



Chino Valley Flyers

Official Club Newsletter



April 25, 2022

Volume 25 Issue 4

www.chinovalleyflyers.org

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

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Quote of the Month:

"At times our own light goes out and is rekindled by a spark from another person. Each of us has cause to think with deep gratitude on those who have lighted the flame with in us."

Albert Schweitzer

Support our Local Hobby Shop



They support Us.

John Stewart's Gas Powered Balsa USA Funmaster



MEMBER DENNIS O'CONNOR'S ICONIC WWII CORSAIR ON FINAL - FLAPS DOWN





Bill Gilbert: CVMA President's Message



Spring windy weather is relentless this year; hopefully we transition into calmer winds in May. We are at the start of our event season, with at least one event per month from May to Dec. Check out our event calendar on the website.

We are moving forward slowly but surely with the cabana expansion; engineering drawings and calculations are due next week. With those in hand, we can apply for a Town of Chino Valley building permit. Once we have the permit, we can schedule the concrete. It's a serial process, we just have to work through it.

We had a good discussion and participation on a very sensitive, yet extremely important topic for the health of the club, at the April Membership Meeting. Partly due to a recently rescinded LOA with the Prescott airport, effectively re-imposing altitude restrictions (of 50 feet!) at our sister club, CdA, we are seeing a lot of requests for

UAS testing at our field from students. That would be incompatible with the clubs' mission to its members. We also expect more associate membership applications, but associate member fees do not contribute to the infrastructure funding.

We are proposing to remove the student and associate classes of membership. If this proposal is approved by the members, those two classes of membership will be stricken from the Club Application Form immediately. We have a moratorium (approved by the members) on student and associate membership applications until we decide on this proposal. We will have a Special Meeting to discuss and take a vote on this proposal.

We completed the annual crack sealing, and the runway is again in good shape. Some minor striping touch up will be done by the members. The crash fence replacement to "soft" chain link is about 85% complete. The remaining side

pieces will be completed within the next 10 days. Then, the pit fence will be similarly improved.

With the upcoming events and improved weather in sight, it's time to get back in the groove of fun flying! We have the Spring Fling Fun Fly and Swap Meet in May, Warbird Racers in June, and the Glider Endurance Event in July. Don't forget the Build-N-Fly in October; get to building if you want to participate in the fun!

See you at the field!

Bill



CVMA Flight Instructors

- > **Al Marello** - Chief Flight Instructor
- > **Randy Meathrell** - Control Line Flying
- > **Marc Nelissen**-Basics
- > **Jack Potter**-Glanders

CVMA NEWSLETTER

AMA Chapter #3789
Published Monthly

President — *Bill Gilbert*



Vice President — *Mark Lipp*



Treasurer — *Don Crowe*



Secretary — *Bob Steffensen*



Safety Officer — *Rick Nichols*



At Large Member — *Dan Avilla*



At Large Member — *Dennis O'Connor*



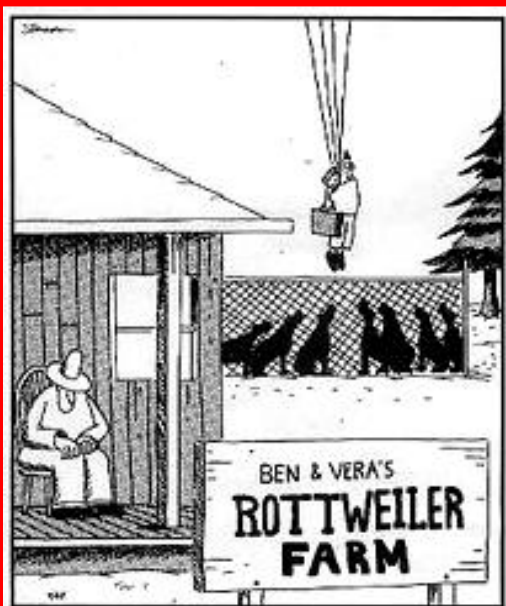
Newsletter Editor — *Bob Shanks*



What Planes Cockpit is This?



See Page 9



The untold ending of D.B. Cooper!

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



WERE YOU 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

The winds of April 2022 have blown through and with them went any ideas that I had for this month's column.

Therefore, I will plagiarize excerpts from the Safety Section of the AMA website.

We will be dealing with the history of the AMA Safety Program in this month's column.

In 1938 it was decided that the AMA was to be responsible for Rules and Contests as well as the operation of a Safety Code and Organizational Function.

The AMA "Fly Safely" campaign was launched, and all membership applicants signed the code and pledged to fly safely.

The Safety Program evolved as new events and model types came into

existence. The Earliest form of the AMA Safety Code in its recognizable format appeared in the 1973 Rule Book, which included the "AMA Member Responsibility" section.

The AMA Safety Program is now overseen by AMA's Safety Committee which is made up of AMA members from across the country who have been selected by the Committee Chairman. Their task is to review and modify our AMA Safety Programs as needed.

There is a wealth of information available to members on the AMA Website, not only involving Safety but a host of other subjects. A Safety Manual is also available for you as a member to download and print.

We must also be aware of the rules of etiquette that we have voted on and adopted and are posted at our field. The rules are designed to enhance the enjoyment and safety for all.

At our March meeting I offered to instruct anyone in the operation of our "Crash Cart". I had 3 takers that day and the offer is always open.

RICK

Editor's Note:

You never know when you might need to retrieve a plane so if you need instruction on how to drive our "Crash Cart" please see Rick. Your editor was one of the three that took him up on the offer of "Crash Cart" operational instructions.

Chino Valley Flyers Balloon Busting Action

On a recent Friday and Saturday the control line flyers got together at the field and C/L circle for a new activity, balloon busting!

Thanks to member *Gene LaFaille*, he helped get everything set up and in place and provided the plane for everyone to fly. What a time everyone had as they flew around the circle and attempted to pop two balloons placed on thin supports about 3 feet off the ground. The photographs on this page tell the rest of the story.



Randy Meathrell coming around aiming at the balloons.



He got the orange one!



Gene LaFaille's C/L equipment.



Steve Zingali got the blue one even with the damaged wing.



Above right, Steve Zingali coming in low and hot shattering the right wing! And It still flies; Steve was unaware he shattered the wing.



Harold Ellis aiming for the blue balloon, oops he missed it!



At left is the moment of Impact and the balloons stayed intact! Below, Steve shows his handiwork!



Our Wild Member's Flying Machines

Terry Steiner's Funmaster



Dennis O'Connor's very nice World War one era gaser.



Larry Parker, left, couldn't keep his Cessna running. Some kind of radio glitch. Shel Leibach was helping.



Steve Zingali and his little EP profile bi-wing creation..



Dave Domzalski and his C/L Nobler.



Terry Steiner's "Candy Bomber Funmaster"



John Stewart's cool Funmaster.



Steve Zingali, at left, walks out Harold Ellis' C/L PT-19, and above coming around the circle. Harold's PT-19 is an exceptionally good control line electric powered rendition and excellent flyer.

Photography, Photogrammetry LIDAR, & Space Archaeology *

By Bob Shanks, CVF Newsletter Editor

Your editor was fortunate to have been trained in all phases of still photography, engineering photography, and photojournalism while serving in the U.S. Air Force. I was also introduced to photogrammetry, the science of making measurements from photographs and in my case primarily using aerial photographs with the output typically a map, model, or drawing for scientific and/or military needs. The photos were often taken from a variety of aircraft. Most maps we use today are created using photogrammetry.

Photography is often taken for granted by the reading public, expecting to see a variety of photographic illustrations in what we read and study. National Geographic photographer, Joel Sartore, also an alumnus of my university, the University of Nebraska at Lincoln, is working on the "Photo Ark", to photograph all living specimens, he has been featured in several publications and television programs. He has probably one of the best definitions of a still photograph I have ever seen;

"...how to illustrate something in a still photograph...is by its nature a very quiet thing in a very loud world". Still photographs often lift the subject out of the mundane to the iconic. (Joel Sartore, *Nebraska Alumni Quarterly* Spring 2022)

A still photograph can stop one's mind from racing from one topic to the next, a byproduct of our hurried 21st Century world. The stop or pause can give the mind time to process what is being viewed, to ponder it intellectually and think, consider, draw conclusions, and make judgements, to examine and re-examine the still photograph "...a very quiet thing in a very loud world". We all need to pause and consider just how important a still photograph is and can be in all that we read and study and not take for granted the first-rate information communicated by a well thought out still photograph.

From photography we have harnessed the power of sound waves to create sonic navigation (SONAR) and sonic detection and ranging (SODAR). The scientific understanding of electronic and electromagnetic waves has progressed to the point we have found that the principles similar to sonar can also be used with radio waves to create radio detection and ranging (RADAR) systems. These systems have transformed the acoustic and radio space into visual renditions for humans to perceive. The next logical step was the progression of using light from lasers for "***light detection and ranging***" called LIDAR. (<https://acroname.com>)

Today's LIDAR sensors use a laser beam to determine the distance to an object. The beam of light hits an object and then travels back to the sensor. A microcomputer inside the LIDAR sensor measures the time it takes for this light to return to the sensor. Since the sensor also knows that the speed of light is fixed, the sensor can now calculate and provide the distance to that object. LIDAR sensors perform these measurements and calculations anywhere between 10 and 1000 times per second. LIDAR has become an extremely useful tool in archaeology using LIDAR sensors on aircraft and sensors located in space. (<https://acroname.com>) LIDAR is now being used extensively in archaeology as can be seen in the LIDAR image above.

In the 1990's archaeologists were experimenting with handheld GPS device to try to locate unexplored sites as well as aerial satellite photographs using infrared and multi-spectrum cameras to help pinpoint ancient, buried settlements. Sarah Parcak, a National Geographic fellow, and professor of anthropology at the University of Alabama Birmingham says the whole field of remote sensing is now changing archaeology and says it's "helping increase the pace of discovery a thousand-fold or more".

Still, it wasn't until GPS (Global Positioning System) became available for public use in the late 1980s, that LIDAR became a viable and extremely accurate tool for scientists. By the mid-1990s, LIDAR scanners were capable of producing 2,000 to 25,000 pulses per second and were mainly being used for topographic mapping of the earth's surface. This 1990's technology, although primitive then, has evolved into today's sophisticated LIDAR being used in archaeology and space exploration. Parcak says "Think of space archaeology as a space-based X-ray system where we can map sites much faster."

Not only in space and map development, but everyday activities are now scrutinized by multiple eyes in space. Our constant television news feeds and other news publications use a variety of images to keep the public informed of what is happening literally around the world. A good current example is the evil barbarian behavior of Russia's mad-man Putin, the entire world knows in horrible detail the war-crimes he has committed against the people of Ukraine in almost real time due to instantaneous use of all phases and types of photography.

LIDAR image of ancient unknown Mayan structures taken in Central America. The jungle has been removed using LIDAR and shows previously unknown ancient structures.*



*

Air & Space Quarterly Spring of 2022 pp 26-27, <https://acroname.com/blog/history-lidar>

F-35 Vs. Su-75 Checkmate: Who Wants to Buy Russia's New Stealth Fighter?

By Brent M. Eastwood

The Su-75 Checkmate, a fifth-generation stealthy fighter plane, is touted as being cheaper than the F-35 Lightning II. The Su-75 comes in at an estimated \$30 million, while the F-35 can be had for around \$80 million. The Russians believe that countries with mid-tier, but growing air forces, such as the United Arab Emirates, India, and Vietnam will want to purchase it. So, Russia has taken the Sukhoi Checkmate on a roadshow starting with the UAE's Dubai air exhibit taking place this week. This is the first time the Su-75 has been outside of Russia.

But is the F-35 better for allies to purchase compared to the Su-75, which has no known customers to date?

What We Know About the Checkmate

The Su-75 looks bigger than what was expected. The stealth Checkmate is supposed to be a light tactical aircraft, but perhaps it could be seen as a medium-size airplane.

The Checkmate has a single engine with plenty of power. The Saturn AL-41 engine produces 24,000 pounds of thrust without afterburner and 39,000 pounds with afterburner – resulting in MACH 1.8 speed continuously. The engine can push out a range of at least 1,700 miles with a ceiling of 40,000 feet or higher. The engine could also be the fifth generation [Izdeliye 30](#), which has similar features.

Stealth characteristics include internal weapons bays, a hybrid wing body, a V-shaped tail, and an improved jet engine air intake with lighter mechanical systems.

The airplane can carry 7-tons of weapons with a large range of guided and unguided munitions including air-to-air, air-to-ground, and anti-ship missiles. It can reportedly engage and destroy six targets at once. For close-range threats, it has a 30mm cannon.

Who Will Order the Su-75?

The first flight is planned for 2023 and full production is slated to start in 2026. Despite an Emirati delegation of VIPs inspecting the airplane at the Dubai Air Show, there are no orders so far. And the Russians have struggled to make just 12 of their other fifth-generation fighter – the Su-57. So, production estimates for the Checkmate may be optimistic. However, if the Su-75 is successfully sold and delivered, there could be a possible unmanned version.

The F-35 Is Popular with U.S. Allies

An advantage of the F-35 over the Su-75 is pilot training. The United States has plans for a pilot training center and the Air Force is currently looking at five different sites for the facility. This could be a selling point for the F-35 as U.S. allies would not be enamored with traveling to Russia for pilot training if Moscow did offer that option.

An estimated 400 to 500 F-35s have been delivered to allies. Australia, Canada, Denmark, Italy, the Netherlands, Norway, and the United Kingdom are official partners. Israel, Japan, and South Korea are also buying the fighter in large numbers. Belgium is a new buyer. Israel has used their own avionics, software, and weapons systems on the F-35.

The Russians may not have the same level of weapons diplomacy abilities that the United States has. The Su-75 still has to be assembled in numbers to match the proliferation of the F-35 and this could be a challenge for the Russians. If the Su-75 will indeed be cheaper at \$30 million per plane, they may get some fence-sitters who would normally go with the F-35 to choose the Checkmate.



SU-75 aircraft Images: Russian State Media

Brent M. Eastwood

Now serving as 1945s New Defense and National Security Editor, Brent M. Eastwood, PhD, is the author of *Humans, Machines, and Data: Future Trends in Warfare*. He is an Emerging 1945's new Defense and National Security Editor, Brent M. Eastwood, PhD, is the author of *Humans, Machines, and Data: Future Trends in Warfare*. He is an Emerging Threats expert and former U.S. Army Infantry Officer.

U.S. drones (Switchblades) Heading to Ukraine: They are Affective against Russian Vehicles and Artillery

<https://abcnews.go.com/Politics/us-switchblade-drones-heading-ukraine-target-russian-vehicles/story?id=83512614>

After the White House recently announced 100 "tactical unmanned aerial systems" would be part of a new \$800 million weapon package for Ukraine, a U.S. official confirmed to news sources these would be small "Switchblade" drones. Unlike long-range Predator drones, which look similar to small planes and fire missiles at targets, Switchblade drones *are* the missiles, using GPS to guide themselves straight into their targets to detonate their payloads.

The smallest version, [the Switchblade 300, fits in a backpack, weighs only 5.5 pounds, and has a range of about six miles.](#) It can be sent into flight from a small mortar tube, its wings extending into place as it exits the launcher. The larger Switchblade 600, weighs nine times more, but carries an anti-armor warhead and can hit targets up to 25 miles away, according to the manufacturer. Both models have a "wave-off" feature so that human operators can abort an attack if civilians appear near the target or if the enemy leaves the area.



Switchblade with launching tube.

Switchblade

The U.S. official could not confirm which versions the U.S. is sending to Ukraine, but a senior U.S. defense official told reporters on Thursday that they would be effective against various targets. "These tactical UAVs can be useful against Russian vehicles and artillery," the senior U.S. defense official said. Taking out Russian long-range artillery is especially important for Ukraine as Russian forces ramp up their bombardment of major cities.

The Russian forces nearest Kyiv are still about nine miles to the northwest of the city's center, the senior U.S. defense official said. This is the same distance away they were estimated to be last Friday. They haven't been able to advance because Ukrainian forces "are very actively resisting any movement by the Russians," the official said, but adding that Russia maintains an advantage with "long-range fires" -- missiles and artillery. Although those nearest troops have stalled, other forces are coming to join them from behind, bringing with them long-range artillery pieces.

Russian Warships Near Odessa

The U.S. continues to see Russian naval activity "not far from Odessa" in the northern Black Sea, the official said. This includes about six surface-war vessels: at least two amphibious landing ships, frigates, and one mine-warfare ship. Despite this activity, there are still no indications of an imminent amphibious assault.

Ukrainian armed forces recently identified a large Russian landing ship that they said they destroyed at the port of Berdyansk in southern Ukraine the day before. The port, which had recently been occupied by Russian forces with several Russian warships in dock, was rocked by a series of heavy explosions soon after dawn. Social media videos showed fires raging at the dockside, with a series of secondary explosions reverberating across the city. [The main ship, the guided missile destroyer, the Moskva, was recently hit by two Ukrainian Neptune missiles and then later sunk.](#)

Russian Bombardment of Cities Continues, More Civilian Casualties

Russia has now launched more than 1,000 missiles against Ukraine, according to U.S. officials. This is up from an estimate of 980 on Wednesday. These estimates count missile launches, not necessarily effective hits. The official said they could not offer an estimate of how many of these munitions end up being duds. Again, the official said Russians are relying more on "dumb" munitions, meaning unguided weapons. The official went on to say that it's not clear why, but it could be an effort to conserve their precision weapons, or a sign they're running low on them. At any rate, these less-discriminate weapons are seen as a greater threat to civilians. "We have seen an increase of strikes on civilian infrastructure and civilian targets," but they could not quantify the damage or casualties at this time.

Russian Disinformation Campaign

The only thing available for most Russians now is state media, and so you would expect that those narratives would be more widely consumed and even more widely believed by the Russian populace. But outside of Russia, there's little to no evidence that their information ops are working. In fact, we've seen quite the opposite," the official said.



Low Russian Morale

The U.S. has anecdotal evidence of low morale in some Russian units, according to the official. "Some of that is, we believe, a function of poor leadership, lack of information that the troops are getting about their mission and objectives, and I think disillusionment from being resisted as fiercely as they have been," the official said. The official also said it's "noteworthy" that Russians are considering bringing in more troops and supplies only three weeks into the invasion. The Pentagon believes this is due to poor logistical planning and stronger-than-expected resistance.

Editors Note: Our newsletter only comes out once a month so let's pray this war will end soon.

Guess the Cockpit: WWII Hawker Sea Fury Fighter

Designed during the Second World War by Hawker Aircraft, the Sea Fury was the last propeller-driven fighter to serve with the Royal Navy and has the distinction of being one of the fastest production single reciprocating engines ever built.

The Hawker Sea Fury might not be well known to amateur World War II history buffs it deserves everyone's respect. Designed during the Second World War by Hawker Aircraft, the Sea Fury was the last propeller-driven fighter to serve with the Royal Navy and has the distinction of being one of the fastest production single reciprocating engines built. While few of the aircraft remain today, around a dozen are known to have been modified for air racing, while others remain in use on the air show circuit.



Hawker Sea Fury Development

The aircraft was developed as a fighter-bomber that essentially transformed the successful Hawker Tempest into a smaller, lightweight, and notably faster aircraft. At the tail end of the Second World War, Hawker was contracted to produce some 200 land-based Furies for the Royal Air Force (RAF), while another 200 carrier-based Sea Furies were to be delivered to the Royal Navy's Fleet Air Arm (FAA).

As the war reached its final year the RAF canceled its order, as it had an abundance of Spitfires and Hurricanes and didn't need another fighter. However, the design and development of the Sea Fury continued – even as the Royal Navy halved its order. A semi-naval prototype version, with short arrester hook and non-folding wings, took its maiden flight on February 21, 1945; and some 50 of these were produced as Sea Hawk F.X.

A second Hawker Sea Fury prototype was fully built to meet naval demands and included a five-bladed propeller and folding wings, which took its first flight in October 1945. It was adopted by the Royal Navy as a ground-attack aircraft and a total of 615 were produced as fighter bombers and designated as Hawker Sea Fury FB.11s. The aircraft was also adopted by the Royal Australian Navy (RAN) and the Royal Canadian Navy (RCN).

Powered by a Bristol Centaurus 18 aircraft, the fighter-bomber had a maximum speed of 435 mph and a ceiling of 34,300 feet, and a range of 680 miles. It was armed with four 20mm cannons in the wings, and had underwing racks for eight 60-pound rockets or two bombs.

The Hawker Sea Fury proved to be the Royal Navy's leading single-seat fighter and was used throughout the Korean War, where it was mainly employed in a ground attack role after taking off from the decks of Royal Navy carriers. The Sea Furies were also employed as spotter aircraft for United Nations artillery around Inchon, Wonsan, and Songjin. The aircraft also saw use in air combat against Soviet-built jet fighters, where the propeller aircraft was reported to more than hold its own.

A Hawker Sea Fury, flown by Lt. Peter "Hoagy" Carmichael of the 802 Squadron has been noted for successfully shooting down a MiG-15 fighter on August 8, 1952, making him one of only a few pilots of a propeller-driven aircraft to shoot down a jet during the conflict.

The Royal Navy also adopted a two-seat trainer version, and both the carrier-variant and the trainers were exported to several nations including the Netherlands, Pakistan, Egypt, Burma, Cuba and Iraq.

Less than 900 Sea Furies were built, but around a dozen heavily modified aircraft have been regularly used in the Reno Air Races. Only about a half dozen are on display around the world, however. While an aircraft that arrived too late to play a significant role in World War II, the Sea Fury proved to hold its own in the early jet age.



<https://www.19fortyfive.com/2021/02/the-hawker-sea-fury-was-a-fighter-plane-speed-demon/>

<https://www.19fortyfive.com/2022/02/meet-the-hawker-sea-fury-the-world-war-ii-fighter-that-changed-everything/>

The Slow Demise of Our Aviation Industry

Bob Shanks PhD – Col. USAFR (Ret)

Why are so many not flying or wanting to fly? Many have to fly due to business demands and do so reluctantly. And we all know there is a shortage of pilots. One reason is that the military has not been yielding as many pilots as in the past and is also facing a shortage of pilots. To get certified to fly is very expensive and out of reach for most students. A recent helicopter pilot said the basic cost to learn to fly helicopters is roughly about \$80,000 give or take according to the school, scholarships, and other financial considerations. Of course, fixed wing training is



generally a lot less expensive but still too high priced for many. Military training for pilots is superb and demanding only taking the best of those with those aptitudes but they too are not able to fill their quotas for pilots.

Many citizens are finding as many alternate ways to travel as possible if time permits. Many people are driving more as well rather than flying. When discussing the decline of aviation and the fact so many don't want to fly or like flying anymore one comment recently heard was "Well to each his own", this individual seems to like to fly regardless of the problems. Another factor is many in the public know it is not fun to fly anymore but don't know why or bother to check out some of the data or the many underlying possible safety reasons based on the airline. Some sites are included below if interested and one can do their own research as well.

In a recent ABC news story this was discussed, "According to Boeing, airlines will need 790,000 new pilots around the world in the next 20 years. Experts say the shortage is due to a massive number of pilots about to reach the mandatory retirement age of 65, expensive training, and other FAA requirements make it difficult to enter the profession."

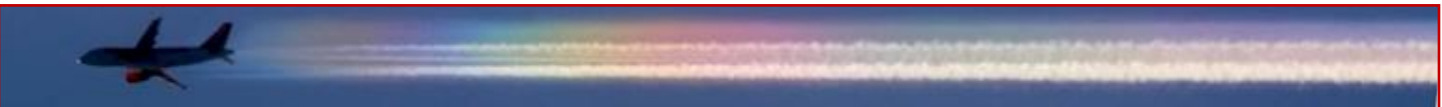
Faye Malarkey Black is the President and CEO of the Regional Airlines Association (RAA). She says, "If we don't intervene today, this will be nothing short of a devastating crisis for small community air services."

The Regional Airlines Association warns the shortage is already causing small regional airlines to shut down. Smaller communities are losing service, as larger airlines hire pilots away to fill their openings. The RAA wants regulators to allow pilots to qualify with fewer hours in the air, replacing some of it with time in a flight simulator instead. "We're not focusing on the hours, we're focusing on the experience and the skill set that comes out of those hours," said Malarkey.

Right now pilots are required to get 1,500 hours of flight time. But because of the pilot shortage, the FAA has relaxed the rule to just 1,000 hours for some student pilots. It saves students money and airlines get pilots faster. Is this really a good idea or not?

Pilots say there is a reason that training in the air matters. You may recall the "Miracle on the Hudson," when Bay Area hero "Sully" Sullenberger safely landed his plane "on" the Hudson River in New York after a complete engine failure. It was a move pilots say only an experienced pilot could accomplish. **For safety, pilots are obviously resisting the move to cut back training requirements.**

Consider carefully before flying these days is my recommendation. Weigh carefully all the alternatives based on your current situation and then decide whether or not to fly. Wearing masks due to covid has contributed to the negative feelings toward flying as well as unruly passengers causing disruptions.



Sources:

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<https://www.theatlantic.com/ideas/archive/2020/05/james-fallows-flying-will-never-be-same/611413/>

<https://www.flyingmag.com/where-have-all-the-pilots-gone/>

<https://www.nytimes.com/2017/04/12/technology/how-technology-has-failed-to-improve-your-airline-experience.html>



Chino Valley Flyers: April General Membership Meeting



The meeting was opened at 10:00 AM by President *Bill Gilbert*.

The minutes of the March 26 meeting were presented to the membership via E-Mail. Motion to approve with a correction regarding the batteries was made by *Lee Boekhout*, seconded by *Steve Shephard* and passed.

The new Cabana plans need to be updated due to more steel being required by the town. When available they will be submitted to the town to get a building permit. The next step will be scheduling cement work.

The new safety fence is in place around the pilots area and the runway has been crack sealed.

Due to problems created by Embry Riddle Students and their entourage it is proposed to eliminate the Student Category from our dues schedule along with the Associate Member Category. A special meeting for May 7 is called for at the field to vote on these amendments to our

Bylaws and Constitution. We will still be supporting ERAU but under revised guidelines to allow better use of our field by members.

Don Crowe made a motion to suspend membership applications for a period of two weeks until we vote on the change, the motion passed.

Rotorcraft and Drone rules need to be addressed and revised as needed. Written rules will be drafted and adopted concerning these and First Person View (FPV) flying.

Bill reminded the membership of our Etiquette Rules and asked the members to review them. Please observe the **RED NO FLY Zone** clearly outlined in red on an aerial photo posted on our bulletin board.

After unloading your airplanes from your vehicle please immediately remove your vehicle from the unloading zone. Get your vehicle unloaded quickly and moved into the parking lot so others can drive through and load and unload items.

Dan Avilla gave some excellent advice

on cross-wind landing techniques. See *Dan* for details, a very ingenious interpretation and technique easy to learn and do.

Show and Tell

Jack Potter showed his Edge 540, *Jack Laird* showed his Carbon Cub which is for sale, *Larry Parker* showed his land or water Polaris, *Steve Zingali* brought his Ukrainian C/L airplane, ironically modeled after a Russian aircraft and his new Balloon Buster. *Harold Ellis* showed his C/L ME-109 and EVO-36 airplanes and finally *Brian Sutton* showed his beautiful Bearcat C/L plane covered the old way with Silkspan and Dope.

Door Prize and Raffle

The attendance drawing for the door prize was won by *Harold Ellis* and the raffle drawing found *Don Crowe* the winner of a Super Decathlon ARF.

A motion to close the meeting was made by *Randy Meathrell*, seconded by *Bob Shanks*. Meeting Closed at 11:10 AM *Rick Nichols*, Acting Secretary



Great member attendance.

Steve Zingali's Ukrainian & Balloon Buster.



Notice Ukrainian Flags.



Left is Larry Parker's Polaris.



Brian Sutton's C/L Bearcat.



Harold Ellis' C/L Me-109.



Jack Potter's Edge 540

Raffle & Door Prize Winners

Harold Ellis won the "Door Prize", yes there was also glue! *Don Crowe* won the "Super Decathlon" ARF.

