot can reduce their flight time and save fuel. However, flights using the jet stream can experience lots of turbulence.

There are two types of jet stream: polar and subtropical. The polar jet streams form at the polar front, a region at which the atmospheric circulation cells, Ferrell and Polar, meet. These streams travel at up to 400kmph and are strongest during the winter months when the disparity in temperature is at its most extreme.

Chino Valley Flyers August General Membership Meeting

Meeting opened at 10:01 AM on Saturday August 23, 2025 by Vice President **Al Marello** with the Pledge of Allegiance. The minutes of the July 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 40 members did. The Annual Christmas Party is scheduled Saturday December 6. This year the venue is the CV Senior Center. The main dish will be provided and the remaining food will be "bring a dish to pass". We will send out an information sheet for reservations. Costs for attending the party will be much less than in years past. We hope that you will all join us for this annual get together.

Safety officer **Rick Nichols** requested that all members wear their badges at the field so we know who is here. Also there is an FAA requirement that you have your FAA number somewhere on the outside of your aircraft. We will start checking.

Chief Flight Instructor **Steve Shephard** told us that there are currently 3 students and **John Ward** is a new instructor. We have one new Apprentice, a T-28 and a twin for flight instruction.

Al Marello and **Don Crowe** lead a discussion on proposed changes to the Club By-Laws. Changes proposed: Add the Chief Flight Instructor to the Board; change dues for Members to \$120, Juniors to \$12 and Family to \$180; remove the initiation fee; and add the Members at Large to the Board of Directors.

The proposed changes to the bylaws will be sent out to members for review and will be voted on at the September next meeting for approval. The changes would be effective January 1, 2026.

Events

Event Coordinator **Mark Lipp** briefed preparations our primary community event of the year, the Steve Crowe Fun Fly to be held September 20th. Because there is an AMA sanctioned event all pilots that will be flying must sign in. If you want to demo an unusual aircraft contact Steve Shephard or Mark Lipp. There will also be a static display if you would like to bring an aircraft to display.

New Members and Guests

There were no new Members today. Guest and probable new member **Wayne Wade** also was in attendance.

Today's goodies provided by **Steve Zingali**, thanks **Steve!**

Show and Tell- Planes and Projects

Larry Parke showed his recently newest build an F22 Raptor and a recently purchased ARF F22.

Robert Fish displayed his Striker pattern flier kit, and a balsa builder board that his company sells online.

John Reise brought in his scratch build Barracuda from an Old Schools Model plans.

Door Prize and Raffle

The door prize consisting of the usual glue, pad and aircraft tag was won by **Kenny Shephard**. **Rick Nichols** had the winning ticket for the nice Andes 2000mm powered glider.

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

Respectfully, **Bob Steffensen**,
Club Secretary



Pilot Projects:



Larry Parker's two F-22's



Robert Fish's Striker and Building Board.



John Reise's Barracuda

**Elections of Board Officers
Is Coming in October**

Consider running for a position
On our club's Board of Directors.

Check the mast head of this issue on
page two as a review of our Board's
current positions you might be
interested in "throwing in your hat"
for a chance to serve as a Board Officer.

Door Prize & Raffle Winners

<u>Door Prize Winner</u>	<u>Raffle Prize</u>
	
Kenny Shephard	Rick Nichols