AMA Chapter #3798

Chino Valley Model Aviators
Official News

June 30, 2020 | Volume 23 Issue 6 | 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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Quote of the Month:

"Any pilot can describe the mechanics of flying. What it can do for the spirit of man is beyond description. "

Barry Goldwater

Support our Local Hobby Shop

Valley Hobby
Prescott Gateway Mall

Warbird Races Held June 20: Weather was Outstanding

Racers left to right, *James Cowley, Dave Bates, John Meyer, Jerry Calvert, Randy Meathrell, Craig Hale, Bob Shanks, Steve Zingali, Larry Parker* and *Dave Domzalski*.

CLUB NOW HAS A RECOVERY AND FIRE FIGHTING VEHICLE

Top left is *Dan Avila* who donated this rescue vehicle to the club. At right is *Shel Liebach* (top) and *Terry Steiner*, Terry donated an ABC fire fighting bottle, *Shel Liebach* and *Dan Avilla* got the two silver pressurized water fire fighting bottles . See page four for more pictures and information.

Bill Gilbert: CVMA President's Message

It was great to see everyone at last month's meeting! Let's do it again for the June meeting -outdoors at the field. We'll try and get everyone in the shade, for comfort.

We are slowly getting back to a sense of normalcy after all the Covid-19 restrictions, but we must continue to adapt until and if, things get back to the way they were. We will continue meeting at the field monthly until such time that our previous meeting room is again available. Hopefully that will happen before the weather turns uncomfortable. We may also have to think about a larger meeting room if the 6' social distancing spacing recommendations become permanent.

Our June 6 e-warbird race event was postponed due to high winds. It was rescheduled for June 20. We are into the event season, with an event scheduled every month through October. Please volunteer to help where you can. There should be something for everyone's interest. If there is an event that you would like to see that isn't on the calendar, let me know and we'll see what we can do.

Field maintenance continues, with the annual crack sealing complete. The weeds breaking through the north edge of the runway were also dealt with; the surface is now pretty smooth. And the runway integrity is protected for another while. The field and storage shed also looks great thanks to the efforts of all members that have helped out.

The "fire cart" continues to be improved for reliability and capability, with a new starter/ generator and a lift kit being installed. The cart has become a catalyst for donations (fire bottles, fire extinguisher, a suspension lift kit). It's great to see the members come together for the common good of the club!

It's getting hot, so stay hydrated and look out for snakes.

(Read Safety column on page 3)

Continue to enjoy your flying!

See you at the field!

Bill Gilbert

CVMA Flight Instructors

•Steve Shephard- Chief Flight Instructor

•Al Marello-basic

•Lloyd Oliver-basic

•Riley Harley-basic

•Jack Potter-gliders

Guess What Aircraft Has This Cockpit?

See Page Eight

CVMA NEWSLETTER

AMA Chapter #3789
Published Monthly

President — *Bill Gilbert*

Vice President — *Doug McBride*

Treasurer — Harold Ellis

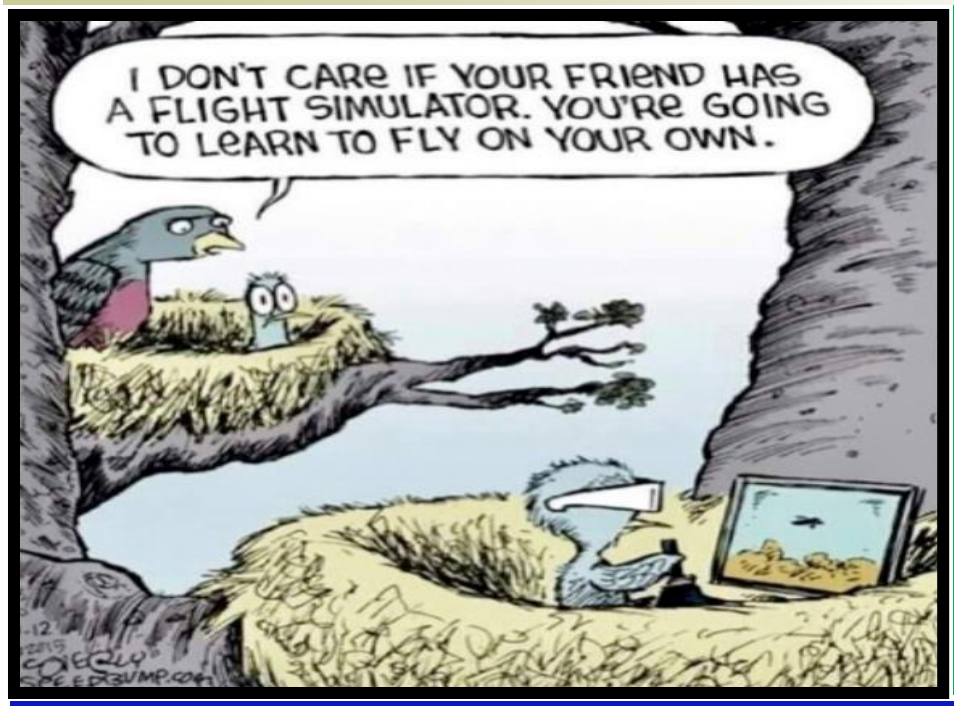
Secretary — *Bob Steffensen*

Safety Officer — *Rick Nichols*

At Large Member — *Dan Avilla*

At Large member—*Dennis O'Connor*

Newsletter Editor — *Bob Shanks*



2020 — MARK YOUR CALENDARS

July 4	Pot Luck and Fun Fly
Aug. 8	Combat Wing Pylon Races
Aug. 28 - 30	Southwest Region IMAC Shootout at our Field
Sept. 19	Annual Steve Crow Memorial Fun Fly
Oct. 24	Annual Build & Fly Challenge
Dec. 4	Christmas Banquet

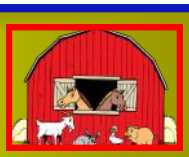
Field Clean Up as needed before events

Club General Membership Meetings:

June Meeting held at the Field due to COVID-19. Meetings usually the third Wednesday of each month, location TBD.

BORN IN A BARN ?

IF YOU ARE THE LAST ONE TO LEAVE THE FIELD CLOSE & LOCK THE GATE.



SAFETY IS ALWAYS A MAJOR ISSUE

WHAT TO DO IN CASE OF A RATTLESNAKE BITE

By Rick Nichols, Club Safety Officer

Rattlesnakes have been seen at our field. Please read through this entire article to the end to see the steps that have been taken by our CVMA club to help with dealing with this annual danger and other precautions.

A bite from a venomous snake, such as a rattlesnake, is an emergency. If a person is bitten, it is critical they get medical help fast. Snakes tend to avoid humans but bite only as a last resort when they are threatened or surprised. When a venomous snake bites someone 911 must be called and that person must get to an emergency room right away. Snakebites are treatable, however, according to the American Red Cross, of the around 7,000 people bitten by a snake in the United States every year, fewer than five people die.

Symptoms

I can list a lot of symptoms of Rattlesnake bite in this column but it is best to assume that any member of our club that may have been bitten can relay to us that if he or she is bitten and they will be able to communicate that with fellow members.

Treatment

If a person has been bitten, it is vital to get medical help immediately. The person must be kept calm and given reassurance that a bite can be treated, and that help is on the way.

What to Do

While waiting for help to arrive, the American Red Cross advises to wash the wound and then apply a bandage to slow the spread of venom. Place the end of the bandage against the skin and wrap, using overlapping turns. Start at the point farthest from the heart and cover a long body section, such as an arm or calf. Check the tightness of the bandage so a finger can still pass easily but not loosely underneath it. Keep the injured area still and make sure it is lower than the heart. The person who has been bitten should only walk if absolutely necessary. Carry them to safety if possible.

What Not to Do

Do not allow the person who has been bitten to become over-exerted. Do not apply a tourniquet. Do not apply a cold compress. Do not cut into the bite with a knife or razor. Do not try to suck out the venom. Do not give any stimulants or pain medication unless told to by a doctor. Do not give anything to eat or drink. Do not raise the site of the bite above the person's heart. If a bitten person is showing symptoms of shock, lay them down and raise their legs. Use a coat or blanket to keep them warm.

Prevention

Avoid areas where snakes may be hiding, such as under rocks and logs. At our CVMA field, that can be behind any weed or cactus. Watch every step you take among our varied terrain. Step carefully as if your next step may find something you do not wish to encounter.

Fire, Rescue and Recovery Vehicle

As pictured in this newsletter this is our new vehicle that may be used by all members to aid in FIRE, RESCUE AND AIRPLANE RECOVERY purposes see page four. If not stationed at the flight-line by an officer, it may be accessed by a member using the members gate lock combination to enter the hanger.

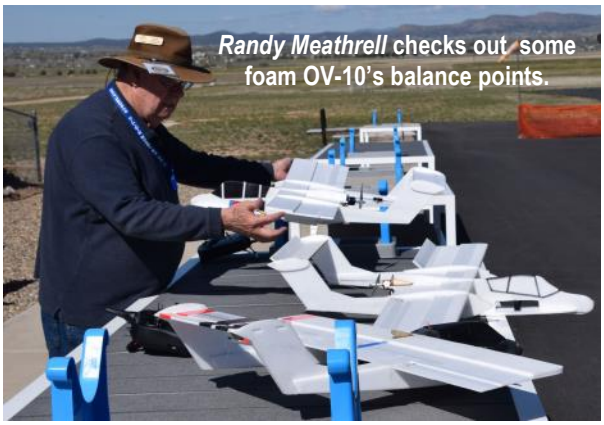
CVMA has always had an envious safety record that is due mainly to our member practicing common sense, and the few rules that we ask of each other to follow.

We have not had anyone snake-bit yet and we hope to keep our record clean on that point. We do have to be wary of fires though. So be aware of the safety equipment available to each of us and know how to access and use it. Ask an officer if you have any questions.

Members Models at the Field

Steve Zingali's XB-70

Ray Landry's glider he made from an extra glider wing and a down spout.



Randy Meathrell checks out some foam OV-10's balance points.

Far left *Randy Meathrell* launches *Rick Nichols* Delta Wing. Rick has two NASA logos on the bottom for orientation.

Steve Zingali's SR-71 on a fly by. The battery cut out is in the center just under the cockpit. Nice flying pusher rendition of the SR-71.

Thanks to the generosity of member *Dan Avilla*, we have a very nice Yamaha golf cart vehicle he purchased in Phoenix and donated to the club to use in all kinds of emergencies. It is light enough to be driven on our runway (cars should never be driven there). See pictures below. With this vehicle we can get out to a crash site quickly and safely avoiding possible snakes as well as fighting any possible fires.

Members *Dan Avilla, Harold Ellis* and *Bill Gilbert* check out the new club vehicle with tools attached to each side at the ready.

Dan Avilla demonstrates the Fire & Rescue Recovery vehicle.

MORE COOL MEMBER FLYING MACHINES

Randy Meathrell's XB-70 pusher. He hand launched with *Steve Zingali* at the controls for the maiden flight. Randy increased the control surfaces for the second flight a week later and it flew much better. (See page 8 for actual full sized aircraft story)

Editor *Bob Shanks'* P-47 racer.

Randy Meathrell test flew it so Bob could get some photos.

Steve Zingali's SR-71

Harold Ellis" Delta's maiden flight. The bottom is yellow for great flight orientation since the top is bright red.

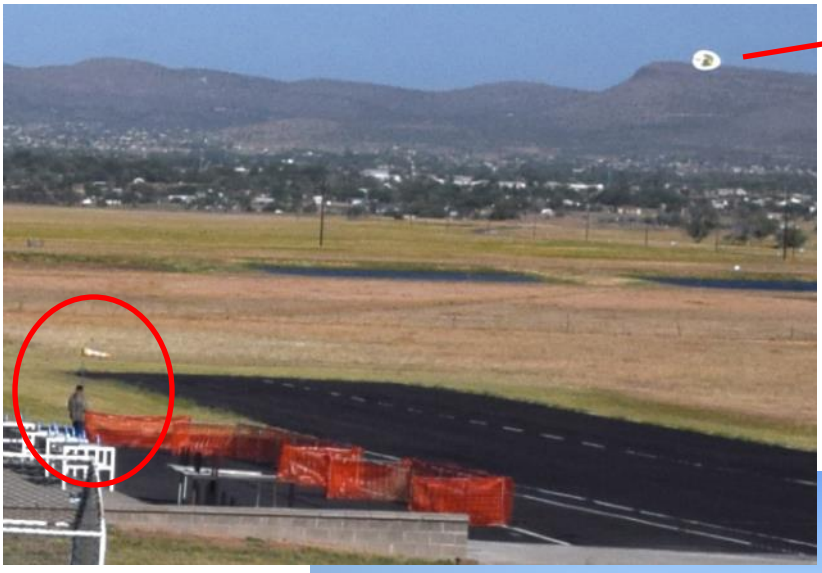
CVMA Swap Meet Held Saturday June 6

The weather did not cooperate for our June 6 pylon races, the wind was fierce and gusty all day long. However, the swap meet went off well with a tremendous number of members selling or swapping a wide variety of RC modeling items

There were kits, parts of all kinds and models of all types to choose from to take home and rework, modify, rebuild or finish a project.

Member *Steve Zingali* said "this is a UFO day" and flew his UFO in all the wind. The picture below (circled) shows him standing near the wind sock that is straight out across the runway as he flies his "Red Z" UFO. While behind him the swap meet is going on with a large number of members checking out the displays and various RC gear for sale or swap.

Members moved from vehicle to vehicle looking at all the RC "junk" or treasures for members needing parts.



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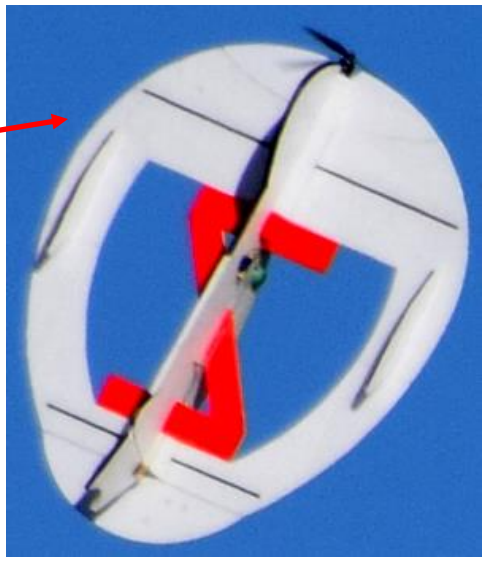
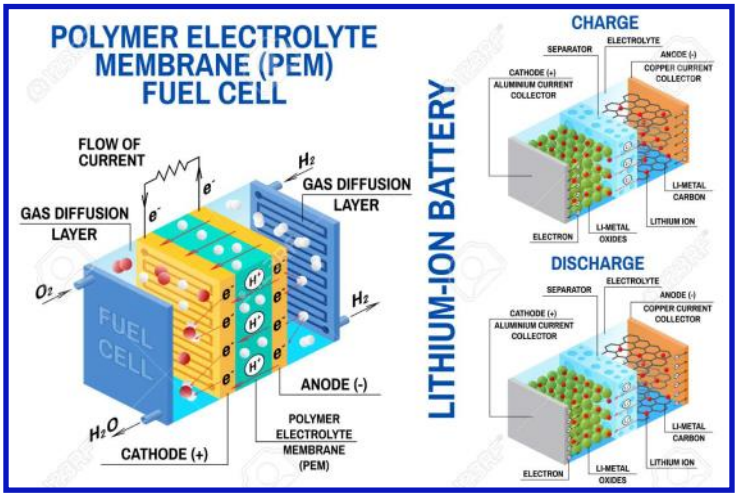


The runway, right, had all the cracks sealed and repaired as needed, as well as having all the weeds at the west end coming up through the asphalt removed and smoothed out. The cracks and repairs were done on June 4th.

What's the Difference Between Lithium Ion and Lithium Polymer Batteries?

https://www.ovonicshop.com/blogs/how-to/li-po-vs-li-ion-battery-what-are-the-difference-between-them



The history of lithium polymer batteries dates back to the 1970s. Their first design included a dry solid polymer electrolyte similar to a plastic film. Therefore, this type of battery can achieve a very thin design while still maintaining a relatively good battery life. In addition, lithium polymer batteries are very light and have a higher level of safety. However, these batteries are more expensive to manufacture and have a lower energy density than lithium ion batteries.

Lithium-ion batteries began to develop in 1912. However, they were not popular until they were adopted by Sony in 1991. Lithium-ion batteries have high energy density and are less expensive than lithium polymer batteries. In addition, they do not need to be activated for the first time and have a low self-discharge rate. However, lithium-ion batteries do age, and after a while, the ions in the battery lose their ability to produce maximum energy - even when not in use.

The following analysis of the difference between lithium-ion batteries and polymer lithium batteries from several aspects are:

First, the Raw Materials are Different

The lithium battery is an aluminum shell battery, the electrolyte is liquid, and the outer packaging material is an aluminum shell as a secondary package, the electrolyte is contained, and it is not easy to make into other shapes.
On this basis, lithium polymer batteries have some advantages over lithium ion batteries.

1. Small thickness, can be made thinner, can be less than 1mm.
2. Light weight, 40% lighter than the same capacity of steel shell lithium battery, 20% lighter than aluminum shell battery,
3. High power: Due to the structural characteristics of the battery, it is easy to produce products that can discharge 10C to 20C.

Second, Lithium Polymer batteries Have Different Shaping Methods

These flexible shaping methods allow the polymer battery to be thinned and arbitrarily shaped. It can make into a thinner battery with higher capacities.

Third, the Manufacturing Process is Different

A thinner the polymer battery, the better the production, which makes the lithium polymer battery more expandable in the field of application. Shapes can be customized - tailored to customer needs, make full use of space, increase capacity, and can quickly convert models, responding quickly to market demand.

Fourth, the Lithium Polymer Battery can Have a Larger Capacity

At present, large-capacity batteries of 30Ah or more do not require special structure and packaging design. Therefore, the development of thin batteries and large capacity batteries is a breakthrough for lithium polymer batteries.

Fifth, There are Different Aspects of Security for Lithium-ion Batteries

Lithium batteries are easy to explode in high temperature and high pressure environments; lithium polymer batteries have a aluminum plastic film as the outer casing, no battery leakage problem, and the battery contain the colloidal solid instead of liquid electrolyte inside, so even if the liquid is very hot, it would not explode. ***However there can be a fire danger if not handled correctly***.

Sixth, the Battery Voltages are Different

The polymer battery is made of a special polymer material, it can be made into a multi-layer combination in the battery cell to achieve a high useful voltages.

Seventh, the Charging Life is Different

Lithium-ion battery cycles can range from 100 – 300 cycles, while lithium polymer batteries can reach 300 - 400 recharging cycles

Eighth, Applications Vary

Lithium-ion batteries are mainly used in mobile phones, computers and related accessories, as well as in power tools and digital cameras. Lithium polymer batteries are mainly used in electric toys, backup power supplies and RC modeling uses.

Editors Note: Always use a lipo bag or ammo can for your flight batteries and NEVER charge Lipos unattended in your workshop.

Name the Plane: USAF *XB-70 Valkyrie*

https://www.nasa.gov/centers/armstrong/news/FactSheets/FS-084-DFRC.html

The B-70 Valkyrie, with a planned cruise speed of Mach 3 and operating altitude of 70,000 feet, was to be the ultimate high-altitude, high-speed manned strategic bomber. Events, however, would cause it to play a far different role in the history of aviation.

To achieve Mach 3 performance, the B-70 was designed to "ride" its own shock wave, much as a surfer rides an ocean wave. The resulting shape used a delta wing on a slab-sided fuselage that contained the six jet engines that powered the aircraft.

The outer wing panels were hinged. During take-off, landing, and subsonic flight, they remained in the horizontal position. This feature increased the amount of lift produced, improving the lift-to-drag ratio. Once the aircraft was supersonic, the wing panels would be hinged downward. Changing the position of the wing panels reduced the drag caused by the wingtips interacted with the inlet shock wave. The repositioned wingtips also reduced the area behind the airplane's center of gravity, which reduced trim drag. The downturned outer panels also provided more vertical surface to improve directional stability at high Mach numbers.

Attached to the delta was a long, thin forward fuselage. Behind the cockpit were two large canards, which acted as control surfaces.

As impressive a technological feat as the B-70 represented, the aircraft was under development at a time when the future of the manned bomber was uncertain. During the late 1950s and early 1960s, many believed that manned aircraft were obsolete, and the future belonged to missiles. As a result, the Kennedy Administration ended plans to deploy the B-70. Two experimental XB-70A prototypes were under construction at North American Aviation when the program was canceled.

At the same time there was growing interest in an American supersonic transport (SST). Jet airliners had cut flight times by more than half in comparison to propeller-powered aircraft. A Mach 2 or 3 SST would make a similar improvement over the new subsonic jet airliners. The Flight Research Center (FRC-now the Dryden Flight Research Center, Edwards, CA.) had several SST studies underway during the early 1960s.

NASA's Douglas F5D-1 was used for landing studies, a North American F-100C was modified to simulate SST handling qualities, a North American A-5A was used to simulate an SST for tests of the air traffic control system, and a Lockheed JetStar was modified as an in-flight SST simulator.

Despite the accomplishments of the XB-70, time was running out for the research program. NASA had reached an agreement with the Air Force to fly research missions with a pair of YF-12As and a "YF-12C," which were actually SR-71's.

These YF aircraft represented a far more advanced technology than that of the XB-70. In all, the two XB-70s had logged 1 hour and 48 minutes of Mach 3 flight time. A YF-12 (SR-71) could log this much Mach 3 time in a single flight.

The final XB-70 research flight occurred on Feb. 4, 1969. Fulton and Sturmthal made a subsonic structural dynamic test and ferry flight. The XB-70 took off from Edwards and flew to Wright-Patterson Air Force Base, OH, where the aircraft was put on display at the Air Force Museum.

The first XB-70 made 83 flights totaling 160 hours and 16 minutes, while the second XB-70 logged 46 flights in its brief life, totaling 92 hours and 22 minutes.

Last Updated: Aug. 7, 2017
Editor: Yvonne Gibbs

NASA Armstrong News

Club War Bird Races Held Saturday June 20th

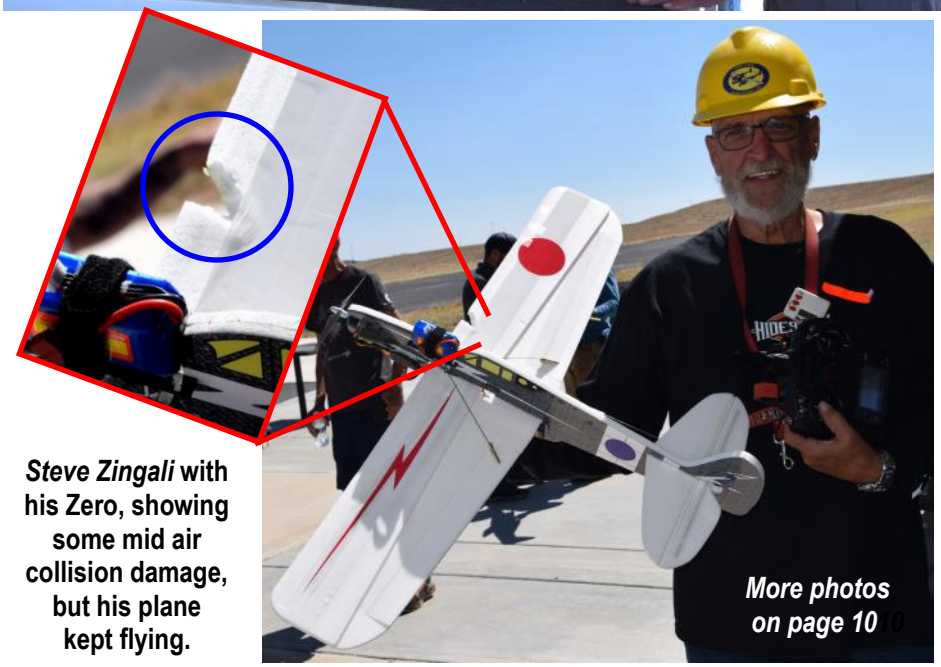
Text by Randy Meathrell, photos by Rick Nichols and Bob Shanks

The CVMA Pylon Races were finally held on Saturday, June 20th after one weather delay. A total of 10 club members were racing out of the 23 kits sold. We finally had a great weather day with light winds and clear skies. A total of 4 rounds were flown with 3 heats per round and 3 racers per heat. After the "foam" settled, first place was taken by club member *Jerry Calvert* from Williams, AZ after a flyoff with *Steve Zingali*, who finished in second place. Third place was flown by *Dave Bates*.

Prizes were *3 Corona beers and a full roll of toilet paper for First Place*, *2 Coronas and a half roll of toilet paper for Second place* and *1 beer and a small roll of tissue for Third place*. The Best Crash was awarded to *Bob Shanks*, who received a bottle of water, a "crying towel" and an empty toilet paper roll. Special thanks go to *Steve "the Zman" Zingali* for drawing up and making the racer airframes using his laser cutter. Also, thanks to *Bob Stephenson* for running the computer scoring. An event like this is not possible without the help of dedicated club members who always answer the call when help is needed. THANK YOU. Members, if you had fun tell your friends and maybe we can do it again sometime.

Left to right, *Dave Bates*, *Steve Zingali*, *Jerry Calvert* and *Bob Shanks*.

Above is first place winner *Jerry Calvert's* P-47 during one of the heats. After scoring he was the winner for this year's race. Jerry is second from right in the photo above left.



Steve Zingali with his Zero, showing some mid air collision damage, but his plane kept flying.

More photos on page 10

The various WWII models that were racing.

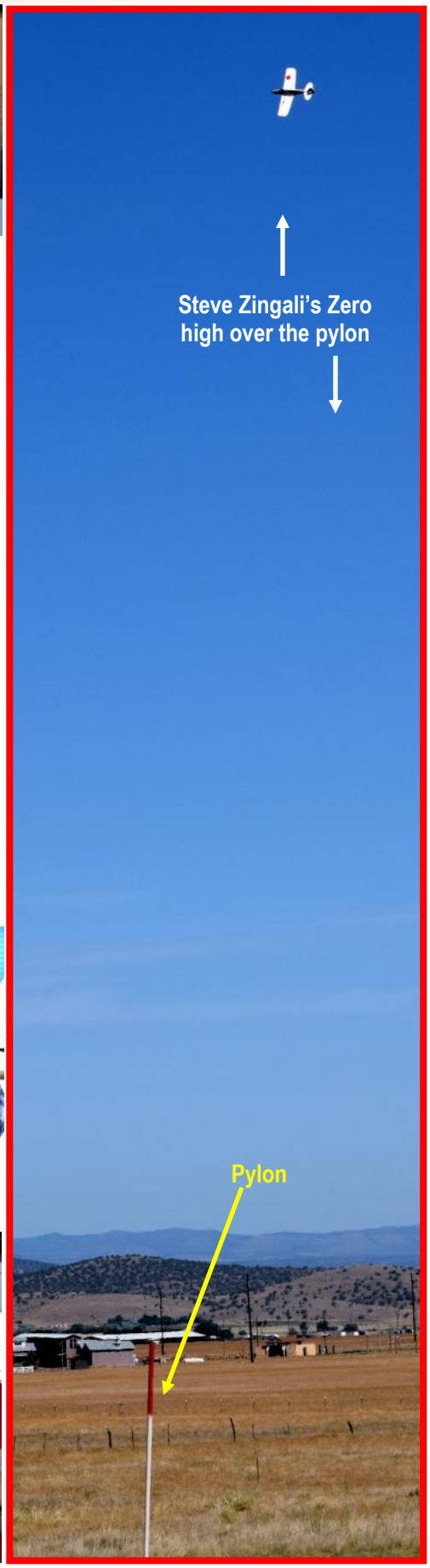
All pilots and those in the pit area wear helmets for safety.

Bob Steffensen (top photo) is busy calculating results. At top left three planes are launched for the three pilots. The second photo shows some hard concentrating on getting around the pylons without a "cut". The launchers serve as spotters for safety.

At left, first place winner *Jerry Calvert* with his full roll of toilet paper! Center, Steve Zingali has his two bottles of Corona ready to go. Far right is *Dave Bates* holding up his very small third place toilet paper roll/. Lower right is *Bob Shanks* with his "crying towel" and empty roll of toilet paper for "Best Crash" .

Photo at left is *Harold Ellis* and *Bob DeNoyelles*, positioned across from a pylon checking for pylon "cuts" (a cut is turning inside the pylon and not around it). *Dan Avila* was positioned at the other pylon with his son. Below is *Carol Meathrell* who registered all the pilots when they arrived to race.

New CVMA hats designed by club treasurer *Harold Ellis* for $25 to help raise money for the club



JUST WHAT IS THE INTERNATIONAL MINIATURE AEROBATICS CLUB (IMAC)?

http://www.mini-iac.org/Information/About-Scale-Aerobatics

http://www.mini-iac.org/Regions/Southwest-Region

Our club will be hosting the southwest Region Event, "The High Desert Shootout" August 28-30. For those who aren't totally familiar with the IMAC organization here's a brief IMAC description taken in part from the two web sites cited above.

Scale aerobatics is aerobatic operation of a radio-controlled scale models of full-sized aerobatic competition planes. While other disciplines within the radio control community fly aerobatics, the requirement for scale aerobatic is that the model be replicas of types known to have competed in International Aerobatic Club (IAC) competition. A wide choice of competitive planes are available to today's model in both kit and ready-to-fly versions. Some of the most popular full sized competition planes are available from numerous manufacturers.

Originally started as a Special Interest Group under the US modeling organization, AMA, the International Miniature Aerobatic Club (IMAC) has grown to represent and organize scale aerobatic competition on a global level. IMAC is a non-profit organization focusing on pilot education and maintenance of rules and guidelines governing the sport. Pilots interested in scale aerobatic competition are encouraged to join and support the organization's mission.

Groups of pilots come together to fly and compete in organized events operated under established rules. Pilots fly a "sequence" of pre-established maneuvers in front of judges. Starting with a perfect score of 10 for each maneuver, judges will deduct for deviations or errors. Sequences generally consist of 8 – 10 maneuvers.

As with full-scale competition, pilots are separated into classes with each class getting progressively more challenging. Each class has a "known" sequence published every year that is flown at every event held during that calendar year. In the higher classes, a sequence is presented to the pilot at the event that they have not seen before (called an "unknown").

Scoring is based by "round" which consists of all pilots in a class flying their sequence in front of the same judges. The pilots are then ranked within that round. The judges are changed and the pilots fly their sequences again. By rule, the pilot's lowest round may be dropped. In the end, the pilot in a class with the highest score wins the event.

There are Five Main Classes:

Basic – Entry level class with basic aerobatic maneuvers. Pilots in this class may fly ANY plane of any size which does NOT have to be a scale model of a competition plane. This class flies only a KNOWN sequence.

Sportsman – Maneuvers get just a little more challenging and pilots are now required to use scale model aircraft. In this class, unknowns are introduced.

Intermediate – Maneuvers increase in difficulty as slightly more complex figures are introduced. Unknowns become more challenging.

Advanced – In this class, the pilot should be able to fly most any figure presented. The difficulty here is that sequences get more challenging as more complex figures are added together.

Unlimited – exactly what it sounds like….no limits! Pilots in this class are presented with the most challenging sequences and complex unknowns. A true test of pilot and machine that requires experience and skill developed over time.

In addition to the main competition classes, there are two other classes that may be offered at an event:

Free Style – spectator sport extraordinaire! Aerobatic flying set to music! No predefined figures as anything goes in this class! Pilots are judged on originality, musicality, and general piloting skills. Free Style is not offered at all events but is the most popular part of an event for the non-flying crowd. Free Style competition is open to pilots of ANY class but the pilot must also compete in a main class.

Seniors – Best pilot over 55 as judged across all classes (excluding Basic).

Most events are weekend affairs starting on Saturday morning and running until Sunday afternoon. There are many "special" events such as judging schools, introductory events (for Basic only!), as well as regional/national championships. Events are scheduled many months in advanced and upcoming events may be found on the event calendar in each IMAC region's main page.

In the US and Canada, there are 6 regions - Northeast, Southeast, North Central, South Central, Northwest, and Southwest. Outside the US/Canada, each country maintains its own regional structure. You can find what region you live in by starting with the geographical area in which you live and looking under Regions on this website. tired of flying in circles, practicing your landings, etc. and looking for a new R/C challenge…and you are in luck! For more detailed information check out the two websites used for this article above.

CVMA's Membership Meeting Held: May 23rd

Our club has not had one of its regular general membership meetings at the Prescott Airport since March due to the Corona Virus crisis. We have always met the third Wednesday of each month at 7pm. However, since a field clean up was scheduled for Saturday May 23rd it was decided to also have a general membership meeting there as well. Our May issue had already been published earlier so this issue has some of the May information and also our June meeting held at the field as well on page 13. The meetings and newsletter "Blurb" were out of synchronization thanks to Covid-19.

The virus crisis is still raging so we scheduled our June 27th gathering at the field too, see next page. Since being outdoors in the sunlight and in fresh air is better during this crisis than meeting in a small poorly ventilated room.

Member Comments

Steve Zingali stated that "everyone is a safety officer, call out you flight intentions and safety violators. *Peter Richards* praised and thanked the club flight instructors for all they do to get people flying. *Harold Ellis* recommended that we mow and maintain the alternate (cross) runway for emergency landings.
(Editor's Note: This could be our next club project.)

Planes and Projects

Steve Zingali brought his latest foam creations: Blended wing B1, XB70 and SR71. *Jack Potter* showed off his Little Flying W. *Randy Meathrell* completed assembly of his Freedom 3D and showed his foam XB70 and OV10. *Terry Snyder* has a new Ultra Stick and Volkswagen Edge. Terry also displayed wing bags from a *cewingcarriers.com.* *James Cowley* showed his YAK racer

Shel Leibach won the door prize consisting of the proverbial bottled glue, crying towel, and Velcro tie down straps. *Craig Hale* won the nice Sig Senorita in the Raffle

Jack Potter showed his flying "W"

May 23: 46 members showed up, a great turnout!

Member *Harold Ellis* designed a new club hat and t-shirt logo now available in red hats. His design raises money for the club. See Harold if interested in a hat. (See page 10.) T-Shirts are coming.

Steve Zingali's Blended flying wing.

Terry Steiner brought two planes he purchased from *Don Crowe,* a Stick and the white Volkswagen aerobat.

Randy Meathrell (left) showed off his XB-70 and OV-10, both planes are *Steve Zingali* designs. Randy also brought his blue Freedom 3D at right.

James Cowley, at left brought his P-47 racer.

Raffle Prize Winner

Craig Hale

won the Sig Kadet Senorita

Door Prize Winner

Shel Liebach

CLUB'S MEMBERSHIP MEETING: HELD AT THE FIELD JUNE 27TH

Club membership stands at 126. There were 38 members present including new member *John Parker*. Minutes of May 2020 meeting were unanimously approved with no corrections.

President's Agenda

Randy Meathrell announced the winners June Foamy warbird race. *1st Jerry Calvert; 2nd Steve Zingali; and 3rd Dave Bates.* The members thanked Randy for being the Event Manager.

President *Bill Gilbert* talked about upcoming events: Next event is the 4th of July pot luck…no fireworks this year, however, show up about 5pm with whatever meat you want to grill and a dish to pass. Bring the wife and kids and your favorite evening or night flyer.

John Meyers and *Dave Bates* will host the Combat Wing event on August 8th. The IMAC event is August 28-30…a good opportunity to bring in some revenue for the Club. We are looking for an EM to host the Steve Crowe Fun Fly in September…step up guys…let's get 'er dun'.

There seems to be some enthusiasm for the October Build & Fly…get your bird built and ready to maiden.

The Christmas Party is December 4th at the Centennial Club.

Bill led a discussion on a proposed Club new etiquette rule: "Gas guys should use the cabana tables to assemble and disassemble aircraft…fuel and defuel in the pits". If not the tables get messy with fuel and dirt all over. Bill will send out a proposal for members to review. We will discuss further and vote at the July meeting.

VP *Doug McBride* thanked those that helped clean up and organize the shed. Minor runway repairs to tamp down some weed damage has been completed.

Treasurer *Harold Ellis* presented Treasurer's report. The account balances total $10,633. Report was approved unanimously. Buy hats with a fresh logo…shirts coming soon. Profits to the runway fund.

Safety Officer *Rick Nichols* said thanks to the members for flying safely. Use the fire cart for retrieving your downed aircraft. It will keep you out of the snake pit.

Member Comments

Dan Avilla suggested that flying a pattern, based on prevailing winds is a good thing; *Tom Wells* agreed with Dan. *Jack Potter* said we should repair the tables, some are getting shabby.

Steve Shepherd brought the donuts, most were gone before the meeting began. Thanks Steve!

Planes and Projects

Mark Lipp demonstrated his large motor test stand that he had made.

Door Prize/Raffle Winners

Shel Leibach won the door prize (again!) consisting of glue, Velcro tie down straps, and crying towel.

James Cowley won the nice J3 ARF.

We adjourned about 10:52am.

Respectfully,

Bob Steffensen
Club Secretary

President *Bill Gilbert*

Mark Lipp's motor test stand.

Door Prize Winner

Shel Liebach was the winner.

Meeting photos by Randy Meathrell.

Thirty eight members were present for our second meeting held at the field.

Raffle Prize Winner

James Cowley

Won the nice J3 Cub ARF