



Chino Valley Flyers

Official Club Newsletter



May 30, 2023

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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 For this Month:

"obstacles are the things you see when you take your eye of your goals."

Support our Local Hobby Shop

They support Us



Also, Check out:

RCBATTERY.COM

Findlay's Toyota Indoor Flying for 2023



More on page 6.



Indoor flying for this year concluded May 9th at Findlay's Toyota. Shane Cadwell, General Manager, was presented a plaque from our club by member Mark Cotter, club indoor flying coordinator. Eighteen members flew on the last day of indoor flying for this season.

Bob Shanks' Control Line P-39



Harold Ellis test flew Bob's plane so it could be photographed.



Bill Gilbert: CVMA President's Message



This month the AMA announced their SIG (Site Improvement Grant) recipients. We were fortunate enough to receive a grant for the maximum amount that can be awarded. With the continued inflation in our economy, and astronomical increases in maintenance costs for the runway and other areas, this grant is a very welcome input to our club coffers.

To make this grant possible, it took a lot of work behind the scenes during our club upgrades last year.

We kept close records of all the expenditures, many in-process pictures of the upgrades were taken as well. We complied with the requirements for a Silver Leader Club, applied and received that recog-

niton. Leader Club status helps with an extra point when the AMA is evaluating the SIG applications.

I submitted our SIG application, describing how our club upgrade is helping further our parent organization's mission. By making our club more attractive to prospective members, it is increasing ours and AMA's membership. Also, hosting large events like IMAC is now more comfortable for participants.

As we have seen over the last few years, regulations of sUAS which we are now lumped with, have increased and burdened us with new requirements.

To continue to enjoy our hobby without interference from government agencies we need to be compliant to these regulations as they evolve, and not draw any adverse attention.

Also, be aware and vigilant of situations which could jeopardize our club and field. Due to our field location, probably the most important is to be aware of, and give way to, full-size aircraft that frequently fly over our field.

Some of the training aircraft flying from our local airport and overflying us may not always be at an appropriately high enough altitude. Give way to them. All of us can be spotters for our RC pilots as they are enjoying their flights.

See you at the field!

BILL

Flight Instructors

Introductory Pilot Mentors

- > Al Marelo Chief: Flight Instructor
- > Randy Meathrell: Control Line Flying
- > Marc Nelissen: Basics
- > Jack Potter : Gliders
- > Bill Gilbert: Helicopters

CAN YOU NAME THIS 1950'S ICONIC FIGHTER'S COCKPIT?



See Page 8.

President — *Bill Gilbert*



Vice President — *Mark Lipp*



Treasurer — *Don Crowe*



Secretary — *Bob Steffensen*



Safety Officer — *Rick Nichols*



Chief Flight Instructor — *Al Marelo*



At Large Member — *Dan Avilla*



At Large Member — *Gary Cosentino*



Newsletter Editor — *Bob Shanks*





Our Club is growing! Please wear your name tag members so we can all get to know all the newer members and who is who when flying.

CLOSE & LOCK THE GATE if you are the last one flying.

MARK YOUR CALENDARS

Events for 2023:

- ◆ [June 3, 2023](#) — Spring Fling Fun Fly & Swap Meet
- ◆ [June 17, 2023](#) — Warbird Races (Cancelled)
- ◆ [July 4, 2023](#) — Chino Valley Fire works and Pot Luck at the field (Watch from the field.)
- ◆ [July 22, 2023](#) — Glider Endurance Contest
- ◆ [Aug 12, 2023](#) — STOL Races
- ◆ [August 18-20, 2023](#) — IMAC SW Region Shootout at Chino Valley
- ◆ [September 16, 2023](#) — Annual Steve Crowe Memorial Fun Fly
- ◆ [October 21, 2023](#) — Seventh Annual Build and Fly Contest
- ◆ [November 11, 2023](#) — Fall Swap Meet and Fun Fly
- ◆ [December 5, 2023](#) (TBD) — Christmas Banquet

SAFETY ALWAYS COMES FIRST

Safety Officer Rick Nichols

This month I want to touch upon personal safety as it relates to our health and our hobby. As we know if you do not have your health, you don't have anything.

We have seen some of our fellow CVF members' health deteriorate to the point that they cannot enjoy our sport. There are cases where some of this could have been prevented.

Let's first focus on our lungs. Everyday tasks such as mowing our yards, working in dusty areas without the protection of a face mask can be hazardous to our lung health.

Something that model builders must deal with while enjoying our hobby is balsa dust while sanding and inhaling fumes from CA glue. All these things can become cumulative and gradually begin to cause harm to our delicate lung tissues. I haven't mentioned smoking even if it was 40 years in the past. It does catch up with you.

I can use myself as an example of these dangers. I am an ex-smoker of 35 years ago and like any younger person can say, "It won't happen to me"! **WRONG!** I have the onset of pulmonary fibrosis. [GOOGLE it!](#) It is no picnic and there is no cure. I have invested in a Respirator Mask (pictured below) to wear while sanding, mowing etc. to maybe slow down my maladies progress. One can be purchased from Amazon for under \$20.00.

A Covid type mask can also be used. We all have a stockpile of them!

Another important thing to be aware of is your eyes. We are all guilty of doing tasks such as grinding metals and things and we should be wearing safety glasses but aren't. We think, "this will only take a minute". But in only a millisecond a sharp hot piece of metal can make its way into your

eye. It will take you longer to make that trip to the eye doctor or the E.R. than it would have taken to put on a pair of safety glasses.

Lastly, do something to ensure that your Exacto Knives won't roll off your bench and stab your little piggy.

No injuries or accidents have been reported at the field this year. Please remember to get the emergency vehicle out of the hangar if you are the first to arrive at the field. Also, snakes have been reported so be extra cautious while out in the field.



Rick's Safety Equipment



Chino Valley Flyers News and Models Seen Flying at Our Field



Former Club Member Charlie Gates Passed Away at His Home in Colorado



Charlie was loved by all and will really be missed. He was a certified pilot instructor, had his A&P license and had owned several airplanes over the years. The last plane he owned here and sold before moving to Colorado to be with family, was a twin engine Cessna that provided he and his wife Connie countless travel adventures around the U.S. He was an active club member when living here.

A Mass of Resurrection was held celebrating his life in the Chapel of St. Peter's Catholic Church in Monument, Colorado May 5, 2023.

A \$3,000 Grant to the Chino Valley Flyers from AMA is a Significant Help in Maintaining our Runway

Due to the hard work and follow-up of club Vice President *Mark Lipp* we now have some funds to help maintain our runway due to the increasing cost of asphalt. Getting cracks and other areas sealed each year has been a significant strain on the club budget. More information on AMA grants can be found at the following web site.

<https://amafoundation.modelaircraft.org/posts/2023-fsig-tag-grants-awarded>



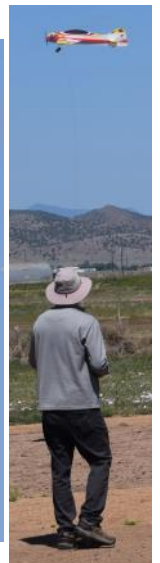
Solar Panel on shed roof.



The control line shed now has solar powered batteries and a charging shelf for battery chargers with four outlets. Steve Zingali made control line badges for our club's circling birds control line flyers. (At right)



Randy Meathrell, above and Dave Domzalski at far right both flew their control line "Hummers" at a Friday flying session. The Hummer is an exceptional control line plane.



Member's Flying Machines Sighted at the Flying Field



Dennis O'Connor's Bearcat



A one wheel touch and go.



Bill Gilbert's Extreme Flight's Legacy gas powered aerobot is indeed in a class by itself. Bill knows how to expertly fly it well too, an outstanding addition to Bill's hanger.

Interesting Control Line History as Well as Early RC Endeavors Documented at AMA Web Site

<https://www.modelaircraft.org/control-line#:~:text=In%201937%2C%20a%20modeler%20named,Line%20model%20%2D%20the%20Miss%20Shirley.>

The first model airplanes to be flown on a line were tethered. These airplanes had a single line running from one wing to a post on the ground and allowed the model to fly around in a circle, but the modeler had no control. While this worked indoors, any type of wind would cause the model to fly poorly and possibly crash, so they were not very good outside.

To keep the models from crashing modelers then tried connecting their models to the end of a long pole and, by raising or lowering the pole, they could make the airplane climb or descend.

While this helped modelers to fly their airplanes they still had limited control. The solution was a system that used bell-cranks and, instead of a pole, used a handle. In 1937, a modeler named Oba St. Clair used bell-cranks to fly the first documented Control Line model The Miss Shirley.

It was not long before other modelers began developing and marketing Control Line systems. In 1939, the Stanzel brothers began advertising their Tiger Shark, and in 1940, Jim Walker unveiled his Fireball.

In no time, Control Line models replaced Free Flight models on the shelves of hobby shops and new contests were created to test a pilot's skill. Control Line was officially recognized as a formal event at the National Model Airplane Championships (NATS) in 1942.

Photo at left is an old one probably from the 1950's. Most of us started this way in this hobby.



Last Day of 2023 Indoor Flying at Findlay's Toyota Center



Flyers left to right: **Jerry Lang, Lee Boekhout, Bryan Oliver, Frank Sanders, Frank Toth, Art Kaplan, Al Weikart, Eric Turnbull, Larry Roberts, Marc Cotter**, (unknown assistant to **Shane Cadwell**, Toyota General Manager, **Shel Leibach, Ray Landry, Randy Meathrell, Rick Nichols, Kent Ewart, Dan Avilla, and Jack Potter**. The flyer not pictured is **Bob Shanks** who photographed the indoor flying session.

Your editor **Bob Shanks** took photos of the last day but didn't write down whose planes he actually photographed. Some he knew but he was flying as well and having a blast with his little Aeronkish model that was very under powered but a total blast to fly. He lost it in the upper grandstand due to loose servos from a rough landing but undamaged. **Rick Nichols** used the editor's camera to catch a few shots of Bob's plane. The low lighting and variable intensity in the facility makes it challenging to photograph the planes.

Randy Meathrell caught the net used for indoor football. The far goal post was used for helicopter flying. The plaque at right was the club's appreciation for allowing us to fly there. We really appreciated the Toyota General Manger **Shane Cadwell** allowing the club to fly there this winter season.



The plaque presented to Shane Cadwell.



Randy's "net bird".



Members flew quite a variety of models from the side lines.

Flyers left to right, **Ray Landry, Bob Shanks and Rick Nichols**.

What's the Fastest Speed ever Recorded by a Lockheed Blackbird? *

A-12 pilot Jim Eastham dropped the nose down a bit to see if he could at least reach Mach 3.0. Out of nowhere, Jim hit good air and in the dive with good air he red-lined everything.

The A-12 Oxcart Mach 3 spy plane unique design and characteristics became the foundation for three other versions of supersonic aircraft that Lockheed built for CIA and the USAF: the YF-12A, the M-21, and the SR-71. In October 1962, the USAF ordered the development of a dedicated variant of the Oxcart to replace the cancelled F-108A Rapier. The modified A-12 first designated the AF-12 and then the YF-12A. Only three YF-12As were built and delivered during 1963-64.

According to the SR-71 Blackbird website, in the same month and in the same year, CIA authorized the Skunk Works to study the feasibility of modifying the A-12 to carry and deploy a reconnaissance drone for unmanned overflight of denied areas. The project was codenamed TAGBOARD. The mother ship, redesignated the M-21 to avoid confusion with the A-12, was fitted with a second seat for a launch control officer (LCO) for the drone, called the D 21. But since on the fourth TAGBOARD test on Jul. 30, 1966, a launch mishap caused the mother ship to crash, killing LCO Ray Torick, Kelly Johnson ended the program.

However, the best-known version of the A-12 is the SR 71 Blackbird (above), whose nickname has become eponymous with the entire set of Oxcart variants. With the added weight, the aircraft flew slower and lower than the A-12 or the YF-12A, but it carried more fuel and had a longer range. When talking about the Lockheed Blackbird family, probably the most frequently asked Blackbird question is-how fast does it really fly?

"I've answered this question before, but here goes," says Jim Goodall, former Master Sergeant at U.S. Air Force and author of the book *Lockheed SR-71 Blackbird: The Illustrated History of America's Legendary Mach 3 Spy Plane*. "The fastest an SR-71A has ever gone is Mach 3.43 in 974 [Blackbird #61-17974, better known as "Ichi-Ban"], at the time, a Site II bird. It blew out both inlets as it had a dual unstart." "Ben Rich told me that the inlets were designed to fly at its "Sweet Spot" of Mach 3.24. All manned Blackbirds from the A-12 through to the last SR-71 built were designed to all fly at the same top speed. "But during early flight testing at Area 51 with the A-12s, Jim Eastham told me that A-12 #128 flew as fast as any A-12 during testing. On the particular day that the A-12 red lined everything. "During a routine top speed envelope expansion flight, A-12 #128 was having a hard time getting past Mach 2.7 as the outside air was too warm. The reason for the flight test card that day was to validate a new inlet bypass door schedule.

"Jim said he dropped the nose down a bit to see if he could at least reach Mach 3.0. Out of nowhere, Jim hit good air and in the dive with good air he red-lined everything. He went into his descent profile and headed back to the test site."

Goodall concludes: "When all was said and done; and for a very brief 15 seconds, Jim hit Mach 3.56, or just under 2,400 mph. Mind you, this was a one-time event and was never attempted or duplicated again."



* <https://theaviationgeekclub.com/former-usaf-master-sergeant-reveals-the-fastest-speed-ever-recorded-by-a-lockheed-blackbird/>

Name the Cockpit: Canadian CF-100 Canuck Fighter *

The CF-100 and its Orenda jet engines were designed and built in Canada. As an all-weather interceptor with a long range and powerful radar, it was ideal for northern air defence, and was probably the best all-weather fighter of its time. CF-100s also served in Europe with Canadian and Belgian units. On retirement as fighters, some CF-100s were fitted as target tugs and others were fitted with electronic countermeasures equipment. The last CF-100 retired in September 1981. A total of 692 were built. Although officially designated the "Canuck", the name never caught on. The CF-100 was known universally in the RCAF as the "Clunk" or "Lead Sled". The CF-100 had good stretch which allowed for potential of equipment and armament upgrades. The Mk.5 had wing tip extensions added to increase its high-altitude capability.



Canada and the US collaborated closely on the defense of North America during the Cold War. While the US was clearly the bigger partner in the defense relationship, the Canadians carried their weight, and provided their own distinctive contributions to the partnership. One of the more memorable was the "Avro CF-100 Canuck" interceptor. This straightforward and effective machine served as one of the mainstays of North American air defense through the 1950s.

Avro Canada wanted to follow the Canuck with a truly advanced aircraft, the Avro "CF-105 Arrow". The Arrow was a huge, twin-engined delta-winged interceptor that in completion would have been able to attain Mach 2.5, but costs and changing mission requirements kept it from ever leaving the prototype stage. This impressive machine represented the highest ambition of Canadian aircraft design and remains a romantic ideal for Canadian aviation enthusiasts. This document provides a history and description of the CF-100 Canuck and the CF-105 Arrow. A list of illustration credits is included at the end.

The CF-100 grew out of a January 1945 Royal Canadian Air Force (RCAF) requirement for a twin-jet, radar-equipped all-weather interceptor. Avro Canada, which had been established by the British Hawker Siddeley group in July 1945 through purchase of the Victory Aircraft plant, got the formal contract to develop the new aircraft under AIR Spec 7-1 in October 1946. The contract specified construction of two flight prototypes and a static test airframe, all with the designation of "XC-100". Development was performed by a team led by the company's chief engineer, John Frost. The two prototypes were to be powered by twin British Rolls-Royce Avon axial-flow turbojets, but that was strictly an interim engine fit. The Gas Turbine Engine branch of Avro Canada had developed their own axial-flow engine, the "TR4 Chinook", which they then scaled up to the excellent "TR5 Orenda" for the CF-100. Initial test runs of the Orenda were performed in 1949, with results meeting or exceeding expectations.

The initial "CF-100 Mark 1" prototype, as the XC-100 had been redesignated, performed its initial flight on 19 January 1950, with the aircraft given a snappy overall black color scheme detailed with white lighting bolts running down the sides. Since Avro Canada's test pilots didn't have fast jet experience at the time, first flight honors were performed by Bill Waterton, a Canadian who was the chief test pilot of the British Gloster firm, part of the Hawker Siddeley group. The Mark 1 was powered by two Avon RA.3 turbojets with 28.9 kN (2,950 kgp / 6,500 lbf) thrust each. Performance and handling were up to spec, but the wings flexed too much. That would be a serious issue in early development, aircraft having a nasty tendency to land with cracked wing spars. The problem was a major threat to the program and wouldn't be finally resolved until 1952.

The second prototype performed its first flight in July 1950; it was effectively identical to the first prototype. Its trials included a session at Wright-Patterson Air Force Base in Ohio, where US Air Force pilots got a chance to fly the machine, and were impressed by it. One of the main roles of the second prototype was evaluation of wingtip fuel tanks, which imposed unacceptable stresses on the wings until a fin was attached on the outboard side of each tank. The fins were able to improve overall flight stability.



* <https://ingeniumcanada.org/aviation/artifact/avro-canada-cf-100-mk5d-100757>
<http://www.airvectors.net/avcf100.html>

U.S. Air Force Col. Merryl Tengesdal (Ret.) The First Black Woman to Pilot the U-2

In 2004, U.S. Air Force Col. Merryl Tengesdal (Ret.) became the first Black woman to fly the Lockheed U-2 reconnaissance aircraft, joining a program that very few women or Black pilots had participated in. At history in the Lockheed U-2. In a recent interview, Tengesdal discussed the challenges she overcame and the resilient mindset she developed to set herself up for success and make history flying one of the most iconic aircraft still in operation today.

The path towards achieving your goal is not always straightforward. And that was certainly true for U.S. Air Force Col. Merryl Tengesdal (Ret.) as she worked towards the goal of earning her wings and shattering the sky.

In 2004, Tengesdal made history as the first Black woman to fly the Lockheed U-2 reconnaissance aircraft – joining a program that very few women or Black pilots had been selected to fly the U-2.

Air Force Col. Merryl Tengesdal started out in the Navy flying helicopters but ended up becoming the first Black woman to fly the Air Force's U-2 Dragon Lady Spy Plane.

Tengesdal made a rare cross-rate move to the Air Force after teaching a joint flight program, and in 2004, she qualified to fly one of the most difficult aircraft in the world, the U-2. Tengesdal joins only five women and three Blacks (male or female) ever to participate in the U-2 program.

The U-2 flies at 70,000 feet, and at times while flying, Tengesdal witnessed shooting stars below her. Because of the high altitude, U-2 pilots must wear a full pressure suit similar to those worn by astronauts. The low-altitude handling characteristics of the aircraft and bicycle-type landing gear require precise control inputs during landing; forward visibility is also limited due to the extended aircraft nose and "taildragger" configuration. A second U-2 pilot normally "chases" each landing in a high-performance vehicle, assisting the pilot by providing radio inputs for altitude and runway alignment. These characteristics combine to earn the U-2 a widely accepted title as the most difficult aircraft in the world to fly.

Tengesdal has flown missions for Operation Olive Harvest in Afghanistan and Iraq and took part in helping combat piracy in the Horn of Africa. She has more than 3,400 flight hours and more than 330 combat hours. Tengesdal was asked about the significance of her role as the first Black woman to fly the U-2 and said, *"It is very uncommon, even for this day and age, to be a female pilot, much less a female minority. The Air Force has always been on the forefront of breaking aviation and racial barriers. I am extremely proud of being the first Black female U-2 pilot in history. My career field is very male-dominated, but I hope I have helped other females with similar aspirations to realize this is an option. I think we are all limitless as to what we can accomplish."*

"The significance about me is that I'm the first and only Black woman to fly the aircraft in the 66 years," Tengesdal said of the U-2 plane. There's been about 10 women throughout that time and probably about the same number of people of color who've been in that program. So with 1,100 people, a small community, and then you break it out I'm basically kind of like a unicorn." But the mother of two explained the U-2's nickname in the recent interview, its a mythical, flying creature:

"Dragon Lady is actually the name of the aircraft, U-2 Dragon Lady," Tengesdal said. "So the aircraft is challenging to fly. You have to stall the aircraft at 2 feet because of its landing gear configuration. And we always say to dance with the lady you have to fight the dragon."





Pentagon's Plan in Case Alien's Discovered

<https://www.aol.com/news/happens-aliens-pentagon-plan-more-153045730.html>



The Pentagon says it hasn't found aliens — but it does have a plan, just in case. On Wednesday April 19, 2023, the Senate Armed Services Committee met with the guy in charge of keeping track of UFOs for the Pentagon. Sean Kirkpatrick, head of the Department of Defense's All-domain Anomaly Resolution Office (ARRO), testified that, yes, there have indeed been numerous documented instances of unidentified aerial phenomena. At least so far, though, there's no evidence that any of the encounters Kirkpatrick's team has studied are in any way related to visitors from another planet.

"In our research, ARRO has found no credible evidence thus far of extraterrestrial activity, off-world technology or objects that defy the known laws of physics," said Kirkpatrick. However, there is a plan in place if alien activity is ever discovered. Kirkpatrick testified, "In the event sufficient scientific data were ever obtained that a UAP encountered can only be explained by extraterrestrial origin, we are committed to working with our interagency partners at NASA to appropriately inform the U.S. government's leadership of its findings. "Now, does that mean the general public would find out? Your guess is as good as ours.

The person in charge of the Pentagon's efforts to study UFOs told members of the U.S. Senate at a Wednesday hearing that he has no evidence they come from outer space. Three members of the Senate Armed Services committee heard testimony from Sean Kirkpatrick, director of the All-domain Anomaly Resolution Office. AARO was formed last year by the Pentagon to help study unidentified aerial phenomena, or UAP, the government's preferred term for mysterious objects seen in the sky.

"This is a hunt mission for what [somebody might] be doing in our backyard that we don't know about," said Kirkpatrick, who added that the goal was to set a standard across the entire Department of Defense for this type of investigation. Kirkpatrick spent much of the hearing discussing the logistics of his organization's process, their work with other agencies and their progress in meeting benchmarks set by Congress. But he did present examples of UAPs they had studied, including a small sphere zipping over the Middle East that Kirkpatrick conceded would "be virtually impossible to fully identify" based only on the video. While Kirkpatrick said his group hasn't been able to identify every encounter it has studied, it hadn't found any evidence that visitors from another planet were responsible for any of them.

"I should also state clearly for the record that in our research, ARRO has found no credible evidence thus far of extraterrestrial activity, off-world technology or objects that defy the known laws of physics," Kirkpatrick said.

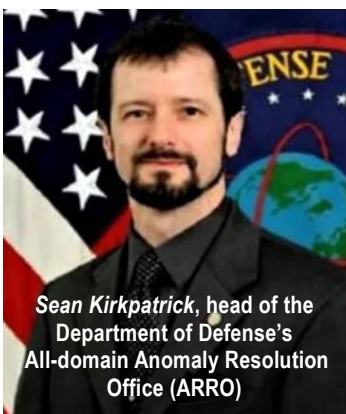
The hearing chaired by Sen. Kirsten Gillibrand, D-N.Y., also addressed what Kirkpatrick and the senators viewed as potential threats from China and Russia, citing the incident earlier this year when [a Chinese weather balloon crossed over the continental United States and the series of UAPs that were shot down in the immediate aftermath.](#)

Sen. Joni Ernst, R-Iowa, asked Kirkpatrick if Chinese or Russian technology was responsible for any of the sightings.

Kirkpatrick said that while the two countries have technology on par or ahead of the United States, it is "really hard" to know "if what we observe doesn't have a Chinese or Russian flag on the side of it."

"Are there capabilities that could be employed against us in both [a surveillance] and a weapons fashion?" Kirkpatrick said. "Absolutely. Do I have evidence that they're doing it in these cases? No, but I have concerning indicators."

The hearing followed a 2021 Department of Defense report on UAPs that found 144 sightings dating back to 2004 as well as a May 2022 House Intelligence panel that was the first Congressional hearing on the topic in more than 50 years. Rep. Andre Carson, D-Ind., who chaired it, said, "[Unidentified aerial phenomena are a potential national security threat, and they need to be treated that way](#)".



Sean Kirkpatrick, head of the Department of Defense's All-domain Anomaly Resolution Office (ARRO)

May 2023 General Club Membership Meeting

The General Membership meeting on Saturday May 27, 2023 opened at 10:00am with the Pledge of Allegiance. Club membership now stands at 141 paid members. 43 Members signed in for today's meeting. Minutes for April 22nd meeting were unanimously approved by members.

President's Agenda

Don Crowe presented the Treasurer's report for April 22nd through May 27. Treasurer's report was unanimously approved by members. President **Bill Gilbert** stated that inflation was hurting our maintenance budget, as well as our long-term savings for resurfacing the runway in a few years...the actual cost projection continues to go up. We received a \$3000 grant from AMA that went into savings.

Maintenance

The ditch worked well for diverting the water run off down past the graveled parking area. Water did flow across the road and that will be addressed to further divert the water down the fence line. **Dan Avilla** is donating the materials and labor to install electrical outlets in the new cabana. Thanks Dan! Weed control and mowing will continue.

FAA/AMA Update

It is important to register with the FAA and label each of your aircraft with the registration number.

Watch for full scale aircraft in the area. Everyone is a safety officer...clear the skies when the aircraft approach our area.

This Years Events

The Annual Swap Meet and Fun Fly, cancelled May 20th due to weather was rescheduled for June 3rd; **the E-Warbird Race has been canceled** due to lack of interest but is being worked within our membership. In another development, there is not likely going to be any float flies in the future as a result of a test fly at Kaibab Lake. The result of that test indicated that fishermen and campers in the area were not accepting of model aircraft even though electric powered and quiet.

Today, after the meeting **Gary Cosentino** will giving a class on control setups and programming after the adjournment today.

Officer Comments

VP **Mark Lipp** called for volunteer pilots to fly demonstration at the Steve Crowe event. So far **Dan Avilla** will fly his jet and Dane O'Brien will demo acrobatics.

Safety Officer **Rick Nichols** praised pilots for calling out intentions while flying or crossing the runway to retrieve aircraft. Do call "clear" when you are off the runway.

Newsletter Editor **Bob Shanks** reminded everyone to share the tables since our membership has grown, store your equipment on the second shelf or on the floor of the cabana keeping the table top clear for other modelers to assemble aircraft..

Member Comments

Larry Parker recommended a few handicap parking spaces near the cabanas and that we

consider composting toilets to save money on outhouse costs. He also asked if board meetings were open to members. The Board will consider the recommendations and reminded members that they are welcome to attend Board meetings and "listen" in. **Mark Cotter** asked if anyone was familiar with the Delta Dart for indoor flying next year. **Randy Meathrell** said he might have some kits in his hanger. **Jack Potter** reminded us that fire season was approaching... if a fire starts fight the fire first before trying to recover aircraft.

We broke about 10:30am for cookies provided by **Lee Boekhout**...thanks Lee! We resumed about 10:40am.

Show & Tell — Planes and Projects

Brian Sutton showed his recently acquired B26 with a great story about his father who flew them in WWII; **Bob Shanks** brought in his Aeronkish indoor flyer; **Ray Landry** brought in a beautiful RC speed boat; **Larry Parker** showed his Piper 180 and said it's a great flyer.

Raffle Drawing Winner

Bob Steffensen drew the winning ticket for the RS Cores foam Yak 55, assembled and donated by **Don Crowe**. The kit was donated in memoriam by recently deceased, long time Member **Charlie Gates** (See page 4 for article on Charlie).

A motion to adjourn the meeting was offered and unanimously approved at about 10:50am.

Respectfully,
Bob Steffensen Club Secretary

Bob Shanks'
Aeronkish indoor flyer
flown at Tim's Toyota.
(See page six.)



Brian Sutton's B-26.

Raffle Prize Winner



Raffle Winner for May was **Bob Steffensen**. There was no door prize this month.



Ray Landry's beautiful fiberglass speed boat has an immaculate paint job.



Larry Parker's Piper 180.