

Chino Valley Flyers Chino Valley, Arizona



May 31, 2025

May NEWSLETTER (volum

(volume 28 Issue 5)

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

A superior pilot uses his superior judgment to avoid situations which requires the use of his superior skill.

Frank Borman Ises his superior judge-

RC Battery Discount



Members: Get a 10% Discount at RC Battery. <u>June's Discount</u> <u>code</u>: RCBJUN25!CVF

Brian Sutton's Martin B-26 Marander



Brian Sutton, CVA President pictured above, said his father Lt. Don K. Sutton flew the B-26 in 1945, probably one reason Brian built one and his model flies great.

JEFF MOSER AND HIS RED WINGED SIG RISER





CVF Official Newsletter



President's Column By Brían Sutton

Well, the Spring is turning out pretty well so far, lots of great flying weather.

As I'm writing, I'm thinking about Memorial Day, to me and I'm sure many of you spend time thinking about those who have made the ultimate sacrifice for this country of ours.

Unfortunately, many people think that Memorial Day is to kick off Summer and have a 'barbecue. If you have a chance, point out to \children, grandchildren, neighbors and family how important it is to remember the meaning of this holiday and the special sacrifice that many people have made.

Once again I need to remind everyone that safety must be paramount at the field. I cannot emphasize enough to make sure to have a kill switch on all aircraft, and make sure that you use the same switch for every aircraft. Not to be glib, but getting blood on the tables, ground and your airplane is bad form, and doctors are very expensive.

Another safety issue has been noted, (readd

WHAT AIRCRAFT'S COCKPIT IS THIS?

Rick's Safety column in this issue), especially some of our newer members, need to please remember to take off past the last pilot station. Please politely remind each other of this safety rule.

Let's keep our flying safe and fun for everyone.

See you at the field!

See

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Brian

Editors Note:

On a recent TV program it was emphasized that parents take family to visit Arlington National Cemetery so their kids will fully understand what has been sacrificed

for this country and our freedoms.



President — Brian Sutton



Vice President - Al Marello

Treasurer — Don Crowe



Safety Officer — Rick Nichols

At Large Member — Dan Avilla

At Large Member— Gary





Cosentino

At Large Member-– Jeff Moser

Newsletter Editor — Bob Shanks



Flight Instructors

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Randy Meathrell: **Control Line Flying**

Bill Gilbert: Helicopters

eff Moser: **Gliders, Multi Rotors**

General Flight Instructors

Al Marello

Steve Shephard

Club's Board of Officers











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

A couple of things have been brought to my attention over the last few weeks. One is of pilots not passing the last member on the flight line before taking off. The P-factor causes the aircraft to pull to the left during takeoff, which is why departure from the runway (rotation) should occur after passing all pilots on the flight line.

<u>I would like to remind you that a kill</u> <u>switch should be active on your</u> <u>transmitter and functional on each and</u> <u>every one of your airplanes</u>.

We recently had an incident that a pilot did not engage his kill switch before he was ready to exit the runway, his throttle got caught in his jacket and his airplane had a meeting with the safety fence.

These easy to accomplish items can save a lot of headaches and possible serious injuries and repairs.

We are getting nice flying weather again and I would encourage our veteran flyers to assist newer flyers that join us in both aid with their airplanes if needed and safety advice if you see something that needs some attention.

We enjoyed a safe 2024 with only a couple of minor injuries and so far, the first quarter of 2025 there have been no reported injuries.

I would like to remind the members that the phone number of emergency services and the exact address of our field is posted in the display box on the south post by the main charging table.

Be sure to be out from under the cabana if you need to call for any help. They sometimes cannot track your phone if you are under the cabana.

A lot of flying model aircraft can be linked to almost anything that we do in life. The big secret is using what we call Common Sense.

Each of your club officers has been asked to watch out for any safety concerns and to gently speak to anyone needing a little advice and I encourage each member to do so also. We all can't know everything but we can share the good knowledge that we do know.

SAFETY NEWS FLASH:

The second quarter of 2025 has started out with a serious field accident. One of our pilots was readying his twin engine aircraft to fly and did not have his kill switch engaged.

When he plugged in his airplane the throttle was set at full speed, according to the pilot he set his kill switch on a different switch than he normally does and when he plugged in the battery it started up on him.

There was much blood shed and the report that I have at this time was 20+ stitches, loss of a couple fingertips, cuts to the bone and tendon damage. The member now has an appointment with a plastic surgeon and probably months of healing. As I have stated before in this column:

> <u>USE YOUR KILL SWITCH</u> <u>AND COMMON SENSE</u>.

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More Exciting Activity at Our Flying Field





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Brian Sutton's red stick tail.



The club's crash cart is handy, or should we say for unintended landings off the runway?







Frank Sanders nice EDF.



Brian Sutton's taxi test of his Build & Fly Contest model.





Ray Landry has two great flyers.

CVF Official Newsletter

May 17th Chino Valley Flyers Pan Cake Breakfast Fun Fly



A great day for the May pancake fun fly with some flying and a lot of planes kits and other items for members to buy or trade. A <u>tremendous thank you to Mark and Jane Lipp</u> for the pancake breakfast. It takes a lot of work to set up and get this underway. <u>Thank you Mark & Jane.</u>

















Our Historic Prescott Area: Old Williamson Valley Ranch Located Along the Old Ehrenberg Road Built in 1865^{*}

While this page is not related to aviation or RC modeling, it is important that all of us living in the Prescott area should embrace the rich history of our area. We all are aware of the annual Prescott "Shoot Out" held in downtown Prescott cerebrating our western history about Wyatt Earp, Big Nose Kate, Whiskey Row and the Palace Saloon and countless other historic western characters that are a part of our local history.

A great downtown business that is worth visiting is the *Western Heritage Museum* located on Whiskey Row.

Located in Williamson Valley approximately 15 miles north of Prescott just off Williamson Valley Road are two interesting



Historic Markers depicting the Ehrenberg Road and famous American Ranch Stagecoach Stop. Pictured above is what the American Ranch looked like in that time, of course it is not there now except for the historical markers pictured below.

Williamson Valley Historical Markers

Ehrenberg Road

Ehrenberg Road, built in 1865, is a historic route that connected Prescott and Fort Whipple to the Colorado River, serving as a vital link for military and civilian travel and trade. Here's a more detailed look at Ehrenberg Road:

Historical Significance:

Ehrenberg Road was a crucial route, connecting Prescott and Fort Whipple to the Colorado River, where supplies and travelers waited to endure the rough terrain.

Construction and Purpose:

The road was built in 1865 and ran through unsettled Indian Country, serving both military and civilian needs.

<u>Travel and Trade:</u>

Large freight wagons, often linked together, were used to transport goods along the route, pulled by mules or occasionally oxen.

<u>Traces of the Past:</u>

Even today, traces of the road and wagon traffic can be found in some remote regions of Arizona, including ruts, swales, and rust marks from iron tires.

Intersections:

Ehrenberg Road intersected with Hardyville Road, which led to Prescott, Fort Whipple, and beyond.

<u>Current Status:</u>

While the road is no longer a major thoroughfare, its historical significance is recognized, and Yavapai County recently dedicated a plaque for the road.

<u>Location:</u>

The road ran from the Colorado River to Prescott and Fort Whipple.

Related Locations:

Camp Date Creek, Skull Valley, and American Ranch stage station were located along the route.

<u>Today:</u>

Ehrenberg Road is a historic road, and you can find traces of its passage in some remote regions of Arizona.

American Ranch



The "American Ranch" was a prominent stagecoach stop, and hotel built in 1876 by Jefferson Harrison Lee, located on the Prescott to Hardyville toll road, and is commemorated by a historical marker on the Williamson Valley Road, two miles beyond the trailhead.

The American Ranch stagecoach stop was situated at a key intersection on the Prescott to Hardyville toll road, making it a vital stop for travelers. Jefferson Harrison Lee, was a local entrepreneur, he built the two-story hotel and stage stop in 1876, naming it the "American Ranch".

https://archives.sharlothallmuseum.org/articles/days-past-articles/1/ehrenberg-toll-roadcolorado-river-to-prescott https://issuu.com/talkingglassmedia/docs/rise-of-the-trades/s/15564703

Name the Plane Answer: Canberra Bomber https://www.recoverycurios.com/canberra-bomber

In late 1944, English Electric commenced work on the design for an unarmed, high altitude, fast jet bomber and reconnaissance aircraft to replace the highly successful wartime De Havilland Mosquito.

Almost resembling a scaled-up Gloster Meteor jet fighter, the Canberra incorporated twin Rolls Royce Avon turbojet engines with the fuselage tapering fore and aft and teardrop fuel tanks at its wingtips. The aircraft's original two-man crew of pilot and navigator sat side by side in their martin Baker ejection seats in a fighter-style cockpit under a large blown canopy.

The original design called for the latest automatic radar bombsight to be housed in its nose but lengthy delays in the radar development resulted in the addition of a hinged, pressurized bomb aimer position being housed there instead. Apart



from the crew compartments, the semi-monocoque fuselage was largely taken up by its sizeable twin bomb bays which could carry up to 4,500 kg of bombs from 250lb, 500bl or 1000 lb with additional stores of up to 2000lb bombs being carried on pylons under each wing. First flown in 1951, the Canberra could fly at a higher altitude than any other aircraft of the day, establishing a world altitude record of over 21,430 m and then setting another as the first jet aircraft to make a non-stop transatlantic flight.

With its extraordinary ability to evade all early jet interceptor fighters and its significantly enhanced speed and maneuverability over contemporary piston-engined bombers, the Canberra became a popular export to air forces around the world.

Due to its limited range of just 3200 km and its inability to carry the early, bulky nuclear bombs, the Canberra was mainly used as a tactical bomber and while many of the British Canberra's were stationed overseas, they were not modified to carry the new generation of smaller tactical nuclear bombs until the late 1950s.

It was during this period that the role undertaken by the RAF's large, high-altitude nuclear 'V' bombers as the country's primary independent nuclear deterrent was transferred to the Royal Navy's new class of ICBM carrying Polaris submarines. This change in priority allowed for a new low-level force of bombers carrying smaller, low yield nuclear weapons using the Low Altitude Bombing System (LABS). While many of the large 'V' bombers were modified for low altitude bombing, it was the Canberra bomber that took on the majority of this role with RAF Germany's force of four squadrons equipped with the B6 and B8 Canberra's could carry US-designed Mk 7 nuclear bombs from 1960, which were replaced by B43 nuclear bombs, from 1965. Three squadrons based on Cyprus and one at Singapore were armed with British designed Red Beard nuclear weapons.

Impressed by its performance and versatility, both the US and Australia ordered the Canberra, with the RAAF equipping No 1, 2 and 6 squadrons with 48 bombers in 1953. In recognition of being the first export customer, the bomber was named the Canberra but the Australian government, keen to continue building its domestic aviation industry insisted that the bomber be constructed at the Government Aircraft factories in Avalon Victoria.

The Canberra served in Vietnam with 2 Sqn RAAF under US Air Force 35th Tactical Fighter Wing Command and while US Commanders in Vietnam regarded the Canberra as obsolete, the RAAF 2 Sqn Canberra's achieved over 16% of the total bomb damage recorded by the 35th Wing but only flew 6% of the total bomber sorties.

In reality, the RAAF Canberra's were some of the most effective strike aircraft in South Vietnam. A twist of fate which had them equipped with a "bombardier" station meant that they were one of the few types that could do "level" bombing. This was extremely valuable when cloud layers prevented the standard dive bomb run that was normal for more "advanced" types such as the F-100 and F-4 Phantoms.

Over the course of its deployment with air forces around the world, the Canberra bomber underwent many modifications with numerous variations taking to the air including the PR9 high speed reconnaissance bomber featuring an off-center pilot cockpit with the navigator's position below and forward, The cockpit offset was necessary to provide room for the navigator to eject safely.

Australia retired its Canberra's in 1982 as it was gradually replaced by the newer 'swept wing' F111's.



* Pilots reported that the curved canopy distorted vision, when using the gunsight, so a narrower, fighter type canopy, with an optically flat front panel was used. This only covered the pilots station, so it was offset to left The nearly windowless systems operator compartment is accessed buy swinging open the nose.



Some Canberra aircraft are still flying, specifically three WB-57F models in service, according to NASA. These aircraft are used by NASA for high-altitude atmospheric research and other scientific missions, including tracking solar eclipses. While the Canberra is a retired aircraft model, these WB-57Fs continue to fly in NASA's Airborne Science Program.

A TRIP TO MARS IS A POSSIBILITY IN 2030*

A human mission to Mars is a potential future possibility, with NASA aiming for a scientific round trip in the 2030s. This mission would involve a long journey of 6-7 months each way, potentially taking astronauts to Mars for up to 500 days. NASA is developing technologies like nuclear propulsion and inflatable heat shields to make this journey safer and more efficient.

NASA's Plans

NASA envisions a scientific round trip to Mars in the 2030s. This mission would involve astronauts spending extended periods on the Martian surface.

Challenges

The journey will take about 6-7 months each

way and cover up to 250 million miles (402 million kilometers). The trip would also expose astronauts to various 'challenges, including long periods in space, radiation exposure, and the potential for mental and physical health issues.

Technological Advancements

NASA is working on technologies like nuclear electric and thermal propulsion to reduce travel time and increase the safety of the mission. They are also developing inflatable heat shields for easier landings on Mars.

International Collaboration

The International Space Station (ISS) provides valuable lessons about long-duration space missions and the need for international collaboration.

Private Companies

SpaceX and other private companies are also pursuing human missions to Mars. Elon Musk has expressed a timeline for a first crewed mission in 2029 and a self-sustaining colony by 2050, according to the BBC.

Budgetary Constraints

While a Mars mission is technologically feasible, budgetary issues could impact its timeline. A manned Mars mission is estimated to cost anywhere from \$50 billion to \$500 billion, and even more, depending on the scope and ambition of the mission, according to <u>Space Exploration Stack Exchange</u> and NASA.gov.

Launch Windows

Missions to Mars are typically timed with launch windows that occur every 26 months (2 years, 2 months) due to the alignment of Earth and Mars.

*

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Chino Valley Flyers May General Membership Meeting

The monthly General Meeting opened at the Flying Field at 10am, on Saturday, May 24, 2025, with the Pledge of Allegiance.

Following the pledge...President *Brian Sutton* asked for a MOMENT OF SILENCE...in memory of those service members who gave the ultimate sacrifice in the conflicts and wars of the past...and we did.

I counted 38 members in attendance and an equal number signed in. New members *Philip Cermanak* and *Jerry Budd* joined us for the windy meeting today.

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

Treasurer Don Crowe presented his monthly report. Club membership is now 146 paid members. The Treasurer's report was unanimously approved by Members after its presentation President's Agenda:

Secretary *Bob Steffensen* encouraged members to sign in for attendance purposes. *Mike Benner* stepped up to provide goodies for September...we now have a full slate of goodie providers for 2025.

Safety Officer Rick Nichols related a story about a member who was recently arming an electric aircraft and got his fingers caught in the propeller. It was not a pretty sight. Be careful pilots...use a kill switch on the aircraft or in your transmitter...propellers can be harmful to your health! Do not activate the switch until you are ready to taxi for takeoff.

President Brian...told a story about a longtime club in California that disbanded when no one would take the leadership...he asked for members in our club to step up into leadership positions in this organization. Any Secretary's out there?

Events: Mark Lipp reminded us that the Warbird Pylon Races will be June 14. 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.

<u>Member Input</u>: <u>Mike Greear, Robert Fish and Jerry Budd</u> briefed a proposal for training club members for pattern flying during this year and holding a pattern flying event in October of 2026. <u>Randy Meathrell</u> suggested a pattern flying demo during future club meetings to give members a chance to see what it is all about.

We broke about 10:35 for goodies provided by Lee Boekhout. Thanks Lee!

We resumed the meeting at about 10: 40.

<u>Show & Tell: Planes and Projects</u>: *Bob Steffensen* showed his Mini-Fledgling under construction for the Build and Fly. *James Cowley* brought in his *Critical Mass* Sea Fury. *Jack Buggein* displayed his giant 1938 Laird-Turner Meteor. *John Ward* brought in his recently built foam Air Coupe.

Door Prize and Raffle:

Jeff Moser drew his winning ticket for the door prize containing a square and of course the glue. In the raffle Harold Ellis won SIG Riser sail plane kit.

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

Bob Steffensen Club Secretary



