



AMA Chapter #3798

Chino Valley Model Aviators Official News



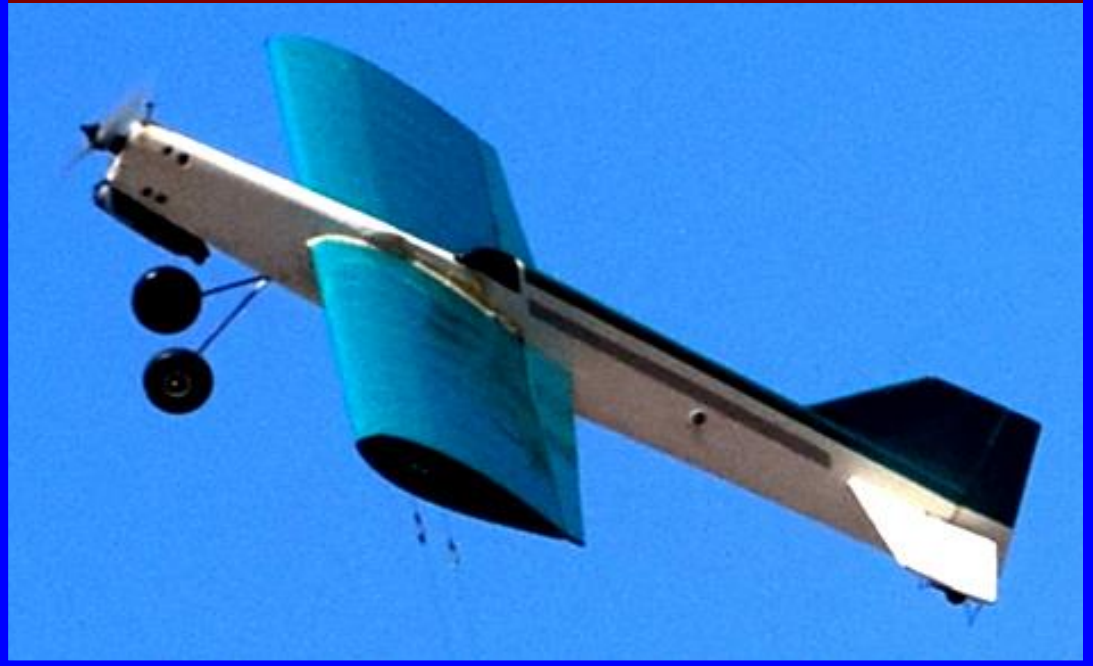
July 20, 2021

Volume 24 Issue 7

www.chinovalleymodelaviators.org

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

Member Gene LaFaille's Control Line Nobler



Inside This Issue

- ⇒ President's Message 2
- ⇒ Mystery Cockpit 2
- ⇒ Safety Column 3
- ⇒ Field Flying Activity 4 & 5
- ⇒ Three Dangerous Airfields 6
- ⇒ Fun Fly & Swap Meet 7
- ⇒ Abandoned Planes 8
- ⇒ All About C/L Flying 9
- ⇒ Name the Plane Data 10
- ⇒ July Club Meeting 11

Quote of the Month:

"I have not failed. I've just found 10,000 ways that won't work."

Thomas A Edison

A Fresh Perspective: Our flying field With It's New Control Line Circle



Drone Photo
by Paul Gendarme

Support our Local Hobby Shop



Valley Hobby
Prescott Gateway Mall



Bill Gilbert: CVMA President's Message



We're finally had some very welcome monsoons! The field vegetation has turned green which means more mowing, but we also have a reduced risk of fire. We can again fly all types of aircraft with less risk of fire from any accidents.

Our rescheduled Spring Fling Swap Meet & Fun Fly was well attended and enjoyed by all. The pancake breakfast was a tasty treat provided by Mark & Jane Lipp—thank you! We will be adding a Fall Swap Meet & Fun Fly with a pancake breakfast; a once a year swap meet is not enough! Watch for the schedule.

The Inaugural Glider Event was cancelled due to weather, but we will be re-scheduling that to Aug. 14.

We will have our second Float Fly on August 4 at Lynx Lake. I expect it will be just as enjoyable as the first float fly, but with better scenery and facilities.

At the end of August we will be

hosting the SW Region IMAC club for a weekend of competition aerobatics. These guys perform some very skilled precision flying; please come out and enjoy their contest. We can also use volunteers' help for the various hosting club tasks.

The Control Line circle is now complete and being used. The CL group have even re-purposed the unused pylon cages as their pit area. Stop by if you get a chance and watch this vintage way of flying. It's very entertaining! Indoor flying continues the last Sunday of the month. Contact me if you have any interest in participating.

We have a lot of flying activities on the schedule and out at the field, hopefully something for everyone. It is nice to see everyone enjoying their own version of model aviation!

We will not have a meeting in August. Club officer nominations are due by September, with an election in October. The current board, with one exception, has volunteered to be

nominated again; but, if anyone has any interest in volunteering for a club office position, please notify a member of the nominating committee (**Bob Shanks & Rick Nichols**). The more member interest and participation in the running of the club, the better for everyone!

Remember three main tenets for the club: have **Fun**, be **Safe**, and be **Courteous**. Please review and follow our field etiquette; our actions can affect others' enjoyment. Use the Golden Rule so that everyone can have fun.

I hope you continue to enjoy this great hobby, and all of our friendships in the club.

See you at the field!

Bill



CVMA Flight Instructors

- Steve Shephard
Chief Flight Instructor
- Al Marelllo—basic
- Jack Potter—gliders

CVMA NEWSLETTER

AMA Chapter #3789
Published Monthly

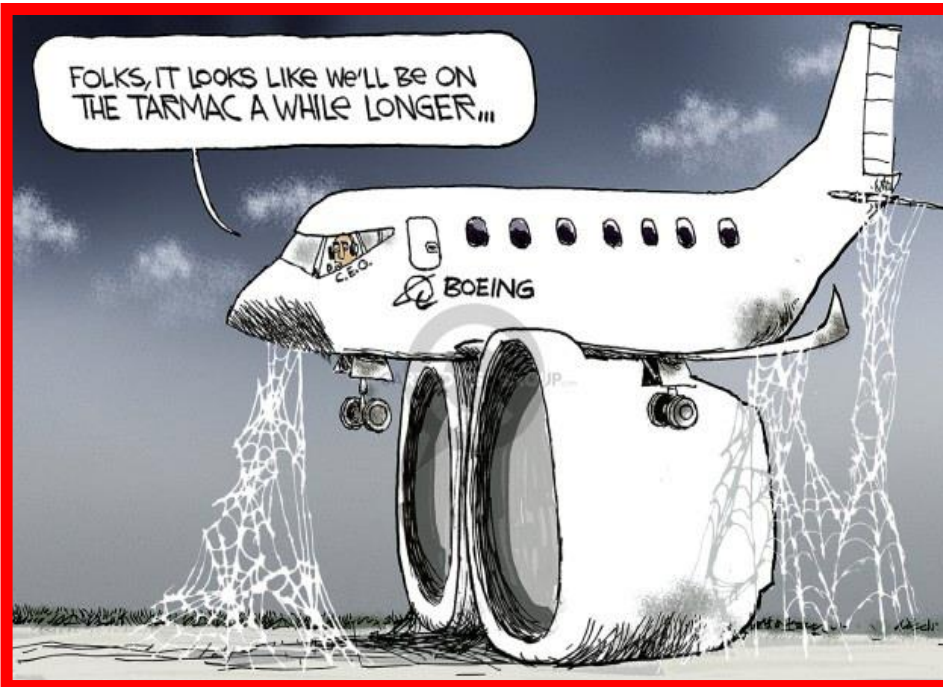
President — <i>Bill Gilbert</i>	
Vice President — <i>Mark Lipp</i>	
Treasurer — <i>Harold Ellis</i>	
Secretary — <i>Bob Steffensen</i>	
Safety Officer — <i>Rick Nichols</i>	
At Large Member — <i>Dan Avilla</i>	
At Large Member — <i>Dennis O'Connor</i>	
Newsletter Editor — <i>Bob Shanks</i>	

Can You Name this Open Cockpit Aircraft?

Front Cockpit

Rear Cockpit

See Page 10



2021 — MARK YOUR CALENDARS

August 14 - Glider Endurance Contest

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

I would like to commend our pilots for the common sense observed with their flying practices and courtesy to others while enjoying the fun of model airplane sport and flying.

We have not seen any injury events for a very long time. Our Fire and Retrieval vehicle have been used on a regular basis by our members, thankfully not for any Fire events.

Our club has recently completed the control line circle area at the west end of our property as we enter our gate. This is a new project that might bring some of our aviators back to the origins of their journey with model and even full-size aviation. Certainly not to take away from R/C flying but as an alternative for fun. Kudos to the Officers of the club and their help in making this possible. Individual members also contributed to making this happen.

As with our Radio Control flying, and

Control Line flying, we still must remember the basic rules and Common Sense of operating all aircraft.

There has recently been an occasion that resulted in a dispute between a club member pilot and this safety officer. Without naming anyone involved I would like to suggest and insist that the advice and instructions of the Club Safety Officer be adhered to at the time of any dispute.

A ruling on the question can be determined later with the consult of the Board of Directions and club president if needed.

Each of our club members are here to enjoy a fun, comfortable and safe experience while flying.

As I have stated in the past, I am not the only Safety Officer at our field. Each of you are a Deputy of mine and If you see someone operating in an unsafe manner please point it out to the pilot. If

possible after he has landed.

We are so extremely fortunate to enjoy the facilities that we have with the Town of Chino Valley and the support of the Mayor and Town Council. Few clubs enjoy the support of the local government that we are afforded.

The Board of Trustees work hard to make the facility to be the best and operate in the way that is optimal for each of us. Take a minute to thank them for their hard work. There are many hours of work that is not obvious to the guys that just come out to fly. That is my safety Rant for the month.

Fly Safe,

Rick



Fun Fly and Swap Meet

Photos by Paul Gendarme



Adam Sanders P-47



Members had a variety of modeling goods and gear "tail-gated" and displayed.

Since your editor couldn't attend the swap meet due to the July 4th holiday week end family gathering, I thank *Paul Gendarme* for all the photos. Lots airplanes and "model stuff" was displayed. It looks like, judging from Paul's photos, it was a highly successful Fun Fly and Swap Meet.



Randy and Carol Meathrell had lots of models to swap or sell.



Mark Lipp and wife Jane "flipped" pancakes for members for some breakfast.



Bill Gilbert's big red biplane.



Where was the water? Looks like Jack Potter's float plane skidded to a take off.



Dave Domzalski, at left, bought a "cowl hat" with power!! 😊



Steve Zingali's UFO



Member Flying Machines!

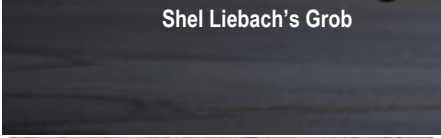


Shel Liebach's Grob

At right is the inaugural use of our new control line D/G circle by Randy Meathrell flying his Supermarine Spitfire with a Cox .09 engine.



Photo by Gene LaFaille



Decomposed Granite runway.



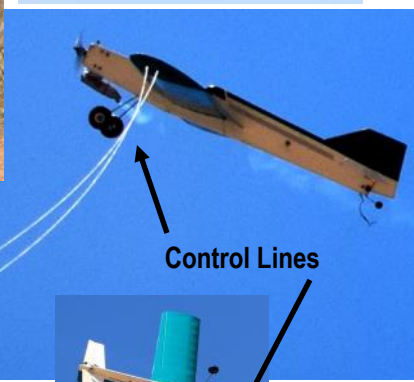
These photos were taken from the center circle with Gene LaFaille flying his big Nobler.



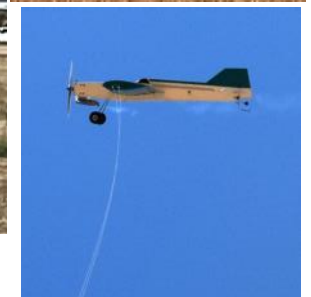
Editor Bob trying to stay out of Gene LaFailles way as he flies and to photograph the C/L plane too.



Photo above by Rick Nichols.



Control Lines



Gene LaFaille in the center circle.



We have C/L shade!

Photo by Randy Meathrell



Control Lines

The red and black C/L plane is Randy Meathrell's Flite Streak.



This was taken from the center of the C/L circle, the telephoto lens makes it appear Randy Meathrell at right and Harold Ellis at left are right on the circle, as the Flite Streak zips by flown by Gene LaFaille. Randy and Harold are in chairs well back of the flight circle.

Three of the World's Most Dangerous Airports

<https://moneywise.com/a/ch-c/the-most-dangerous-airports-around-the-world/p-22>



[Svalbard, Norway Airport](#)

This airport, one of the world's northernmost, has an 8,000-foot runway built directly on ice.

Svalbard, located on a snowy archipelago, is less than 2 miles from Longyearbyen, the biggest town on the island, and is around 800 miles from the North Pole.

The runway is insulated so the permafrost below won't melt and shift during the summer, and flights are allowed only during daylight hours, since there aren't any runway lights. That's a bit of an issue when the sun refuses to rise, starting at the end of October and through the winter months.

In 2017, Norway's civil aviation authority reportedly changed the airport's status from international to national, as it did not meet the guidelines for international airports.



[Juancho E. Yrausquin Airport, Saba Island](#) [\(Dutch Caribbean Island\)](#)

You'll be gripping your armrests while making the landing at Juancho E. Yrausquin Airport, which is infamous for its narrow, 1,300-foot landing strip, often called the world's shortest commercially serviceable runway.

The strip on the Dutch Caribbean island of Saba is sandwiched between jagged rocks and the deep waters of Cove Bay, and only specially trained pilots are permitted to fly in the area.

However, a global travel poll from jet-booking service Private Fly also credited Saba with the world's most scenic landing.

Company CEO Adam Twidell says, "Saba has an exceptional safety record, making it one of the most memorable civilian aviation experiences available anywhere in the world."



[Congonhas International Airport, Brazil](#)

One of Brazil's busiest airports, it's also the country's most dangerous, with slippery runways and a perilous location in the middle of highly populated São Paulo.

The airport first opened in 1936, when the surrounding area was marked by just a few buildings. Today the metropolis has more than 22 million people.

In 2007, amid heavy rain, a TAM Airlines commercial jet skidded off the runway and narrowly avoided a packed highway, crashing into a warehouse and igniting in a fireball, killing all 187 people onboard and 12 others on the ground.

*What Would a Super F-22 Raptor Look Like? **

The proposed FB-22 regional strike bomber that was proposed as an F-15E/F-11 successor, with a 1600 mile range from a stretched fuselage and enlarged wing, along with an increased bomb capacity internally.

Proposed bomber aircraft for the US Air Force derived from the F-22 Raptor The Lockheed Martin FB-22 was a proposed stealth bomber aircraft marketed to the United States Air Force. Its design was derived from the F-22 Raptor.

Lockheed Martin proposed its unsolicited design as a "regional bomber" to complement the aging U.S. strategic bomber fleet.

Lockheed Martin appeared to suspend work on the concept following the 2006 Quadrennial Defense Review, which called for a new strategic bomber by 2018. Design and development. In 2001, Lockheed Martin began studies on the feasibility of the FB-22 as the company sought to leverage the design and capabilities of the F-22 Raptor.

Experience gleaned from Operation Enduring Freedom in Afghanistan demonstrated the value of a bomber that could remain in theatre in the absence of surface-to-air missiles. The F-22, while designed as an air superiority fighter, embodied some degree of air-to-ground attack ability. One primary objective of the internal studies was to exploit the F-22's air-to-ground capability while keeping costs to a minimum.

To this end, the company devised several concepts that saw significant structural redesigns with respect to the fuselage and wings, while retaining much of the F-22's avionics. With an early design, Lockheed Martin lengthened and widened the fuselage to increase the internal weapons load; it was later found that doing so would have incurred a cost penalty of 25–30% in weight, materials and development. Instead, the company left the fuselage intact as it enlarged the wing to a more delta shape.

The wing, which was around three times that of the F-22, enabled the storage of a much larger amount of weapons and fuel. Various figures give the payload of the FB-22 to be 30 to 35 Small Diameter Bombs; this is compared to the F-22's payload of eight of such 250-pound (110 kg) weapons. Unlike the F-22, the FB-22 was designed to be able to carry bombs up to 5,000 pounds (2,300 kg) in size.

With stealth, the aircraft's maximum combat load was to have been 15,000 pounds (6,800 kg); without stealth, 30,000 pounds (13,600 kg). Range was almost tripled from 600 miles (970 km) to more than 1,600 miles (2,600 km), which could have been extended by external fuel tanks. This placed the aircraft in the category of a regional bomber, comparable to that of the F-111, as it was intended to replace the F-15E Strike Eagle and take over some of the missions of the B-1 and B-2. According to Air Force Magazine, the combination of range and payload of the FB-22 would have given the concept a comparable effectiveness to that of the B-2 armed with 2,000-pound (910 kg) bombs.

The design could also have been adapted to use a more powerful engine, such as the F-35 Lightning II's Pratt & Whitney F135, or the General Electric/Rolls-Royce F136. While an early FB-22 concept featured no tailplanes, the design incorporated twin tailplanes and likely would have fixed engine nozzles as opposed to the thrust vectoring nozzles on the F-22.^[1] The FB-22 was to have a maximum speed of Mach 1.92. Because the aircraft was to emphasize air-to-ground capability while maintaining stealth characteristics, the FB-22 would have lacked dogfighting capability.

One aspect that arose during the early stages of the design process was the consideration that Boeing would be responsible for the final assembly of the aircraft. At the time, Lockheed Martin was making the mid-fuselage at its plant in Fort Worth, Texas, while assembling the F-22 in Marietta, Georgia. However, since Boeing was responsible for the manufacturing of parts of the fuselage and more crucially, the wings—as well as integrating the avionics—it was considered prudent to give final assembly to Boeing. Other than the wings, the aircraft would have retained much of the design of the F-22. This included 80% of the avionics, software, and flight controls. This commonality would have also significantly reduced the costs of software integration.

In February 2003, during a session with the House Committee on Armed Services, Air Force Secretary James Roche said that he envisioned a force of 150 FB-22s would equip the service.^[8] In 2004, Lockheed Martin officially presented the FB-22 to the Air Force to meet its requirement for a potential strategic bomber as an interim solution to become operational by 2018.^{[9][10]} Because of the work already done on the F-22, the cost of developing the FB-22 was estimated to be as low as 25% of developing a new bomber, with development expected to be US\$5–7 billion (2002 dollars), including the airframe cost of US\$1 billion (2003 dollars). It was later revealed that six different versions of the bomber were submitted, as targets, payload and range had yet to be defined.^[2] In addition, as a stealth bomber, the FB-22 was designed to carry weapons externally while maintaining stealth with the assistance of detachable and faceted pods dubbed "wing weapons bay"; previously, an aircraft could only remain stealthy if it carried its weapons internally. However, the FB-22 in its planned form appears to have been canceled in the wake of the 2006 Quadrennial Defense Review and subsequent developments as the Department of Defense favored a bomber with much greater range.



* [Source](#) : Lockheed Martin FB-22 - Wikipedia

Abandoned Ghostships of the Air

Smithsonian Air & Space Magazine - July 2021

All of us in our club, many with various related backgrounds in aviation industries or the military, can't help but be tantalized by derelict airplanes or airplanes no longer in flight status and on display in museums or in various aircraft bone yards around our country.

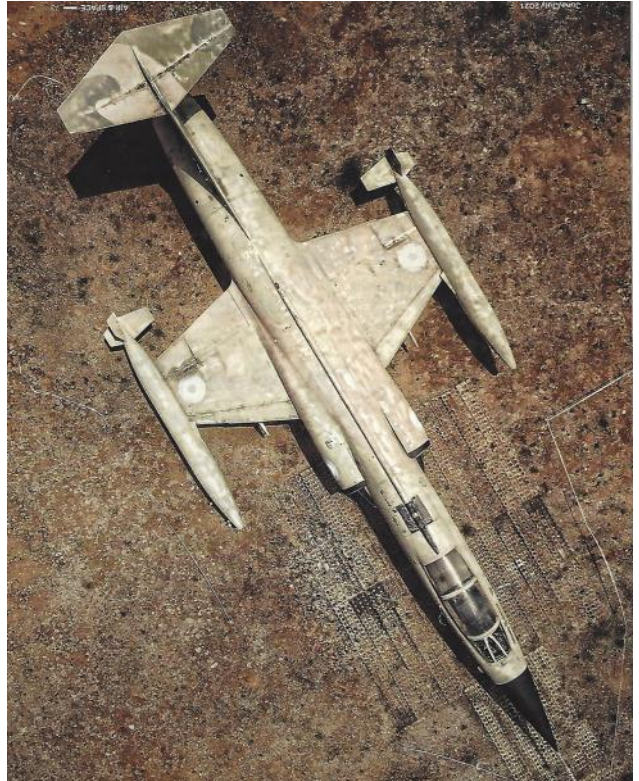
An extremely interesting one page article was published in the recent July Smithsonian Air & Space Magazine entitled "Ghostships of the Air". The article, like all Smithsonian Air & Space stories is very well written and to this writer, highly interesting. Questions keep arising, why were such perfectly good aircraft left to rot in the desert or in the case of the Russian Soviet era Lun-class (ekranoplan a ground-effect vehicle) pictured below, left to deteriorate sitting partly on the beach at the water's edge in St. Petersburg?

The perfectly good F-104 Starfighter has been left to deteriorate on an abandoned airfield on Crete complete with extra wing-tip fuel tanks as if it was ready to be scrambled at a moment's notice!

The perfectly good Lockheed Tristar L-1011 is languishing in the middle of the Rub'al Kahali desert near Abu Dhabi, United Arab-Emeritas. This is a remnant of Shiekh Hamad bin Hamdan Al Nahan's stable of aircraft. The stairs are there like it could be ready to go any time. Apparently, some of these Sheikhs' have oil money to literally burn, excuse the pun!

The center photo below shows row after row of Russian Mil Mi-8 and Mi-24 helicopters lined up and abandoned in St. Petersburg. They are being used for spare parts for those military Mi choppers still operational.

We all are constantly bombarded with ads for publications but this writer has found the Smithsonian Air & Space Magazine to be probably one of the finest out there concerning all things about space and aviation in general.



Lockheed Tristar L-1011 sits in the desert.



St. Petersburg ground-effect vehicle.



Abandoned MI-8 and Mi-24 Helos.

Control Line News



From Inside
the Circle

Article by Gene LaFaille

I never really thought about this up until now, but one of the really cool things about control line flying is that while you are flying the plane, you have a front row seat to an awesome model airplane airshow!! At all times you are "up close and personal" with the airplane. Only 60 ft away from all the action, good as well as bad!

Plus, there is an incredible amount of feedback received through the handle, the plane feels different through all of the maneuvers, you can feel instantly what is and anticipate what is about to be. Very much like flying a full-scale airplane in MANY ways. Control Line Flying is thrilling and satisfying on several different levels.

Thanks to the support of the club, generous donations of funds from fellow club members, and the hard work of many, the new control line circle at the CVMA field is finished! Thank you fellow modelers for making this possible.

With the completion of the circle, I thought I should submit a few short columns to acquaint (or re-acquaint) fellow RC flyers with control line flying. Control Line flying, like RC flying, is surprisingly complex, but to the unfamiliar it appears exceedingly simple. After all Control Line flying is little more than swinging a rock on a string, right? How hard can it be?

For this first column, I've been blessed with a superb photo of my plane in flight by our own "Ace" club photographer, and control line flyer, Bob Shanks.

A quick look at Bob's picture (at right) will reveal one of the aspects of control line flying that make this corner of model aviation unique, and at the same time, hint at the complexity inherent in flying a tethered airplane.

Control line airplanes are controlled with two lines that work much like an RC pull-pull system to move the elevator through a bell crank. The lines must be taught at all times, and throughout all maneuvers to retain control. Slack lines mean no control whatsoever and often a spectacular crash 60 feet or less from the pilot!

Examine the lines in the picture, especially how they exit the wing and travel away from the aircraft. The lines traveling through the air (at about 60 mph at the wingtip), create drag that the airplane must counter act to avoid pulling the wing aft and the airplane inward, resulting in slack lines and loss of control. The lines also weigh something, and this mass weighs on the inboard wing, tending to bank the aircraft in towards the pilot causing a loss of control (slack lines). The aircraft is designed with several features to counter these forces, but as we all know in aviation, you don't get something for nothing.

I will leave you with a couple of questions concerning trimming of the aircraft in the photo. How does the point of exit of the lines from the wingtip affect the trim of the aircraft? Put another way, if the exit point was moved forward or aft on the wingtip, would the plane's nose tend to point inside or outside the circle? Would the flight speed be affected? By the way, the CG of the aircraft is a little bit forward of the bell crank.

It's easy to see why this part of our hobby continues to live on.

Control Line Flying is Resurging

Within in Our China
Valley Model
Airplane Club



Bob Shanks C/L Nobler



Randy Meathrell's C/L ME-109

With a nice resurgence of Control flying within our model airplane club of 120+ members, we will have a short article or more each month on control line news and developments not only within our intrepid group of flyers but also what else might be going on in this very "cool world".

The monthly article is the idea of member Gene LaFaille, a very active and avid control line flyer. Also interested and building some C/L flyers are members Randy Meathrell, Harold Ellis, Bob Shanks and Terry Steiner. It's a sure bet there will be more members renewing C/L interests.



Control line circle now active.

The article idea at left was Gene LaFaille's and he wrote the first column for us. As our members know from our past newsletters, we now have a very nice control line circle set up and thanks to all those who contributed toward that goal. The decomposed granite (DG) is working out well, with a little more moisture, it will harden-up even more. With our weed cloth down and now the circle is covered with DG the surface is slowly hardening and now smooth enough for take offs and landings.

Club leadership, in our current Board of Directors, has ensured we now have all of our club data referring to "Model Airplanes" removing the initials RC. When talking with most members they will most likely tell you they started out flying control line in their early years of model airplane building and flying before RC adequately developed. Thank you to member Paul Gendarme for the Drone photo above of our new control line circle also on page one.

A big thank you also should go to member Steve Zingali who has used his CNC cutter putting together countless C/L models for members. The two featured in the headline above are foam and were cut out by Steve. So if you are interested in jumping back into this part of "model airplanes" contact Steve to see what kind of a kit or airplane he might have available or will do for you. His charges are very reasonable for his time, materials and labor.

-30-



Stearman (Boeing) PT-17/NS2-3 Kaydet

The Stearman was a primary trainer flown by the U.S and several allied nations during WWII. From 1934 until February 1945, the Stearman Aircraft Company, a division of the Boeing Aircraft Company, built a total of 8,428 model 75 airplanes for the U.S. Army and U.S. Navy for use as primary trainers. During this 11-year span, more American military pilots learned to fly in the Stearman model 75 primary trainers than any other airplane.

The Army and Navy both used the trusty Stearman where they were referred to primarily as a PT-17 with the Army and a N2S-3 with the Navy. Although the Stearman was challenging to fly in the hands of a student pilot with no previous experience, it allowed instructors to quickly evaluate student performance and move those who were not progressing into other jobs. Made primarily out of wood and fabric with a steel tube fuselage, the Stearman was one of the strongest trainers built during World War II. After the war, many Stearmans soldiered on for decades as crop dusters and air show performers. The remaining examples of this classic aircraft are now sought by collectors worldwide.

Both LSFM Stearmans spent a long post-war career as a crop duster before their most recent restoration. Flight experiences are still available in the Stearman where you can experience the barnstorming era of the iconic open-cockpit biplane.

First flown in 1934, the Stearman name changed depending on the nation and military branch flying it. Most common was the PT-17, built for the U.S. Army Air Corps and outfitted with a 220 hp Continental R-670-5 engine. Regardless of name, the plane served as the primary military trainer for a half dozen nations. Its welded steel fuselage allowed the plane to take the punishment of student pilots while the wooden wings and fabric covering reduced costs compared to all metal airplanes.

The tandem cockpit design allowed the student to sit in the front cockpit, with the instructor in the back. With the controls linked between the two cockpits, instructor pilots could easily take control of the plane when student pilots faltered.

After World War II, the thousands of PT-17 (primary trainer) Stearmans were auctioned off to civilians and former pilots. Many were modified with a hopper for pesticide or fertilizer fitted in place of the front cockpit for crop dusting. Additional equipment included pumps, spray bars, and nozzles mounted below the lower wings. A popular approved modification to increase the maximum takeoff weight and climb performance involved fitting a larger Pratt & Whitney R-985 engine and a constant speed propeller.



Statistics

Span: 32 feet, 2 inches
 Length: 24 feet, 10 inches
 Original power plant:
 220 hp Continental R-670
 Empty Weight: 1,936 lbs.
 Gross Weight: 2,717 lbs.
 Maximum Speed: 124 mph
 Range: 505 miles



Sources: <https://www.lonestarflight.org/fly/boeing-pt-17-stearman/>
<https://www.pgparcs.com/1656/1941-Boeing-A75N1PT-17-Stearman>



Chino Valley Model Aviators Club Meeting for July



The General Membership meeting on July 31, 2021 opened at 9am at the field. We began with the Pledge of Allegiance. Club membership stands at 132. Members present for the meeting were 44. Guest **Dale Roberts** (future member?) was present as well.

Minutes of last meeting on June 26th were unanimously approved by members.

President's Agenda

Treasurer **Harold Ellis** presented the Treasurer's report. The total of all accounts stands at \$24,718. This includes all accounts and CD's. The recently completed concrete work has not yet been paid.

President **Bill Gilbert** and Secretary **Bob Steffensen** briefed the members on the clubs non-profit status with the IRS. We do not currently exist. We are working with club member **David Williams** a CPA to resolve. The path ahead to re-establish the non-profit is uncertain and, may cost as much as \$600 to reapply. Members approved expenditure of \$600 for application if necessary.

Long Range Planning Committee (LRPC) will help identify and prioritize club improvements. If you have any inputs for maintenance or improvements, please contact the LRPC members: Doug McBride - dougmcb@live.com, Don Crowe-

bigchinodon@gmail.com or Mark Lipp- jflip@aol.com.

Concrete work previously approved was completed July 30th by a contractor using a new process that saved us over \$2000 from the previous bid. See photos below of the new concrete

Thank you to all who worked Friday morning to relieve the field of weeds and things. It looks great. By the way the pit and flight station fence has been repaired. Please do not lean on the fence when flying...it will not support your weight!

After a discussion about meeting sites, consensus was meetings at the field, as we have been doing recently, were a good thing and could be canceled for inclement weather. The meeting time will be set for 10am to allow flying before meeting.

Events

Indoor flying is the 4th Saturday each month...through November; float fly will be August 4th at Lynx's Lake; Glider Event is rescheduled for August 14th...see **Jack Potter** for details; IMAC will be back at the field August 20-23; Steve Crowe Memorial Fun Fly is September 25th; Build and Fly Challenge is October 23rd Open flying, swap meet with a pancake breakfast will be scheduled in November; Steve Crowe Fun Fly comes September 25th, EM **Mark Lipp** needs volunteers to work the event; and the Christ-

mas party is December 3rd. We need a metal cabinet for the shed...if you have one... please consider donating.

President **Bill** formed a committee of **Jack Potter**, **Randy Meathrell** and **Steve Zingali** to iron out delta wing flying events for next year.

Safety Officer **Rick Nichols** says we have been good and safe recently... continue to be safe!

Member Comments

Bob Shanks reminded us to clean off the tables for others when crowded; **Randy Meathrell** and **Harold Ellis** presented **Bill Gilbert** and **Mark Lipp** with control line foamies for their contributions to the control line circle; and **Paul Gendarme** has additional emergency "stop the bleed" kits available for a \$7 donation to the club.

We took a break about 9:35am for goodies provided by **Steve Shepherd** and resumed about 9:45am for Show and Tell. Show & Tell: Planes and Projects: **Randy Meathrell** showed his Control Line Nobler; **Roger Calvert** displayed his Wonder glider; and **Gene LaFaille** showed us his Control Line Ringmaster as well as a flying shop rag for free flight he demonstrated after the meeting (see photos below)

A motion was approved to adjourn about 9:55am.

Respectfully, **Bob Steffensen** club Secretary.



Left and below our newly poured concrete pads at the field.



Gene LaFaille and his baby Ringmaster.



Paul Gendarme's First Aid kits.



Mark & Bill with their C/L gifts.



Above is Roger Calvert with his glider, left is Randy Meathrell and his baby C/L Nobler.

Raffle & Door Prize Winners for July



Lloyd Oliver, left, won the door prize with a airplane recovery bag and super glue. **James Cowley** at right won the sweet Tuscano 60 ARF.