



# CHINO VALLEY

## FLYERS

### BIOGRAPHY OF STEPHEN CROWE

BY CHUCK COLWELL (2002)



For some of us, the door of opportunity opens and we are not quite aware of it until later on in our lives. Sometimes due to circumstances beyond our control, we miss that opportunity.

This story is about a young man flying light planes in the San Fernando Valley just out of his teens and having pretty much the time of his life. There is a war going on over in Europe and there comes an opportunity for Stephen Crowe to meet a man at the Hollywood Roosevelt Hotel who flew in World War I in the Lafayette Escadrille. He would arrange for Stephen to leave the country and join the RAF Eagle Squadron 133.

Stephen was only 21 years old when he arrived in England. He was shown the operations manuals on the Spitfire, he was taken aloft for gunnery practice and then he moved into his business office, the cockpit of a Spitfire in combat.

While flying a Lysander and dropping spies behind enemy lines, Stephen's squadron went on a mission to Brest, France. They encountered severe weather, heavy flack, ran low on fuel and almost all of the squadron was lost. Most of us could not even imagine volunteering for this type of serve. However, we are very lucky that heroes like Stephen Crowe stepped up to the opportunity of the moment. We

know it changed his life. All the people in England and America owe their freedom to young men like Stephen.

There is no way anyone could adequately give all the details of Stephen's long aviation career in one small article. Here's a thumbnail synopsis: 1) He shot down four enemy aircraft; 2) He met the King and Queen of England; 3) He came back to the US as a flight training instructor for our pilots; 4) After the war, he became a bush pilot in Alaska for about 8 years; 5) He has been a modeler all of his life; 6) and most important, he was inducted in the Aviation Hall of Fame in 2002.


As time goes by, we lose some of

our history and our heroes, sometimes not even knowing who they were or how they impacted our lives. Our Stephen Crowe has passed on to the ages but not to our memories. We owe him a big "Thank You", because his partly responsible for the lives we now lead and our freedoms.

On a personal note, I believe some people are momentarily thrust into positions and circumstances. They become heroes. I do not intend to denigrate them, however to me, someone who has a choice and then lays it on the line to either shoot someone down, or be shot down on every mission is truly my hero.

### SOME OF THE VOLUNTEERS

Manning the CVF information booth




China Valley Model Aviation, Inc.

Mark C. Don F. Dr. Bob Dan A. Marc R.

Dan wants a burger this size or maybe somebody asked what size jet he flies.

Normally "Search and Rescue" but burger flipper for today.



Hey, I think Bob V took my burger when you called "Bob".

"Folks, this is the closest you'll ever get to a Cheeseburger in Paradise".

Newsletter editor in search of his MIA burger.

John K. Randy M. Adam S. Mr. S. Traffic Control. Larry P.

Cash only and positively no refunds if you bring back what's left of a hot dog and say that you ordered a burger.

Dr. Bob

Cheesburger in paradise!

Jimmy Buffett

You gotta be in great shape to work in "Search and Rescue". No flab on this guy.

### SPECTATORS

Express travel between here and Paulden, AZ.



A future pilot if we ever saw one.

Good job by the weed pickers

Dr. Bob spectator photobomb

"Hey, those burgers smell pretty good".

# MORE PEOPLE PHOTOS



# SPITFIRE



## TURBO BUSHMASTER



## BVM ULTRA BANDIT



# MUSTANG



# AL W.'S PHOTO GALLERY



## FOKKER D.VII



**Bryan J.**

## EXTRA 300



**Dane O.**  
"Club pro"

My name is Dane O'Brien. I have been flying RC planes for about 35 years and grew up around an aerospace machine shop. I previously held a pilot certificate but not current at the time. I have been flying 3D planes for about 7 years. Some of the maneuvers include Pop-Tops, Crankshafts, Harriers, Rolling Harriers, Knife-edge Spins, Flat spins, Parachutes and Walls. The planes I fly range from 70cc to 200cc and weigh up to 40 lbs. The lighter planes are about 18 lbs. I try to fly at least once a week.

### PARACHUTE DROP



### SPITFIRE AND P-38L



# ULTRALIGHT



John M.



John has been flying ultralights for 15 years. He learned to fly ultralights at Cushing airport in Newark, Illinois. This ultralight plane is a 2004 Quicksilver Sport with conventional 3-axis controls 503 Rotax 2 cycle engine at 53HP. Cruise speed is 50MPH

# THE MICRO GUYS





### DECATHLON WITH SMOKE



### ZINGALI SURFER



# EDGE 540T



Don't look so glum, Marc. You did good. A bottle of glue and your plane will be good as new.

## SHORT PILOT BIOS FROM THE MARK LIPP STEVE CROWE PLAYBOOK



**Kent E.**

My name is Kent and I have been flying R/C for about 11 years now. I got my first UMX or ultra micro airplane shortly after I soloed and took to it immediately. Since then I have obtained about twenty of them and love them all. Today I'll be flying a Umx Pitts and if there's time a twin engine sky commander.



**Bill G. CVP Prez**

Hi, my name is Bill Gilbert. I've been fascinated by aviation since a young age. I started my involvement in model aviation at around 10-12 years of age. First with control line, then onto early single channel RC, then proportional control RC. I took a hiatus after college, but have come back to the hobby strongly in the past 15 years or so. My main interest is large scale gas-powered aerobatics along with 3D.

**Gary C.**



Gary Cosentino will be flying a "Delta Vortex" built over 20 years ago from a Bruce Tharpe Engineering all wood kit. The delta-winged airplane weighs about 7 lbs. and is powered by an OS 61 VF glow engine equipped with a tuned pipe exhaust. Despite the unusual configuration this is an extremely well flying airplane with great stability yet high maneuverability -- it lands very gently. It is a very high quality kit that is easy to assemble with quality wood and very impressive when completed. Gary believes this aircraft has well over 300 flights on it since it was built back in 2001.

Gary has been flying radio controlled models since he was 13, thanks to a loving and very supportive father who helped get him into the hobby. He has not been able to be flying RC continuously for all of those years due to distractions like college, career, moving, etc., but always returned to the hobby he loves whenever circumstances permit. He has been flying RC, both aircraft and helicopters, steadily for the past twenty years or so.



**Al W.**

Al is a Civil/Structural Engineer and spent his career in the electric utility industry. After retiring and subsequently moving to Prescott, Al discovered the model airplane hobby in 2014.

**UMX PT-17**  
Al will be flying the ultra micro model of the Boeing PT-17 Stearman. The Stearman was the first trainer for pilot candidates at the beginning of WWII. If it isn't too windy for this airplane, Al plans to do loops, aileron roll, and an Immelman maneuver.

**UMX Twin Otter**  
If it is too windy for the PT-17 which could blow away, Al will fly the ultra micro model of the DeHavilland DHC-6 Twin Otter. The "Twotter" was developed in the 60's to get in and out of small remote airports. It is so popular that it is going back into production. The tiny uMS model does short takeoffs well, but unlike the full scale airplane, it does not like to make slow short landings. Expect to see a loop, aileron roll, and the Immelman maneuver.