Chino Valley Flyers

Club Newsletter

November 30, 2024 Volume 27 Issue 11 www. chinovalleyflyers.org

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

Inside This Issue

Quote For this Month:

"Life is one fool thing after another, whereas love is two fool things after each other."

Oscar Wilde

Annual Club Christmas Party

December 3, 2024

Chino Valley Flyers November Swap Meet

Photo by *Al Weikart*

MEMBER IAN COONY'S STINGRAY 120 FROM BALSA USA

President's Column

By Brian Sutton

As I'm writing this, the family is 'gathering for Thanksgiving. A time to think about all of the wonderful things that we should be thankful for.

I am especially thankful for being a member of a great community of model aircraft enthusiasts. I appreciate the support and trust that you have shown me in the last two months.

We should all be grateful for all of the great aspects of our hobby and club. We can be proud that you all have assembled one of the best clubs in the west (not my words, but from several visitors to our events).

As we approach the new year, let's continue to work together to build on the accomplishments of the past, focus on having fun and comradeship, in a safe, stimulating, and supportive environment.

Happy Thanksgiving, Merry Christmas, and a joyful New Year!

Brian

Flight Instructors

Randy Meathrell:
Control Line Flying

Bill Gilbert:
Helicopters

Jeff Moser:
Gliders, Multi Rotors

General Flight Instructors

Al Marello

Steve Shephard

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

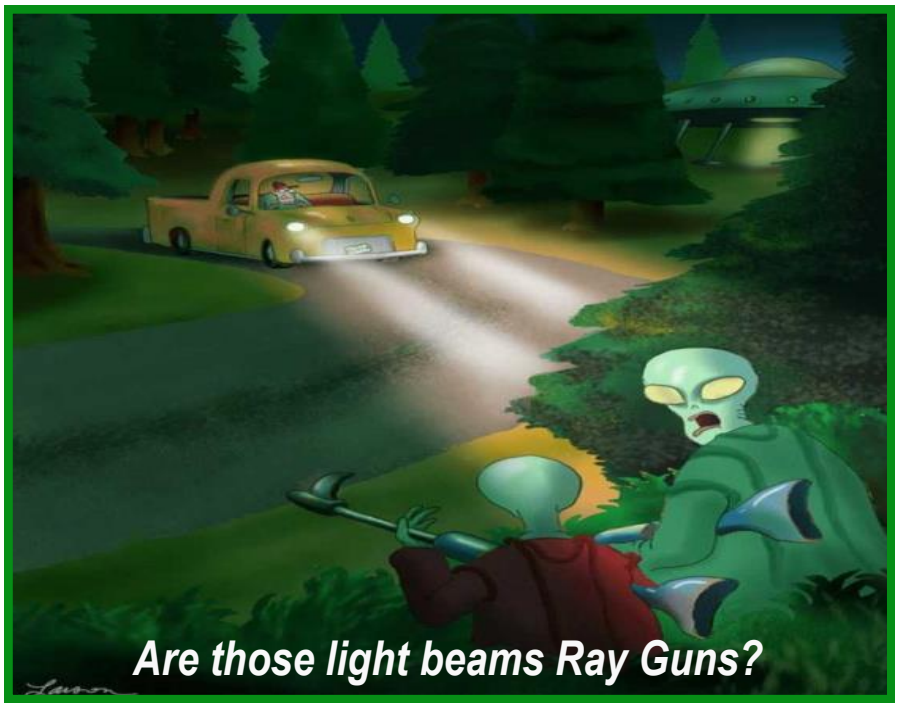
At Large Member— Lee Boekhout

At Large Member— Jeff Moser

Newsletter Editor — *Bob Shanks*

WHAT WWII FIGHTER'S COCKPIT IS THIS?

See Page Eight



MARK YOUR CALENDARS

Chino Valley Flyers Events for 2024

December 3 Annual Christmas Party

SAFETY SHOULD ALWAYS COME FIRST

RICK NICHOLS SAFETY OFFICER

This has been an eventful year for me. Earlier this year, due to health issues relating to my heart I resigned as Safety Officer. A Safety Officer was appointed to replace me, and he re-signed from the position after about 2 weeks so I once again became the Safety Officer. That lasted for several months. At our elections in October another member was appointed as Safety Officer. That lasted exactly one month, and he turned in his resignation at our November membership meeting.

You guessed it, I stepped up once again and am proudly serving as your Safety Officer.

Yes, you will have the same ornery guy gently yelling at you. The heart problems still exist, and I will be having an Aortic Valve replacement surgery on December 5 and will be on the (don't lift anything over 5 pounds and don't do anything strenuous for a couple weeks. Also, no driving for a week).

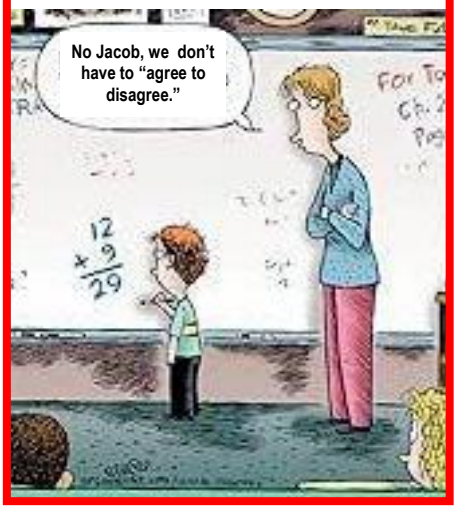
You can all help me by being my eyes and ears for a bit. The really important things to watch out for is members arming their airplanes in the pits. We have new members that are not aware of our safety observances and need to be coached a bit. Also, our do not fly RED ZONES. They need to be aware of these. Point out the gun range protocol, also our current 400-foot altitude restriction. Please be understanding and gentle in pointing out any infractions.

2024 has been a very safe year for our club due to our pilots being observant of our safety protocols and etiquette among ourselves. I would like to compliment our new Club President, Brian Sutton on accepting the position this year. If you were not at the General Meeting on November 20 Brian did a fine job of running the meeting. He took a minute to express the importance of Safety at the field also.

I am wishing all of you a very Merry Christmas and a Happy New Year. Hope all of you had a wonderful Thanksgiving! Be Safe!

Rick

This does not work in safety…



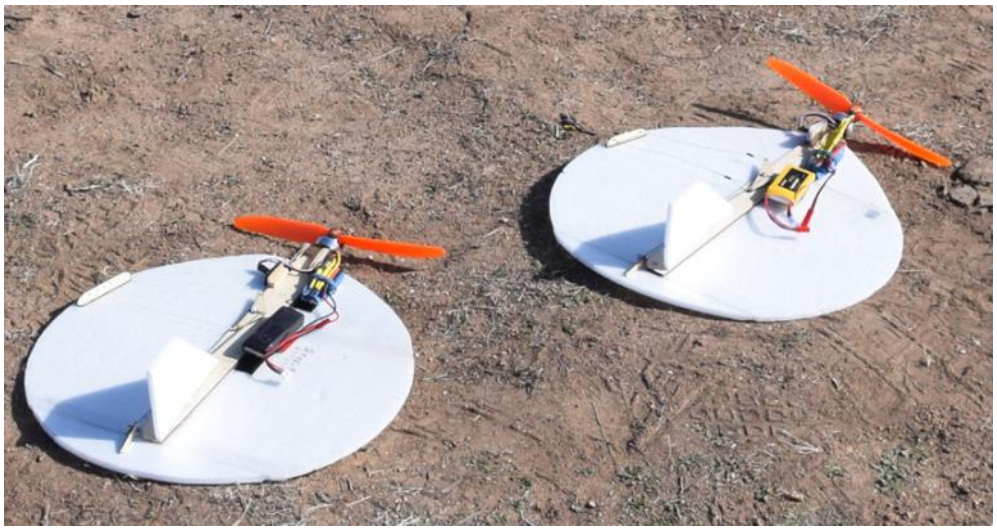
PLATTER SPLATTER

BY RANDY MEATHRELL

I started flying model airplanes at 13 years of age and my first model was a Cox .049 powered PT-19 Control Line trainer. I have been modeling ever since. I have recently decided to try Control Line (C/L) flying again after MANY years. My C/L trainer of choice has been the Osbourn Platter. The Platter is a simple .049 size flying disc that is made from foam and paint stir sticks. They can be made for either electric or Nitro power.

Member *Steve Zingali* has foam cutter and has perfected cutting foam Platters and at $15 each they are expendable. They need to be for my attempts at flying in circles. Getting dizzy is not my problem, but my slow feet have caused many an unintentional crash. I am slowly perfecting loops, inverted flight, and figure 8s.

I would like to invite any club member to come out to the club C/L circle and try a short Platter flight. I can set the electric timer for 30 seconds for your first flight. Don't worry about crashing, a new platter is always available. Come out to the field and try something new yet OLD.



Yes the Platter is a great RC flyer as well. This is *Steve Zingali's* RC version so why not build both of them? Call *Steve Zingali* for the kits.

Flying Activity Observed at the Field

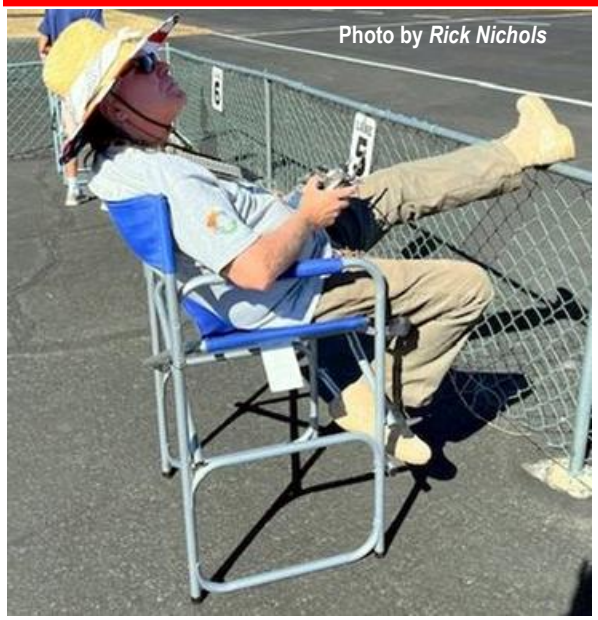


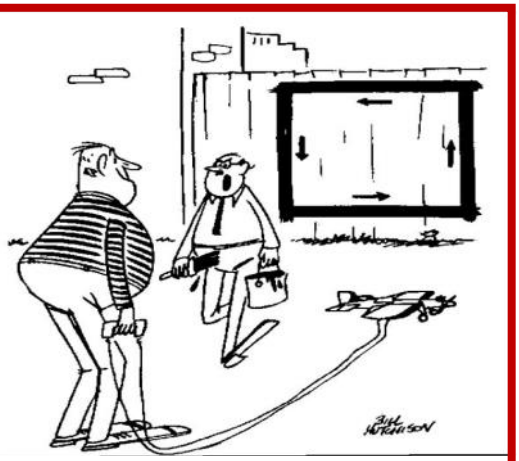
Photo by *Rick Nichols*

Jerry Calvert relaxing as he flies his glider.

Al Weikart's Navy PT-17

Photo by *Bob Vaught*

Jack Potter at left gets his big "Pilot" ready for take off.



"Now let's see you make a square loop!"

Swap Meet & Pancake Breakfast Held November 16th at the Field

The Club's Fall Swap meet always has a great attendance of members. As in the pas we had a pancake breakfast hosted and expertly done by Mark Lipp and his wife Jane pictured at right. We really appreciate Mark and Jane, they have stepped up and helped at a number of events held at our field.

In this issue we also want to pass on our thanks to ***Al Weikart*** and ***Bob Vaught*** for taking photos for the newsletter and specifically for this page.


Photo by Al Weikart

MEMBER FLYING PHOTOS TAKEN BY *BOB VAUGHT*

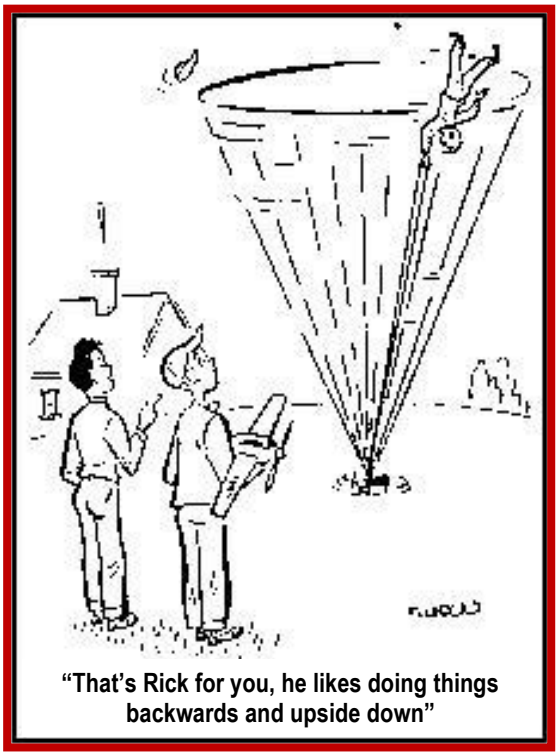
Jack Kalota and his Decathlon

Rick Nichols flying his Seniorita.

Shel Leibach's **F-86 EDF model of the vintage F-86 Air Force aerobatic Skyblazers in a fly-by at right and landing above, This is a great flying RC model. A BIG THANKS to *Bob Vaught* taking some field flying activity for the newsletter.**

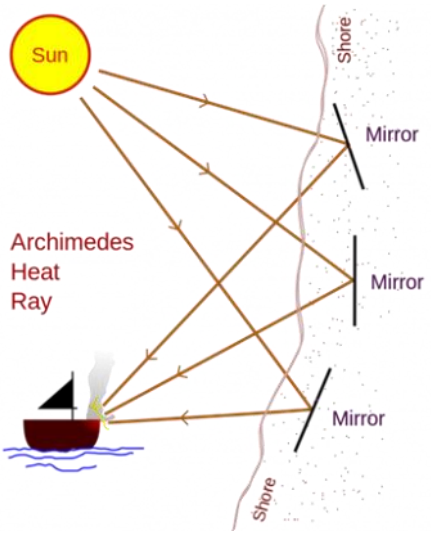
The Ultrix is a delta wing radio control (RC) airplane made by E-flite for sport flying and basic aerobatics.

.Member *Will Ryan's* Ultrix landing.



"That's Rick for you, he likes doing things backwards and upside down"

Did Archimedes Death Ray Work? *



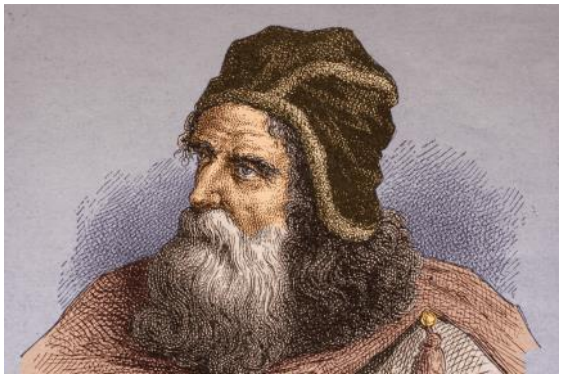
Archimedes also focused his skills on invention. Among the many devices he crafted were war machines. Syracuse, his hometown on the island of Sicily in the Mediterranean, was constantly under threat of attack by the Romans. When sixty Roman ships under the command of Marcus Claudius Marcellus laid siege to the city in 214 BC, Archimedes reportedly deployed innovative catapults, a giant "claw" affixed to the ramparts to grab ships and capsize them, and a "heat ray," which modern writers have stylistically redubbed a "death ray".

Engineers generally recognize that Archimedes' catapults and his claw genuinely existed, but they are less sure about his "heat ray". Ancient writers centuries removed from the actual events of the siege describe giant mirrors which would reflect and focus sunlight onto the Roman ships, eventually setting them ablaze. This sort of "death ray" works with a magnifying glass and paper, but could Archimedes have wielded it on a far grander scale?

Scientists have conducted numerous experiments to test this ancient weapon. In the 1970s, a Greek scientist, Dr. Ioannis Sakkas, lined up nearly 60 Greek sailors holding mirrors and had them redirect sunlight onto a focal point on a wooden ship 160 feet away. The ship reportedly caught fire in short order, leading Sakkas to hail Archimedes' military genius. Thirty years later, MIT scientists used 127 mirrors to successfully ignite a mock-up of a Roman ship on the university's campus. Things were looking auspicious for Archimedes!

However, in 2010, MIT engineers teamed up with the TV Show *Mythbusters* to test the legend in a real world setting. Three hundred bronze mirrors were set up along San Francisco harbor and aimed at a replica of a Roman warship about 150 feet away. The wooden hull smoked and smoldered, but there was no flame. They tried again from 75 feet away. A small fire erupted, but quickly burned itself out. The experimenters declared Archimedes' heat ray to be possible but impractical. Would a moving ship be set ablaze? Likely not. But could reflected light from mirrors annoy the heck out of crews? Probably.

Sadly, the heat ray (if it existed) did not save Archimedes. Roman soldiers eventually breached Syracuse's walls and – despite orders from Marcus Claudius Marcellus that Archimedes not be harmed – one of the invaders killed him during the sacking of the city.



* https://www.realclearscience.com/blog/2021/10/28/did_archimedes_death_ray_actually_work_799152.html

Name the Plane Answer: Supermarine Spitfire

https://www.spitfireassociation.com/spitfiredevelopment.php

There were 24 different variations of the Supermarine Spitfire. More Spitfire Mk Vs were built than any other British WWII fighter, over 6,487 were built for World War Two.

Sadly, during WWII a total of 1,549 Spitfires were lost by the Royal Air Force (RAF) and other Allied forces. These losses mainly occurred through combat engagements, accidents, enemy action, and operational incidents.

The ingenious design of the Spitfire is down to the vision and engineering prowess of one man; Reginald Joseph Mitchell. This is where the history of the Spitfire begins, with R.J. Mitchell's vision. Mitchell was a brilliant British aircraft designer, who had designed a series of I impressive floatplanes in the 1920s to compete for the prestigious and highly coveted Schneider Trophy. One of these floatplanes designed by Mitchell, dubbed the S.6, actually set a world speed record of 357 miles per hour in 1929, so his talents and skills as an aviation engineer were in no doubt.

In the 1930s, Mitchell envisioned an advanced fighter plane that could counter the increasing threat of Nazi Germany. His vision resulted in the creation of the Supermarine Type 300, the prototype that would eventually become the Spitfire.

The Spitfire's design was groundbreaking for its time. The Hurricane Hawker was also an excellent design but the Spitfire was much more innovative and radical in its design. Key features included a sleek, elliptical wing with an extremely thin airfoil that allowed for exceptional maneuverability and speed, especially in high altitudes. Its all-metal, stressed-skin aluminum structure and retractable landing gear were cutting-edge technologies that set it apart from its contemporaries.

The Rolls-Royce Merlin engine, a powerful 12-cylinder inline engine with a capacity ranging from 950 to 1,650 horsepower, depending on the specific variant, was selected to power the Spitfire. This choice proved to be pivotal in the aircraft's success, as the Merlin engine provided the speed and performance required for aerial combat.

The Merlin-powered Spitfires, especially the Mk I and Mk II variants, played a pivotal role in the Battle of Britain due to this excellent performance. The engine's reliability and power allowed the Spitfire to reach the full potential of its iconic elliptical wing design, which contributed to its exceptional maneuverability and speed.

The Rolls-Royce Griffon was another significant engine used in later variants of the Spitfire. This 12-cylinder, liquid-cooled engine featured a larger displacement than the Merlin, ranging from 1,990 to 2,350 horsepower. The Griffon-powered Spitfires, such as the Mk XIV, offered improved high-altitude performance and speed. The Griffon engine's increased power necessitated changes to the Spitfire's airframe, including a broader cowling to accommodate the larger engine. However, the Rolls-Royce Merlin engine is probably still the most famous engine associated with the Spitfire.

After the war, many surviving Spitfires continued to serve in various capacities, including with the RAF and other air forces. However, as military technologies advanced and jet-powered aircraft became more prevalent, the Spitfire's role as a frontline fighter diminished.

There's quite a large amount of information on the Spitfire online for more modeling ideas. Here's one interesting source: https://www.spitfires.com/post/the-history-of-the-spitfire.

HOW DOES A GALILEO THERMOMETER WORK?

https://science.howstuffworks.com/how-does-a-galileo-therm

Galileo thermometers work on the principle of buoyancy, which determines whether objects float or sink. As the temperature changes, the glass balls will either sink to the bottom (temperature rises) or float to the top (temperature falls). Some Galileo thermometers have tags so the temperature can be read and are just approximations of a room's temperature.

Based on a thermoscope invented by Galileo Galilei in the early 1600s, This is a simple, fairly accurate thermometer, today it is mostly used as a decoration. The Galileo thermometer consists of a sealed glass tube that is filled with water and several floating bubbles. The bubbles are glass spheres filled with a colored liquid mixture. This liquid mixture may contain alcohol, or it might simply be water with food coloring.

The little bubbles are all hand-blown glass, they aren't exactly the same size and shape. The bubbles are calibrated by adding a certain amount of fluid to them so that they have the exact same density. There are a variety of Galileo types of thermometers, so they many not all look like the one at right. However, basically the bubbles are calibrated as follows:

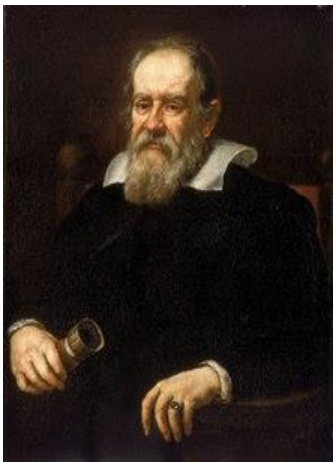
- *A blue bubble that represents 60 degrees*
- *A yellow bubble that represents 65 degrees*
- *A green bubble that represents 70 degrees*
- *A purple bubble that represents 75 degrees*
- *A red bubble represents 80 degrees*

The basic idea is that as the temperature of the air outside the thermometer changes, so does the temperature of the water surrounding the bubbles. As the temperature of the water changes, it either expands or contracts, thereby changing its density. So, at any given density, some of the bubbles will float and others will sink. The bubble that sinks the most indicates the approximate current temperature.

So, at any given density, some of the bubbles will float and others will sink. ***The bubble that sinks the most indicates the approximate current temperature***.

Again it must be emphasized that this thermometer is better for approximations since it uses buoyant forces for its calculations and should not be taken as accurate. One should also remember it does not approach the accuracy of modern digital thermometers.

The Galileo thermometer is a great artifact to begin a discussion about history and some of the amazing inventions that emanated from his mind including the thermoscope *(a thermoscope merely show changes in temperature, a thermometer measures temperature exactly in numbers)* that he invented in the early 1600s.



From the seventeenth century onward, Galileo has been seen by many as the "hero" of modern science. His amazing discoveries include the fact he was the first to report telescopic observations of the mountains on the moon, the moons of Jupiter, the phases of Venus, and the rings of Saturn.

Galileo was the first scientist of his era to see the Milky Way Galaxy in 1610 as individual stars through the telescope. In his time he was met with a lot of opposition from the Catholic Church of that era. However, despite all of the political and religious obstacles from his era, he is considered to be a critical founder of modern scientific thought. He proposed the theory of tides in 1616 and comets in 1619 arguing that this was evidence of our earth's motion in space.

November General Membership Club Meeting

The monthly General Meeting opened at the Chino Valley PD Conference Room, at 7pm, on Wednesday, November 20, 2024, with the Pledge of Allegiance. About 34 members were in attendance tonight. There were no new members or guests present.

President's Agenda

New President *Brian Sutton* introduced himself and his governing policies to the members before proceeding with the evenings agenda. Summary: Safety and fun are the priorities.

Minutes for the October meeting were unanimously approved by the members after corrections recommended by *Rick Nichols.*

Treasurer *Don Crowe* presented his monthly report. Club membership is now 157 paid members. Members agreed and recommended that the CD due in December be rolled over. The Treasurer's report was unanimously approved by the members present.

Events

Secretary *Bob Steffensen* briefed our annual Christmas get together, that is Tuesday December 3rd, at the Centennial Center. So far, we have only 31 members and guests attending. There are only a few days left to get your reservations in. We would love to have you all join us for an early Christmas dinner.

Member Input

Randy Meathrell thanked former member Greg Flowers for the 42 tons of gravel donated for road improvements. Don Crowe is reviewing options for a weather station, taking advantage of the CVPD gun range WIFI. The weather station will be able to be accessed by members checking the weather before heading to the field. Members approved a purchase of a WX station not to exceed $700.

We broke about 7:25pm for cookies provided by Rick Nichols and coffee by Jeff Moser. Thanks Rick and Jeff!

Show & Tell: Planes and Projects

Brian Sutton displayed a bag of parts for the glider he is building. Don Crowe showed pieces of the "EinSticker" he is building. Both potential candidates for the annual Build & Fly next October.

Door Prize and Raffle

Jerry Landrum won the door prize consisting of a neck strap and of course the glue.
Bob Steffensen won $33 in the 50/50 raffle for tonight's raffle.

A motion to adjourn the meeting was offered and unanimously approved by members about 7:42pm.

Respectfully,
Bob Steffensen Club Secretary

Brian Sutton at right with his miscellaneous bag of parts for his glider that's in process.

At left is *Don Crowe* with a small part from his "EinSticker" kit he is building, a plane from CAD drawings he found on a German website. It's a cross between an Ugly Stick and a WWI Eindecker. The actual name of the plane is "Big Jim 3.5" but Don named it "EinSticker". Should be interesting to watch this one take to the sky.

Door Prize & Raffle Winners

Door Prize Winner

Jerry Landrum

Raffle Prize Winner

Bob Steffensen

Left is *Jerry Landrum* with his door prize of the proverbial glue of course, and neck strap for a radio.

Right is *Bob Steffensen* fanning out his raffle prize cash he won.