



Chino Valley Flyers

Official Club Newsletter



January 25, 2022

Volume 25 Issue 1

www.chinovalleymodelaviators.org

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

Inside This Issue

- ⇒ President's Message 2
- ⇒ Name the Plane Cockpit 2
- ⇒ Safety Column 3
- ⇒ Field Flying 4 & 5
- ⇒ Bird of Prey 6 & 7
- ⇒ Special Awards Page 8
- ⇒ Mystery Cockpit Plane 9
- ⇒ January Club Meeting 10

Quote of the Month:

A nation that forgets its past has no future.

Sir Winston Churchill

In Memoriam

Glenn Heithold
1933-2022



Matt Butler's Horizon Hobby X-Vert



Brian Sutton's C/L Banshee



Brian told the editor that his Control Line Banshee is powered by an Evolution .36 stunt engine, now unfortunately an engine that is no longer in production. A very nicely powered control line stunt flyer.



Bill Gilbert: CVMA President's Message



With the first member meeting of the year behind us, and some big decisions made, we can continue to enjoy another year filled with fun flying activities and a growing club! We have a lot of activities taking place "behind the scenes" to keep our club current and enjoyable for the members. A round of "thanks!" is due to our board of directors helping make this happen.

The membership has also really stepped up and shown their dedication and commitment to the club; you pledged and then delivered 60% of the funds required for our cabana expansion project! This has accelerated our ability to start this project by at least a year, possibly two. The rest of the funds were approved to be drawn from the club account at our January meeting. We aim to get the project completed by the end of March/April. This should improve the enjoyment for everyone with a

more spacious airplane assembly area and parking, prior to the late spring and summer busy flying season.

We have the usual flying activities planned for the rest of the year, and we may add a few impromptu events as member desire dictates; float fly's, Skills Workshops, maybe even a Control Line event.

I would like to emphasize safety through good flying skills, especially important as we have expanded activities at the east end of the field. Keeping our flight path on an extended runway centerline until at safe altitude, and turnout to the north, will help increase our safety, minimize crashes, thus maximizing our enjoyment. Our current Flight Instructor team is eager to put on Skills Workshops to help increase everyone's skills in these and other areas. I hope you take advantage of this.

We are also updating our website

to have a more up to date and compelling presence on-line. Many times our first contact with a prospective member is the website and a request for information. We want to make a great first impression!

Our name change process is nearly complete; we are officially incorporated as the "Chino Valley Flyers". Over time we will transition our signage and apparel offerings to the new name. We have started to investigate the creation of a new logo to go along with the name change.








Hopefully we are on the backside of winter weather and can soon get back to enjoying nice mornings and afternoons of flying! See you at the field!

CVMA Flight Instructors

- > **Al Marello**-Chief Flight Instructor
- > Marc Nelissen-Basics
- > Jack Potter-Gliders

CVMA NEWSLETTER

AMA Chapter #3789
Published Monthly

President — <i>Bill Gilbert</i>	
Vice President — <i>Mark Lipp</i>	
Treasurer — <i>Don Crowe</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>	

What Planes Cockpit is This?



See Page 9



MARK YOUR CALENDARS

Events for 2022

- ◆ May 14 - Spring Fling fun fly and swap meet
- ◆ June 18 - E-warbird races
- ◆ July 4 - Pot luck Fun Fly & Chino Valley Town fireworks
- ◆ July 16 - Glider Endurance event
- ◆ Aug. 19-21 - IMAC Shootout
- ◆ Sept. 17 - Steve Crowe Fun Fly
- ◆ Oct. 15 - Fourth Annual Build & Fly Challenge
- ◆ Nov. 12 - Fall Swap Meet & Fun Fly
- ◆ Dec. 2 - Annual Christmas Banquet



BORN IN A BARN?

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



CRITICAL RC FLYING SAFETY ISSUES

Rick Nichols Club Safety Officer

I would first like to thank our editor, *Bob Shanks* for filling in for me with the November and December editions of the newsletter. I had a case of writers block. Without Bob's hard work this rag would not exist. It is more than likely the premier newsletter in all the American small club newsletters.

The year of 2021 was a very safe year at our field. We had a few instances that I had an occasion to gently correct. We had very few injuries.

On one occasion I was corrected on procedures that I was guilty of doing. I wish to thank the member that corrected me. We are all safety officers in the club and should all watch out for each other.

The year 2021 was a year that we all played the safety game. Our pilots make it very hard for me to write a monthly column.

It is now winter, the worst time of the year for us to be flying. Many of us are going the field in the afternoon now.

Not safety related, but I am asking our new pilots to observe the ritual of locking the gate when you exit the field if you are the last to leave. If you do not know how to do this, please get instructions from the pilots around you. Also be sure to secure the lock on the hanger after stowing the Crash Cart.

Too many of you are leaving your junk at the field, on the tables and on the radio impound rack. It's OK to leave lost items there, but not your junk! We do not have trash cans, so it is expected that you take your junk home. If you "*Pack it in, Pack it out*"

Most of my article has not been about safety this month. It as been more about procedures and field etiquette. Even though I do not want anything bad to happen, you pilots will have to really start screwing up to make this column more interesting.

Our Christmas party was a real fun event on December 3rd. the event was held at El Paraiso restaurant in Chino Valley. We had a

sold out crowd at 48 people. The food was excellent with many going back for seconds. The service was great, and it was a night that was to be remembered.

I wish to thank the many attendees that brought food for the Chino Valley Food Bank. I delivered the food the next day to Rudy Salazar the Ninety + Year old that is still in charge of the operation. He is always happy to get our help as he was the cash donation that we provided from our Steve Crowe Fun fly last year.

Be safe this year. *I do not want to have to talk to you!* **Rick**

Safety Alert



Jack Potter showed a new lipo that is not safe, won't hold a charge or stay balanced.

[See page ten notes.](#)

Our Club's Masterful Member Models!



Brian Suttons C/L Banshee



Member *Shel Liebach's* pilot in one of his planes. Taken after he flew early one Tuesday morning and was packing up to go, the visibility that day was very poor due to low clouds and a little fog plus his plane was blue and white, very hard to see. Looks like the pilot is upset at the flying conditions.



At left is Rick Nichols's flying saucer a Zingali design.



Below is *Rick Nichols' "bent nose" glider*. This was once *Randy Meathrell's* but he crashed it so Rick repaired it back to a rather crooked but a flying state!



As a change of pace for the club newsletter, here's member *Brian Sutton's* rocket, a *Madcow kit Bomarc* powered by an Aerotech G64 29mm reloadable.

It was launched at Lucerne Valley Dry Lake bed in California reaching 1,500 ft, and recovered safely by parachute.

Rick Nichols' C/L Stuntman 23

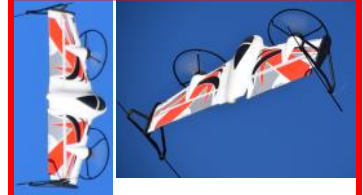


Gene LaFaille helps Rick Nichols get his Stuntman 23 ready to fly.



Member's RC Model Creations Flying at the Field

Matt Butler's T-6 Trainer



Matt's X-Vert from page one flies like a regular aircraft and hovers well too!

Rick Nichols and his "straight nosed" Radian glider, this one is not the one pictured on page four. 😊



Clint Manchester's very nice yellow Dynam Waco, a super flying RC model.



At left is Gene LaFaille's 1960's glow powered Top Dawg an old Ken Willard design now with a 2.4 radio single channel radio. Plane is powered by a Norvel .061 engine. The plane is covered in Polyspan a synthetic silkspan painted in nitrate dope and fuel proof water based paint often used with yachts and boats.

The radio is a push button Controlaire updated using an arduino encoder and a 2.4 ghz FrSky transmitter module. One button push is right, two button push is left. The plane flies just like it did in the 1960's. Gene says flying single channel is like playing Chess, you have to think way ahead for flight maneuvers. *Way to go Gene, amazing modeling.* Gene says the old Controlaire radio is most likely the predecessor to World Engines. A lot of this is now lost to modeling history so hats off to Gene for keeping a lot of this history updated, alive and still flying today.



Bill Gilbert's gas powered Pitts Special.



Matt Butler's hand on the X-Vert shows how small it is but still a great flyer despite its small size, see page one.

Boeing's Bird of Prey, the Lost Budget-Busting Stealth Fighter

<https://www.sandboxx.us/blog/bird-of-prey-Boeings-Lost-Stealth-Fighter-Once-Prowled-Over-Area-51/>

By Alex Hollings | November 10, 2021

Throughout the 1990s, a team of engineers from McDonnell Douglas' Phantom Works developed and tested a unique stealth fighter shrouded in the secrecy of Area 51, known to most as the *Bird of Prey*. Unlike most stealth programs, the Bird of Prey, developed under the alias "YF-118G," wasn't aiming for operational service, but elements of the design and production process are still working their way into Uncle Sam's hangars to this very day.

But perhaps the most lasting contribution this incredible and exotic airframe has made to America's defense apparatus was in its *audacity* and subsequent success. While most stealth programs are known for their high cost, the *Bird of Prey* went from a pad of paper to the skies over Area 51 for less than the cost of a single F-35 today.

Unlike Lockheed and Northrop's high-performance stealth fighters that benefitted from direct tax funding, McDonnell Douglas alone was picking up the tab for their new stealth aircraft's development. In order to be sure all that money didn't go to waste, they tapped Alan Wiechman to head up the effort.

Wiechman cut his stealth teeth at Lockheed's Skunk Works, where he worked on the Have Blue program and its operational successor, the F-117 Nighthawk, before helping to develop Lockheed's Sea Shadow, aimed at fielding stealth warships for the U.S. Navy. After McDonnell Douglas' proposal for the Advanced Tactical Fighter program was rejected by the Air Force in favor of Lockheed's YF-22 and Northrop's YF-23, McDonnell Douglas hired Wiechman to get their low-observable efforts on track, and to help found their Phantom Works division.

In the annals of aviation history, Wiechman's name doesn't pop up as often as other legendary engineers of the day like Clarence "Kelly" Johnson. In fact, Aviation Week ranks him as perhaps the "lowest profile" engineer among their list of "Secret Pioneers of Stealth Aviation." But widespread recognition isn't always a good measure of accomplishment, and indeed, Wiechman's contributions to stealth aviation are so numerous, that he received a Technical Achievement Award from the National Defense Industrial Association (NDIA) for his work in Low Observable aircraft design *before* the Bird of Prey was even declassified.

"Because of Wiechman's work, the United States gained a 15-year lead over potential adversaries that it has not relinquished, and the effectiveness of his designs and products has been thoroughly proven in combat operations," the award read.

Work began in 1992 under the innocuous enough-sounding name of YF-118G. Wiechman's team at the Phantom Works had to be budget-conscious, so as they went about designing their new stealth aircraft, they leveraged a then-novel approach of rapid prototyping. Rather than designing physical prototypes, subjecting them to testing, making changes, and fielding new prototypes for further testing, the Phantom Works team used computers to aid in their design work, simulating performance to the best of the era's computing abilities. As a result, they were able to produce prototype components that were far closer to the finished product than previous approaches would allow.

But that wasn't the only way the YF-118G team got creative in their approach to building this new aircraft. They also leveraged cutting-edge single-piece composite structure designs that eliminated many of the body panel seams that can compromise an aircraft's stealth profile. Producing aircraft with no substantial seams, or tiny gaps between body panels attached to the aircraft, remains one of the more challenging aspects of stealth aircraft construction. In fact, some argue that it's something Russian stealth fighter programs continue to struggle with to this day.

But Wiechman and his team weren't set on reinventing *every* wheel, so they also leveraged as many off-the-shelf components as they could to both keep costs down and expedite their design process. The Pratt & Whitney JT15D-5C turbofan engine, which produced just 3,190 pounds of thrust, would have been more at home in a Cessna business jet. The ejection seat came from an AV-8B Harrier, the control stick and throttle from an F/A-18 Hornet, and the rudder pedals came from an A-4 Skyhawk. Air Force Test pilot Colonel Doug Benjamin, when talking about the cost awareness, once joked that "the clock was from Wal-Mart and the environmental control system was essentially a hairdryer."

By 1996, four years after the program started, Wiechman's team had a flyable prototype ready to prove the efficacy of their approach. The single-engine, single-seat technology demonstrator they'd constructed stretched some 47 feet, slightly longer than an F-16 Fighting Falcon. Its angular gull-shaped wings diverged dramatically from other fighter designs, angling up and then down for a total span of just 23 feet, or ten feet shorter than the F-16. But the most conspicuous departure from traditional fighter design was its blended fuselage and complete lack of tail section. The design took a holistic approach to stealth, reducing radar, infrared, visual, and acoustic signatures through its shape, the use of flexible or movable covers to conceal gaps, and by burying its engine deep within the fuselage behind a curved inlet duct and in front of an infrared and acoustic defusing exhaust outlet.

Once completed, the aircraft's strange shape and aggressive posture evoked thoughts of the looming warship operated by Star Trek's warrior race the *Klingons*, earning it the name *Bird of Prey* after the ship first depicted in "*Star Trek III: The Search for Spock*."

[More on next page...](#)

Air Force test pilot Col. Doug Benjamin in the Boeing Bird of Prey.



Boeing's Bird of Prey Takes to the Skies

by Alex Hollings

On September 11, 1996, the Bird of Prey took to the skies over Groom Lake (also known as Area 51) for the first time with Air Force Colonel Doug Benjamin at the stick. Much like its Bird of Prey namesake that would *cloak* to hide from enemy starships, Boeing's Bird of Prey relied on stealth rather than impressive performance to get the job done. Col. Benjamin brought the aircraft off the ground and left its landing gear extended, identifying the first of a number of problems. Throughout wind tunnel testing the platform had performed well, but all of the tests were conducted with the landing gear retracted. Benjamin soon realized the drag created by the gear was at least three times worse than they had anticipated. The aircraft suffered from stability issues as well, which were slowly and meticulously worked out in subsequent flights.

In the following three years the team would execute 37 more successful flights with the single Bird of Prey prototype they'd constructed, flown by Benjamin and two Boeing test pilots, Rudy Haug and Joseph W. Felock III. Despite its tailless design and gull wings, the aircraft was considered aerodynamically stable without the sort of computer correction modern stealth fighters rely on by the time it took its final flight in 1999.

With a cruising speed of only around 300 miles per hour, the stealthy aircraft was *slower* than a C-130 Hercules and its maximum operational ceiling of 20,000 feet meant it could fly less than *half as high* as a P-51 Mustang from World War II, but like the F-117 Nighthawk Wiechman worked on before it, the Bird of Prey wasn't aiming to *outfly* the fighters of its day. Its goals were much further reaching than that.

Not only had the Phantom Works team proven that they too could build a stealth aircraft, they had managed to do it all for under \$67 million. Adjusted for inflation to today's currency, that means Wiechman's Phantom Works successfully designed, prototyped, and flew a clean-sheet stealth platform for around \$111 million, or less than the cost of buying a *single* F-35B today.

"Early investments in technology demonstration projects such as Bird of Prey have positioned Boeing to help shape our industry's transformation," Jim Albaugh, president and CEO of Boeing Integrated Defense Systems, said in 2002. "We changed the rules on how to design and build an aircraft."

The Bird of Prey Legacy

In 1999, Boeing's Bird of Prey took flight for the last time, but that wasn't quite the end of its story. The breakthroughs and lessons learned throughout the program soon found their way into another platform that made its first flight just months before the Bird of Prey was finally unveiled to the public in 2002; the X-45A Unmanned Combat Air Vehicle.

Like the Bird of Prey, the X-45A was a product of Boeing's Phantom Works, but unlike its Klingon cousin, the X-45A was designed to fly autonomously. According to Boeing, the X-45A's design was largely derived from the Bird of Prey program, with the UCAV adopting elements of its predecessor's radar-defeating angular design and unusual dorsal intake. Boeing has also credited some of the design techniques leveraged for the Bird of Prey in their development of the X-32, which ultimately lost out to Lockheed Martin for the Joint Strike Fighter contract just one year after the Bird of Prey program was shuttered.

Today, there are no platforms in service that can draw a direct lineage to Alan Wiechman's unusual Bird of Prey, and that may be part of the reason it's not a frequently discussed facet of the American stealth technology race that came at the twilight of the Cold War. But for a short time in the 1990s, the Phantom Works proved that it doesn't always take a bottomless budget and twenty years' worth of delays to produce a stealth fighter, and that's a lesson America has struggled to learn in the decades since the Bird of Prey prowled the skies over Area 51.

You can see the only Bird of Prey ever constructed today at the National Museum of the United States Air Force at Wright-Patterson Air Force Base in the museum's Modern Flight Gallery, placed right above the F-22 Raptor.

Author Alex Hollings

Alex Hollings is a writer, dad, and Marine veteran who specializes in foreign policy and defense technology analysis. He holds a master's degree in Communications from Southern New Hampshire University, as well as a bachelor's degree in Corporate and Organizational Communications from Framingham State University.



Two photos from the 38 successful test flights flown at Area 51.



Other Member Awards From 2021 Christmas Banquet

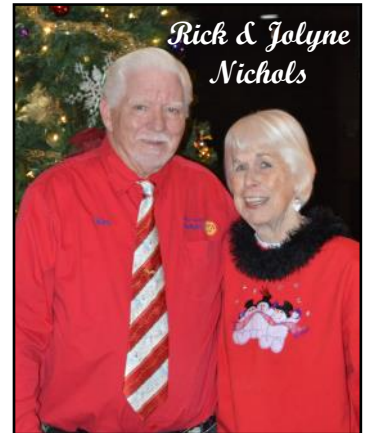
Our safety officer, *Rick Nichols* and past club Secretary has served as our Christmas Banquet Master of Ceremonies for many years. His humor and attention to what happens during the year at the field is his source of information.

Rick carefully notes what has transpired as each year unfolds for his “stand up” master of ceremony material for the year-end Christmas banquet. Our membership is an unlimited source of humorous happenings as well as a great way to get updated developments on how our club is expanding and flying RC.

Your editor couldn't attend the 2021 Christmas Banquet to document the various additional awards given to members or should I say some “roasted” members. However, Rick furnished your editor with copies of the awards highlighted below. Not only the “Fun” awards but the other “Thank You” awards not covered in the December issue are also listed below.

Of course the main award, our traveling trophy, was given to *Dan Avilla* for his really tireless support and strategic thinking about what the club needs for the future. The trophy is pictured below with Dan's photo. Your editor apologizes for not being there to adequately document the 2021 year-end event. We all appreciate your efforts Rick and most members realize whatever might happen or is often said at the flying field may well turn out to be an award or perhaps “roasted” at the year-end Christmas Banquet. Member, *Jay Riddle* was the first award winner for his many efforts for our club and all his tremendous past support.

The *CVMA Jay Riddle Perpetual Trophy* has a plate with each winner's name engraved on it. The award was started in 2014. Below is the award with Dan's photo for the 2021 award. [*Well done Dan and thanks so much for all your club support and input.*](#)



Additional 2021 Awards

Bill Gilbert: Water is not soft; Bill crashed in the lake at our Float Fly event.

Bob Shanks: Over 12 years as newsletter editor.

Steve Shephard: Nine years as flight instructor.

Bob Steffensen: Sponge Bob Award for his canoe work retrieving planes during our Float Fly event at the lake.

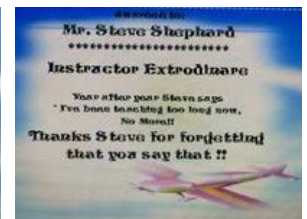
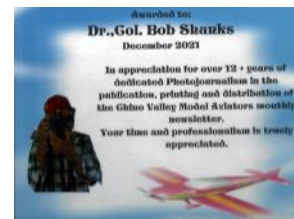
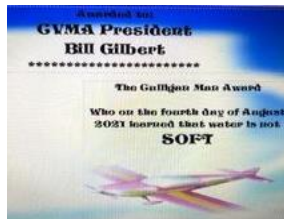
Randy Meathrell: Control Line napper (dizziness) He became dizzy flying C/L and fell over.

Carol Meathrell: Randy always says it's his wife's fault as a joke so she got a roasted “It's Carol's fault” award.

Harold Ellis: He was a great pylon judge during one event and had a prop on backwards that caused his plane to back up in a separate incident at the field.



Rick Inserted photos in the space left of the text in some awards. They are all framed so they can be hung in the workshop.



Guess the Cockpit: The Tail-less Horten HO-229

Leigh Giangreco

<https://www.smithsonianmag.com/smithsonian-institution/experimental-nazi-aircraft-horten-180974154/>

Why the Experimental Nazi Aircraft Known as the Horten Never Took Off

The Horten HO-229 V3 is on display with other Nazi aircraft at the Smithsonian. The unique design of the flyer, held in the Smithsonian collection has infatuated aviation enthusiasts for decades. In the years after World War I, when aviation was all the rage in Europe and North America, but the Treaty of Versailles banned the production of military aircraft in Germany, so glider clubs sprang up across the country. The brothers Walter and Reimar Horten, just 13 and 10 years old, respectively, joined the Bonn glider club in 1925, and soon turned from flying kites to a far more ambitious activity—experimenting on a futuristic, tail-less aircraft known as a flying wing.



The idea was not unprecedented; the German aerospace engineer Hugo Junkers had patented a flying-wing design in 1910. The concept is that an airplane's fuselage and tail, while they provide lateral control, add a great deal of weight, and drag and do not contribute to lift. A flying wing, without those appendages, would be vastly more efficient and thus travel farther, if it could be controlled. The Horten boys kept tinkering, and by 1932 had developed an all-wing glider, made largely of wood and linen, that actually got off the ground—though it had some stability problems.

In 1943, when Nazi field marshal Hermann Göring demanded that the Luftwaffe's next bomber aircraft be able to carry 1,000-kilogram bomb load 1,000 kilometers into enemy territory at a speed of 1,000 kilometers per hour, the Horten brothers presented him with plans for a jet-powered, single-pilot flying wing. Its steel framework was covered in a plywood skin, and the wings were finished in a green protective coating. Göring awarded the brothers half a million reichsmarks to develop a long-range bomber, called the HO-229. Their first prototype, an unpowered glider, had a successful test flight in 1944, and a second, jet engine-powered prototype took to the air the following year, establishing that a powered flying wing could be controlled in flight. In light of that feat, it's possible the third prototype, the Ho 229 V3, would have flown farther than any aircraft of its day if it had ever been fully developed and test flown.

Instead, by April 1945, Gen. George Patton's Third Army had recovered the V3 during Operation Paperclip, an effort to capture German intelligence and keep it from the Soviets. The Allies brought the Horten brothers to London for questioning. Following the war, Reimar failed to find consistent work at aerospace companies in Britain before returning to Germany, where he obtained a doctorate in mathematics; he spent the rest of his life working on aircraft in Argentina. Walter, back in Germany, joined the new, postwar Luftwaffe. The V3 prototype, meanwhile, was shuttled from Germany to France to the United States, reaching the Smithsonian around 1952. While it sat in storage for decades, it became an object of gossip and fascination. Some aviation enthusiasts have posited that if the war had gone on longer, the Germans could have used the Hortens' designs to achieve the first stealth bomber. That idea arose not only because the sleek V3 resembles today's stealth aircraft in some ways but also because Reimar Horten claimed in the 1980s, implausibly, that he had wanted to add a layer of charcoal to the V3's skin to diffuse radar beams; by all accounts, a charcoal coating would not have allowed the craft to evade radar anyway. Though the Horten HO-229 V3 never saw combat, reincarnations have taken flight in popular culture, such as the propeller-driven, Horten-style flying wing that appears in an airport fight scene in *Raiders of the Lost Ark* movie.

The V3 and its ancestral prototypes were taken seriously, though. One of America's leading aircraft designers, Jack Northrop, showed keen interest in the Horten brothers' flying-wing glider back in the 1930s and built flying-wing airplanes of his own in the 1940s. For three decades the corporation now known as Northrop Grumman has provided the U.S. military with stealth aircraft, which are essentially shaped like a flying wing.

The Horten 229 V3 on display with other Nazi aircraft at the Udvar-Hazy Center. Sometime after the V3 arrived in the States, American engineers studied it closely, according to Russell Lee, a curator at the National Air and Space Museum, who helped restore the aircraft in 2011. "When we took these wooden panels off of the bottom of the center section, we discovered there were burn marks there," says Lee, "and it suggests that the engines may have been run." But there's no evidence this experimental jet, still strangely intriguing after all these years, ever got off the ground.

At right is an interesting comparison photo of the HO-229 and the B-2 bomber.



Club Membership Meeting for JANUARY

The General Membership meeting on Friday January 21, 2022 was opened at the flying field by President **Bill Gilbert** at 10am with the Pledge of Allegiance.

Club membership stands at 147 with 102 paid to date. Get your dues in as soon as possible. 23 Members signed in. There were approximately 27 by head count. Minutes of the November 2021 meeting were unanimously approved by members.

President's Agenda

President **Bill Gilbert** presented the Treasurer's report for Don Crowe who was working. The Treasurers report was unanimously approved by members present.

Bill updated members on the expansion plans. Present plans will cost about \$26K and change. Pledge drive has produced more than \$15K and 96.7% of pledges have been received. If you have not completed your pledge...please do as soon as practical. About \$11,500 of club funds will be used to start the expansion. We will start as soon as the concrete contractor is scheduled. A motion was made to authorize the expenditure and begin construction. The

motion was approved : 25 yea's and 2 nays.

After discussion of charging station battery condition and soon needed replacement, President Bill asked for a motion to approve a future purchase of replacement batteries for about \$900. The motion was unanimously approved.

Calendar of Events has been published and sent to members. Float Flies will be scheduled as required but not at Lynx Lake...we are allegedly disturbing the wildlife and fishermen. Watson Lake will be the place to fly off the water in the future.

The new name of the club is: Chino Valley Flyers. Please embrace the new name. We will not be pursuing a "Doing Business As" for the old name.

Member **Jim Scott** will assist Webmaster **Don Crowe** in updating and rebuilding the Club website.

Al Marello has been appointed the interim Chief Flight Instructor. Approval (election) to that position is needed by members. After a motion, members unanimously approved of Al for the position. We thanked former Chief Flight Instructor Steve Shepherd for his service of the

last 9 years. **Marc Nelissen** has volunteered a flight instructor and will start a skills improvement class for interested members.

Secretary **Bob Steffensen** will update the completed name change on the AMA Charter renewal.

Safety Officer **Rick Nichols** said to take advantage of the skills improvement workshops to improve flying safety at flying field.

Member Comments

Lloyd Oliver asked if other members could instruct AMA and Club Members...the answer was yes.

Jack Potter showed a defective "Safe-T" battery and stated it was an inferior product; Jack also replacing plywood on some of the table... answer too expensive and does not last long. We took a break about 10:50am for donuts provided by **Bob Steffensen**.

Show & Tell — Planes and Projects

Randy Meathrell showed two new Zingali/Meathrell designs for CL: a half A Nobler and a half A T-38; **Rick Nichols** displayed a C/L Golden Hawk "Mini".

Door Prize/Raffle

One lucky member **Rich Kocar** won both the door prize with zip ties and the proverbial glue and the raffle for the SIG Four Star 60. Go buy a lotto ticket today Rich...you are on a roll!

A motion to adjourn the meeting was offered and unanimously approved at 11: 10am. Respectfully, **Bob Steffensen** Club Secretary.



A cold January day but no wind during the meeting.



Above is Randy Meathrell's foam electric C/L T-28 cut out by Steve Zingali.

Photo at right shows where the new cabana, red circle, will be located relative to pit area and parking lot.



Rick Nichols .049 control line 1950's plane called the Golden Hawk.



Member **Harold Ellis** commented on Rick Nicholl's two pilots at left, he said the front pilot is Rick the second pilot is Randy Meathrell.



Phase Two Cabana Expansion

Raffle & Door Prize Winner

Winner was "lucky" **Rich Kocar**, he won both the door prize of glue and the raffle 4 Star 60 kit.

