Chino Valley Flyers

Chino Valley, Arizona — March 2026

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

Inside This Issue

Quote of the Month

" I honestly think it's better to be failure at something you love to do than to be a success at something you hate."
George Burns

Don Ferguson's Colorful T-28

At our field the sky is often filled with countless yellow T-28's. Don chose to paint his a bit different for easier identification when flying with many other yellow T-28's.
He used a water based paint.

Matt Butler's Paraglider

President's Column

By Brian Sutton

Welcome Spring!

The sun is shining and the air is cool. Time for some serious flying. I've got a couple of projects on the board but haven't had time to work on them. I did have a chance to meet some very nice flyers in Chino, California. I've been over in the Golden State for a few weeks working on family business, and I was able to sneak way to do some flying with the Pomona Valley Model Airplane Club. They have a very nice runway and facility in southern Chino (not as nice as ours of course).

We have some exciting events coming up, I'm very excited about the Warbird fun fly. My Martin Marauder will make an appearance, as well as other warbirds. Hopefully we will have a big turnout of classic aircraft. Spectators are welcome.

Also in May is our annual Spring Fling Fun Fly, Swap Meet, and Pancake Breakfast. A good time to bring out those parts, motors, and airplanes that need a new home.

More great news! The Chino Town Council has approved our new lease. Now as soon as your lazy president signs the contract, we will have a new lease on the field for another fifteen years.

Alright, so let's all get out and get some flying in, See you at the field!

Brian

CVF Flight Instructors

Randy Meathrell:
Control Line Flying

Bill Gilbert:
Helicopters

Jeff Moser:
Gliders, Multi Rotors

General Flight Instructors
Steve Shephard
Al Marello
John Ward
Shel Liebach
Mark Nelissen

Club's Board of Officers

President — *Brian Sutton*

Vice President - *Al Marello*

Treasurer — *Don Crowe*

Secretary — *Jean Greear*

Safety Officer — *Adam Sanders*

Special Events Coordinator — *Mark Lipp*

At Large Member — *Jack Bugaren*

At Large Member — Robert Fish

At Large Member — Jeff Moser

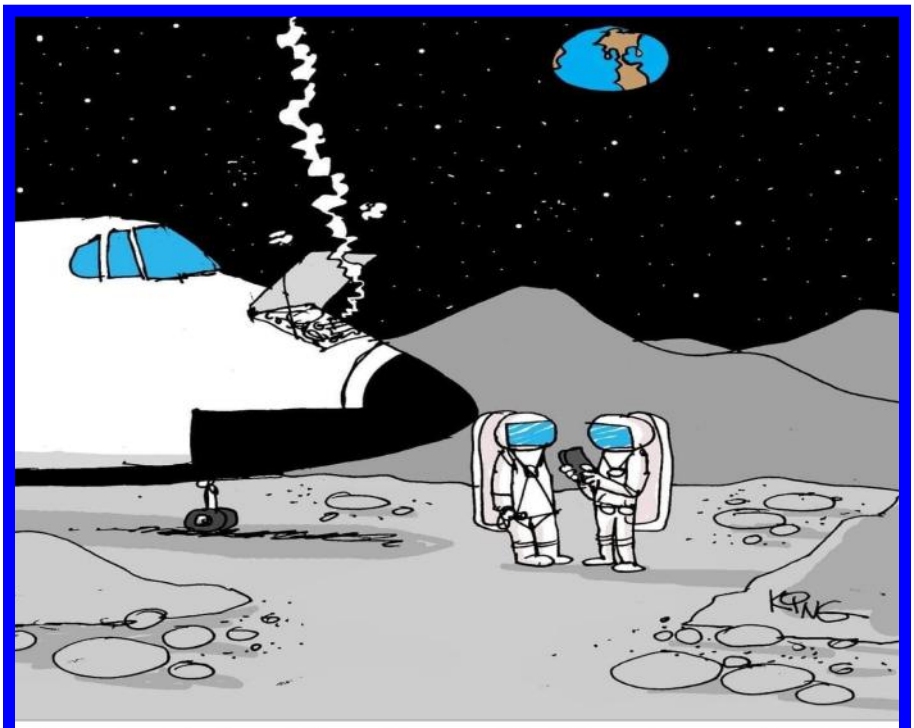
At Large Member - Rick Nichols

Chief Flight Instructor— Steve Shephard

Newsletter Editor — *Bob* Shanks
Also at Large member

WHAT AIRCRAFT COCKPIT IS THIS?

See Page Nine



"I just called an Uber. The cost is $50 million, plus tip."

MARK YOUR CALENDARS

Chino Valley Flyers Events for 2026

- Poker Dash/Carrier Landing May2
- Warbirds Fun Fly (not a contest) May 9
- Fun Fly Swap Meet & Pancake Breakfast May 16
- Glider Endurance June 20
- Flying Skills Day June 27
- Summer Pot Luck July 11
- Pylon Races July 18
- Streamer Scramble Combat August 15
- Fall IMAC Contest August 28-30
- Steve Crowe Fun Fly Sept 19
- Ringmaster C/L Event Oct. 3-4
- F3A Pattern Event October 10-11
- Fall Swap Meet Fun Fly October 17
- Fall Pot Luck November 7

SAFETY SHOULD ALWAYS BE OUR NUMBER ONE PRIORITY

By Adam Sanders, Safety Officer

Hello everyone,

I wanted to take a moment with this month's safety column to touch on proper safety with prop driven aircraft.

We have had incidents throughout the years of members being on the business end of a prop, which has led to a variety of injuries, some minor, some severe. The first thing I want to address is the difference between Gas and Electric props.

Gas prop engines on average are more powerful than electrics, however their ignition system relies on the spinning on the prop to turn the piston, rather than just an electric current like electric props. Gas props are also built far more heavily, being made of materials such as wood.

These props aren't as sharp as the plastic props used in electrics, but are capable of doing serious damage. With the more blunt blades, these props can cause not only lashes, but have a high likelihood of breaking bones if left above idle. These engines, when something makes contact with the prop, usually shut off, and so despite the damage potential, gas props usually stop quickly.

Electric props are different, relying on an electrical current from the ESC. These planes are a bit more dangerous, as the plastic props are much sharper on the edges, and unlike their gas counterparts, won't stop spinning until the transmitter gives an input to the motor. This turns the electric blades into a blender with wings, being capable of heavy lacerations and may even take chunks of a finger.

Both of these aircraft types can be dangerous, especially when complacency enters the equation. If you are needing to work on an airplane, whether at the field or at home, the best way to ensure safe work is to remove the prop until the work is done. Things like checking prop direction can be done by removing the prop and placing the nose cone back on to check rotation.

Another way that we can all remain safe is by adding a disarm switch to your setup. We have had a few issues where airplanes that have this equipped were not set up right, and as a result wound up creating a cruise control by accident. When checking to make sure the kill switch works on both electric and gas, remember to remove the prop to test it to ensure it works properly. This will keep not only the plane from moving if the switch is set incorrectly, as well as will keep prop injuries from occurring.

Lastly, please check your wiring on your Receiver. On the topic of complacency, many of us have been doing receiver wiring for years, which can lead to a lack of attention when setting a new aircraft up. Before powering on the aircraft, make sure all wires are in the right slots.

I cannot harp on this enough, if the aircraft needs to be armed to work on it, remember to remove the prop.

Thank you all for keeping the field safe,

Fly Safe Members

Member's Flying Machines Seen at Our Flying Field

Brian Sutton **relaxing as he flies his glider.**
Photo by Rick Nichols

Mike Benner's electric **Tasman.**

Rich Kocar's **XD-7 powered by a OS35.**

Shel Liebach's **Thunderbird**

Jeromy Beck's **Habu.**

Member Field and Flying Activities

Al Weikart's Sea Wind 2

Your editor appears to be getting a charge from a Lipo battery!

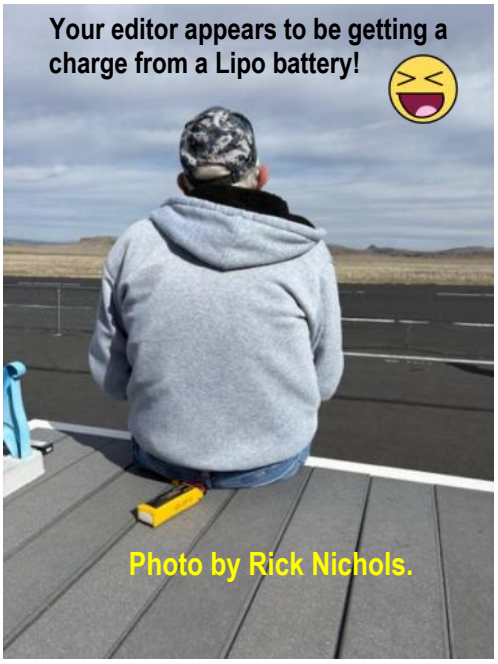


Photo by Rick Nichols.

Dennis O'Connor Junior.

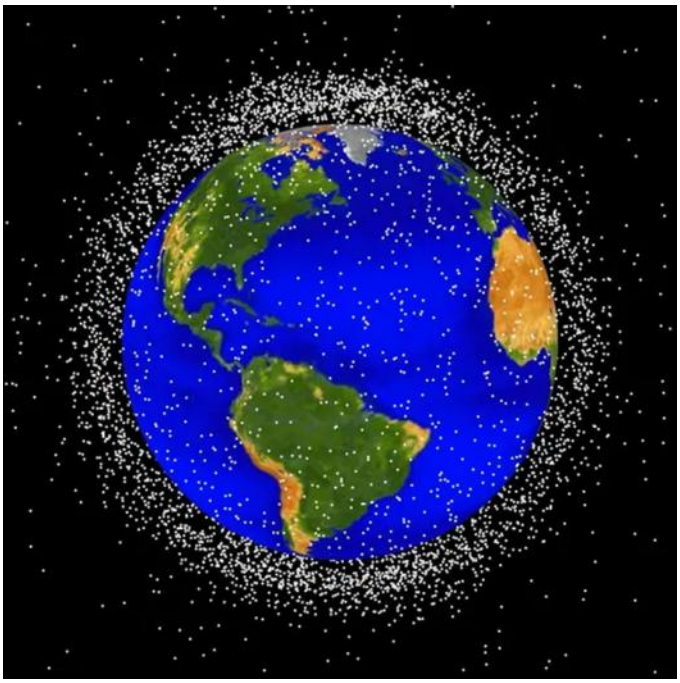
Brian's Sutton's Top Dog wing decal.

John Meyers reworks the drainage ditch.

Rich Kocar launches his glider.

Matt Butler's Cessna above, at left is the decal on *Brian Sutton's* flying wing, to the left of the decal, *Jeff Moser* is launching Brian's wing.

THERE'S LOTS OF SPACE JUNK IN LOW EARTH ORBIT *



Hundreds of satellites may soon be flying in orbital regions that are already too packed to allow safe and long-term operations, a new study suggests.

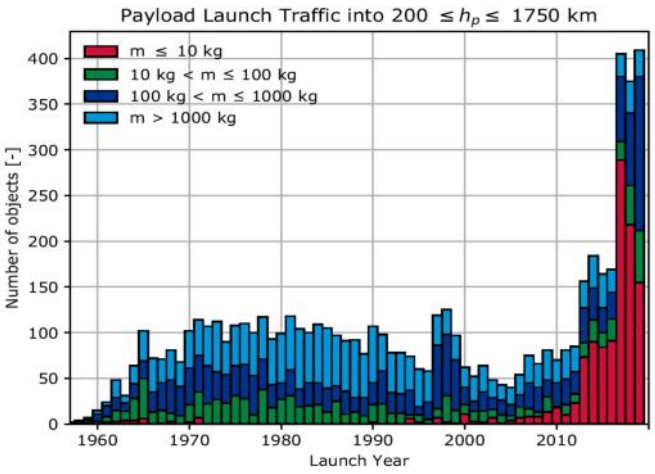
The study found that, while in 2019 only 0.2% of satellites in Earth orbit were forced to perform more than 10 collision-avoidance maneuvers per month, that percentage had risen sevenfold by early 2025, to 1.4%. That number might still seem low, but it means that some 340 satellites spend a lot of time dodging debris and other spacecraft.

Moreover, the satellite population is set to keep growing. While in 2019 about 13,700 objects (including space junk) zoomed around the planet in low Earth orbit (LEO), at altitudes below 1,200 miles (2,000 kilometers), that number has since risen to 24,185 objects in 2025, an increase of 76%, according to the study. By the end of this decade, some 70,000 satellites may reside in LEO, according to industry growth predictions, representing a more than fivefold increase compared to the 2019 situation.

The study team members said that they selected 10 collision-avoidance maneuvers per month as a threshold at which satellite operation may become too complicated to be beneficial. "Operators don't want to be spending all their time worrying about collision avoidance," study co-author Maya Harris, a research assistant and science graduate of the Massachusetts Institute of Technology (MIT), told Space.com. "They don't want to spend all of their propellant doing maneuvers."

The researchers used data from the catalog of space objects maintained by U.S. Space Command and modeled the likelihood of a collision for each pair of objects, satellites and debris alike, residing in the same orbital region. Every time two objects came within less than 66 feet (200 meters) of each other, the researchers noted the event as requiring a collision-avoidance maneuver.

Different operators choose a different threshold to perform collision-avoidance maneuvers. NASA spacecraft mostly maneuver when the collision risk is greater than 1 in 10,000. **SpaceX** is the world's biggest satellite operator, with its Starlink broadband megaconstellations — is more cautious, using its autonomous space dodging system to avoid an object posing a risk greater **than 1 in 3.3 million.**



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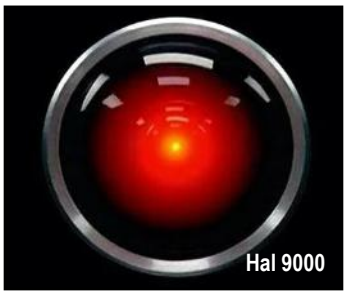
HTTPS://WWW.SPACE.COM/SPACE-EXPLORATION/SATELLITES/IS-LOW-EARTH-ORBIT-GETTING-TOO-CROWDED-NEW-STUDY-RINGS-AN-ALARM-BELL

How Can Artificial Intelligence (AI) Generated Content Be Detected? *

Our data world as we know it is being invaded by Artificial Intelligence. Our world is ***not*** being disturbed and distorted like it was in the old ***1968 movie, 2001: A Space Odyssey***, where the computer Hal 9000 was taking control. However, AI is slowly seeping into all areas of our daily life.



Detecting AI-Generated Content Can be Challenging

(No detector is 100% reliable)

Detecting AI-generated content involves looking for overly uniform, robotic text patterns, lack of nuance, and structural consistency (like repetitive lists). Key manual signs include but are not limited to lack of humor/creativity, obviously inaccurate data or images that seem too perfect for some reason, as well as perhaps "too perfect" unvaried grammar. Some tools to help identify these patterns are listed below but ***again be wary as mentioned above as no detector is 100% reliable.*** The most accurate way is to double check the information from other trusted sources.

Methods for Detecting AI Text

- Identify Over-polished Language: AI often produces grammatically perfect but, flat, robotic, and uniform text.
- Spot Repetitive Structures: Look for identical, formulaic sentence structures and consistent, often, repetitive, use of transitions as well as a Lack of Nuance or Depth: AI often misses deep insight, personal anecdotes, or emotional nuance, producing a rather "bland" text and verbiage.
- Analyze for incorrect, misleading information by using detection Tools: Utilize AI detectors like *GPTZero, QuillBot,* and *ZeroGPT*. Always double check information and verification if the information seems misleading and illogical, be skeptical.

Methods for Detecting AI Images

- Check for Physical Impossibilities: Look for distorted, asymmetrical, or surreal details, particularly hands, teeth, or, for example, background, text, that doesn't make sense.
- Analyze Lighting/Shadows: AI often creates inconsistent, illogical, lighting, or shadows that do not match the scene.
- Vanishing Point Analysis: Check if, for example, building, lines that converge, as an example in a way, that, makes, no physical, sense, as an example, reverse Images, check to see if it has appeared elsewhere online.

Limitations of Detection

- False Positives/Negatives: as stated above no detector is 100% reliable; a detector can mistakenly flag human text as AI or vice versa. As AI models become more advanced, they become better at mimicking human writing and, as a result, harder to detect. As AI evolves our sense of reality can be altered.

There is a growing number of authors and writers coming to the conclusion the future uses of AI doesn't look promising for a lot of reasons.

Perhaps there will be some unintended consequences in the future of AI. In many ways, using this technology looks good but there can be some downsides lurking in the shadows of time!

* https://theconversation.com/why-its-so-hard-to-tell-if-a-piece-of-text-was-written-by-ai-even-for-ai-265181

Club Achievement: Chino Valley Flyers is Now an AMA Gold Leader Club

https://www.modelaircraft.org/clubs/recognition-rewards/ama-leader-clubs

Current Requirements for the Leader Club Program

1. Clubs must have been chartered by AMA for a minimum of five years.
2. Club membership must be open to all AMA members and not limited to a certain number.
3. Clubs must develop and post Safety and Operational Rules at their flying sites.
4. Clubs must file a copy of Safety and Operational Rules at AMA 'Headquarters.
5. A club's flying field must have separate areas for fliers and spectators, clearly marked as such.
6. The AMA Safety Code must be posted and visible at the club field.

Why is There a Fear About Artificial Intelligence (AI)?*

Fear of AI (artificial intelligence) is largely driven by uncertainties regarding rapid technological advancement, potential job displacement, and loss of control, often compounded by a lack of understanding of AI systems. Key anxieties include mass unemployment, the spread of misinformation via deepfakes, ethical issues, and other risks.

Primary Sources of Fear

Job Displacement:

A major concern is that AI will surpass human intelligence and render workers obsolete, causing anxiety over financial security and purpose.

Misinformation and Trust:

The difficulty in distinguishing AI-generated content (deepfakes) leads to fears of manipulated media and reduced trust in information.

Loss of Control/Safety

Concerns exist regarding AI being weaponized or becoming difficult to regulate, creating potential dangers.

Existential Risk:

Some fear that AI could become so advanced it could threaten humanity's survival.

Rapid Pace of Development:

The speed of change exceeds the human ability to adapt, contributing to anxiety about the future.

Contextualizing the Fear

- Workplace vs. Personal Life: People often embrace AI in personal life but fear it in professional settings, viewing it as a threat to their competence and security.
- The "Fear of the Unknown": Because AI systems like neural networks are complex, this gap in knowledge leads to distrust and anxiety.

Misconceptions

Experts suggest that fear often stems from misconceptions such as AI is currently not conscious, has limited understanding, and is not yet as capable as a human in many areas.

* https://www.google.com/search?q=fear+of+ai&sca_esv=af8dce034db735b1&sxsrf=ANbL-n4O7B_nq_yCQE6T8tHG65UZzhszxw%3A1774192366912&source=hp&ei=7gbAabbENeLCkPIPzfKsOA&iflsig=AFdpzrgAAAAAacAU_sP6EEohRCqREpQVY8Mrpkje83qW&oq=&gs_lp=Egdnd3Mtd2l6IgAqAggAMgcQIxgnGOoCMgcQIxgnGOoCMg0QIxjwBRgnGOoCGJ4GMgcQIxgnGOoCMg0QLhjHARgnGOoCGK8BMgcQIxgnGOoCMgcQIxgnGOoCMgcQIxgnGOoCMgcQIxgnGOoCSK8MUABYAHABeACQAQCYAQCgAQCqAQC4AQHIAQCYAgGgAgWoAgqYAwXxBS06gNVgBkcfkgcBMaAHALIHALgHAMIHAzItMcgHA4AIAA&sclient=gws-wiz

Name the Plane: P-61 Black Widow

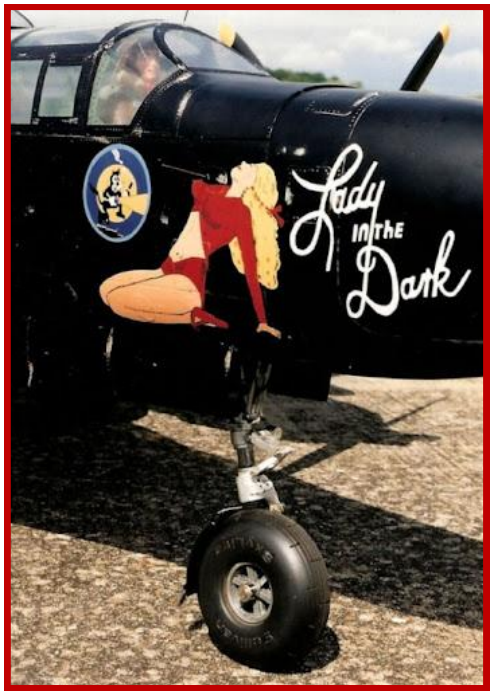
The heavily armed Black Widow was the United States' first aircraft specifically designed as a night-fighter. The P-61 carried radar equipment in its nose that enabled its crew of two or three to locate enemy aircraft in total darkness and fly into proper position to attack.

The XP-61 was flight-tested in 1942 and the delivery of production aircraft began in late 1943. The P-61 flew its first operational intercept mission as a night fighter in Europe on July 3, 1944, and later was also used as a night intruder over enemy territory. In the Pacific, a Black Widow claimed its first "kill" on the night of July 6, 1944. As P-61s became available, they replaced interim Douglas P-70s and Bristol Beaufighter in all USAAF night fighter squadrons.

During World War II, Northrop built approximately 700 P-61s; 41 of these were C models manufactured in the summer of 1945 offering greater speed and capable of operating at higher altitudes. The Black Widow on display was presented to the museum by the Tecumseh Council, Boy Scouts of America, Springfield, Ohio, in 1958. It is painted and marked as a P-61B assigned to the 550th Night Fighter Squadron serving in the Pacific in 1945.

Specific Data

Armament: *Four .50-cal. machine guns in upper turret and four 20mm cannons in belly; 6,400 lbs. of bombs*
Engines: *Two Pratt & Whitney R-2800s of 2,100 hp each*
Maximum speed: *425 mph*
Cruising speed: *275 mph*
Range: *1,200 miles*
Ceiling: *46,200 ft.*
Span: *66 ft.*
Length: *49 ft. 7 in.*
Height: *14 ft. 8 in.*



Some Random Thoughts about Education and Diplomacy in the U.S.

By Bob Shanks, Newsletter Editor

What has Happened to United States Diplomacy and Why has Our Educational System Deteriorated so Drastically?

This question can be difficult to answer for many these days. There is no doubt we live in a dangerous world filled with many countries determined to use terrorism to achieve their objectives. Iran wants a nuclear weapon to subject the entire Middle East and undoubtedly the world to come under their evil desires. In our country today, we seem to be more concerned with politics and not the good of the everyday American trying to raise a family and live a normal life.

The foundation of our country has always been a well-developed educational system teaching all of our history, filled with both the good and bad. The media seems only to want to report the negative aspects of current events and not the whole story. Our Constitution and Bill of Rights has made our country a beacon and destination for freedom seeking people from around the world.

We as a country have survived two world wars and a host of other regional international pressures and economic challenges over the last two hundred plus years, yet it is evident many of our educators in public and university schools and colleges belong to unions only for a selfish desire for political power. In this writers mind, it is quite evident many have seemingly forgotten why they even entered the teaching profession.

My earliest memories are of one of my grand parents telling of how the family suffered during the Great Depression of the 1930s. She constantly urged me to keep seeking my education and was so very supportive at each level of my education and eventual service in the military.

In many areas of our country many parents are seeking out better educational opportunities for their children due to the obviously very failed objectives of the Critical Race Theories (CRT). The CRT proponents completely deny areas of U.S. history that don't fit their narrative of the so-called Woke methodology of eliminating aspects of our history that don't fit their Marxist and Communistic ideals. The CRT theories have caused much damage to our way of life and run counter to all the freedoms so eloquently expressed in the U.S. Constitution and Bill of Rights.

Our country is suffering from a rather severe case of Trump Derangement Syndrome (TDS). While one doesn't have to like the current political leadership, we all should be supporting what our country stands for and has represented for nearly 250 years.

Regardless of whatever your political beliefs are, we all should be supporting our military and police as they work tirelessly to protect our freedoms, unfortunately it seems many citizens have taken for granted what these documents represent. Get involved and support your community, keep negative defeatist ideologies out of your efforts to keep America free. Support our military and police forces who protect us 24/7. Our current leadership is trying to use diplomacy first and working feverishly behind the scenes to achieve peace. Never forget those who have served and gave their all for our country.

Take a few minutes out of your busy work week and read the U.S. Constitution and Bill of Rights, support your local church, and get involved in positive ways to support our many freedoms. Former President Reagan's quote, *"Freedom is never more than one generation away from extinction"* has never been more relevant than it is today.

Editor's Note:

Your editor tries to stay away from politics, however, our club has many members who have served the U.S. in many outstanding ways not only in the military but in the civilian world as well, so this article is just a few random thoughts about how fortunate we are to live in this country. None of us should take our freedoms for granted.

We should not forget our countries 250th birthday this July 4th.

MARCH - GENERAL MEMBERSHIP MEETING AT THE FIELD

Field Maintenance

Maintenance Chief *Jeff Moser* stated that one day soon the runway will be re-striped. We will announce the closing of the field by email to members.

Safety officer *Adam Sanders* reminded everyone to state their intentions and that other pilots flying should acknowledge. *Mark Lipp* announced that the lease of the field had been signed for the next 15 years.

Events

This years events have been posted to the club Website: May 2, 2026 – Poker Dash & Carrier Landing Event: May 9, 2026 – Warbirds Fun Fly; May 16, 2026 – Spring Fling Fun Fly, Swap Meet & Pancake Breakfast; and June 20, 2026 – Summer Glider Endurance Event.

New Members and Guests

There were no new members or guests with us for our meeting today.

New Business

Special guest Tim Dickey representing the AMA National Association of Scale Aeromodellers (NASA) spoke about the growing interest in AMA's Scale RC & Control Line Aeromodelling competition founded in 1976. Contact Tim for more information: *tdickey2@icloud.com*. This is a growing nationwide scale competition sponsored by the AMA. Is there room for a scale event on our schedule?

We broke about 10:20 for donuts and no calorie donut holes…thanks Larry! We resumed about 10:28.

Show and Tell - Planes and Projects

Brian Sutton brought in his Assassin combat wing he won in last month's raffle; *Larry Parker* showed us his 3D printed Cessa 170 that weighs only 225 grams. *Randy Meathrell* displayed a sleek Kwik Fly 3 Sig ARF and his 1977 Kraft Transmitter; *Adam Sanders* showed a nice P-51 "Voodoo" Rino racer that will do about 120 MPH.

Door Prize and Raffle Winners

The door prize was won by *Terry Steiner* and consisting of the proverbial glue, exacto knife and chocolate. *Arnie Goularte* had the winning ticket for the *Great Planes Escapade* kit. A motion to adjourn the meeting was made about 10:40am and was unanimously approved by members.

Minutes by *Bob Steffensen* acting for Club Secretary *Jean Greear*

Show and Tell & Pilot Projects

Randy Meathrell's Kwik Fly 3.

Randy Meathrell at left, at right is *Brian Sutton* and his flying wing. Below center *is Adam Sanders* with his Voodoo.

Larry Parker and his Cessna 170.

Door Prize & Raffle Winners

Door Prize

Terry Stiener

Raffle Prize

Arnie Goularte