# Chino Valley Flyers

Chino Valley, Arizona — June 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

"Education is not the learning of facts, but the training of the mind to think."

*Albert Einstein*



## Clint Manchester Launches Jeff Moser's Glider

## New Runway Striping Completed

Aerial Photo by *Brian Sutton*

# President's Column

## By Brian Sutton

Happy Independence Day!
I hope you all have a great celebration of our nation's 250th birthday, go out and celebrate safely. I'm planning to attend a fireworks show, and ride in the Prescott's 4th of July parade. Look for me on the Sharlotte Hall Bicentennial Wagon. Regarding safety, I want to remind everyone about the safe use of fireworks, I worked with pyrotechnic companies and want to emphasize how dangerous fireworks are when not handled by trained personnel.

Please don't use illegal fireworks. I've seen injuries and accidents that .... Well, you don't want to know.

We also need to be conscious of safety at the field, be aware of possible fire danger during high wind days and always stay hydrated when you are at the field. Heat related illness is no joke.
Finally, you should be getting an email soon to buy tickets to the Arizona Cardinals Aviation Day game October 11 vs Detroit Lions. We may have an opportunity to do some flying on Saturday and have a display booth before the game Sunday.

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*


Interim Vice President - *Jack Burgaren*


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 Seven


## MARK YOUR CALENDARS

**Chino Valley Flyers Events for 2026**

- Summer Pot Luck July 11
- Pylon Races July 18
- Jet Fun Fly July 31- August 1
- 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

*Adam Sanders, Safety Officer*

*Hello everyone,*

I wanted to take this month's safety column to address an ongoing problem that we've noticed. For those that do not know, there is a red metal bucket full of sand with a metal lid. This bucket is meant to be used as ***only a very short term and only temporary holding area in the event a battery is extremely damaged, or to contain a battery that is on fire.***

Over the last few months, there have been multiple instances of people leaving broken batteries in this bucket. It has become even more of an issue with people treating the bucket as a trash bin.

The bucket is not meant to be a waste receptacle or a place to leave damaged or destroyed batteries. We do not have the facilities necessary to dispose of these batteries, as well as it makes a fire hazard for the club if these batteries are left behind and forgotten about.

Once you are done flying, please take your batteries in a safe container to be disposed of. If you do not have something that you believe would be able to safely transport it at that point, please leave a note on the bucket so we know whose battery is in it, and please take it as soon as possible.

Damaged Lipo batteries are a big hazard, and if left unattended without being disposed of, could lead to a fire. So please do not leave your batteries in the bucket, it is not a reciprocal for old batteries.

Remember, it is the member's responsibility to dispose of all trash and of course damaged or batteries that are no longer functional.

Thank you for keeping the field safe.

*Adam*

***Editors Note***:

***The lipo fire below was not at our field but shows why we must all safeguard these batteries.***

# The Club Glider Event

## Photos by Eric Puchalski

Occasionally I get asked why I don't shoot more activity at the field using video. My simple response is, I can get a greater variety of scenes using the rapid fire aspect of my camera. It is not nearly as time consuming as trying to go through a video and find part of the action I can take a still view from the action. Besides that, we seem to be living more in a video and movie world, that is just how it has evolved today with the advent of small phone cameras.

Review some of the famous photos and books of photographs that depict history, they are usually all still photographs. I have nothing against videos but as a former active duty still photographer and journalist, I rely more on those old and proven results. I have shot videos but obviously don't prefer that for this type of publication work this newsletter.

*"A still photograph is a very quiet thing in a very loud world."*

Joel Sartore,

National Geographic Photographer

*A big thank you to Eric Puchalski for the photos, your editor was unable to attend this year's glider event. So some of the photos may not include everyone's names. Also due to the high winds the regular club meeting was cancelled.*
*Editor Bob*

**Members:**

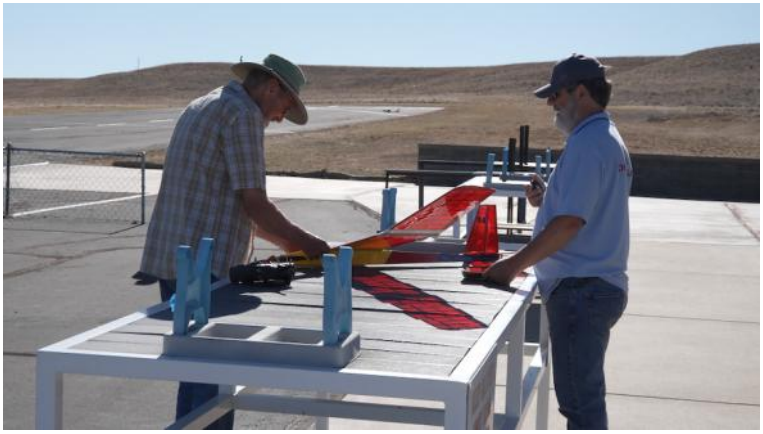
Your editor has been doing this little newsletter for many years. I started flying RC when in high school. My dad and brother also flew RC. I *have slowed down a tad and would assist any member interested in learning to do this newsletter*.

I have a template and do some research into various aviation articles that may be of interest. Contact me if you are possibly interested, *BobShanks@aol.com*. It is not that difficult and doesn't have to be more than a few pages. I have usually kept it to about 10 or 11 pages and that's not really necessary, but that was just how the editor writes it!

*If interested contact the editor, it's a fun project!*

**Fly Safe Members**

# MORE GLIDER EVENT PHOTOS BY ERIC PUCHALSKI




## Pot Luck Reminder and Instructions

**Our Club's Pot Luck will be held *July 11th* at 4 pm:**

1. If the first letter of your last name starts with the first 9 letters of the alphabet bring a side dish.
2. If your last name starts with the second 9 letters of the alphabet bring a salad — last 8 letters of the alphabet bring a dessert to feed 10 people.
3. Bring and your own meat dish.
4. Drinks will be provided and the barbeque will be out for use as needed.

*Steve Shephard*

# Just What is the "Spooky" Science of Quantum-Entanglement?

https://science.nasa.gov/what-is-the-spooky-science-of-quantum-entanglement/

***"Spooky science"*** **refers to quantum entanglement, as an interesting phenomenon where two subatomic particles become so deeply linked that measuring the state of one instantly determines the state of the other—even if they are light-years apart.**

**There's a lot we don't know about our universe — in fact, 95% of it remains a mystery to us. That's why scientists continue to probe our understanding of quantum physics. There are many facets to *quantum science*, but let's zoom in on something that *Albert Einstein* called "spooky action at a distance": quantum entanglement. His term fits quite nicely.**

## *Just What is Quantum Entanglement?*

Quantum science explores and helps explain some of the strangest phenomena in the universe, even shedding light on the mystery of dark matter and dark energy. Quantum is the study of atoms and subatomic particles, and how they interact with each other. It examines the very stuff we, and everything around us, are made out of.

One of the most far-out phenomena of quantum theory is quantum entanglement, the idea that particles of the same origin, which were once connected, always stay connected. Even if they separate and move far apart in time and space, they continue to share something beyond a mere bond — they shed their original quantum states and take on a new, united quantum state which they maintain forever. This means if something happens to one particle, it affects all the others with which it's entangled.

## *A "Spooky" Science*

In 1935, Albert Einstein and colleagues first pointed out the "spooky" action of quantum entanglement. Quantum entanglement, however, appeared to conflict with Einstein's theory of special relativity, which postulates that nothing can travel faster than the speed of light and is demonstrated mathematically by the well-known equation E=mc2.

The ability to instantaneously measure the quantum state of one particle by measuring that of its entangled partner somewhere else in the universe means that that information would have to be delivered faster than lightspeed. This contradicts Einstein's theory of special relativity. What also remains a mystery is how exactly these particles can interact from such a far distance to share information.

Three decades would pass until another scientist, John Stewart Bell, would develop a method to test the phenomenon, which ultimately enabled later scientists to confirm quantum entanglement.

## *Classical vs. Quantum Physics*

If classical physics is life as we know it, the quantum world is like an alternate universe.

Classical physics is the force governing an extremely predictable world, where an apple set on a table stays there until something causes it to move again.

In the quantum world, not only can the apple end up on Mars, but, hypothetically, it could exist both on the table and on Mars at the same time. It could even be inextricably tied to another apple in some other part of the universe through entanglement. Thus, "reality" as we know it is much more uncertain, with the possibility for many solutions or outcomes to exist, rather than just one.

Quantum entanglement remains a spooky part of our world. Check out the resources below to learn more about how NASA scientists are working to unravel the mysteries of our quantum universe.

## *Related Resources*

***"SEAQUE (Space Entanglement and Annealing Quantum Experiment) - How Atoms Are Defying Gravity in NASA's Cold Atom Lab. NASA Demonstrates Ultra-Cool Quantum Sensor for First Time in Space."***

## *NASA's Biological and Physical Sciences Division*

***NASA has*** **pioneered scientific discovery and enables exploration by using space environments to conduct investigations that are not possible on Earth. Studying biological and physical phenomenon under extreme conditions allows researchers to advance the fundamental scientific knowledge required to go farther and stay longer in space, while also benefitting life on Earth.**

# Name the Plane: From the Movie, the Mad Max Airplane: Transavia PL-12 Airtruk

The plane featured in the *Mad Max* franchise is the Transavia PL-12 Airtruk. It famously appeared in the 1985 film *Mad Max Beyond Thunderdome*, flown by the wasteland pilot Jedediah (actor Bruce Spence). Because of its unique layout, it is often affectionately called the "Mad Max Plane" or "Flying Jalopy".


*Transavia PL-12 Airtruk*

## Key Facts About the Airtruk

- *Design & Origin:* The Airtruk was purpose-built in Australia in the 1960s as a rugged, heavy-duty agricultural crop duster.
- *Appearance:* It has a highly distinctive, bizarre silhouette. The cockpit sits high up and forward for excellent visibility, while the tail booms are featured as twins, with unconnected tails.
- *Performance:* Powered by a 300-horsepower engine, the Airtruk is Highly maneuverable at low speeds, allowing it to take off at roughly 45 knots.

Rarity: It is a rare aircraft, with only about 138 units ever manufactured. For a deeper look at this unusual, purpose-built agricultural aircraft and its unique features, check out this video:
https://www.youtube.com/watch?v=lb0gPz0fFp8&t=242


*"Mad Max Beyond Thunder Dome"*

*"Mad Max"* Movie Gyro Copter Flying Scene


Actor *Bruce Spence* was the star pilot In the first movie, *"Mad Max" flying* the Gyro Copter.


*Mel Gipson* as Mad Max

# WWI Jenny Reproduced and Its Mysterious First Test Flight

A short Story by Bob Shanks


For the last two years Knox Kelloge, a retired Aeronautical Engineer, had been working on building an accurate 75% scale reproduction of the WWI Curtis JN-4 Jenny. He was excited now that it was done. He was preparing for its first test flight as he double checked the long-term weather forecast for his little green patch of runway located near the northern Nebraska sand hills.

Knox's reproduction used steel tubing and a modern Rotax 912 engine for power. Outside of the Jenny's reduced size and use of modern materials, Knox's historic reproduction of the famous WWI fighter looked quite authentic. Knox even had the idea of using one of the old Jenny's first 1918 airmail route numbers. He had researched a lot of great information aAbout those first wild years of flying in open cockpits over the cold unmapped American countryside.

He discovered the Smithsonian Museum had the perfect JN-4 Jenny biplane on display and it had the U.S. air mail number of 4983 right on the side of its fuselage. How these very brave early open cockpit pilots were able to brave the vast and often cold unmapped American countryside without modern GPS navigation equipment was quite amazing to Knox. The modern navigational aids at the fingertips of today's pilots did not exist and was only in the realm of science fiction during that early flying era.

Knox remembered as a young boy, he was interested in anything that flew and was captivated by the comic book heroes of Buck Rogers and all those super heroes and stories about space travel to other planets, the use of jet packs, ray guns and lacers in those early stories published in early comics and newspapers. All of this of course was before television and our modern special effects we now seem to take for granted as we snap through an unbelievable mace of TV channels, sci fi movies and streaming programs. As a young student, Knox spent a lot of time in his local school library, city book stores and public library combing through magazines and books about space and science fiction.

As soon as Knox was 16 his parents said he could learn to fly and that was just what he did. He knew more about how to fly than about driving an automobile. He would often ride his bicycle out to the local airport and watch the planes and all the activities taking place there. He became friends with one of the local aircraft mechanics and constantly pressured him for information about flying.

Thank goodness old Sparky Taylor had a calm demeanor and liked children. Sparky was fascinated that Knox knew so much about airplanes and flying at such a young age. He put up with Knox and Sparky's hanger foreman, Blake Lively, let Knox into the hanger occasionally on Saturday mornings. He too was amazed at the questions Knox asked and his knowledge about planes and flying in general since he was so young. All he told Sparky was to make sure Knox stayed out of the way and behaved himself. Knox's parents reluctantly agreed to let Knox ride his bike out to the airport, but he had strict rules to follow. They didn't want Knox getting hurt or making a nuisance out of himself but also realized he was quite bright and wanted to know everything about flight. Knox learned to read at a very early age, so his mother often got him a variety of books for him, and of course many were about science and science fiction.

*More on page nine*

# MYSTERIOUS WWI JENNY SHORT STORY Continued from page 8


Knox's mother told his grandmother Imma that Knox always asked so many questions she could not keep up with his engaging and questioning mind. She was always on the lookout for books and comics that would keep Knox occupied and engaged in learning. Some of the first books she got for Knox were by three famous science fiction writers, Isaac Asimov, Arthur C. Clarke and Robert A. Heinlein. Knox was like a sponge and soaked up anything he could read about science and space. His teachers were also totally amazed at how quickly Knox learned and how fast he was able to read, of course his grades also reflected that as well. He was also well liked and very outgoing, positive and helpful to his friends and others at school about learning and science.

Saturday dawned clear and cold but great for the Jenny's first test flight, Dash had done all the limited engine run up time recommended to help seat the rings and get the new engine ready for flight. It was a fairly cold but a bright Nebraska morning as Dash ran up the engine and did all of the necessary pre flight checks. The plane lifted off the runway beautifully as he was checking out everything and doing some basic flight maneuvers. His flight was going well when suddenly a very bright cloud appeared looking like a tunnel, he tried to bank away but he was caught up into the tunnel, when he emerged it suddenly disappeared but now he was flying over very unfamiliar terrain that definitely was not northern Nebraska. Instead of the bright cold blue Nebraska sky, he now was flying in a bright green sky with pink clouds. What is going on here? His old Jenny was now suddenly surrounded by five very small saucer like affairs with a very strange insignia imprinted on them with the words in English: "United Federation of Planets".

Over his headset and aircraft radio Dash was commanded to follow the saucers, he was in restricted air space and would be commanded to land as soon as possible. Just as suddenly as all of this started there was a bright flash of green light and now he was back flying over the rolling sandhills of Nebraska. Where had been transported to and why? What had happened to his test flight? Dash was extremely shaken and bewildered. Now the strange white tunnel like cloud was gone. He quickly returned to land, the test flight was basically a success. The old reproduction Jenny is now ready for some fun flying, but he would always be a bit tentative and wary about some of his flights in northern Nebraska.

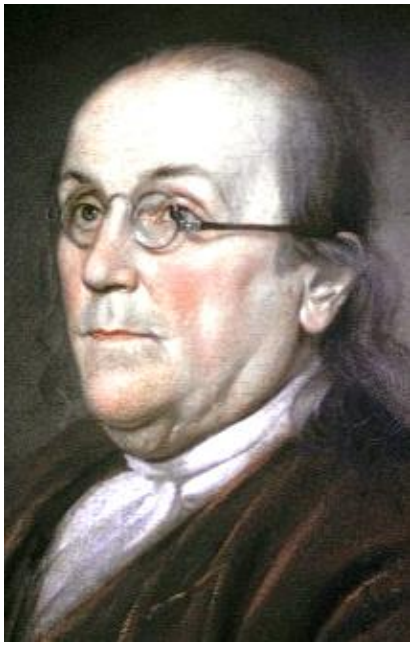
Dash double checked the weather forecast and there was nothing there about any kind of cloud cover or any weather predicted at all. Had he experienced a temporary worm hole in time? Who would even believe him if he related his test flight adventure?


**Word War One Jenny displayed at the USAF Museum**

# Benjamin Franklin's 9 Most Ingenious (and Zany) Inventions

*The Founding Father rejected patents on the belief that ideas should be shared.*

*https://www.history.com/articles/benjamin-franklin-inventions*



Given his numerous accomplishments as a printer, scientist and statesman, it's easy to overlook Benjamin Franklin's record as a prolific inventor of his era.

"During Benjamin Franklin's lifetime, he was curious about so many aspects of the world that he asked questions, posited theories, designed inventions and modified already existing theories and items for practicality," says Susannah Carroll, director of collections at The Franklin Institute.
Despite Franklin's successes with many of these endeavors, he refused to patent any of his inventions due to his belief that such ideas should be freely shared to serve the benefit of mankind.
Here's a look at nine of the Founding Father's inventions, including some that effected real change and others that simply scratched an intellectual itch.

After retiring from politics age 42, Ben Franklin became an innovator in the field of science through his study of electricity and his invention of the lightning rod.

## *Lightning Rod*

Franklin's most famous invention, the lightning rod, was born from his experiments with electricity in the late 1740s. An early description of his idea to protect buildings and ships from "electrical fire" appeared in a 1750 letter to Peter Collinson of The Royal Society in London, but it wasn't until the 1752 demonstrations of lightning's electrical qualities—first in France, then with Franklin's kite experiment—that the first lightning rods were installed in Philadelphia. Franklin soon offered a more detailed explanation of this safety device—one iron rod on a roof, another planted in the ground and a brass wire to funnel the electrical charge downward—in the 1753 issue of *Poor Richard's Almanack*.
"Franklin received feedback from his friends in the area who installed lightning rods on their homes, as well as from correspondents in other states," Carroll says. "[He] suggested improvements based on the feedback like increasing the size of the lightning rod so it would withstand multiple impacts from lightning strikes.

"Centuries after Leonardo da Vinci suggested something similar, 11-year-old Franklin devised the first working swim fins: a pair of "oval paddles, each about 10 inches long and 6 inches wide, with a hole for the thumb, so I could hold them against the palm of my hand." Although the fins helped him swim faster, the inventor complained that they "fatigued" his wrists and his attempt at fins for his feet didn't work particularly well.

On the other hand, he enjoyed the "greatest pleasure imaginable" when he discovered he could be pulled across a pond by a kite on a string—a precursor to today's kitesurfing. It was because of these innovations and his lifelong promotion and enthusiasm for aquatic activity that Franklin was inducted into the International Swimming Hall of Fame in 1968.

## *Three-Wheeled Clock*

Sometime before 1758, Franklin designed a 12-hour clock that was mechanically simpler than other options of the period. Backed by an interlocking mechanism of three wheels and two pinions, the clock featured two dials: The smaller one counted off seconds, while the larger one displayed hours and minutes in a four-quadrant design. Instead of each hour getting its own position on the clockface, four groups of hour numbers were stacked and aligned to the cardinal directions. Each quadrant then featured 60 minute markings along the face's circumference. Although Franklin later claimed to have seen versions of his clock in Paris, he never published his own account of this invention. The lone description of this timepiece comes from a 1773 publication by James Ferguson, who noted that the clock "measures time exceedingly well."

## *Franklin Stove*

As far back as the late 1730s, Franklin began developing an iron fireplace intended to conserve wood and heat homes more effectively. The first iteration of what he called the "Pennsylvania Fire-Place" was built with an air box, a baffled chamber behind the fire which drew in smoke-free air from below that was heated as it rose before being expelled through vents. Additionally, a U-shaped siphon funneled smoke over the air box, under the back of the stove then up the chimney. Although Pennsylvania Deputy Governor George Thomas was impressed with the creation, Franklin's stove didn't perform as effectively as he hoped, and the inventor attempted to improve on the design for much of the rest of his life.
"Though his original design wasn't effective in removing smoke, it did require less wood and was less dangerous for residents," Carroll explains. "Most people refer to the Pennsylvania Fire-Place as the 'Franklin Stove' even though others continued to make improvements on it."