



# Chino Valley Flyers



## January Club Newsletter

January 31, 2025

Volume 28 Issue 1

www.chinovalleyflyers.org

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

### Inside This Issue

President's Column	2
Name the Plane	2
Safety Column	3
Field Flying Action	4 & 5
Sopwith Camel Story	6 & 7
Name the Plane Answer	8
Is Our RC Hobby Dying?	9
January Club Meeting	10

## Weather Vane Station Up and Running



Photos by Jeff Moser

Members, you can check out the club website to get the latest weather information at the field or put it on your cell phone, by downloading the ["Davis Weather Link"](#) application. Use it as needed before venturing out to the flying field.

### Quote For this Month:

*"Be silent, if you choose; but when it is necessary, speak – and speak in such a way that people will remember it."*

Wolfgang Amadeus Mozart

### Lose Something?



We have a "Lost and Found" area in the main hanger so if you left something at the field check that box in the main hanger.

## Harold Ellis' Shoulder Wing Open Cockpit Is a Glow Powered Creation & Flies Well





# President's Column

By Brian Sutton



Happy New Year, and it's time to start planning for the upcoming flying season. Now is the time to be working on those build projects. I know that for me, building is a big part of the joy in flying model airplanes, I always get a surge of joy, (or trauma) when a project that I built flies for the first time. Currently, I'm building an Old School Models "Raider" which is based on the famous "Das Ugly Stik" by Phil Kraft.

January is always a challenge to fly in, as I've discovered, it is tough to accurately fly when your fingers are numb, and gloves are not the answer. Which brings to mind, when you are by yourself at the field, it's awfully tempting to forget the crash cart or other safety protocols. It is important to remember though, the grass on the field is extremely dry, so always have the crash cart ready to go even if you are doing just a few flights by yourself.

I have been able to get in a couple of good days flying, trying to learn new skills, I have learned for instance to not pull "up" when my

new EDF is inverted. The replacement parts should be arriving soon.

Speaking of learning new things, my wife, Susan, has talked me into participating in the OLLI program at Yavapai College. This is a great way for us retirees to keep our brains functioning. For more information, check out:

[OLLI-Yavapai College](#)

Thanks for supporting the club! See you at the field.

Brian



AMA logo, 1940-1949, color version.

## 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 AIRCRAFT COCKPIT IS THIS?



See Page Eight



## MARK YOUR CALENDARS

### Chino Valley Flyers Events for 2025

- ➡ May 17... "Hamburger" Fun Fly
- ➡ June 14... Pylon Races
- ➡ July 12... Glider Endurance Contest
- ➡ IMAC August 15-17 (May Not be here.)
- ➡ August 23... Combat Event
- ➡ September 20... Steve Crow Event
- ➡ October 4... Ringmaster Control Line
- ➡ October 18... Build and Fly Contest
- ➡ November 15... Pancake Breakfast/Swap Meet



## SAFETY SHOULD ALWAYS COME FIRST

By Rick Nichols Chino Valley Flyers Safety Officer

### Will Do and Will Not Dos for 2025

I will get the Safety Vehicle from the Hangar and position it on the flight line if I am among the first at the field

I will not arm my electric airplane nor fuel my glow or gas airplane in the cabana.

I will not taxi my airplane in the pit area. The "NO TAXI" signs means "NO TAXI."

I will call out all my flight intentions in a manner that can be heard by all pilots on the flight line. Examples are:

Taking Off, Landing, Crossing the Runway, Clear of the Runway, Dead Stick, On the Runway, etc.

I will take all my trash and broken airplane parts home with me. We have no trash cans at the field for general use. If you Pack it in, Pack it out!

I will not use the airplane stands on the flight line tables as a trash can. I will make new pilots welcome to the field and be of assistance to them with their questions. We were all new at one time.

Common courtesy and Horse Sense are the name of the game at our field. This Organization is here for all to enjoy and have flying fun.

Following our basic rules of etiquette and the rules set by the A.M.A. and common Safety Rules and regulations will make this an enjoyable sport and hobby for each of us.

Upon leaving the field if you are the last to leave ensure that the Safety Vehicle (motorized cart) is locked in the hangar and that you have closed and locked the main gate lock, spun the combination and

tested the lock to insure it is locked tight.

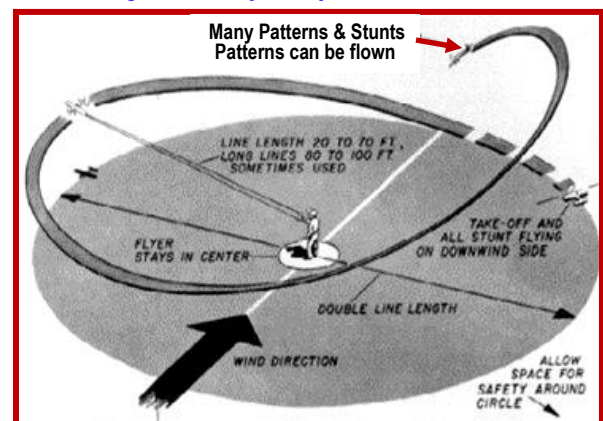
Finally, Do not allow your fingers or body parts to enter the circular path of a moving propeller.

*Rick*

### Editors Note:

If you are a new member or, like your editor and many others, have not been able to get out and fly for a long time, whatever the reasons are, take a few minutes and refresh your memory and read our rules before you fly they are posted at the field. Let's continue our very good overall safety record into 2025. Fly safe members!

Remember, control line flying needs a good healthy safety attitude as well ...





# A REVIEW OF SOME OUTSTANDING 2024 MEMBER MODELS



Brian Sutton's United Airlines C-18 March issue.



Space X Falcon Nine Starlink Launch in April as photographed from Williamson Valley.



Steve Zingali's Sky Surfer May Issue.



Bob Vaught's Blade Helo June issue.



Bill Gilbert's 70cc gaser July issue.



Control Line Combat August Issue.



Combat event September Issue.



Mike Lacasse's Tiger Moth September issue.



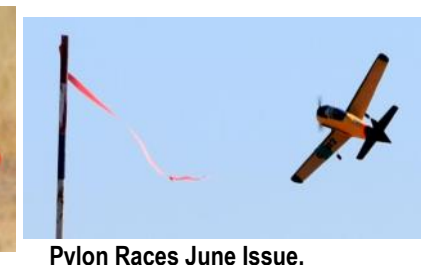
Ringmaster Fly-a-Thon October issue



Steve Zingali's Platter (Alien Saucer?) November.



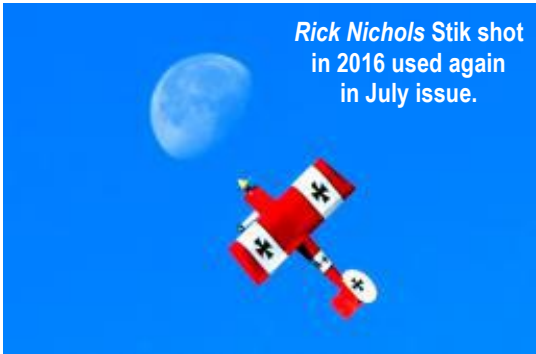
Shel Leibach's EDF F-100 Thunderbird December issue.



Pylon Races June Issue.



Glider Endurance Event October issue.



Rick Nichols Stik shot in 2016 used again in July issue.



Dennis O'Connor's electric P-51D May issue.



## Alto cumulus Clouds are Strange Natural Occurrences \* They Look Like Alien Flying Saucers!

The scientific name of these clouds: Alto cumulus Standing Lenticularis clouds (ACSL). While they have a science fiction look they are associated with waves in the atmosphere that emerge when stable, fast moving air is forced up and over barriers in the atmosphere due to the perpendicular air flow in the higher altitude winds. These clouds appear and disappear relatively quickly due to temperature variations in the atmosphere.

They are most often seen in the winter or spring when winds aloft are typically the strongest. **When aircraft encounter a mountain wave, severe turbulence is often the result.** The most telling clue that a mountain wave exists is the presence of ACSL clouds. But when the air is too dry to support cloud development, some pilots and others may be unaware that a mountain wave and potentially severe turbulence exists. If the temperature at the crest of the wave drops to the dew point, moisture in the air may condense to form lenticular clouds. As a result, as the moist air moves back down into the trough of the wave, the cloud may evaporate back into vapor. So, lenticular clouds can appear and disappear relatively quickly and are not clouds pilots like to fly through due to often serve turbulence.



Saucer-like Cloud Over a Volcano

Here's some cool photos captured of these clouds:



ACSL cloud over Dublin, Ireland



British Columbia Canada



Weed, California



Truchas, New Mexico



Sangre-de-Cristo, New Mexico

\* <https://earthsky.org/earth/best-photos-beautiful-lenticular-clouds-around-the-world/>  
By Deborah Byrd Editor & Chief of Earthsky.org

## THE OLD AIRPLANE RADIO NEEDS TO BE REPAIRED

*A Short story by Bob Shanks*

It was just another day in Victor's workshop. His task today is to take out an old aircraft radio used for communication in an old long ago restored WWI Sopwith Camel. Someone, years ago, had installed the radio in the old Sopwith WWI airplane hangered at the old airport. The old vintage WWI airplane was going to be put on display at the airport but now the owner wanted to get it ready to fly again, so he needed the radio to function properly. The British Sopwith Camel shot down more enemy aircraft than any other Allied World War I fighter according to various Internet research. The Sopwith Camel is famous because it had such unmatched maneuverability, however, although the camel was difficult to defeat in a WWI dogfight. Tricky handling characteristics, however, made the Camel a dangerous aircraft to fly. The fighter had 90% of its weight in the front half of the plane, giving it a very unnatural feeling when flying it due to its unusual nose heavy flying characteristics. However, the Sopwith Camel was a superlative fighter aircraft of WWI and is reported to have shot down over 1200 enemy aircraft, more than any other Allied fighter of that war. Over 5000 were built between 1916 and 1920. The Sopwith camel had a number of engine variants. Many of the engines did not have throttles and were at "full throttle" with the ignition on. The only way to "throttle back" was while the ignition was on, the pilot could only "throttled back" with a selector switch which cut the ignition to some of the cylinders to reduce power for taxing and landing.



Victor had heard there were strange stories about this plane. The old vintage WWI airplane was stuck in a far little used storage corner of the old hanger and no one wanted to work around it or even be too close to it. Strange voices had been heard coming out of the cockpit. At night, there supposedly was a weird glow coming out of the plane, so no one ever wanted to work at night in the hanger.

Victor didn't give those stories much credence and besides that he didn't believe in ghosts and hauntings. However, that was about to change. He positioned the radio in the center of his work bench, poured a cup of tea and laid out his tools ready to tackle why this old tube operated radio that had been converted to solid state and computerized but didn't work. One problem was it was missing the electrical cord so he couldn't plug it in to his work bench aircraft battery power source. He cut a length of wire and attached a plug so he could get some battery power to it. As he opened the back of the old dusty radio case, to wire up the power cord, out fell an old yellowed and crumpled scribbled note: *"Forgive me for being so angry at your disappearance," the note went on to say, "I still think there's been some mistake, and I keep waiting for God to fix it ... Forgive me for not knowing how to protect you from death."* What a strange note to be found in an old aircraft radio. The note sounded like a cry for help but not found in the circuits of the radio broadcasted, but only in this old crumbled yellowed note. It was as if whoever placed this note within the radio case was hoping somehow the message would get out to whoever owned the airplane at the time. It seemed like an anguished cry of terror and helplessness. This cryptic message posed many questions for Victor as he worked on the old circuit board.



*Continued on next page.*

## THE OLD AIRPLANE RADIO NEEDS TO BE REPAIRED (CONTINUED)

As he got the radio to start warming up and appeared to be getting power, the little workbench speaker suddenly came to life with crackling noises and sounded like distant voices amid the sounds of gunfire. A voice suddenly came on and whoever was flying the airplane amid the engine and wind noise was asking loudly and in a panicking voice saying, "I need a heading to get back to base"! Judging from the sound of the voice it seemed the individual was lost.

Victor was visibly a bit shaken as he dashed into the center of the hanger looking for the old man mechanic, Sean, who knew everything there was to know, it seemed, about WWI airplanes. He wanted someone to verify what he was hearing and besides that, Sean was also the mechanic who was working on the old airplanes 130 horse power Clerget rotary engine trying to get it running again. "Hey Sean", Victor shouted out across the hanger floor, "I need you to see this." Sean slowly limped over; the old mechanic had been wounded in WWI in one of his legs and it healed badly causing him a slight limp. Victor said, "I'm confused about this old radio that's in the Sopwith Camel." Sean said he would be of no help; all he did was work on engines, but Victor insisted. As Sean entered the electronics shop, he could also hear the strange crackling noises and voices coming from the old radio.

All he could say was "Where are all those voices coming from Victor?" Victor simple said, "I don't know Sean, it's as if the old Sopwith is flying and this is what we are hearing coming from my little workbench speaker." As you know Sean, Victor said, "These planes didn't have radios during WWI so what are we hearing?" Both seemed stumped and amazed at what they had heard coming from the little old aircraft radio. **As suddenly as the radio came to life, it stopped and fell silent.** However, it was now repaired and a functioning aircraft radio but the mystery continues.

A wealthy investor was visiting London and heard of the Sopwith Camel restoration project taking place in northern England. As soon as the airplane was in flyable condition this unidentified individual purchased it for a rather undisclosed outrageous sum of money. No one is sure where the airplane is today. However, there is one known Sopwith Camel still in flying condition. According to the Internet, the only airworthy Camel is registered as ZK-SDL and is owned by The Vintage Aviator Ltd in New Zealand. The Sopwith was disassembled and shipped there in 1930 and is supposedly still in flying condition today. Could this be the aircraft of this story? There is one Sopwith Camel replica on display at the National Museum of the United States Air Force located at Wright Patterson AFB, OH as pictured on page six.



*Various photos and images on the Internet about the Sopwith Camel.*



# Name the Plane Answer: B-52H Stratofortress

<https://www.af.mil/About-Us/Fact-Sheets/Display/Article/104465/b-52h-stratofortress/>

For more than 60 years, B-52s have been the backbone of the strategic bomber force for the United States. The B-52 is capable of dropping or launching the widest array of weapons in the U.S. inventory. This includes gravity bombs, cluster bombs, precision guided missiles and joint direct attack munitions. Updated with modern technology, the B-52 is capable of delivering the full complement of joint developed weapons and will continue into the 21st century as an important element of our nation's defenses. The Air Force currently expects to operate B-52s through 2050.



The B-52A first flew in 1954, and the B model entered service in 1955. A total of 744 B-52s were built, with the last, a B-52H, delivered in October 1962. The first of 102 B-52H's was delivered to Strategic Air Command in May 1961. The H model can carry up to 20 air-launched cruise missiles. In addition, it can carry conventional cruise missiles that were launched in several contingencies starting in the 1990s with Operation Desert Storm and culminating with Operation Inherent Resolve in 2016.

The aircraft's flexibility was evident in Operation Desert Storm and again during Operation Allied Force. B-52s struck wide-area troop concentrations, fixed installations and bunkers, and decimated the morale of Iraq's Republican Guard. On Sept. 2-3, 1996, two B-52Hs struck Baghdad power stations and communications facilities with 13 AGM-86C Conventional Air-Launched Cruise Missiles, or CALCMs, as part of Operation Desert Strike. At that time, this was the longest distance flown for a combat mission involving a 34-hour, 16,000-statute-mile round trip from Barksdale Air Force Base, Louisiana.

In 2001, the B-52 contributed to the success of Operation Enduring Freedom, providing the ability to loiter high above the battlefield and provide close air support through the use of precision guided munitions. The B-52 also played a role in Operation Iraqi Freedom by launching approximately 100 CALCMs during a night mission March 21, 2003.

In 2016, the B-52 returned to the Central Command area of responsibility for the first time in a decade. B-52s flew approximately 1,800 combat sorties against ISIS forces in Syria and Iraq contributing to the decline of ISIS in the region.

Only the H model is still in the Air Force inventory and is assigned to the 5th Bomb Wing at Minot AFB, North Dakota, and the 2nd Bomb Wing at Barksdale AFB, Louisiana, which fall under Air Force Global Strike Command. The aircraft is also assigned to the Air Force Reserve Command's 307th Bomb Wing at Barksdale AFB.

## General Characteristics

**Contractor:** Boeing

**Power plant:** Eight Pratt & Whitney engines TF33-P-3/103 turbofan

**Thrust:** Each engine up to 17,000 pounds

**Wingspan:** 185 feet (56.4 meters)

**Length:** 159 feet, 4 inches (48.5 meters)

**Height:** 40 feet, 8 inches (12.4 meters)

**Weight:** Approximately 185,000 pounds (83,250 kilograms)

**Maximum Takeoff Weight:** 488,000 pounds (219,600 kilograms)

**Fuel Capacity:** 312,197 pounds (141,610 kilograms)

**Payload:** 70,000 pounds (31,500 kilograms)

**Speed:** 650 miles per hour (Mach 0.84)

**Range:** 8,800 miles (7,652 nautical miles)

**Ceiling:** 50,000 feet (15,151.5 meters)

**Armament:** Approximately 70,000 pounds (mixed ordnance—bombs, mines and missiles. (Modified to carry air-launched cruise missiles)

**Crew:** Five (aircraft commander, pilot, radar navigator, navigator and electronic warfare officer)

**Unit Cost:** \$84 million (fiscal 2012 constant dollars)

**Initial operating capability:** April 1952

**Inventory:** Active force, 58 (test, 4); ANG, 0; Reserve, 18



Rolls-Royce F130 engines

## The B-52J is the latest variant of the B-52 Stratofortress bomber.

The new B-52J will use Rolls-Royce F130 engines instead of the original Pratt & Whitney TF33 engines. The new engines are expected to improve fuel efficiency, reduce maintenance, and extend the aircraft's range.

- Radar: The B-52J will use a modern radar system from the F/A-18 Super Hornet.
- Communication and navigation: The B-52J will have new communication and navigation gear.

Hypersonic weapons: The B-52J will have the capability to carry hypersonic missiles and other advanced weapons.

The B-52J is expected to be operational in 2033



## Opinion Editorial: Is the RC Flying Hobby Dying or Just in a Slight Decline?

By Bob Shanks, Newsletter Editor

When doing research on the RC flying hobby, your editor discovered there is a decline in certain segments of the hobby but one report, I do not agree with, indicated the RC Hobby may be dying. However, research and indicators judging from our club, which is growing every year, the hobby is not considered in a major decline or dying here in Prescott, AZ. One reason for some editors and reporters saying it is "dying" is due to a lot of factors I uncovered in my Internet searches.

One factor for the decline, I feel is temporary, is drone dominance since it has apparently captured a significant portion of the recreational RC flying market and drawing hobbyists from the more traditional RC aircraft hobby. And of course, the misuse of drones has been in the news constantly this last year. The other major issue is accessibility challenges, in some areas of our country finding a suitable fling field can be very difficult to impossible and that of course limits accessibility for new folks from entering the hobby. On that particular note, we are extremely fortunate to have the flying field we now have and the really great support from the town of Chino Valley, Arizona.

The other major issue I uncovered is the cost barrier for high-end RC models and associated equipment. The higher costs, seems everything costs more, not only hobby supplies and equipment since inflation has reared its ugly head in all facets of our lives. The higher costs of equipment and models is a definitely a factor.

Many modelers build a lot using foam these days and that is a good trend. We have a few of our members who are quite adept at computerized use of the CNC, cutting out parts not only from balsa but from foam. There are more foam uses now than when this writer started in the hobby many years ago and that is exciting, so much can be done with foam.

My research also found that the RC flying hobby is still alive and well. As you read the AMA journal and other RC flying magazines, one sees that we have a very large and dedicated community participating in clubs, competitions and online forums. This writer's conclusion is this is merely a slight decline I think primarily due to inflation.

We have one of the widest ranges and variety of aircraft available in the hobby from small park flyers to large scale models catering to a wide range of skill levels and interests that fits a wide range of budget minded RC flyers today. Of course, there is the continuous improvement in electronics and designs that keep us all engaged. We have a number of members who really enjoy the process of building, designing and customizing their RC flying designs.

Once this drone problem settles down and more control is gained over the misuse of drones, our hobby will continue to surge forward. We know our area is growing, that is one indicator why we have more members but one could also surmise we have a much wider range of models to choose from with very sophisticated electronics, more so than any other time since this hobby began. Improvements in model designs and electronics has been amazing the last 5 years or more. Our RC flying hobby has a very dedicated following and will continue to grow and improve.



"It took me six months to build this model, and when I went to launch it for its first flight, my hands wouldn't let go."

Bulletin  
of the  
Atomic  
Scientists

Updated to 89 seconds in January 2025



The *Bulletin of the Atomic Scientists* is a nonprofit organization concerning science and global security issues resulting from accelerating technological advances that have negative consequences for our world and all of humanity.

The organization has been publishing continuously since 1945, when it was founded by **Albert Einstein** and former Manhattan Project scientists as the *Bulletin of the Atomic Scientists of Chicago* immediately following the atomic bombings of Hiroshima and Nagasaki. The organization is also the keeper of the symbolic Doomsday Clock, the time is announced each January and is now 89 seconds to midnight. When first established in 1945 it was seven minutes to midnight.



## January 2025 General Membership Meeting

The monthly General Meeting opened at the Chino Valley Senior Center, at about 7pm, on Wednesday, January 29, 2025, with the Pledge of Allegiance. About 25 members were in attendance tonight, although only 20 signed in. Better than expected turnout when considering the weather. New member [John Ward](#) joined us tonight.

### President's Agenda

Minutes for the October meeting were unanimously approved by the members. Treasurer [Don Crowe](#) presented his monthly report. Club membership is now 136 paid members. Roll over of the CD that was due in December was rolled over for 12 months. Which will provide us an additional 900 in interest. The Treasurer's report was unanimously approved by Members.

Secretary [Bob Steffensen](#) encouraged members to sign in, volunteer for Goodie Duty, and announced that this is his last year as Secretary. If you have a desire to serve the Club with your talents, please contact Bob for introduction to the duties of the Secretary.

Safety Officer [Rick Nichols](#) said: "not many flyers out, so no accidents". Be careful! President Brian reiterated that all members must be safety minded and if you see something, say something.

There remains a 400' ceiling at the field. You are responsible for FAA violations of that ceiling. Do have a spotter if you need the maneuvering airspace. Events will request waivers of the ceil as required. Do be watchful of for full size aircraft in the area, alert other flyers and all flyers bring your aircraft down.

President Brian reviewed points for a successful club from a recent article in the AMA magazine: keep it simple; communicate; maintain the field; use your members talent; leave your EGO at home; experiment and lean forward; seek new leaders; and be active with other clubs.

### Events

President Brian led a discussion on the IMAC request for their event at our Field August 15-17. Good points were made by members and leadership. [Casey Buggein](#), Club member and IMAC flyer will do NOTAM request and help with set up for the event. Casey will be the CD for the event. Decision on this matter for the future is tabled for further discussion at February Board and General Meetings. Field Maintenance Day is scheduled for March 15<sup>th</sup> with the primary effort to reset the parking timbers and general spring cleaning.

### Member Input

We broke about 7:35pm for homemade cookies provided by [Brian Sutton](#). Thanks Brian! We resumed the meeting at about 7:45pm.

### Show & Tell: Planes and Projects

Rick Nichols showed us his nice Old School Model Works "Raven" an EDF powered model.

### Door Prize and Raffle

[Dan Avilla](#) won the door prize consisting of a craft knife and of course the proverbial glue.

[Brian Sutton](#) won \$51 in the 50/50 raffle.

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

[Bob Steffensen](#) Club Secretary

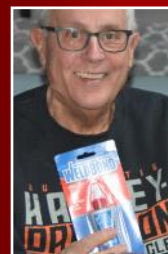
Meeting Photos  
by [Bob Steffensen](#)



[Rick Nichols'](#) very nice looking Old School Model Works EDF. All black models can be hard to keep oriented...keep it close in Rick.

### Door Prize & Raffle Winners

Door Prize Winner



[Dan Avilla](#)

50/50 Raffle Prize



[Brian Sutton](#)