

Chino Valley Flyers

APRIL NEWSLETTER (volume 28 Issue 4)



www. chinovalleyflyers.org

April 30, 2025

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

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Quote For this Month:

"You just can't beat the person who never gives up." Babe Rath



We have a "<u>Lost and</u> <u>Found</u>" area in the main hanger so if you left something at the field check that box It's probably there.

Dennis O'Connor's B-24



JOHN DORA'S GLIDER LAUNCH



CVF Official Newsletter

President's Column By Brían Sutton

Happy Spring and hopefully a great 2025 flying season! The field is looking great and so is the control line circle. (Thanks Jeff!)

Great news everyone! The FAA and AMA have agreed to increase the altitude ceiling for many club fields that are outside controlled airspace. We have been notified that our ceiling has been raised to 700 ft. AGL. This ceiling should be more than sufficient for ordinary flying. If we have an event that requires a higher ceiling, the event coordinator can apply for a waiver. Please respect this new ceiling.

While I am on the subject of the FAA, please remember that the FAA requires all sUAS (small Unmanned Aerial Systems) (that is bureaucratese for R/C models) be registered even if you are flying in a FRIA (FAA Recognized Identification Area). To register see the link:

https://faadronezone-access.faa.gov

It's relatively easy and painless, if I can do it, it can't be too hard.

Finally, don't forget to check out our

club member buzzards flying in circles down at the control line area. I'm seeing some new and interesting aircraft down there, and the "buzzards" would love to teach you about control line flying.

See you at the field!

Brian

Editor's Note:

Please make sure you have your FAA Registration number on all of your planes.

Steve Shephard

Randv Meathrell:

Bill Gilbert:

Jeff Moser:

Al Marello

Helicopters

Control Line Flying

Gliders, Multi Rotors

General Flight Instructors

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 — Dan Avilla



At Large Member— Gary Cosentino

At Large Member— Lee Boekhout



At Large Member— Jeff Moser



Newsletter Editor — Bob Shanks







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WHAT AIRCRAFT'S COCKPIT IS THIS?







SAFETY SHOULD ALWAYS COME FIRST By Rick Nichols Chino Valley Flyers Safety Officer

No pilots, the accompanying picture is not one of Bob Shanks photos or Z-man's flying saucer contraptions with a collapsible antenna. In fact, Popsicle Paul has again supplied the club with a new container to put our damaged batteries in until we go home and take them with us. The idea is to handle the battery with the tongs to place it in the container, especially if it may catch fire.

OK, now a little hint. <u>The container is</u> <u>NOT to put your trash in. Your</u> <u>vehicle is to put your trash in and take it</u> <u>home.</u> Thanks Paul.

As you know, Arizona is in a multi-year drought. This indicates that every season has the potential for fires, and it is important to exercise caution since even a few sparks can cause a situation that may become difficult to manage. Be sure that you are educated in the operation of the fire cart and all the fire extinguishers on it and of the fire extinguishers placed at locations around the cabanas.

The fire cart also has several tools on it for use in fighting a fire. Be sure that when using these tools to rake the fire into itself, not outward. The cart is also very important in retrieving any aircraft that are downed. Remember that the temperature

is warming up again and we are known to harbor rattlesnakes from time to time. They love to come out to warm their cold-blooded bodies. If you have not had the pleasure of driving the cart and need to have a little instructional session with it be sure to ask any officer to give you a little lesson. The first person to arrive at the field should take the cart out of the hangar, and the last person to leave the field should return it.

Be sure to lock the hangar and test the lock and then to lock the main gate when departing.

Our weather is getting great again so enjoy a lot of safe flying. If you have any questions about anything, <u>remember that</u> there are no stupid questions.

Rick





Place bad battery in container using the tongs. <u>Dispose the bad battery properly</u> and not at the field.

Rick Nichol's little electric icon on the side of his airplane.



CVF Official Newsletter

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More Exciting Activity at Our Flying Field



Page 4





Randy Meathrell's Red Stick.

Control Line area as seen from the main Runway.





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Jeff Moser's Glider, he caught a great thermal and was at maximum altitude for a very long time.





Rick Nichols launches his glider, he too caught a good thermal as well.

CVF Official Newsletter

More Flying Activity at Our Field



Frank Sanders EDF





Jack Potter landed on the edge of the runway.







Ray Landry brought two planes, it was an electric powered flying day at the field that day.



Rick Nichols at right , Gerry Brewer at left.

Mike Benner's tundra wheeled electric.







Air & Space Forces Articles of Interest *

This photo was taken at Hill AFB in Utah as the F-35 crews were practicing a variety of show maneuvers.

Lockheed-Martin has built more than 1,000 F-35s. The Air Force inventory will top 500 this year.

The Air Force plans continue to call for a force of 1,732 F-35s, however, getting to that goal remains elusive for now. The plan is to buy 110 F-35s per year but only requested 42 for



A double page photo is called a "double Truck" in journalism terms. This photo was in the <u>Air & Space Forces January.</u> <u>February 2025 magazine.</u>



2025. At the current rate planned, it will take well into the 2040s for what the Air Force's long range plan calls for having available for future conflicts.

More Money Needed for Space and the Space Force

There is a lot being written in various aviation and space journals about the need for more cash for the U.S. Space program. The need is simply to counter the rising China and Russia threats to the U.S. Space superiority.

Unfortunately, as this Air & Space Forces article points out, most Americans are barely aware of the political and economic high stakes developing in space and the importance to staying abreast of the rapidly expanding science and space research by those countries not so friendly with the U.S.

So what's the main threat? China has developed hypersonic missiles that can be launched from land, sea, under the sea and even from space. These hypersonic missiles are traveling at many times the speed of sound and can be lost in the atmospheric clutter making them difficult to track.

An interesting historical observation going back to President Washington's time: in our nation's first State of the Union speech, Washington said, *"To be prepared for war is one most effectual means of preserving peace."*

According to the article, the most critical mission

will be keeping our space superiority and keep our ability to defend our space programs. American's adversaries know that U.S. combat effectiveness depends on our space based assets.

Of course, just throwing money at an issue is not the correct way to proceed and history is resplendent with spending money recklessly at a critical issue.

Current mission requirements indicate that the U.S. Space Force is already a 50 to 60 billion dollar military service and growing. So trying to do less and still maintain our space leadership capabilities is a daunting task. Without a steady sustained funding increases over and above

inflation, the U.S. Space Force cannot continue to achieve its objectives and still maintain its potential.

In the face of an uncertain future, the tasks of maintaining our U.S, Space superiority is in jeopardy.

Our Space Force must develop ways to defend its satellites and those of "friendly" nations. At this time this new command is bringing together a Space War Fighting Analysis Center, and a new war gaming center to help forecast future needs in space.

The Curse of the C-133 Cargomaster

Built to transport the first U.S. ICBMs, the Douglas C-133 had a peculiar habit. It kept crashing.

https://www.smithsonianmag.com/air-space-magazine/the-curse-of-the-cargomaster-2241392/

They'd fly it again, if they had the chance. Among the group gathered at Delaware's Dover Air Force Base, there's a man for every crew station at the ready. They flew, maintained, navigated, and sometimes cursed one of the least understood aircraft in the history of the U.S. Air Force, the Douglas C-133 Cargomaster. In a conference room at Dover's Air Mobility Command Museum, papers are shuffled—Where was that article from the base news? Smudgy documents, their margins trailing off the page from copy-of-a-copy Veroxing, are offered. A small stack of VHS tapes forms a centerpiece. The men, some slowed by age and ailment, chatter and argue. A clamor of "There I was" stories fills the room, accompanied by hand flying. Then,



with quiet authority, Hank Baker, a retired C-133 flight engineer, holds his hand up, as if to take an oath.

"Let me tell the story, please," Baker says, silencing the room. The men defer. Baker describes his dogged negotiations to bring the C-133B from display at the former Strategic Air Command Museum in Offutt, Nebraska, to the ramp outside, an effort that has made him a C-133 honcho at Dover. After his introduction, jackets are gathered; pants hitched up. We stroll outside in the chill rain to walk around the last Cargomaster to leave the production line. I can see why the crewmen are proud of it: the majestic tail, impressive expanse of wing, elegantly streamlined engines, and thin, rapier props. This is a serious lifter of missiles, trucks, tanks—anything, really. But when we come to the nose, the face is a surprise: a clown visage with a ridiculous radome.

"In the early days of moving large cargo, we had to learn a lot of it as we did it," says Baker. "And, we didn't know a lot about what things weighed...especially when they saw that you could move other things besides a missile."

The C-133 was developed by the Douglas Aircraft Company at a time when the Air Force was in a hurry to deploy intercontinental ballistic missiles to bases around the country. The big turboprop, which first flew in 1956, had a cargo bay big enough to carry an Atlas or Titan ICBM, but to make loading them easier, Douglas modified the original design with clamshell doors to increase the size of the opening in the aft fuselage.

Dover's Cargomaster is parked next to its older, smaller cousin, the Douglas C-124 Globemaster. Many C-133 aircrew transitioned from the lumbering and unpressurized C-124, called Old Shaky by its crews and dragged aloft by four brutish Pratt & Whitney R-4360 engines—each a deafening whirl of connecting rods, pushrods, and 28 pistons the size of coffee cans.

"I had thousands of hours in the C-124—flying through weather at 10,000 feet," says Harry Heist, a retired navigator and Dover volunteer. "When I transitioned to the C-133—pressurized, flying above the clouds—I felt like I had been born again."

Baker and Sandy Sandstrom, a former flight engineer, fire up a diesel-engine external hydraulic power unit, and Sandstrom boards the crew ladder and disappears into the fuselage. Soon there's a loud pop, and the rear clamshell doors slowly begin to part. They reach the end of their travel and stop with a shudder. We climb the aft ramp into the bay, and Baker recalls that often during fuel stops, a random piece of equipment—a truck, maybe an artillery piece—would appear at the back of the aircraft. Could it fly? "Our motto was, 'Anything that'll fit in the hole," says Baker.

After a tour of the cargo hold and cockpit, we climb down the forward boarding ladder. Baker squats next to where the Cargomaster's nosewheel strut pokes out of the fuselage. In a loaded airplane, the more weight above the strut, the less of the smooth, machined inner cylinder would be visible, he says. "We'd look at the nose strut—the usual deflection was a pack of cigarettes. If it was less, the load was too far forward. If it was more, it was too far to the rear."

Sandstrom shuts down the ground unit, and the pitch of the big diesel engine spirals down. The shouting stops, and as the men resume talking, the discussion turns to what the crews who flew and maintained the big airlifter inevitably end up talking about. The crashes.

It was another cool Dover morning, April 13, 1958, when a four-man crew from the 39th Air Transportation Squadron rode the flightline van to C-133A tail number 40146. At 8:28 a.m., 40146 lifted off the runway behind what is today the museum hangar. The crew transmitted routine messages at 8:34 and 8:40. Three minutes later and 26 miles south of the base, the airplane fell inverted from the sky into Ellendale State Forest.

The C-133 began to get a reputation, and crews listened intently for any signal of a stall, especially during climb out when the aircraft, full of fuel, was heaviest. <u>Sandstrom and other Cargomaster crewmen found that the airplane had a subtle stall warning device: the wind shield wipers. "When we'd enter a stall, the windshield wiper would vibrate," Sandstrom says</u>. "If you saw that, you better be putting the nose down." But what if, on the next mission, you missed the Cargomaster's whisperings? What would it feel like to be pinned against the straps, watching helplessly as the ocean filled the windscreen? Ten had crashed, and 61 men had been killed. The C-5A replaced the C-133.

Name the Flane Answer: F-106 Delta Dart

https://www.f-106deltadart.com/history.htm

On 11 September 1951, Convair received a contract for its delta wing design, designated the F-102. Work on the competing Republic design was also authorized, and was designated XF-103, however, the XF-103 was so far ahead of the state of the art, it was deemed too risky to be a serious contender for the 1954 Interceptor project. This made the F-102 for all practical purposes the winner of the contest.

The USAF authorized fitting a Westinghouse J40 turbojet into the first few examples of the F-102, but production aircraft were to be



powered by the more-powerful Wright J67 turbojet, which was a license-built version of the Bristol Olympus. The J40-powered F-102 was to be capable of a speed of Mach 1.88 at 56,500 feet, with the J67 production.

The first F-106A (56-0451) was finally available by the end of 1956. The first flight was made by Convair test pilot Richard L. Johnson at Edwards AFB on December 26, 1956. He was the same pilot who had made the maiden flight of the F-102. The flight was not entirely glitch-free as it had to be aborted early due to air turbine motor frequency fluctuations, and the speed brakes opened but would not close. Consequently, the aircraft did not go supersonic on its first flight. The second aircraft (56-0452) followed on 26 February 1957. They were both powered by the YJ75-P-1 engine.

In order to expedite the development of its 1954 Interceptor program, the Air Force adopted the so-called "Cook-Craigie" program, named for its originators, Generals Laurence C. Craigie and Orval R. Cook, who during the late 1940s developed a concept of an aircraft development program where the usual prototype stage would be skipped. Rather than waiting to start full-scale production until the prototypes had passed flight testing and the bugs ironed out, the Cook-Craigie plan called for delivery of a small number of production aircraft during the flight-testing phase so any major changes could be incorporated into permanent factory tooling in order for combatready aircraft to be delivered when mass production started. This program is inherently risky, as it can produce a new combat aircraft in a hurry if everything goes right during flight testing but can result in costly and time consuming fixes in the field if unexpected problems turn up. The Cook-Craigie plan is viable if there's a high degree of confidence that the aircraft is really.

F-106A First Flight

Serial number 56-0451, the first F-102B/F-106 (YF-106A) produced by Convair at San Diego CA, on 14 Dec 1956 was trucked from Convair to AFFTC Edwards AFB CA. On 22 Dec 1956 Taxi tests began. On 26 Dec 1956 it made its first flight, which included an air abort due to air turbine motor frequency fluctuations and speed boards that opened and wouldn't close. This first take-off was performed without afterburner, which was comparable to an F-102 Delta Dagger take-off 'with' afterburner. The 20-minute flight took the aircraft to an altitude of 30,000 feet and 0.8 Mach.

F-106B First Flight

Serial number 57-2507 was the first F-106B produced by Convair, which was also trucked from Convair to AFFTC Edwards AFB CA. Taxi test runs were completed on 8 April 1958. On 10 April 1958 it made its first flight piloted by pilot Fitzpatrick. The first flight lasted for 50 minutes, almost twice as long as the F-106A first flight. The aircraft also reached higher altitudes and obtained faster supersonic speeds than is normal for a first flight. The fact the F-106A was already a tried and true model, the 'A' and 'B' models were so much alike in many respects.

Ask any pilot who has piloted the Six and he will quite readily tell you that it was one of the best aircraft he had ever flown. In typical delta-winged control configuration (equipped with elevons' instead of horizontal stabilizers and elevators), the Six felt much the same as any conventionally designed aircraft in flight, according to Six pilots familiar with other conventionally winged aircraft. The Six handled well at low speeds as well as high ones, even when operating at or near specified minimums. General flight characteristics of the Six fitted with the supersonic rated external fuel tanks are essentially the same as in clean' configuration, except that control at lower speeds is somewhat more demanding. Advantages of the delta wing with its high surface area included excellent performance at high altitudes, and agile turning ability at intermediate and lower altitudes. Furthermore, the Six was a straightforward and "honest" aircraft when flown within the parameters of its flight envelope. As with any advanced high-performance aircraft, however, flying beyond the envelope could occasionally become a hazardous undertaking. An indication of the structural integrity of the airframe was to be found in the fact that the original fuselage airframe lifespan of about 4,000 hours had been doubled, with no indications of its exceeding its lifetime limitations ever having been reached, in extensive ongoing structural testing.

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Constantly Practice Situational Awareness*

With terrorism so much in the news and with more entities and countries worldwide being labeled terrorist organizations, <u>one must practice being situationally aware at all times</u>, even in our rather conservative and quiet Prescott, Arizona area.

SITUATIONAL AWARENESS

COMATOSE In shock, unable to function.

HIGH ALERT Confirmed threat, need to take action.

FOCUSED AWARENESS Carefully observing a potential danger.

RELAXED AWARENESS Paying attention, but enjoying life.

> TUNED OUT Unaware of surroundings.

ight STRATFOR 2010 www.STRATFOR.com

The last level of awareness, **Comatose**, is what happens when you literally freeze at the wheel and cannot respond to stimuli, because you are petrified. It is this panic-induced paralysis. The comatose level is where you go into shock.

High Alert due to a confirmed threat of some kind, a shooter for example or a police involved situation.

Focused Awareness as an example might be driving in bad weather or icy roads keeping an eye out for danger.

Relaxed Awareness is The second level of awareness, is like defensive driving. This is a state in which you are relaxed but are also watching the other cars on the road Closely perhaps in heavy traffic.

The first level, **Tuned Out**, is similar to when you are driving in a very familiar environment or are engrossed in thought, a daydream, a song on the radio or even by the kids fighting in the backseat.

Chino Valley Flyers April General Membership Meeting

The monthly General Meeting opened at the Flying Field at 10am, on Saturday, April 26, 2025, with the Pledge of Allegiance. About 35 members were in attendance tonight (by head count, only 27 signed in. There were no new members...guest *Herb Simpson* did attend to check out our Flying Field.

President's Agenda

Minutes for the February meeting was unanimously approved by the members.

Treasurer *Don Crowe* presented his monthly report. Club membership is now 144 paid members. The Treasurer's report was unanimously approved by Members after its presentation.

Secretary *Bob Steffensen* encouraged member to sign in, volunteer for Goodie Duty, September remains open. Email me if you want to provide goodies for the September meeting.

Safety Officer *Rick Nichols* explained the new red line between the cabanas and the pits: non-flyers should not cross the red line. President *Brian Sutton* emphasized that all members must be courteous and safety minded at all times. Rick reminded everyone that the sand bucket under the charging station is for smoking LIPOs...not trash. Also take your battery home for disposal when it quits smoking.

President Brian said a recent AMA agreement with the FAA and our airspace when now have a 700 ft ceiling. He also reminded everyone that we must register with the FAA and place that number on each of your aircraft.

<u>Events</u>

Mark Lipp brought us up to date on the rules for the Warbird Pylon Races with \$5 entrance fee for each class: Two classes races will be held, the tradition T-28 race and the unlimited class with any electric propeller AC with 48 inches or less wing span. Mark also said the Glider event will have a \$5 entrance fee. Entrance fees will enable cash prizes. Maintenance: A Field Maintenance Day is scheduled for March 15th with the primary effort to reset the parking timbers and general spring cleaning.

Member Input

Dan Avilla pointed out the IMAC event needed membership approval and it was, as previously noted above. *Harold Ellis* said member *John Stewart* will maiden his very large OV 10 this Sunday. Eric Puchalski We broke about 10:20 for goodies provided by *Steve Shephard*. Thanks Steve! We resumed the meeting at about 10: 30.

Show & Tell: Planes and Projects

Harold Ellis showed us his new project, a large A1 Sky Raider. Harold also displayed his DLE 20 powered, 89 inch wing span, PT-19 Military trainer, that he recently completed. *Gene Lafaille* showed his large Rolling Chicken Stick...which saves fingers when starting engines. If you have larger engines that you could use this for...contact Gene.

Door Prize and Raffle

Harold Ellis won the door prize with unidentified contents and the usual glue. In the raffle *Don Crowe* won the FM Futura EDF and promptly sold to *John Meyers* and made a donation to the Club.

A motion to adjourn the meeting was offered and unanimously approved by members about 10:40pm.

Respectfully,

Bob Steffensen Club Secretary Meeting photos by Bob Steffensen



Harold Ellis' 89" PT-19



Harold Ellis' Sky Raider

