



# Chino Valley Flyers

Official Club Newsletter



May 31, 2024

Volume 27 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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## DENNIS O'CONNOR'S ELECTRIC P-51 "OLD CROW"



## Quote For this Month:

*Obstacles are the things you see when you take your eyes off your goals.*

Unknown

**Build Your Dream Machine For Our Club's Annual**

**Build & Fly Contest**

**Scheduled for**

**October 19th, 2024**

## YES, ONE CAN SKY SURF



Steve Zingali's Sky Surfer as seen at our club's cent Hamburger Fun Fly held in April.



# Bill Gilbert: CVMA President's Message



While your officers continue work behind the scenes to make our club attractive and well maintained, you may not be aware of continuing efforts in other areas. Our officers all put in prodigious amounts of time and effort to achieve a well-functioning club with minimal outside influences to impede our purely recreational flying at this fantastic field we have.

There are a plethora of concerns and risks that must be managed to ensure that our beloved club field continues to be available to us well into the future. This field that we have, through the efforts of the members that came before us over 20 years ago, is to be treasured and protected. The field in today's environment is irreplaceable. We have to treat it as such.

As you should now know, we are creating written policies to structure educational testing of aircraft at our field, to manage the risk to the club, and to minimize any disruptions to our flying. All while providing a courtesy to the local university. Hopefully this is viewed as a community service of sorts. We are also investigating increasing our standing within the AMA by

perhaps achieving Gold Leader Club status from the current Silver level that we earned. If we can increase our status, we will have even greater consideration from the AMA for any future support that may be needed. This may not be an easy or quick process, but your officers are currently investigating the requirements, and may decide to pursue the effort.

We are very fortunate to have such a cohesive set of officers, working together to move the club forward in these and other areas. It is a pleasure to work with such a team, and you the members benefit from the results.

It is almost summer time! The temperatures are warm and hopefully the winds begin to die down. We have a full calendar of club events. Most of which have been revamped for this year. I hope many of you elect to participate in these updated events. Again, your officers behind the scenes worked diligently to create updated events with updated scoring;

T-28 races are again on the calendar with the updated model from Horizon Hobbies. This should bring more participation, excitement and close

competition!

The Glider Endurance Event has been updated to a more current AMA style competition with pilots flying in all heats, and a spot-landing bonus added. It's sure to be challenging this year, with an emphasis on the pilot, not the airplane!

A Combat event has been added open to all aircraft types. We'll try and make it exciting by narrowing the combat box and aiming for the streamers. But surely some "full contact" is bound to happen!

Steve Crowe memorial Fun fly and the Build and Fly continue without any change. Look for another Flying Hamburger event as well.

I look forward to the rest of our prime flying season with so many events available to us.

See you at the field!

*BILL*



## Flight Instructors

Randy Meathrell:  
Control Line Flying

Bill Gilbert:  
Helicopters

Jeff Moser  
Gliders, Multi Rotors

*Our Club really needs good overall flight instructors so members if you have that skill please step up, we have many new members.*

## WHAT AIRCRAFT HAS THIS COCKPIT?



See Page Eight

President — *Bill Gilbert*



Vice President — *Jeff Moser*



Treasurer — *Don Crowe*



Secretary — *Bob Steffensen*



Safety Officer — *Rick Nichols*



At Large Member — *Dan Avilla*



At Large Member — *Gary Cosentino*



Newsletter Editor — *Bob Shanks*





## MARK YOUR CALENDARS

### Chino Valley Flyers Events for 2024

<b>May 18</b>	Spring Fling Fun Fly
<b>June 15</b>	T-28 Warbird Races
<b>July 20</b>	Glider Endurance Event
<b>August 17</b>	STOL Races
<b>August 31</b>	Combat Event
<b>September 21</b>	Steve Crowe Fun Fly
<b>October 19</b>	Annual Build & Fly Challenge
<b>November 16</b>	Fall Swap Meet Fun Fly
<b>December 3</b>	Annual Christmas Party



## SAFETY SHOULD ALWAYS COME FIRST

**Editor's Note:** We constantly stress our model flying safety. However, this report on 2023 Global Aviation Safety is quite interesting. [Here's a summary!](#)

**Geneva:** [The International Air Transport Association \(IATA\) released its 2023 Annual Safety Report for global aviation.](#) Aviation continues to make progress on safety with several 2023 parameters showing "best-ever" results.

There were no hull losses or fatal accidents involving passenger jet aircraft in 2023. However, there was a single fatal accident involving a turboprop aircraft, resulting in 72 fatalities. There were 37 million aircraft flights in 2023 (jet and turboprop), an increase of 17% on the previous year.

### Report Highlights

- There was only one accident for every 1.26 million flights.
- An improvement from 2022 [and the lowest rate in over a ten years.](#)
- At this level of safety, [on average a person would have to travel by air every day for 103,239 years to experience a fatal accident.](#)

- However, the single fatal accident than occurred in 2023, on a turboprop aircraft, that did result in 72 fatalities. This is a five-year improvement on average. The 2023 safety performance continues to demonstrate that flying is the safest mode of transport. Aviation places its highest priority on safety and that shows in the 2023 performance. Jet operations saw no hull losses or fatalities. 2023 also saw the lowest fatality risk and 'all accident' rate on record.

However, the single fatal turboprop accident with 72 fatalities, is a reminder that we can never take safety for granted. Two high profile accidents in the first month of 2024 shows that, even if flying is among the safest activities a person can do, there is always room to improve.

The 2023 all accident rate improved compared to 2022 for all regions with the exceptions of North America and Asia Pacific. No reporting regions worldwide experienced a jet hull loss in 2023.

[In North America the largest proportion of accidents in 2023 were related to landing gear collapses.](#)

A strong safety culture within the aviation industry is essential for continuous improvement in all aspects of all aviation operations.

It is evident that and an environment in worldwide aviation for reporting all safety incidents is timely, this reporting of all potential safety incidents and accidents is essential to be able to identify internal systemic issues and to further prevent future occurrences.

This report is from 2023, worldwide air transportation data and does not include any incidents from 2024.

The complete report can be found at:

<https://www.iata.org/en/pressroom/2024-releases/2024-02-28-01/#:~:text=The%20all%20accident%20rate%20was,accident%20for%20every%20880%2C293%20flights.>



# MEMBER'S FLYING MACHINES AS SEEN AT THE FIELD



Bill Gilbert's huge gaser.



After Dennis O'Connor flew his first very short test flight, he had to make some major trim adjustments before he

flew the P-51 again. The front page photo is after he made all the major physical adjustments, it's great flying model.



Mike Benner, at left and his bright green Big Horn high wing tail dragger.



The several photos at right show Randy Meathrell and Rick Nichols testing their foam combat machines.

They took turns launching each others planes, Randy's has Japanese roundels, Rick's is in U.S. red, white and blue decor. The combat event is scheduled for August 31.

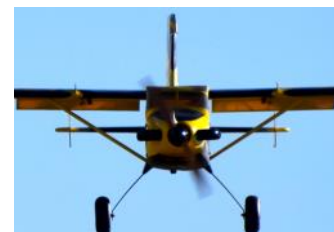
Rick Nichols launches Randy Meathrell's Zero.



At left is another of Dennis O'Connor's iconic WWII era Models the Hawker Sea Fury. The front page photo is of his very nice P-51 "Old Crow."



Dennis O'Connor's P-51 pilot above left, also notice the number of Nazi encounters "Old Crow" successfully faced in WWII.



Bill Gilbert's big gaser at left, flaps down for landing.

# Member's Models: Flight Observations At Our Flying Field.

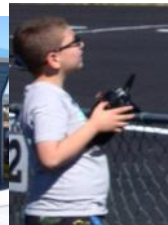


Bill Gilbert's KDE Sab Heli



The club is still in need of a good instructor. In the meantime, a young man, **Ethan Oueslati**, came out with his father, **Hassen Oueslati**, to fly RC so President **Bill Gilbert** filled in to help this youngster get a feel for flying RC using the club's old CVMA trainer pictured at left. His dad said it was OK for us to use the photos for the newsletter taken by Editor Bob.

**If you are interested being an instructor helping our new members learn to fly, please contact an officer.**



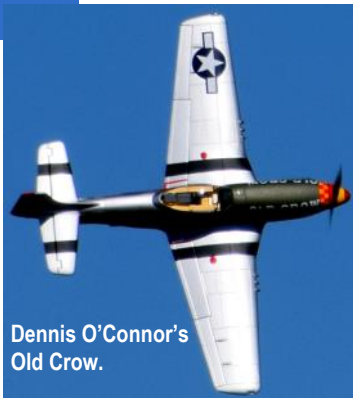
President Bill also flew Ethan's small Spitfire for him. The smaller the model the more difficult they are to fly.



Bill Gilbert's gaser.



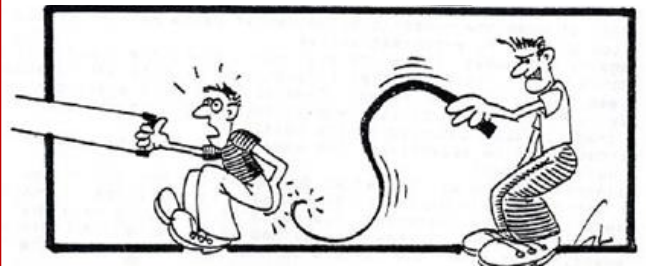
Clint Manchester's AMR Ultimate biplane.



Dennis O'Connor's Old Crow.



Control line cartoon compliments of **Randy Meathrell**



# Do Einstein's Laws & Theories Endorse Ghosts? \*

By Benjamin Radford

p31.pdf (centerforinquiry.org)

Do Einstein's Laws Endorse Ghosts? Einstein's conservation of energy law in physics states that energy is neither created nor destroyed but merely changes form or moves from one place to another. Where does the energy from our life forms go after we die?

In my years of investigating ghosts, I've occasionally encountered the idea that the laws of physics somehow support the idea of ghosts. From my basic knowledge of physics, the claim seemed absurd, but I was shocked to see how widespread it is. An October 2011 Google search turned up nearly eight million hits suggesting a link between ghosts and Einstein's conservation of energy law. Indeed, once I started looking for references to this peculiar little claim, I found them everywhere. Some version of this assertion is repeated on hundreds of ghost-hunting websites by top "experts" in the field (see, for example, Belanger 2003 and Greater Maryland Paranormal Society 2011). One book, *Hoosier Hauntings*, offers the following theory of the origin of ghosts based on "known and proven chemical and electrical principles": "The physical act of living ... generates and radiates electrochemical, or, perhaps, electromagnetic radiation [that] is very strong and takes centuries to dissipate" (MacRorie 1997). Thus, ghosts are said to be electrochemical or electromagnetic radiation remaining from the dead. John Kachuba, in his book *Ghost hunters*, writes, "Einstein proved that all the energy of the universe is constant and that it can neither be created nor destroyed."

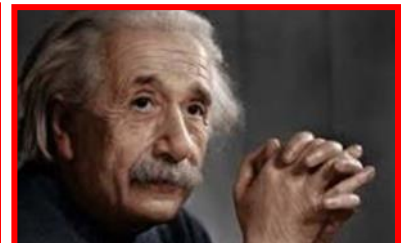
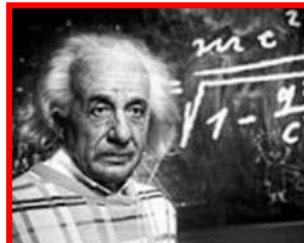
*So, what happens to that energy when we die? If it cannot be destroyed, it must then, according to Dr. Einstein, be transformed into another form of energy. What is that new energy? Could we call that new creation a ghost?" Kachuba goes on to confuse the physics-based energy that Einstein described with some sort of emotional or spiritual "energy" unknown to science: "What of the energy that composes our spirit, our spiritual essence? What happens to that?" (Kachuba 2007). The website for a ghost-hunting group called Tri County Paranormal (members claim to "employ a completely scientific approach" to ghosts) asks, "When we are alive, we have electrical energy in our bodies.*

What happens to the electricity that was in our body, causing our heart to beat and making our breathing possible? There is no easy answer to that" (Tri County Paranormal 2010). In fact, the answer is very simple: The human body's energy, after it dies, goes where all organisms' energy goes after death: into the environment. When we eat dead plants and animals, we are consuming their energy and converting it for our own use.

Food is metabolized when digested, and then chemical reactions release the energy the animal needs to live, move, reproduce, and so forth. That energy does not exist in the form of a glowing, ghostly ball of electromagnetic energy but instead in the form of heat and chemical energy. When we die, the energy stored in our bodies is released in the form of heat and transferred into the animals that eat us (i.e., wild animals if we are left unburied or worms and bacteria if we are interred) and the plants that absorb us. If we are cremated, the energy in our bodies is released in the form of heat and light.

The fuel you use to fill your gas tank is made from the stored energy of plant and animal matter that died many millennia ago; the energy moved from one form to another without generating any intermediate paranormal or ghostly entities. Humans and other organisms generate low-level electrical currents that stop being generated when the organism dies. Because the source of the energy stops, the electrical current stops—just as a light bulb turns off when you cut off its energy source. This is a perfect example of why skeptical investigation and critical thinking are needed to examine the validity of your assumptions.

The "energy" that any dead person leaves behind is not in a form that can be detected with the ever-popular ghost-hunting electromagnetic field detectors. Ghost hunters and supposed experts who repeat this claim reveal nothing about ghosts—but perhaps more about their lack of basic science knowledge.



\* [https://cdn.centerforinquiry.org/wp-content/](https://cdn.centerforinquiry.org/wp-content/uploads/sites/29/2012/03/22164308/p31.pdf)

[uploadsites/29/2012/03/22164308/p31.pdf](https://cdn.centerforinquiry.org/wp-content/uploads/sites/29/2012/03/22164308/p31.pdf) <https://bigthink.com/13-8/einstein-quantum-ghost/>  
<https://www.livescience.com/16951-einstein-physics-ghosts-proof.html>

(SKEPTICAL INQUIREE BENJAMIN RADFORD Benjamin Radford is a research fellow at the Committee for Skeptical Inquiry and author or coauthor of six books, including *Tracking the Chupacabra: The Vampire Beast in Fact, Fiction, and Folklore*).



# Stratolaunch: World's' Largest Airplane

*The plane has a wingspan of 385 feet, which is longer than a football field.*

The Stratolaunch is not only the world's biggest airplane by wingspan, but the biggest all-composite plane ever constructed (385' WS). The Stratolaunch is manufactured by US aerospace company Stratolaunch Systems. It was first rolled out in 2017. Its first test flight was in 2019. Only one unit of the Stratolaunch has been built. As a mothership aircraft, it is designed to carry air-launch-to-orbit rockets and hypersonic vehicles.



The plane is registered under the code N351SL, per Federal Aviation Administration records. During its ninth test flight on January 13, where it departed from the Mojave Air and Space Port, it reached a maximum altitude of 22,500 feet, according to a company press release.

*"Our amazing team is continuing to make progress on our test timeline," the company's CEO, Zachary Krevor, said in the release, adding that the plane is "closer than ever" to its first hypersonic flight test. (Most likely for a missile launch.)*

The Stratolaunch's staggering size dwarfs even some of the biggest widebody aircraft like the Airbus A380, which has a wingspan of around 260 feet. It measures around 239 feet in length and 50 feet in height. The plane can carry a total payload of 500,000 pounds, and is so large that it requires a runway that's at least 12,000 feet long. The Stratolaunch was developed by Microsoft cofounder Paul Allen, who wanted to create a plane that could reliably launch rockets.

The Stratolaunch is made out of a composite of two Boeing 747-400 jumbo jets. These jets, which were flown by United Airlines, were deconstructed to build the structure of the aircraft. It's made basically out of carbon fiber.

The plane is designed to launch rockets at 30,000 feet, which is just under the cruising altitude of commercial planes. It's designed to take off and land using a regular airport runway, unlike other hypersonic planes.

The US Air Force Research Laboratory had pledged to support its test flights. The Stratolaunch is powered by six Boeing 747 engines. The plane's engines are the Pratt & Whitney's PW4056, which are also used by widebody commercial planes. The plane is designed to carry up to three rockets.

Notably, the plane's fuselage is different from typical jets, which have a rounder design. Unlike most commercial planes, part of the Stratolaunch is unpressurized, with a box-like design on the bottom. The Stratolaunch was put up for sale in 2019 for \$400 million, but no official deals were made.

The plane's holding company, Vulcan, planned to sell the plane for several million dollars. Several news sources have said at Vulcan was in talks with Branson to sell the Stratolaunch. Branson apparently offered to buy Stratolaunch for \$1, of course way below the reported asking price, per CNBC. Of course, Stratolaunch and Vulcan declined to comment to CNBC on the then-prospective sale.

***Editor Note:** It's hard to understand who and why any company would want to buy and maintain such a large and expensive aircraft but the world of aviation is filled with mysterious aircraft.*



\*

<https://www.businessinsider.com/worlds-biggest-airplane-stratolaunch-roc-photos-test-flight-wingspan-2023-1#the-stratolaunch-was-put-up-for-sale-in-2019-for-400-million-but-no-official-deals-were-made-6>

## Name the Plane Cockpit: *IL-18 Russian Passenger Jetliner\**

The IL-18, a medium-range passenger jetliner, is manufactured by Ilyushin Aviation Complex, Russia, its NATO reporting name is COOT. The maiden flight of the aircraft took place on 4 July 1957 and it entered into service in 1959.

The IL-18 is one of the most popular aircraft in Russia as well as other countries worldwide. It is capable of accommodating 100 passengers. The aircraft, currently being operated from Sheremetevo Airport located in Moscow, has achieved an aircraft operational certificate.

The aircraft was developed to meet the operational requirements of Aeroflot and Air Koryo. During 1958 and 1990, it broke 25 world records. Around 125 IL-18 planes were purchased by 17 foreign air liners. The IL-18 aircraft variants“ made the aircraft one of the most popular planes in Russia.”

The IL-18I can accommodate 122 passengers and is powered by Ivchenko AI-20M turboprop engines.

An extra fuel tank fitted at the fuselage section of the IL-18D enhances the aircraft’s range. Four 3, 4,250hp Ivchenko AI-20M turboprop engines are incorporated in the variant.

The IL-18E varies from the IL-18D as the former aircraft is not fitted with an extra fuel tank. An Aeroflot aircraft version, the IL-18T was transformed into a cargo transport aircraft.

The IL-18 was developed in two models. The first model was fitted with regular propellers, however the program was deserted after performing flight tests for a year. The second model has similar features of Lockheed L-188 Electra and Bristol Britannia, and is powered by four turboprop engines. “The IL-18 accommodates five crew, including a pilot, co-pilot and flight engineer.”

The IL-18 became more popular in the Union of Soviet Socialist Republics (USSR) because of the possibility to increase the number of passenger seats and its enhanced flight range since Russia is such a large country.

The former model was developed based on the Russian B-29 aircraft. The production of the initial model was terminated in 1965 as the aircraft then looked more like a bomber. The production of the original IL-18 started in 1957. The development of various variants based on the IL-18 was made later and widely exported.

The aircraft features two glass windows, blisters and three downward open windows for optical devices. Four hardpoints are mounted on the wings of the aircraft for deploying PMS sensors. Other systems incorporated in the aircraft encompass inlets for air sampling, and an on board system for a ground power supply.

The maximum and cruise speed of the aircraft is 419 mph and 390 mph respectively. It has a maximum range of over 4,000 miles and a normal range of 2,700 miles. The altitude range of the IL-18 varies between 4,000 to 6,000 miles AGL while its maximum service ceiling is 32,000 feet.

Due to its very durable construction the aircraft was widely exported, many variants have reported achieving over 45,000 flight hours and is still currently used by both by civilian and military in several countries.



\* <https://www.aerospace-technology.com/projects/il18-aircraft/>



# Club Spring Fling Fun Fly & Swap Meet May 18th



A large number of members came with lots to sell or swap with some flying even though the wind was quite variable. A big thank you to Mark and Jane Lipp for being the club pan cake flippers.



Lee Boekhout's Blue Stick.



Dave Bates Tundra. With flaps down and coming into the wind it almost hovers.



Don Crowe's Kaos



Roger Calvert's Glider



"Security would like to meet with you. Our sensors keep mistaking your cologne for some type of poison gas."



Randy Meathrell's combat wing.

## May 2024: Regular Club Meeting Held at the Flying Field

The General Membership meeting, on **Saturday May 25, 2024**, opened at the flying field about 9:00am with the Pledge of Allegiance (the flag was fully extended by the "breeze"). Club membership is now 147 paid members. There were 34 members, by head count and 30 signed in for today's meeting. New member **Jack Chadwick** joined us for the first time today. Welcome Jack!

Minutes for the March virtual update and the April 2024 meeting were unanimously approved by members.

### President's Agenda

Treasurer **Don Crowe** presented his monthly report. The Treasurer's report was unanimously approved by members.

**Maintenance:** Re-sealing and re-stripping of the runway has been completed and looks great. Please do restack and tie down the chairs so they do not get broken...we spend \$300-\$500 per year to replace broken chairs that are damaged by the wind.

**June 8 is a scheduled work day to repair the fence at the border of the field along the road.** Please be sure to come and help out to clear brush, set posts and restring the fence wire. We will begin work at 8am.

### Events

The recent Fun Fly and Swap meet was not well attended...another is schedule for November. The T-28 Warbird Pylon racing

is the next event on June 15th. The new T-28 is available at Horizon Hobbies for \$199 plus tax. About 10 volunteers will be need to stage this event. Pilot participation and volunteers...sign up with **EM Randy Meathrell** or **Mark Lipp**. July 20<sup>th</sup> is the Glider Endurance Event. The STOL competition is August 17<sup>th</sup>. The Combat event is August 31<sup>st</sup>...get your combat aircraft ready. Get your airplane construction in gear for the Oct 19<sup>th</sup> Build and Fly. The next Fun Fly and Swap will be November 16<sup>th</sup>. Our annual Christmas get together will be December 3rd.

### Policy Proposal

President Bill provided an overview on the proposed policy for experimental aircraft "flight tests" at our field. There are two categories covered by the proposal: 1. The annual class project and 2. Individual student designs outside of class. There was considerable discussion and questions by members. Bill said he would send out the proposal to members today for additional information and comments.

### House Keeping

The Chino Valley Police like us and welcome us back when the cold weather sets in. Do come to the meetings and participate in your club business. We need instructors for basic flight training. If you would like to instruct and have the skills to

do so...please let one of the Club officers know you are interested.

### Safety Report

Safety Officer **Rick Nichols** said he has observed members arming their aircraft in the cabana...this is dangerous...arm only in the pits... and **remember battery switches are not a safe way to "arm" in the cabana.**

### Member Input

**Gary Cosentino** asked members who use glow fuel to contact him if you are interested in bulk buys to save a few dollars per gallon.

We broke about 9:40 for cookies provided **John Meyers**. Thanks John!

### Show & Tell: Planes and Projects

**Don Ferguson** showed us his foam Assassin combat wing and **Jack Potter** brought in his pizza box cardboard combat wing.

### Door Prize and Raffle

**Bob DeNoyelles** won the door prize consisting of the proverbial glue and a transmitter strap. **Don Crowe** had the winning ticket for the nice OMP Challenger 49 raffle.

A motion to adjourn the meeting was offered and unanimously approved about 9:57am.

Respectfully,  
**Bob Steffensen** Club Secretary



**Don Ferguson's** combat wing.



**Jack Potter's** Pizza box cardboard combat wing.



### Door Prize & Raffle Winners



**Door Prize Winner**  
**Bob DeNoyelles**



**Raffle Prize Winner**  
**Don Crowe**