



AMA Chapter #3798

Chino Valley Model Aviators

Official News Letter



January 25, 2017

Volume 20 Issue 1

www.chinovalleymodelaviators.org

"To create an interest in, further the image of, and promote the hobby/sport of radio controlled aircraft"

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Marc Robbins' British EP Mosquito Bomber



"If you're faced with a forced landing, fly the thing as far into the crash as Possible."



Bob Hoover
1922-2016

Support Our Local Hobby Shop



The Safeway Center
Prescott Valley, AZ
MAX & CINNIMON BANDY
THEY SUPPORT OUR CLUB
Please support them as well.

CVMA's Three Carl Goldberg Winners



See Page 4.

L to R, **Rick Nichols**, **Randy Meathrell** and **Bob Shanks** are all Carl Goldberg Award winners.



Field Chatter from CVMA President Michael Kidd: No Kidding!

Happy New Year fellow pilots. I hope all of you had a great Holiday Season.

For those of you that did not attend the Christmas Banquet you missed our. **Rick Nichols** did his normal awesome Emcee job. *Thanks Rick.*

Unfortunately this Presidents Message will be a bit of hounding at some issues that have become a bit out of control.

There is a lot of trash, broken plane parts, broken props and cigarette butts being left all over our flying field. Please take these

items home do not leave them at the field. The butts can be put in the butt cans located at each end of the cabana area. We need to keep "our" awesome flying field clean. When we get visitors we all should want to have our field clean and tidy and present a place of pride. If you see someone leaving these items please tell them to pick them up and dispose of them properly. We all have the responsibility in keeping the field looking good.

Pilots are starting to leave

their flight bags on the charging tables when charging. All that needs to be on the tables are your batteries and the charger. All other items should be kept on the second shelf of the small setup tables. The low setup tables are to be used in setting up large planes not to be used as a hanger for any plane when not flying. You can use them to work on your large plane, once fixed, set them on the down on the concrete. This leaves "all" tables open for any pilot that shows up so they can get their plane ready to fly.

Speaking of the charging stations, we are going to shut them down soon for maintenance. The reason is to get the batteries load tested and rotated and cleaned up. Our VP **Terry Steiner** will be letting me know when he plans on doing this and I will send out an email to everyone. You can still fly but will not be able to use the charging stations. Terry anticipates this should only take a couple of

hours to complete.

OK I am done with my annual ranting. All I ask is for everyone to be mindful of our flying field. A lot of time and money went into making this field as awesome as it is.

Bob Shanks will be sending out a calendar of events for this year. We had a lot of events last year and the club decided to make this year more "general flying" than an event year. We only have four events planned and associated work parties for each. I am hoping to do just one more field upgrade. When I get this ready to do we will need help doing the work.

Our next regular meeting will be February 15, 2017 hope to see you there.

Well, that is all for now safe flying members.



F-22 Raptor's night refueling.

USAF Photo



CVMA NEWSLETTER

Published Monthly



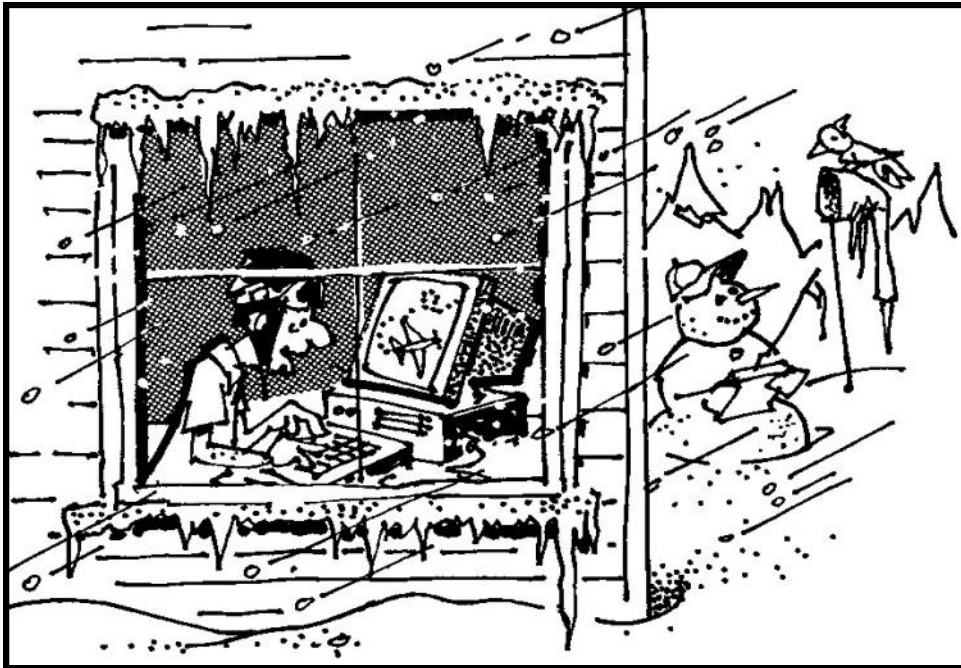
AMA Chapter # 3798

- President — **Mike Kidd**
- Vice President — **Terry Steiner**
- Treasurer — **Don Crowe**
- Secretary — **Bob Steffensen**
- Safety Officer — **Charlie Gates**
- At Large Members — **Randy Meathrell, Jerry English, Larry Parker, Marc Robbins**
- Newsletter Editor — **Bob Shanks**
- Chief Flight Instructor — **Steve Shephard, & Marc Robbins**

CAN YOU NAME THIS PLANE?



See Page 9



MARK YOUR CALENDARS

CVMA 2017 CLUB SCHEDULE

- May 13, 2017 Club Spring Fling
 July 4, 2017 Fun Fly, pot luck & Town fire works
 Aug 26th, 2017 War Bird Races
 Sept 29-30, 2017 Steve Crowe Fun Fly
 Dec 1, 2017 Christmas Banquet



Club meetings:
 Third Wednesday of Each Month.
 Time: 7pm.
 Prescott Airport Executive Building

BORN IN A BARN?

IF YOU ARE THE LAST ONE TO LEAVE THE FIELD:
PLEASE REMEMBER TO LOCK THE GATE.



SAFETY: ALWAYS A CRITICAL ISSUE

Our Safety Officer, *Charlie Gates* related this story at our monthly meeting. "A member told me that he used a three position switch on his transmitter for high and low rate. The middle position was not programmed used and caused a crash when the switch was placed in that position by mistake."

Depending on your transmitters make and instructions make sure all positions are programmed for whatever plane you are flying. This is a good safety reminder. Every RC system is different so make sure you thoroughly understand your transmitter and its instructions. Occasionally review your instruction manual as well.

Charlie also reiterated the fact of being very safety minded around props when the engine is running. He has first hand knowledge after needing 20 stitches in his finger from a prop strike

when adjusting the needle valve on his nitro engine. His recommendation is to **ALWAYS** be extra careful when making adjustments near a running prop.

Our "Model Aviation" magazine always has a great safety column entitled "Safety Comes First" by *Dave Gee* that we all should read in each issue. In fact this is usually the first article your editor reads. The January issue discusses who is ultimately in charge of safety matters, of course it is the Contest Director even if others are appointed as field marshals in charge of safety.

Dave quotes the AMA's website: "**The AMA Contest Director network assures that all AMA sanctioned events are run in accordance with the Competition Regulations and the National Model Aircraft Safety Code**"

As a club we have never had any serious issues in regard to this issue

but this brings up why it is so important to have someone who is certified as a Contest Director running events. Read the article if you haven't, it's on page 72 of "Model Aviation."

Look at all the issues that could come up since we fly on land that the city allows us to use. Dangerous flying also has all kinds of other insurance nightmares that can result. We have always made sure our events are under the guidance of members who are qualified Contest Directors.

If you read our "Meeting Highlights" on page 4, please note that member *Walt Findlay* will be the official local AMA club "witness" for maiden flights of aircraft in excess of 65 pounds that is over the AMA limit. There most likely will be other "paper work" that will be forthcoming if we ever have anyone with a model that is over the AMA 55 pound limit. More on this next month.



THREE CLUB MEMBERS HAVE THE "VITAL PEOPLE" CARL GOLDBERG AWARD

The Carl Goldberg Vital People Award is only given out once a year by the Academy of Model Aeronautics. So to have a club with three members is rare. The lettering on each plaque after the recipient's name reads:

"For your Dedication above and beyond, in support of the AMA and model aviation."

In 2009 your editor received the award, in 2011 [Randy Meathrell](#) won and in 2014 [Rick Nichols](#) was selected by the AMA committee.

In 1983, Carl and Beth Goldberg asked the Academy of Model Aeronautics to help create an award to recognize these types of individuals. Called the [Carl & Beth Goldberg Vital People Award](#), it is presented annually to "vital people in the background of the modeling movement whose efforts enhance the enjoyment of the hobby and whose accomplishments are seldom formally acknowledged." Carl Goldberg (1912-1985) was an exceptional model aircraft designer, a model-club founder, an educator, and a business owner. He is a prominent figure in the history of the AMA and aeromodeling. Many of you should recognize the Goldberg name on model kits from Carl Goldberg Products. Anyone can nominate a fellow modeler using the AMA nomination form by contacting the AMA.

Your editor, [Bob Shanks](#), has been doing our newsletter for nearly 10 years and is a retired USAF Air Force Colonel and intelligence analyst. Bob was a professor at the USAF Air War College, Northern Arizona University and locally at Embry-Riddle Aeronautical University. He is now totally retired. He takes practically all of the photos seen in the CVMA newsletter and writes most of the columns as well.

[Randy Meathrell](#), in his nomination, was acknowledged, among many things, for his background as a retired aeronautical engineer for Lockheed Martin. This helped him bring a new and vibrant credibility to radio control and aviation to our area. He was instrumental in the design of the F-117 Stealth Fighter used by the Air Force so he has really been a god-send in helping get new members into radio control modeling and has brought a very vibrant and professional local image to this great hobby and to all things aviation. He regularly sends out emails to all members about what is current in the world of aviation.

[Rick Nichols](#), was Secretary/Treasurer of our club for 8 years and has been the "proverbial glue" that has helped hold this small club together for many years. He has his own engraving company in Chino Valley, AZ and is a member of the Chino Valley, Arizona Chamber of Commerce. He also serves as an Ambassador for the town's Chamber of Commerce and attends the monthly town council meetings working to support the local and area businesses not only in Chino Valley but Prescott and Prescott Valley, Arizona. Rick is our city of Chino Valley, AZ contact to the city fathers and entire local area and is highly respected by the business community and town leaders. He adds a tremendous degree of credibility to our club. Rick also lives in Chino Valley, an important ingredient to our club's successes.



CVMA Members Donate to Local Food Bank



At our CVMA Christmas Banquet our members in attendance donated this box jammed with food for our local food bank. Nice job members.

According to the Yavapai Food Bank "Food insecurity" impacts one out of three children, one of five adults and one out of seven seniors in our county.

Over 55 percent of students in Yavapai County qualify for USDA free or reduced meals, according to the Arizona state Department of Education.

This year, the Yavapai County Food Bank program has provided 100,156 pounds of food, equivalent to 83,463 meals.

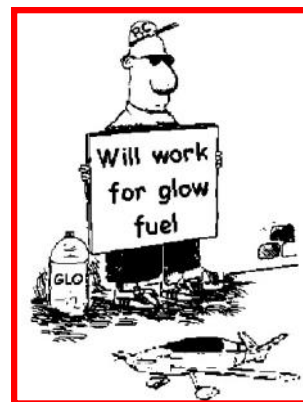
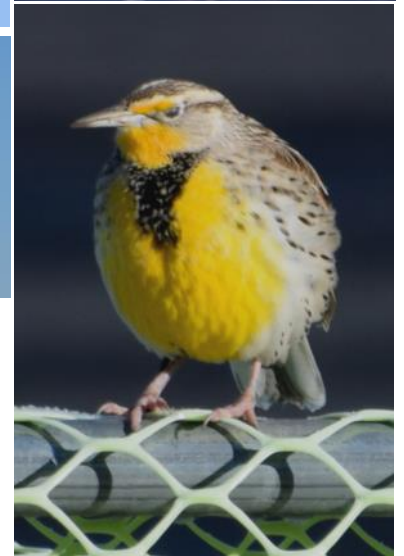
In the last year, the community donated 962,556 pounds of food, enough to feed 2,600 families a month, with the average family size of 3.5 adults and children.



Ray Stone's 1911 Curtiss



CVMA CLUB PILOTS AND THEIR FLYING MACHINES.



Shel Lebach gets his USAF "Texan" two place trainer ready to fly at right, left it is flying smoothly through the cold 20 degree air found at the field that day.

A "local" Meadowlark flyer at our field was checking out these crazy looking flying machines in the pit. He looks a bit skeptical.



This day, cold as it was, the sky was filled with two nice electric Stiks at left. Top is **Randy Meathrell** bottom is **Graham Johnson**. On the right is Shel Lebach's bright yellow and red Radial Racer.



CVMA CLUB PILOTS AND THEIR FLYING MACHINES

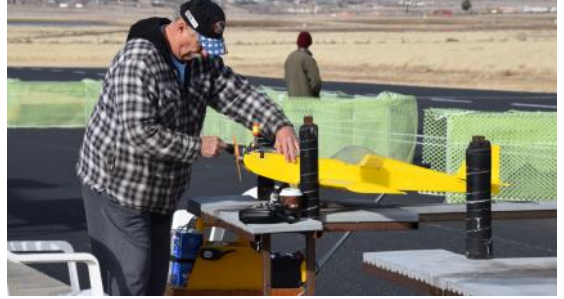


Dan Avilla's F-104

Marc Robbins is all bundled up, some mornings are cold and crisp. Marc "crabs" his big aerobatic gasser into the wind as he lands.



Greg Daebelliehn gets his 4 Star's glow engine ready for flight.



Jay Riddle at right brings his big electric stick back to the pits after a successful flight. You won't see Jay at the field unless the sun is out and the temperature is OK for short sleeves. He knows how to enjoy flying!



Chuck's Hebestreit prepares his big Edge 540 for flight last June at our Steve Crowe Fun Fly. Don Crowe, left, assisted. The other helper, far right, is unknown.

We always have a gaggle of flyers, below, assembled watching and discussing what's flying: (L to R), **Walt Findlay, Dennis O'Conner, Glenn Heithold, Jay Riddle and Marc Robbins** relax near the wall.



Marc Robbins' EDF Vampire.

Flagstaff Flyer and Good Friend of CVMA Chuck Hebestreit Passed Away Last July



USAF Thunderbird Felled by Sticky Button



One of the Thunderbirds aerial demonstration team F-16's crashed in Colorado on June 2 last year just minutes after a flyby for the Colorado Springs Air Force Academy graduation, attended by President Obama.

The F-16 was lost because of a stuck button on the throttle according to the accident board investigation. Normally the throttle won't move all the way to cutoff unless the button is depressed, however the button had become stuck in the depressed position due to accumulated metallic debris, stray lubricant, a misaligned clevis pin, and wear on the spring mechanism, USAF's official accident investigation found.

The pilot, Maj. Alex Turner, inadvertently rotated the throttle to the engine cutoff position, and since the button was stuck depressed the engine shut down. When he realized what had happened, he was too low to restart the engine, though he attempted to do so. Turner delayed ejection for a few seconds to steer the jet away from a house.

He ejected with only minor injuries, was picked up, and was later introduced to Obama. Major Turner was considered blameless in the accident because he was promptly returned to flying duty. Though the jet, tail No. 92-3890, seemingly landed upright and largely intact, it was declared a total loss, at a value of \$29.4 million.

Technical orders have been changed to require a more thorough regular inspection of the mechanism and the proper alignment of the pin. The accident board wrote that "a significant number of sticky throttle triggers in the F-16 history have led to hardware changes reducing but not eliminated the number of occurrences" of this problem. The throttle was recovered intact and the investigation team operated the button 50 times, finding that the button got stuck about 36 percent of the time.



Member Bud Mellor's Cool Purple Hot Rod



Member Bud Mellor started this project with an American hot rod fiberglass body and a set of '32 frame rails and some tubing. He constructed the chassis on a fixture he built and had the tubing bent to his design needs. He then fabricated tabs for all mounting points and had a friend TIG-weld the assembly. Bud says his friends welds looked better than his. He then bought a ZZ3 engine with a 700 R4 tranny from another hot rodder who was going big block. He installed Vette C-5 rear spindles with coil overs for the ride. He then rounded up a '79 Vette rear center section.

Bud also did all the design and fabrication on the rack and pinion for steering.

Bud has access to a CNC based machine shop in the Phoenix area that did the job on the Instrument panel and other complicated processes that were needed to finish up this capable street legal Hot Rod. He then had to take it all apart send the parts to be chromed and painted and then reassembled and test driven.

He jokes that he had to then go to the bank to buy his car back. Why purple you ask? As he says "Because the wife said so!" This was a great 2 year project for Bud. As many of you know he is also a very capable RC model builder and flyer.

A fellow hot rodder friend and Bud also built another similar hot rod in 4 months just buying parts after welding up a chassis. Bud says that hot rod sold for a cool \$48,000. These pictures were taken by your editor at one of our club's *Taco Tuesday* outings in Chino Valley after flying. We have very talented members.

THE LEGENDARY LOCKHEED CONSTELLATION *

BY STEPHAN WILKINSON



‘It was a source of some amusement (or terror, depending on one’s anxiety level) to Constellation passengers that the turbo compound engines spouted long tails of flame from their exhaust pipes’ The Lockheed Constellation may be the object of more misinformation and fables than any other airliner ever made. Here’s a few that stand out:

Howard Hughes designed it. (NO -He designed Jane Russell’s cantilever bra, but he only specified the range and speed parameters he wanted for a new TWA transport.)

The Constellation’s fuselage is shaped like an airfoil to add lift. (NO - It curves upward at the rear to raise the triple tail out of the prop wash and slightly downward at the front so the nose gear strut didn’t have to be impossibly long. Lockheed decided that the airplane’s admittedly large propellers needed even more ground clearance than did Douglas or Boeing on their competing transports, which resulted in the Connie’s long, spindly gear legs.)

It was known as “the world’s best trimotor” because it had so many engine failures that it often flew on three. (NO - Boeing 377 Stratocruisers with R-4360 “corncob” engines had far more failures in airline service.) There were a number of engine fires during the Constellation’s early development, but many airline pilots flew it for years without ever feathering an engine. The Constellation was the first pressurized airliner. (NO - The Boeing 307 Stratoliner in fact was.) The Constellation was the first tricycle-gear airliner. (NO - The award goes to the Douglas DC-4.)

One Constellation passenger got glued to a toilet seat when cabin pressurization failed. (Actually, that one’s true. Stories of this happening on modern jets are urban legends, but Connies had far more primitive potties. When the valve that emptied the toilet into the unpressurized reservoir failed on one airline flight, the poor lady who happened to be in the blue room at the time became the cork that maintained cabin pressure. She was freed when the crew depressurized the airplane.)

Howard Hughes had a secret order for 40 airliners, if Lockheed could meet his performance requirements. Hughes wanted to get a jump on his competition—mainly United and American—and not only demanded that the project remain quiet but stipulated that no other transcontinental airline be allowed to buy a Constellation for two years after Hughes’ TWA put them into service. American Airlines was so infuriated by being shut out that they vowed to never again buy a Lockheed airliner. Their pique lasted only until Lockheed’s next airliner, the turboprop Electra, was proposed in 1954. American ordered 40 the following year.

Much is made in some Constellation histories of Howard Hughes being a whack job, a crazy man, a weirdo. This is an exaggeration. The multimillionaire aviator’s true goofiness began with his addiction to painkillers as the result of the dreadful injuries he suffered while crash-landing the prototype Hughes XF-11 four-engine reconnaissance plane in July 1946. But he’d had his bell rung twice before in bad crashes during the late 1920s and mid-’30s, and they may well have done neurological damage that led to a case of obsessive-compulsive disorder. No-body knew what OCD was in those days, but if anything, it made Hughes a detail-oriented perfectionist.

As the United States entered the war so did Lockheed’s first Constellation, as the C-69, to be used as an equipment and personnel transport by the United States Army Air Forces. (Lockheed Martin)



Article in part from *Stephan Wilkinson* in *Aviation History*.
<http://www.historynet.com/the-legendary-lockheed-constellation.htm>

In fact, Hughes was sharp enough to borrow the number-two prototype Constellation, a C-69 owned by the U.S. Army Air Forces. He quickly repainted it in TWA colors and used it to set a west-to-east transcontinental record in April 1944 from Burbank, Calif., to over Washington National in six hours and 58 minutes. His co-pilot was Jack Frye, TWA’s president, and Lockheed designer Kelly Johnson was along for the ride. (So was actress Ava Gardner, Howard’s girlfriend at the time.) Whether on this trip or another test flight, Johnson never developed any admiration for Hughes’ piloting skills. “He damned near killed us both,” Johnson once admitted.

When the war ended, TWA quickly bought back from the government all the C-69s it could, and the Constellation finally went into airline service—though with Pan Am, in a flight from New York to Bermuda in February 1946. Three days later, TWA started Con-stellation service between New York and Paris, and a month later between New York and Los Angeles.



Name that Plane: Mikoyan/Gurevich Ye-152A



For high speed development purposes and as a test bed for a 15-tonne engine that was being developed with a view to powering a proposed Mach=3.0 high-altitude interceptor (which was to materialize as the MiG-25), the Mig OKB developed what was ostensibly a pure research aircraft, the Ye-150. The Ye-150 flew for the first time on 8 July 1960, and was subsequently to attain a speed of Mach 2.65 or 2816km/h and a ceiling of 22500m. Design of an all-weather high-altitude interceptor based on the research aircraft had paralleled work on the Ye-150.

Powered by two R-11F-300 engines each rated at 3900kg and 5740kg with afterburning, the Ye-152A was intended to carry the Uragan radar accommodated in a large, fixed intake center body and a pair of Mig-developed K-9 (K-155) long-range beam-riding missiles. While the intake center body of the Ye-152A was non-translatable, the extreme forward fuselage with intake orifice was hydraulically movable, thus achieving the same effect as a fully-variable shock cone. The Ye-152A was overtaken by the R-15-powered Ye-152, and its flight test program was terminated after 55 flights of which only two were made carrying K-9 AAMs.

The Mig Ye-150 family was a series of prototype single-seat fighter/interceptor aircraft designed and built by the Mig design bureau in the Soviet Union in 1955. To fulfil the needs of the air defense forces for a heavy interceptor to carry out automatic interceptions, the Mig bureau had developed a range of large fighter aircraft starting with the swept wing I-3 series. The requirement for supersonic interception speed and the ability to carry the heavy avionic systems dictated the size; in comparison the contemporary [Mig-21F \(similar in layout\)](#), weighed 4,819 kg (10,624 pounds).



Silhouettes of the Ye-152 and Ye-152M

Ye-150

The initial missile armed version, designated Ye-150, flew for the first time on 8 July 1960, after extensive ground checks of systems and a delay in delivery of a flightworthy engine.[1] Flight tests progressed slowly, hampered by the very short life of the R-15 engine, (barely sufficient for pre-flight ground checks and a single flight), as well as problems with aileron buffeting, brake parachute failure and the engine accessory gearbox disintegrating. Manufacturers flight tests, over 42 flights, revealed very high rates of climb, impressive maximum speed (M2.65 @ 19,100m (62,664 ft) using less than full throttle), and a phenomenal service ceiling of at least 21,000m (68,900 ft). Installation of weapons systems was not carried out on the Ye-150 and it was not authorized for production, but development continued with the Ye-151, and Ye-152'

Ye-151

The Ye-151 cannon armed version was designed in parallel with the Ye-150 but did not proceed to the hardware stage. Further tunnel testing with an inlet mounting fitted with cannon revealed de-stabilizing forces when the cannon were deflected, making accurate weapon aiming impossible and precluding further development. Studies were carried out with the cannon mount aft of the cockpit to reduce de-stabilizing moment, as the Ye-151-2, but no hardware resulted.

Ye-152

The two single engined Ye-152's were completed with improved R-15-300 engines, as the Ye-152-1 and Ye-152-2, but reliability remained an issue, with only limited development flying, weapons system testing and world record flights carried out. The poor reliability of the engine brought the Ye-152 program to a close. World record flights were carried out by the first prototype Ye-152-1 in 1961 and 1962, registered with the FAI as the Ye-166.

Ye-152A

The Mikoyan-Gurevich Ye-152A (pictured on page 2) was a twin-engined version of the Ye-152, sharing its general layout but utilizing two afterburning turbojets mounted side by side in a revised rear fuselage. The change in engine type, necessitated by the extremely poor reliability of the R-15, led to a widened rear fuselage with large ventral fins. The majority of the airframe was identical to the Ye-152, incorporating the extended inlet and fuselage found to be advantageous during testing for the proposed Ye-151 cannon armed variant of the Ye-150. Due to the use of fully developed and reliable R-11 engines the Ye-152A was ready for flight in July 1959 and continued to fly on test duties at the Mikoyan-Gurevich test center until it crashed in 1965. The Ye-152A was assigned the NATO reporting name Flipper after a fly past during the 1961 Aviation Day display and also erroneously labelled as the MiG-23.

January General Meeting Highlights



Ray Stone's Curtiss Pusher

The General Membership meeting began at 7pm and opened with Pledge of Allegiance lead by Bob Shanks/Don Crowe. Club membership stands at 130 fully paid. Counted 45 members were in attendance...however only 33 signed in officially. New members **Jeff Lambeth** and **Ron Arrigoni** were welcomed.

Minutes of previous meeting were approved. No corrections or nays were noted.

A big thank you to the officers and members who made 2016 a success! Your enthusiastic participation in field maintenance and events made it happen.

Jay Riddle was presented the last payment for the field improvement funds he loaned the club. President Mike and Jay did a ceremonial "mortgage burning" of the original

contract. (They tore it up, see picture below)

The Christmas Party was a success and you missed a good time if you were not there. Thanks to **Don Ferguson**, **Rick Nichols** and **Bob Steffensen** for planning and execution. This year's Christmas Party will be Dec 1.

Bob Steffensen is updating the long overdue club by-laws...we will complete that this year!

Additional gravel work on field parking areas will cost about \$1500 for gravel and \$200 for pre emergent to hold down weeds. After much discussion proposal was tabled until we see what the city will do with Santa Fe Trail and our field road.

Please place only batteries and chargers on the charging table. Your personal gear (bags, TX, etc.) should not be on the big tables.

You are encouraged to attend other club events during the year. Bud Mellor will bring goodies for the Feb 15 club meeting.

Walt Findlay announced that he has been named the local AMA club "witness" for maiden flights of aircraft in excess of 65 lbs.

VP **Terry Steiner** stated that he would be doing maintenance on the battery boxes some future warm Saturday or Sunday afternoon to be announced. Additionally, he picked up many cigarette butts around the field and encouraged all smokers to use the butt kits provided.

Treasurer **Don Crowe** presented his report which was approved unanimously when **Rick Nichols** withheld his usual nay!

Safety Officer **Charlie Gates** says watch your fingers we had another finger whack recently. Check your 3

position switches on your TX and ensure that all positions are programmed.

Flight Instructor Steve **Shepherd** presented a solo certificate to new member **Jeff Lambeth** who soloed after only 3 flights!

We broke at 8:01 pm for goodies provided by **Bob Steffensen**. We resumed the meeting at about 8:15pm.

Show and Tell: **Randy Meathrell** clobbered meeting table with his 8 foot wing span Sky Surfer...may be a radio relay platform for search and rescue ops; **Chris Myhre** brought in a great looking P-38;

Bob Shanks showed his 12 year old German Arado 76; **Erik van Elburg** had a little UMX Pitts S1S; **Rick Nichols** showed us his \$79 WACO; **Larry Parker** lectured us about his Pulse XT with a Lemon RX; and **Don Ferguson** brought in his new OV1 Mohawk.

Door Prize/Raffle: **Bob Shanks** picked up the glue and a AC recovery bag door prize and **Greg Daebelliehn** took home the 60" Tower Hobbies Sport.

We adjourned about 8:30pm Respectfully,
Bob Steffensen Club Secretary



Jay Riddle's loan to club paid off!



Jeff Lambeth gets his solo certificate from flight instructor **Steve Shephard**.



Belated Christmas banquet award to **Terry Steiner** who has the distinct honor of performing 2 Midair collisions in a 4 month period.



Randy's Sky Surfer.



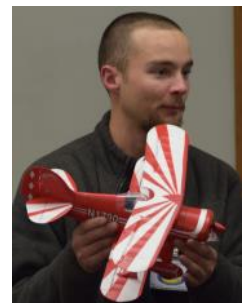
Don's new OV1 Mohawk.



Chris' cool P-38.



Bob Shanks showed his pre WWII German trainer the Arado 76.



Erik's little UMX Pitts.



Rick's \$79 foam WACO.



Bob Shanks won the door prize, a Futaba Coffee mug, CA glue, and a "Aircraft Recovery Bag"hummm is there a message here?



Larry's Pulse XT.



Greg Daebelliehn won the Tower Hobbies ARF.