



AMA Chapter #3798

Chino Valley Model Aviators Official News



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

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GREG FLOWERS CESSNA AG WAGON



Quote of the Month:

"Never interrupt someone doing something you said couldn't be done."

Amelia Earhart

Board Awards Dan Avila for His Generous Club Support



A cool F-86 Shadow Box was given to Dan for his innovative safety support to our club, and for his generosity in making a "Fire Cart" a reality. Our heightened awareness of a fire due to a crash, and our new ability to quickly extinguish it is our thanks to Dan Avilla. A side benefit of the "Fire Cart" is we also now have a vehicle to retrieve crashed airplanes.

(The Shadow Box was made by member Rick Nichols)

Support our Local Hobby Shop



Valley Hobby

Prescott Gateway Mall



Bill Gilbert: CVMA President's Message



With the arrival of spring, we are seeing warmer but breezy mornings. We were finally able to hold another of our outdoor member meetings, with good attendance. Some much needed club business was finally able to be discussed.

A good dialogue ensued at the meeting about the proposed club expansion to address a shortage of assembly tables as the club has grown over the years. Not only for the immediate need/desire, but for the long-term growth. We continue to have new folks come to the area and join our club ensuring a steady growth.

This is a long term project that would need to be executed in phases due to the large investment required. The attached picture further down in this issue illustrates the final recommendation from your Board of Directors, after much study and consideration of all the inputs received.

Please review and consider if you would like the club to address

this issue. If so, we would need to commit to build out in phases- some concrete funded first, for immediate use. Followed by the cabana a couple of years down the road when additional funds are accumulated. Then, finally the additional assembly tables would be installed.

The option of not expanding is also an option! We can choose to stay as is and just learn to live with the occasional tight quarters on very busy days. It's up to you, the members, to decide on this very important issue.

Maintenance of the field is well underway; we've had the pre-emergent weed spray applied, and the runway crack sealing is next up. We have some minor maintenance issues to attend to on the assembly tables, but the field is in very good shape. Please feel free to volunteer if you see any issue that needs attention. We can use your help! One of our members smoothed out the entry road (Santa Fe Tr) and our driveway, with his own equipment (we thank you, Bob De Noyelles!).

Along with warmer weather, we will soon be into our event calendar, starting with the Spring Fling Fun Fly and Swap Meet in May. Followed in rapid succession by our remaining event calendar. Please volunteer for any help that may be required to host these events. We are looking to add a couple of events to bring more variety to our activities; float fly, gliders. Stay tuned as we finalize these.

Let's enjoy the better weather and get some flying in! Bring out those planes for the breezy conditions and get back into the groove of flying.

Ideal conditions are just around the corner.

With the Covid restrictions being lifted, maybe we can even get back to Taco Tuesdays!

See you at the field!

BILL

CVMA Flight Instructors

- Steve Shephard
Chief Flight Instructor
- Al Marelllo-basic
- Lloyd Oliver-basic
- Riley Harley-basic
- Jack Potter-gliders

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*



At Large Member *Mark Lipp*



Newsletter Editor — *Bob Shanks*



Can You Name This Historic Aircraft?



See Page 10

**SAYS HERE YOU SHOULD BE IN HELL BUT
SINCE YOU WERE A SUBMARINER
WE'LL COUNT THAT AS TIME SERVED**



2021 — MARK YOUR CALENDARS

May 22 - Spring Fling Fun Fly & Swap Meet

June 12 - E-warbird Races

June 19- Delta Wing Combat Event

July 4 - Pot Luck Fun Fly & Chino Valley
Fireworks (watch from our field)

Aug 20-21 IMAC Southwest Region Shootout
Held at our field.

Sept. 25 Annual Steve Crowe Memorial Fun
Fly

Oct 23 Fourth Annual Build & Fly Challenge

Dec 3 Annual Christmas Banquet



BORN IN A BARN ?

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



SAFETY IS ALWAYS A CRITICAL ISSUE

By Rick Nichols, Club Safety Officer

A particularly important aspect of safety is safety practices in our workplaces and building areas.

Many of the tools we use have an inherent danger all their own if not used properly. Let us start by thinking about our most common tool we use in modelmaking. Yup, the X-Acto Knife.



One common problem and mishap with this tool is its tendency to want to roll off the bench. How many of you have instinctively made the move to grab it as it is on the way to the floor?

Hopefully, this has only happened to us once. You may have been successful in keeping it from hitting the floor and saving that 50-cent blade, but it could have cost you many more dollars' worth of stitches. I have found that a small zip tie wrapped around the knife does a fine job of keeping it from rolling. (see photo above)

For us electric airplane pilots it is never a good idea to test your motors in your shop unless you remove your propeller first. In some cases, this may not be practical if you are checking wattage or RPM with the propeller attached. Be sure to find a way to secure your airplane before arming the battery. We have had several members injured when their planes got away from them in the shop. Also please remember to never arm your airplanes under the cabana at the field.

It is a good practice to have a dedicated place for each of your tools and replacing them during and after use. It makes it so much easier to grab the tools from that place instead of searching for them. Parts, Props, miscellaneous parts and tools should not be scattered haphazardly on your work area.

Its also important to keep the floor in your shop clean. Tripping over loose objects on the floor is never a good idea. You could fall on that loose X-acto knife that you cut yourself on earlier and re-injure yourself.

Then there's C.A. glue. We all know about that. Some modelers may have a bad reaction to the fumes from this product so



A messy and unsafe work area.

try not to have your face and nose over the glue as it cures in order to avoid the toxic fumes. I am told there is a nontoxic C.A. available but I have never used any.

I am looking forward to seeing you all at the field soon. It has been a tough 12 months due to the pandemic, but I think things may be turning around.



Fly Safe Members

Members' Cool Planes



Steve Zingali's Swing Wing F-14



Shel Liebach has another really nice turbine powered T-38 he made it in the scheme of the NASA T-38 Chase plane colors.



Below Rick Nichols launches Randy Meathrell's C/L Nobler at right. The battery and flight gear is on the outside along with a small wing tip weight to keep the lines tight for flight control.



Harold Ellis' very nice P-51 pilot.



John's D-1 is powered by a four stroke .36 gasoline engine.



John Stewart's Fokker D-1 had some engine problems but he managed to gain some altitude come around and land. A nice save John. His wheels have some rubber band connectors that serve as springs on the gear allowing some wheel flex as shown at left.



Early one cold Tuesday morning Rick Nichols flew his little C/L Nobler off the runway before many members showed up, Rick has landing gear on his Nobler.



Riley Harley's very nice gas powered Spitfire.

More Member Flying!

Shel Liebach's T-38 NASA chase plane at far right. He has a very realistic looking pilot figure in the cockpit area.



Photos by Rick Nichols



How many members does it take to get Randy Meathrell's 45 year old RC plane to run and fly? From left, Gene LaFaille, Randy Meathrell, Fred Giles, Harold Ellis and Bob Shanks.



The day your editor took these T-38 Chase Plane photos Shel was doing some taxi testing. His bird has lots of power and wanted to jump into the air but he plans on test flying it at the dry lake bed area.

Bill Gilbert's big gas powered Laser .



Dennis O'Connor's A-1 Skyraider.

Gene LaFaille's Ace Whizard at right is powered by a Cox .049 Surestart engine and flown with 2 channels, (rudder & elevator). It's kitted by Ace.

Below is his two channel single stick 2.4 radio. The red button allows him to fly the Whizard single channel just like in the old RC days.



Riley Harley's Balsa USA Stick 40. He was one of the winners in last years build and fly challenge contest we hold in the summer.



Now this is a relaxing way to fly. Dennis O'Connor seated at left and Greg Daebelliehn at right.



Wind Tunnel Project: A Monumental Design with a Deadly Serious Purpose

Written by Rowan Moore

Hidden from view for 40 years, the giant disused wind tunnels at Farnborough, in Britain, where aircraft from Spitfires to Concorde were tested, is now open for public tours.

Abandoned and silent for a long time, this hall once hummed with the sound of a 120mph wind: the effect of a massive fan that could revolve at up to 250 times per minute. This wind tunnel, one of five at the Royal Aircraft Establishment in Farnborough, Hampshire, England was built in 1935 to study how wind affected objects. One airplane later tested there, was the Hawker Hurricane – which became one of the main forces for victory in the Battle of Britain.

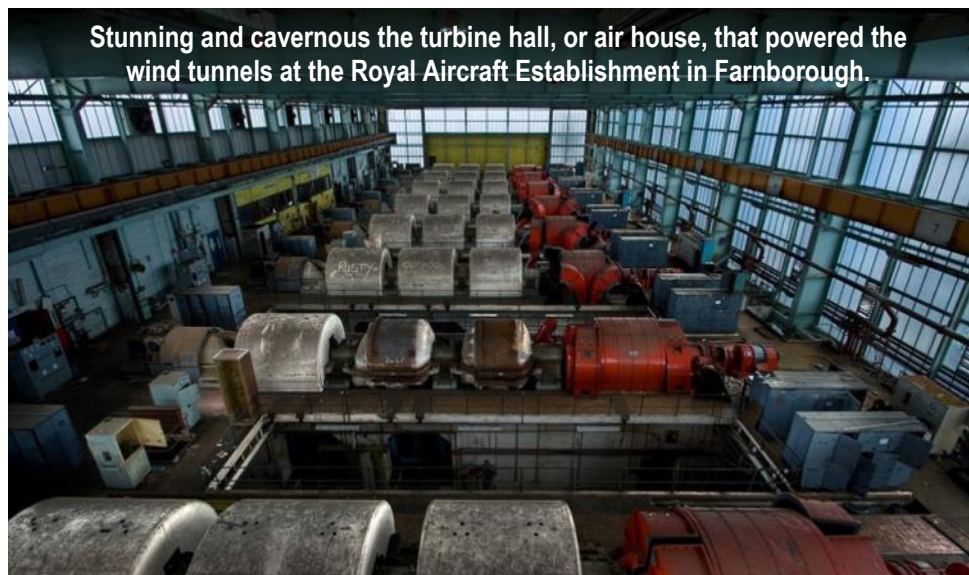


The research carried on in these wind tunnels was secret. After being closed in 1992, the facility has remained off limits except for open days and special guided tours run by the Farnborough Air Sciences Trust.

On 19 May 1942, the BBC recorded the song of a nightingale in a garden in Surrey. They had done this annually since 1924, when it was the world's first outside broadcast, but this year it was different: the microphone accidentally captured the grinding of bomber engines as a raid set off to attack Mannheim. The broadcast was stopped, for fear it would give clues to the enemy of the RAF's intentions.

It's a haunting sound, made by the bird and the planes together, high and low, evoking nature and machine, and peace and violence. It includes both an English rural idyll and the aggression enlisted to defend it. From 12 June to 20 July you will be able to hear this recording in a sound piece by the artist Thor McIntyre-Burnie, part of a program of installations and events staged by the arts organization Artliner and curated by Salma Tuqan of the Victoria and Albert Museum. The main event, however, will be rare access to the complex of buildings in which the art will be installed, which, like the nightingale recording, encompass opposing qualities: mystery, strength, grandeur, precision, geometry, echo and silence, darkness and light.

An architect designing these spaces now would be congratulated for range of expression and questioned for whimsy.



Stunning and cavernous the turbine hall, or air house, that powered the wind tunnels at the Royal Aircraft Establishment in Farnborough.

Yet they were designed for a deadly serious technical purpose. They are wind tunnels, and the buildings containing them, in Farnborough, Hampshire, built to test airplanes from the first world war onwards, including Spitfires, the earliest jets and Concorde. Now, in their disused state, they are both moving historic relics and monuments of inadvertent art. They have the elegance of structures whose main concern is not elegance.

(More on next page)



More on the Farnborough Wind Tunnel Project

<https://www.theguardian.com/artanddesign/2014/jun/01/the-wind-tunnel-project-review-farnborough-monumental-designs>



The location is the former Royal Aircraft Establishment, once a complex of buildings more important than any other to the development of British aviation. Most of it was demolished in the last decade to make way for a privately owned business park, but a few listed structures remain, thanks in part to the heroic efforts of the Farnborough Air Sciences Trust, who also created a museum on the site. Preserved with the help of the conservation experts Julian Harrap Architects, these structures include the parabolic frame of a 1912 airship hangar, reconstructed as a portal to the business park, and three wind tunnel structures, called R52, Q121 and R133. The first was built in 1916-17, with later modifications, the second in 1935, the third from 1939 to 42, with major changes in the 1950s.

Wind tunnel R133 remains closed to the public, which is a shame, as drawings show it to be a work of science fiction made real, of layers of curving ducts that resemble a giant human organ. R52 is a pair of straightforward industrial barns, one of which contains an intricate device, in steel and finely joined timber, built in 1945 for testing models.

The most visceral in its effect is Q121. Here two big circular holes, formed in concrete, face each other. In one is a giant mahogany fan with 600kg blades which would drag air at high speed across the void between them, into which airplanes and parts of planes would be inserted for testing. Behind the

fan is a concrete hall, or rather a giant oblong pipe which, turning 90 degrees right four times, circulated the air in a continuous loop. This is not a building housing a machine – the building is a machine.

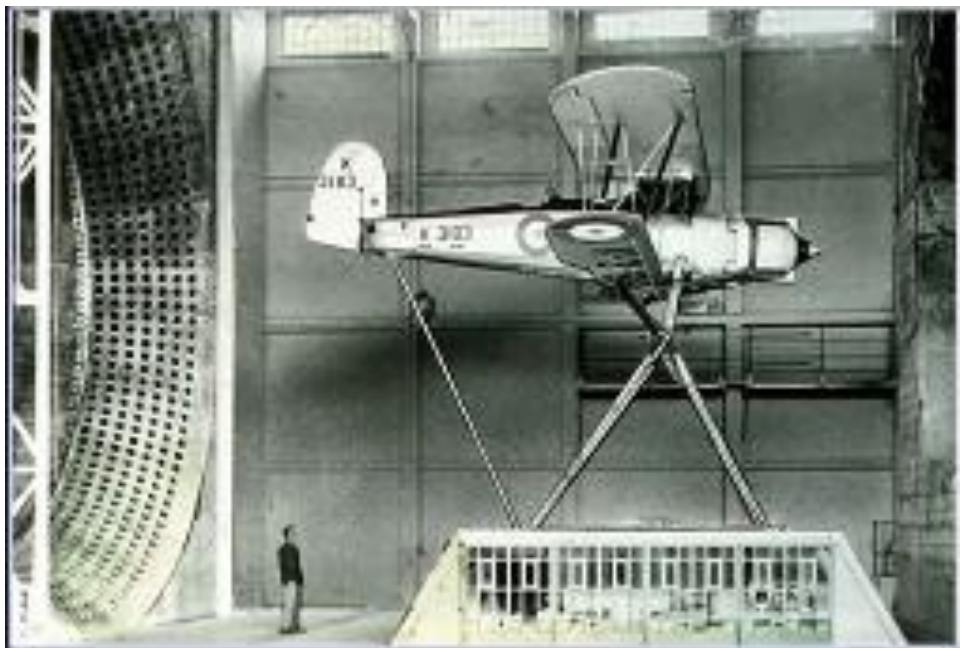
The interior of the hall/pipe is dark, in which you sense rather than see its sloping floor and high ceiling. Its angles disappear in shadow; screens of aerodynamic concrete fins, which helped the wind go round corners, descend like veils. The main sources of light are the big circles, surrounded by rings of smaller perforations, as a means of managing turbulence.

Between them R52 and Q121 have a special kind of scale, large and small, related to that of machines or models more than humans. They give the satisfaction that comes when materials are plucked from the physical world – mahogany, pine, steel, concrete, gauzes – without regard for their perceived value but for a precise technical purpose. They go to extremes of atmospheres and acoustics, from the resonant concrete hall to anechoic spaces lined with thick foam, where the sound is quite deadened.

They now carry some nostalgia for the days when technology was more tangible, when people called boffins could pore over banks of dials, and when neatly typewritten notices, stuck on the walls for years, would impart the necessary instructions. It was a time when you could see how things worked, and ad hoc lash-ups could save the day.

All of which is a challenge to artists. The tunnels have their own kind of perfection, which needs no addition or subtraction. McIntyre-Burnie's sound pieces are an intelligent way to go: when silent they will allow you to experience the structures unfiltered, while, to judge from samplings of his work with the nightingale recordings, they elicit another dimension. It promises to be a powerful way to experience one of the Britain's great unknown spaces.

Note the men in the pictures for judging the size of the wind tunnel operations.



Modern Day Smart Fighter: The JAS-39E Gripen The Swedish Jet is the Sports Car of Fighters *

Sweden is a non-aligned country and has never been a part of NATO. However, looking at where the country is located one can readily see who their largest neighbor happens to be, Russia. So it is not surprising they are constantly upgrading and keeping their air force on the cutting edge of flight readiness. They expend great effort at “defensive counter-air”. They must be ready at all times to take down attacking aircraft and give their other military services time to mobilize and protect the country.

Sweden’s primary aircraft manufacturer is Saab and over the years they have produced some very strange looking but highly functional aircraft from 1941 to today’s very capable Gripen fighter.

A very complete article on the Saab Gripen is in the February/March issue of [Smithsonian Air & Space Magazine](#) that this short article is based upon. Saab was the first company to develop direct data link to ground radar stations out of concern over unsecured voice radio transmissions that could be intercepted, jammed or interfered with especially if attacked by Russia. The older Draken with its two large wings used the direct data link to ground radar stations. Saab also developed the first “heads up display” that was used on their Viggen fighter, it too has small forward wings similar to the Gripen. Saab is constantly coming up with new ideas and innovative designs for their aircraft.

The Gripen JAS-39E is a small aircraft weighing only 6 tons as compared to the larger fighters, the Eurofighter Typhoon and French Dassault Rafale that weigh 11 and 10 tons respectfully according to the Air & Space magazine article. The Gripen has only a single engine as compared to the Typhoon and Rafale’s twin engines. It was purposely designed in 1982 smaller to take advantage of all the newer electronics, a real risk then. The smaller design is also cost effective as compared to the larger twin engined fighters and is designed around electronic warfare of the future.

The unique Gripen relies heavily on electronic warfare measures having a sophisticated electronic countermeasures (ECM) and counter-countermeasures to combat enemy radar systems. According to Swedish General Lennart Pettersson the Gripen has performed well in international exercises like Red Flag. General Pettersson said in a 2004 interview, *“Although some aircraft flown in these exercises may have had a slightly better thrust to weight ratio than our aircraft, Gripens still managed to get behind the F-16s to make use of both their IR-missiles and guns. The small visual signature and excellent agility of the Gripen proved to be a considerable advantage in a dogfight.”*

The heavy use of electronic systems is underscored by Johan Segetoft, head of the Gripen E program at Saab when he said *“In embedded systems like cars, satellites, aircraft, if you needed 100,000 lines of code a few years ago to solve a problem, it’s a million now and it will be 100 million in a few years.”*



The JAS-39E with all of its support equipment and maintenance crew.



According to the article Sweden is soon to take delivery of 60 new Gripen Es. Brazil has ordered 36 Gripen fighters and soon to be customers will be Finland and Canada.

“The cockpit, at left is very high tech, its like sitting in a sports car”. According to Gripen company officials the new upgraded design means customers won’t have to be constantly having to trade in older fighters for newer designs keeping the costs manageable, a good deal that is tough to beat in the modern world of getting and maintaining the high cost of national security defense systems in aviation.

SURPRISING FACTS ABOUT THE SR-71 SLOWLY COME TO LIGHT EACH YEAR

Article By *Jim Goodall, former Associate Curator at Pacific Aviation Museum (2009-2013)*

Every couple of years we learn more and more about the SR71. A radar in France caught the bird at 99,000ft above its airspace, classified until now.

Does anyone not believe we now have craft capable of direct into space flight using a rocket jet hybrid engine?

I've had the honor to have interviewed most of the original Blackbird test pilots and this is from the test pilot's mouth to my ear(s) [I'm totally deaf in my left ear] and here's what the test pilot said, "The highest an SR-71A has ever flown was #952 and it was the dedicated envelope expansion SR-71A at Edwards AFB in California."

I had the chance to interview *Ken Hurley* at his home in Oak Harbor, WA about a year before he died. He told me that the absolute highest altitude for an SR-71 was 87,260 ft.

In the A-12 Blackbird, with only a single cockpit and about 5,000 pounds lighter; *Jim Eastham* took A-12 #60-6931/128 to 92,500 straight and level and *Bill Park* took A-12 #60-6939/133 to 96,200 during a zoom climb. He over temped the engines, they would throttle back, and he had to drop the gear at Mach 2.4. On final he was still at 300 kts and had to shut down the starboard J58.

He banked into line up the A-12 with the Area 51 runway. *Bill Park* then realized his post side outer elevator/aileron was stuck in the full up position. He bailed out with the A-12 in a 90° degree bank. He ejected and made one swing and he was on the ground.



BELL X-1 FLOWN BY CHUCK YEAGER*

On October 14, 1947, flying the Bell XS-1 #1, Capt. Charles Chuck' Yeager, USAF, became the first pilot to fly faster than sound. The XS-1, later designated X-1, reached Mach 1.06, 700 mph, at an altitude of 43,000 feet, over the Mojave Desert near Muroc Dry Lake, California. The flight demonstrated that aircraft could be designed to fly faster than sound, and the concept of a 'sound barrier' crumbled into myth.

The XS-1 was developed as part of a cooperative program initiated in 1944 by the National Advisory Committee for Aeronautics (NACA) and the U.S. Army Air Forces (later the U.S. Air Force) to develop special manned transonic and supersonic research aircraft. On March 16, 1945, the Army Air Technical Service Command awarded the Bell Aircraft Corporation of Buffalo, New York, a contract to develop three transonic and supersonic research aircraft under project designation MX-653. The Army assigned the designation XS-1 for Experimental Sonic-i. Bell Aircraft built three rocket-powered XS-1 aircraft.

The National Air and Space Museum now owns the XS-1 #1, serial 46-062, named Glamorous Glennis by Captain Yeager in honor of his wife. The XS-1 #2 (46-063) was flight-tested by NACA and later was modified as the X-1 "Mach 24" research airplane. (The X-1 E is currently on exhibit outside the NASA Flight Research Center in Edwards, California.) The X-1 #3 (46-064) had a turbo pump-driven, low-pressure fuel feed system. This aircraft, known popularly as the X-1-3 Queenie, was lost in a 1951 explosion on the ground that injured its pilot. Three additional X-1 aircraft, the X-1A, X-1B, and X-1D, were constructed and test-flown. Two of these, the X-1A and X-1D, were also lost, as a result of propulsion system explosions.

The two XS-1 aircraft were constructed from high-strength aluminum, with propellant tanks fabricated from steel. The first two XS-1 aircraft did not utilize turbopumps for fuel feed to the rocket engine, relying instead on direct nitrogen pressurization of the fuel-feed system. The smooth contours of the XS-1, patterned on the lines of a .50-caliber machine gun bullet, masked an extremely crowded fuselage containing two propellant tanks, twelve nitrogen spheres for fuel and cabin pressurization, the pilot's pressurized cockpit, three pressure regulators, a retractable landing gear, the wing carry-through structure, a Reaction Motors, Inc., 6,000-pound -thrust rocket engine, and more than five hundred pounds of special flight-test instrumentation.

Though originally designed for conventional ground takeoffs, all X-1 aircraft were air-launched from Boeing B-29 or B-50 Superfortress aircraft. The performance penalties and safety hazards associated with operating rocket-propelled aircraft from the ground caused mission planners to resort to air-launching instead. Nevertheless, on January 5, 1949, the X-1 #1 Glamorous Glennis successfully completed a ground takeoff from Muroc Dry Lake, piloted by Chuck Yeager. The maximum speed attained by the X-1 number one was Mach 1.45 at 40,130 feet, approximately 957 mph, during a flight by Yeager on March 26, 1948. On August 8, 1949, Maj. Frank K. Everest, Jr., USAF, reached an altitude of 71,902 feet, the highest flight made by the little rocket airplane. It continued flight test operations until mid-1950, by which time it had completed a total of nineteen contractor demonstration flights and fifty-nine Air Force test flights.

On August 26, 1950, Air Force Chief of Staff Gen. Hoyt Vandenberg presented the X-1 #1 to Alexander Wetmore, then Secretary of the Smithsonian Institution. The X-1, General Vandenberg stated, "marked the end of the first great period of the air age, and the beginning of the second. In a few moments the subsonic period became history and the supersonic period was born." Earlier, Bell Aircraft President Lawrence D. Bell, NACA scientist John Stack, and Air Force test pilot Chuck Yeager had received the 1947 Robert J. Collier Trophy for their roles in first exceeding the speed of sound and opening the pathway to practical supersonic flight.



The extremely claustrophobic Cockpit made this a challenging plane to fly and dangerous with all the fuel needed to attain the speed of sound and beyond in those early days of high speed flight testing.



* <https://airandspace.si.edu/collection-objects/bell-x-1-glamorous-glennis/>

This overhead aerial photo shows where all the new additions to our field could be added over a period of a few years in phases one through three.

Some can be accomplished sooner as weather improves and are cost effective.



The General Membership meeting for March 27, 2021 opened at 10am at the field. We began with the Pledge of Allegiance. Club membership stands at 117. The head count was 38, though only 31 signed in. New members present were: **Tony Iribarrea**, **Joe Bakos**, **Gene LaFaille**, and **Dave Maggs**. Minutes of November 25th meeting were unanimously approved by members.

President's Agenda

Treasurer Harold Ellis presented the Treasurer's report. The total of all accounts is \$21359.72. The report was approved unanimously. Hats and T-shirts remain in stock.

President **Bill Gilbert** presented a review of field improvement plans: concrete work to extend the sidewalk, pad and install two additional run up stations on the West end; a new cabana; a concrete pad in front of the shed door; and a concrete pad with tie downs for the porta potty. There was considerable discussion and member asked us to consider moving the improvements to the East side of the present facilities to alleviate a safety issue (takeoff crash area). It was also suggested that we had a great field and why not remain with the status quo and "save" the money. The Board agreed to assess the plan, answer the questions and return findings to the members.

Long Range Planning Committee (LRPC) will help identify and prioritize club improvements. Including the plan presented today. If you have any inputs for maintenance or improvements, please contact the LRPC members: Doug McBride- dougmcbr@live.com, Don Crowe- bigchinodon@gmail.com. Mark Lipp- jflipp@aol.com.

Events

First up is the Spring Fling and Pancake Breakfast on May 22. **Randy Meathrell** gave a brief on the June 12 Warbird race. You can have a warbird racer for about \$75...see Randy for details. **Jack Potter** discussed a glider event that may be added to the June calendar. Check your club calendar for this year's events, one is posted at the field on our bulletin board located there.

President **Bill Gilbert** gave an update on the Final FAA "Drone" rule. The RC community did well in the finalization of the rule largely due to the 53,000 plus comments receive by the FAA. Many of our members made input. Do register and be compliant with your name and info on each of your aircraft.

General Membership Club Meeting for March (Cont.)

Member comments

Randy Meathrell said he had a stack of Lockheed propaganda free. Rick Nichols presented the Annual Awards that we usually do at the December Christmas Party: Doug McBride is Member of the Year; Dan Avilla for the Fire Cart;* Charley Gates for long unattended phone calls; Randy Meathrell for many control line crashes (photo #1); Mark Lipp for BBQ & Pancake service (photo #2); Jack Potter for most time in the fire cart (photo #4); Bill Gilbert for running shooting down a glider with his large gaser AC (photo #5); Ray Landry for put his glider in Bills path (photo #7); Matt Butler for his "bird" plane made out of actual bird feathers; and Bill Gilbert for his Leadership of the Club (photo #6).

We took a break about 10:50am for cookies provided by Bob Steffensen and resumed about 11am for Show and Tell.

Show & Tell: Planes and Projects

Bob Shanks brought in his control line Nobler; Harold Ellis showed us 3 recent control line builds; Larry Parker revealed his pocket control line plane (there was discussion about the validity of this "show & tell" project).

Door Prize/Raffle

Paul Gendarme won the door prize of a small static 3D aircraft model (photo #3) and Bob Steffensen walked away with the nice MX2 model in the raffle. (lower right photo)

* Editor's Note:

The awards to Doug McBride as Member of the Year and Dan Avilla for his many supporting club innovations are photos we featured on page one of our newsletters, Doug was featured last month, Dan is on the front page of this issue for his tireless support of the club.



Larry Parker's "Show & Tell" pocket C/L model. Harold Ellis below with his three C/L models. Bob Shanks is at lower left with his Nobler.