



Chino Valley Flyers

Official Club Newsletter



July 31, 2023

Volume 26 Issue 7

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:

*"A White Lie
Soon Gets
Tanned From
Exposure"*

Unknown

**Support our Local
Hobby Shop**

They support Us



Also, Check out:

RCBATTERY.COM

Gary Costantino and His Tuned Pipe Wing



GLIDER ENDURANCE EVENT PARTICIPANTS

Standing L to R, Larry Parker, Mark Cotter, Dave Bates, Jerry Calvert, Bill Gilbert, Lee Boekhout, unknown guest, Rick Nichols, Mark Nelissen. Kneeling L to R, Chris Padham, Jeff Moser, John Poco, and Bryan Jones.





Bill Gilbert: CVMA President's Message



With the approval of our FRIA application, we have left a big hurdle behind us. We are now solidly in the FAA system without needing RID modules to fly our RC models. The AMA event sanctioning process that is in place will also now allow us altitude waivers and NOTAMs to be issued, giving us some protection while flying at higher altitudes.

We continue to enjoy our flying activities despite the summer heat wave; early starts and a mid-morning finish is helping us avoid the hottest part of the day. The adaptability of our members to be able to continue their RC passion is inspiring! Hopefully the worst of the hot weather is behind us.

Several events are coming up soon this summer. Please stay engaged and volunteer where you can. You, the members are what makes this club. Without

your participation we couldn't successfully put on these events. STOL event, IMAC, and Steve Crowe are all coming up soon, please get involved in making these club events successful.

Bill

Editor's Note:

Bill's underlined comment at lower left, "Please stay engaged and volunteer..." got me to thinking about our great turnout of our club's membership for this month's meeting but what was a surprise to me was the lack of folks stepping up to volunteer.

I shouldn't have been surprised as current research indicates, nearly 90% of Americans want to volunteer, however, only 1 in 4 actually do. Where is the disconnect there? Why is it that 75% of Americans don't volunteer and the number has been gradually decreasing ever since September

11, 2001.

Our country was founded on the philanthropic work of others and built on a value of volunteerism, we seem to be losing sight of it in our club as well .

Step up members we need your involvement!



Flight Instructors

Introductory Pilot Mentors

- > Randy Meathrell: Control Line Flying
- > Marc Nelissen: Basics
- > Jack Potter : Gliders
- > Bill Gilbert: Helicopters

DO YOU RECOGNIZE THIS "MODERNIZED" WWII COCKPIT?



See Page 9

President — *Bill Gilbert*



Vice President — *Mark Lipp*



Treasurer — *Don Crowe*



Secretary — *Bob Steffensen*



Safety Officer — *Rick Nichols*



At Large Member — *Dan Avilla*

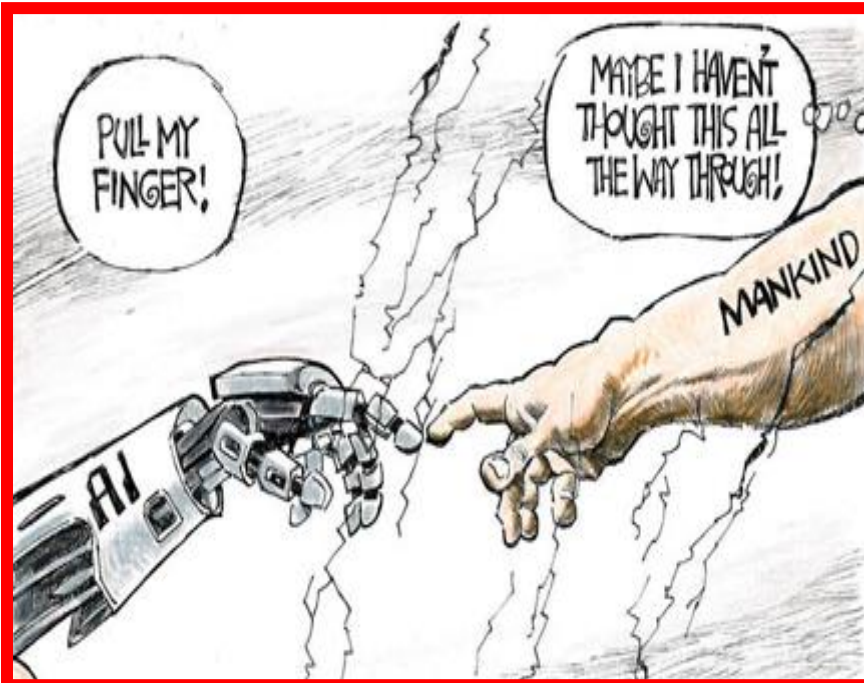


At Large Member — *Gary Cosentino*



Newsletter Editor — *Bob Shanks*





MARK YOUR CALENDARS

Remaining Events for 2023:

- ◆ 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 FIRST

Safety Officer Rick Nichols

Unfortunately, the lead item this month is not a pleasant subject! You may have guessed already but this is about the dreaded Propeller Strike. This is historically the most serious of the accidents we have occur at our field. You may ask, what is almost always 100% of the time the cause of this accident. I can give you some reasons.

1. Not having your transmitter and airplane motor programmed with a KILL Switch function. Some transmitters are not able to offer this function, but most are.
2. Performing maintenance and adjustments on your airplane while the propellers are on the airplane or not secured to a hold down on the bench.
3. Mostly, the lack of attention to what you are doing or being distracted by others. Your lack of attention and thought of your actions can easily seriously harm yourself or others who may be around you.
4. Our members have been very conscientious of this hazard. It has been about a year or more since our last major Propeller Strike. When it happens, it is always instantaneous.
5. The victim usually does not know what really happened until a few seconds after when the pain sets in, and the blood starts flowing. The occurrence can almost always

be accredited to the reasons I have mentioned above.

In my last safety column (June 2023) our newsletter editor laughed at the parting photo in the article captioned, "Please keep your body parts away from spinning things".

I have been asked by members to remind others of the P-factor and the importance of using your rudder while taking off. First, do not rotate, (after lift off), until you are well past the pilots who may be lined up on the flight line in the direction of your take-off. Normally this would be to the west or downhill.

Other than Propeller strikes we need to remember the other kinds of Strikes that can happen in our Arizona desert: Rattlesnake Strikes. They may be out to sun themselves and that is why it is best to use the fire and rescue cart while retrieving downed airplanes or lost parts of airplanes. Also, the cart is used to handle any fires, no matter how small that may occur. Remember, the first chore when fighting a fire is to put out the fire and not save your airplane. If you are not familiar with the cart, ask any officer to check you out on it. It does have its Quirks.

Bob Shanks and I have been on the

Officer Nominating Committee for many years asking members if they would like to assume the position of an officer in the club and on the board. Many of our officers have served for many years and have almost made a career of being on the board. Our membership has many people with so many talents and opinions, we want you to know that your talents and opinions are always welcome and needed. Elections will be coming in a couple of months, and we encourage you to consider stepping up and serving our Chino Valley Flyers as an officer and as a leading voice in growing this unique and wonderful organization.

Members like yourselves have made this club what it is today, and new blood and ideas can continue to make it grow.

As An after thought, think about this. For those of you who are pilots or have been pilots. What is the last thing you do after going over your pre-flight checklist before you start your engine? You open the window and yell out. "Prop Clear!"

Rick





Chino Valley Flyers Models Seen Flying at Our Field



Randy Meathrell's glow powered C/L Bat wing.



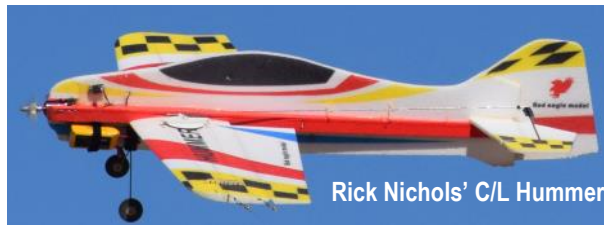
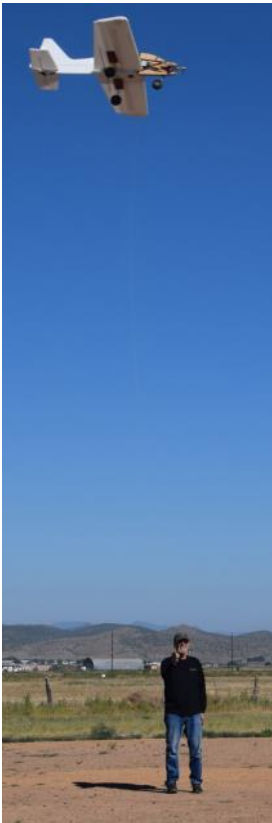
Shell Leibach's Freewing A-10 — photo by Al Weikart.



Clint Manchester's German version of the T-28.



Steve Zingali's C/L T-38.



Rick Nichols' C/L Hummer



At right the control line circle and storage shed has a very nice retractable shade.



Member's Flying Machines Sighted at the Flying Field



Dennis O'Connor's Bearcat



Steve Zingali flying his "Shining" C/L.



John Meyers and Dave Bates were flying a couple of very small models, the P-51 is Dave's the little Pitts is John's. Dave is at right walking his wee P-51 back to the Pit.



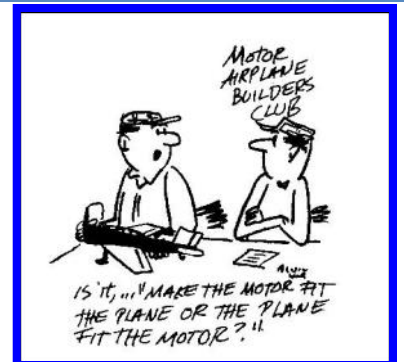
Rick Nichol's and his C/L Stunt Master.



Thank goodness for the C/L retractable shade. It was a very hot Tuesday flying day.



Steve Zingali's Planet Garage C/L "Shining."





The DOD All-Doman Anomaly Resolution Office (AARO) for Studying Unidentified Flying Objects (UFO) or Unidentified Anomalous Phenomena (UAP) *

In July of 2022, the DOD set up the All-domain Anomaly Resolution Office (AARO) to, among other things, identify 'unidentified anomalous phenomena' or also called Unidentified Aerial Phenomena (UAP) which might pose a threat to national security and the operations of both the military and other federal agencies. These phenomena have also been called Unidentified Flying Objects (UFO) for years and along with that term comes some skepticism. "Unidentified anomalous phenomena," is anything in space, in the air, on land, in the sea or under the sea that can't be identified, and which might pose a threat to U.S. military installations or operations.



"We have an important and yet challenging mission to lead an interagency effort to document, collect, analyze and when possible, resolve reports of any unidentified anomalous phenomena," said Sean M. Kirkpatrick, the director of AARO Since the AARO office stood up in the summer of 2022, Kirkpatrick said his team has made significant headway in setting up its mission.

In the past, the type of work AARO conducted only involved reports of anomalous phenomena that were seen in the air. Today, AARO expects to evaluate anomalous phenomena across all domains. All individuals who operate in those other domains such as the airlines, military organizations and services, the USAF, USCG, USN, US Army and all pilots including private pilots and others in all aviation related fields just to list a few.....are also free now to file UAP reports.

"We're working with the military departments and the Joint Staff to normalize, integrate and expand UAP reporting beyond the aviators — to all service members — including mariners, submariners and our space Guardians."

(Sean M. Kirkpatrick, Director, AARO)

Also, an effort of AARO, Kirkpatrick said, is working with both the military services and the intelligence community to ensure that the activities of the U.S. government itself don't end up as reports of a UAP. AARO is a new office within the DOD, and Kirkpatrick said that from the start, the office is working hard to establish a standard of operations that is both thorough and rigorous. Kirkpatrick also said, *"We apply the highest analytic and scientific standards," he said. "We execute our mission objectively and without sensationalism and we do not rush to conclusions."*

As part of these efforts it was recently noted on a news program that the DoD and other agencies are using the acronym UAP as opposed to UFO since the old UFO acronym is often connected to science fiction and little green men. Let's hope something good comes out of these new efforts. Your editor is skeptical things many not change much or very slowly. There has been many reports on various other news programs that the UAP/UFO issue is or could be a national security issue if not already viewed as such.

What the military is doing and how they are approaching this issue is of a critical interest but as usual little information is often forthcoming from them for obvious reasons and security and classification concerns. Your editor is following a lot of this closely as everything in the air and space, on land, in the sea or under the sea that can't be identified, and which might pose a threat to U.S. military installations or operations has to be of great concern and has been underscored and voiced by the new AARO office.



Congress is not alone in wanting to know more about unidentified anomalous phenomena (UAP). The American public does as well, according to other AARO officials that have been interviewed and hopefully the department will be committed to transparency for the public. AARO spokesmen have said, *"The department takes public interest in UAPs seriously,"* Key AARO staff have assured congressional leaders in May, that they are fully committed to the principles of openness and accountability to the American people. The office has repeatedly said they want to share with the public all key information and data as it is studied and analyzed.

About all we can hope for is to see some future credible reporting on whatever UAP data they choose to share. Your editor has his doubts much will initially change. Let's hope there will be some good data shared with all of us interested in Air, Space and Sea operations.

* <https://www.defense.gov/News/News-Stories/Article/Article/3249317/dod-office-moving-ahead-in-mission-to-identify-anomalous-phenomena/>

Mutual Unidentified Flying Objects Network (MUFON)

<https://mufon.com/2023/04/18/mufon-statement-on-april-19th-aaro-hearing/>

As reported on page six of this issue, the All-domain Anomaly Resolution Office (AARO) was established by the Department of Defense with authority to scientifically study UAPs or UFOs, the acronym UFO has often been used over the years but has somewhat of a negative connotation these days. The acronym UAP is probably a more accurate descriptive acronym.

MUFON has already briefed many of its members on the Senate Committee on Armed Services and the Senate Select Committee on Intelligence developments regarding UAPs and looks forwarding to hearing how MUFON's contributions are relayed and used as data as the Senators ask questions of AARO's director, Dr. Sean Kirkpatrick. Dr. Kirkpatrick is expected to answer more questions in the future related to AARO's scientific determinations on a list of top priority UAP sightings, answer more questions about technological advances witnessed and America's ability to compete, and to disclose the number of UAP-related videos the AARO is currently studying.

MUFON's Executive Director David MacDonald shared, "*We look forward to hearing about the future of the AARO and using MUFON's decades worth of research to support them in their mission.*" Let's hope the AARO leadership will reach out to MUFON as needed in their scientific study of UAPs.

MUFON Established in 1969

As the longest-serving organization dedicated to studying the science behind Unidentified Flying Objects (UFOs), more accurately referred to now as Unidentified Aerial Phenomena (UAP), the Mutual UFO Network (MUFON) has been working hard in Washington, DC to bring understanding of, and to destigmatize, UAP by meeting with members of Congress and sharing MUFON's findings and reports. These meetings and disclosures are paying off with the second official hearing about UAP that occurred on Wednesday, April 19 in the Senate Armed Services Subcommittee on Emerging Threats and Capabilities. This hearing was historic, being only the second hearing on the phenomenon in over 50 years.

The Senate heard testimony on the mission, activities, oversight, and budget of the All-domain Anomaly Resolution Office (AARO) established by the Department of Defense with authority to scientifically study UAPs. MUFON has already briefed many members on the Senate Committee on Armed Services and the Senate Select Committee on Intelligence.

MUFON's Executive Director David MacDonald shared, "We look forward to hearing about the future of the AARO and using MUFON's decades worth of research to support them in their mission."

Coincidentally, a new movie, partially produced by MUFON Television, called "*Accidental Truth UFO Revelations*" premiered on April 18 — the day before the Congressional hearing. The film is a deep dive into government and corporate deception surrounding the topic going back nearly 100 years. The film is produced by filmmaker Ron James and narrated by legendary actor Matthew Modine of *Stranger Things* and *Full Metal Jacket*. James commented, "It's wonderful that we're having more open hearings about the UAP topic, and I highly encourage people to watch the film before, during, or after to really understand the story." Ron James is also the Media Relations Director for MUFON.

MUFON stands ready to comment on new hearings as they unfold and offer expert insight from a unique standpoint. MUFON is an all-volunteer, non-profit 501(c)3 charitable corporation and the world's oldest and largest civilian UFO investigation & research organization. The MUFON goal is to be the inquisitive minds' refuge seeking answers to that most ancient question, "Are we alone in the universe?" Their answer is simply NO.

Whether you have UFO reports to share, armchair UFO investigator aspirations, or want to train and join the investigation team, MUFON is open to all who are interested. If interested in joining or what more information check out their web site: www.MUFON.com.

It would be highly interesting to know if any of our members have seen a UFO/UAP, where and when. Perhaps some member will contact the editor or not! Of course, names don't have to be used either.



What is the Phenomenon Called Remote Viewing? *

What is a Simple Definition of Remote Viewing?

Remote viewing has been characterized as Pseudoscience. Pseudoscience is defined as a system or explanation that is presented as science but lacks the rigor essential to the scientific method. Pseudoscience can also be the result of research that is based on faulty premises, a flawed experimental design, or bad data. Remote viewing has also been described as clairvoyant behavior or Extra Sensory Perception (ESP).



Remote viewing (RV) is the practice of seeking impressions about a distant or unseen subject, purportedly sensing with the mind. Typically a remote viewer is expected to give information about an object, event, person or location that is hidden from physical view and separated at some distance. Physicists Russell Targ and Harold Puthoff, parapsychology researchers at Stanford Research Institute (SRI), are generally credited with coining the term "remote viewing" to distinguish it from the closely related concept of clairvoyance.^{[3][4]} According to Targ, the term was first suggested by Ingo Swann in December 1971 during an experiment at the American Society for Psychical Research in New York City.

Remote viewing experiments have historically been criticized for lack of proper controls and repeatability. There is no scientific evidence that remote viewing exists, and the topic of remote viewing is generally regarded as pseudoscience. The idea of remote viewing received renewed attention in the 1990s upon the declassification of documents related to the Stargate Project, a \$20 million research program sponsored by the U.S. government that attempted to determine potential military applications of psychic phenomena. The program ran from 1975 to 1995, and ended after evaluators reached the conclusion that remote viewers consistently failed to produce any actionable intelligence information.

During the Cold War years, the USA and Soviet Union are known to have been spying on each other using the services of psychic 'remote viewers', with the specific objective of gathering intelligence information of military significance. In simple terms 'remote viewing' is 'the ability of human participants to acquire information about spatially (and temporally) remote geographical targets otherwise inaccessible by any known sensory means. Mission-oriented operational assignments overseen by various intelligence agencies of the US Government, code-named Project STARGATE.

Information regarding this top-secret program was partly declassified by the CIA in July 1995 following the thaw in the Cold War. Since then, several research articles⁴ and many books have been published by some of the persons who were closely associated with this program. These authors have, however, expressed regret that they had not been permitted to reveal much of the 'sensitive' details of the program. The present brief account is based on the published sources of information.

The faculty of Remote Viewing is popularly also known as Extra Sensory Perception (or ESP for short), a term coined by the pioneering parapsychology researcher J.B. Rhine in 1934. Students of Indian Yogic lore are however well acquainted with it. Aphorism 3.26 of Patanjali's classic work Yoga Sutras (400 B.C.) describes the first of the ashta-siddhis (or psychic powers) that a serious practitioner of Yoga can acquire as 'obtaining knowledge of the small, the hidden or distant by directing the light of superphysical faculty'. Russell Targ, has commented that the techniques used by the US viewers for 'looking into the distance and the future' are 'strikingly similar to the detailed instructions given in the Yoga Sutra!'

Most ancient civilizations appear to have been acquainted with the knowledge of this particular faculty of the human mind. In both Indian and Chinese scriptures there are instances of the clairvoyant skills of people being used as a tool for obtaining relevant military information in the battleground.

The US Government authorities started paying serious attention to investigating the possible applicability of 'remote viewing' techniques for military purposes only when a book titled *Psychic Discoveries Behind the Iron Curtain*, authored by Sheila Ostrander and Lynn Schroeder, was published in 1970. This book appears to have jolted the US Central Intelligence Agency (CIA) into action, triggering what one journalist has dubbed as the 'Race for Inner Space'! Hal Puthoff, the founder and first Director of the SRI Studies has given a graphic account of how it all began in his recollections of the program.

Systematic scientific investigation of telepathy and ESP had been carried out in the US by J.B. Rhine and his associates during the 1930s and the 1940s at Duke University. Current research conducted by various universities simulated military spying missions, the presence of the transmitting 'agent' at the target site was dispensed with and the remote viewer was encouraged to view relevant military targets within the US, given only the latitude and longitude of the target site. A brief summary of the outcome of the research on 'anomalous cognition' sponsored by the US Government at Edwin May's website (www.lfr.org). Dr. May was the Director of this research at SAIC when the program was officially terminated in 1995.

Editor's Comment: *In summary, two clear-cut conclusions seem to emerge from various research conducted over the years concerning remote viewing as an operational component for actionable intelligence programs.*

First, *the operational value of remote viewing is not dependable, even after more than a decade of attempts.*

Second, *it is unlikely that remote viewing—as currently understood—even if existence can be unequivocally demonstrated, will prove of any use in intelligence gathering due to the conditions and constraints in applying remote viewing as an intelligence operational technique due to the unique aspects of this technique that makes it likely to only be a unique psychological phenomenon.*

* https://en.wikipedia.org/wiki/Remote_viewing & https://ciaotest.cc.columbia.edu/olj/sa/sa_jan02srm01.html

Mystery Cockpit: P-63 Kingcobra Cockpit

https://www.militaryfactory.com/aircraft/detail.php?aircraft_id=263

The photo on page two is from a P-63 with a more "modern" arrangement of P-63 cockpit instruments. The narrow view on this page is from an original WWII P-63 cockpit. Your editor got a little tricky on this one, the P-63 is just another version of the P-39 we featured in a past issue as you will find out as you read this page.

At its core, the Bell P-63 Kingcobra proved a modest improvement over the relative failure that was the P-39 Airacobra. Though the P-39 developed into a useable platform, she never lived up to the original specifications thanks to meddling on the part of the USAAF (United States Army Air Forces). As such, the P-63 was designed with the intention of improving upon the poor high-altitude performance of the P-39, though performance of this system itself would never come close to matching the excellent fighters already in service. As such, the P-63 led an "under-the-radar" existence and was fielded primarily by air forces other than the United States.

The P-39 Airacobra was already in production for the USAAF. This unique little aircraft sported a rear-mounted engine turning a three-bladed propeller system via a shaft running under the cockpit floor. With the engine mounted in the rear of the fuselage, the nose assembly was free to fit armament - this coming in the form of a 37mm Oldsmobile M4 cannon firing unobstructed through the propeller hub. Additionally, 2 x 12.7mm heavy machine guns were fitted into the engine cowl and synchronized for firing through the spinning propeller blades. This armament was supplemented by the addition of four .30 caliber machine guns - two to a wing. Power was supplied by an Allison-brand V-1710-85 liquid-cooled V-12 engine supplying up to 1,200 horsepower.

Though initially unveiled as a dedicated interceptor, the uniqueness of the aircraft proved much more expensive than the USAAF was interested in and, as such, it provided "suggestions" in an attempt to cut down on costs. One of the biggest changes was in dropping the turbocharger - effectively the backbone of the P-39's performance as an interceptor. This was replaced by a mechanically based supercharger which didn't provide much in the way of high-altitude performance and the P-39 was doomed as a fighter. As it stood, the P-39 went on to more action in the low-altitude attack aircraft, with most of its success coming from the hands of Soviet pilots utilizing the type through Lend-Lease deliveries. Despite its inherent deficiencies, the P-39 became Bell's most successful production endeavor.

While the P-39 design essentially floundered for what it was intended to be, Bell sought solutions to the design while USAAF interest was still in their favor. The same basic fuselage design and engine (with two superchargers) arrangement was taken and fitted into an enlarged airframe - essentially based on the XP-39E with a laminar flow wing planform, improved supercharger, and new Continental I-1430 engine. Three prototypes were ordered with two fitting the base Allison V-1710-47 series engine and one fitting a version of the Rolls-Royce Merlin engine built by Packard as the V-1650 series (Merlins were used in the excellent Supermarine Spitfires and North American P-51 Mustangs). The Packard-engined XP-63 was never to be for these Merlins were earmarked for Mustangs, leaving this prototype to eventually be powered by an Allison V-1710-93 engine with a large four-bladed propeller with a 37mm nose cannon as well as 12.7mm heavy machine guns in the engine cowl and an additional 2 x 12.7mm heavy machine guns slung under the wings in pods. This new developmental designation was named the XP-63.

Externally, the P-63 remained faithful to the P-39 Airacobra design before it with the exception of its larger overall dimensions. The pilot sat relatively forward along the contoured fuselage in a glazed cockpit featuring the identifiable automobile-style doors of the P39 design. The cockpit was situated just forward of the wing leading edge. Wings were rounded monoplanes with noticeable dihedral. The front of the fuselage was dominated by the large four-bladed propeller system. The propeller was controlled via a shaft running under the cockpit floor and into the rear-mounted Allison engine, this being situated about midway through the fuselage. The empennage was of a standard configuration with a single vertical tail fin and a conventional horizontal plane. The undercarriage was a more-modern tricycle arrangement featuring two main single-wheeled landing gears and a single-wheeled nose gear. The nose gear retracted rearwards under the cockpit floor whilst the main gears retracted inwards towards the fuselage centerline, each system fitted under each wing. When at rest, the P-63 took on a pronounced "front-up" look thanks to its tall nose gear. Overall, she was a fine-looking but albeit a unique aircraft with much of her P-39 pedigree still in place. As mentioned, armament was carried over from the P-39Q model series with some slight alterations in placement and ammunition supply in the P-63.

Despite the XP-63 prototypes not even flying yet - let alone completing any type of worthy evaluation - the USAAF decided to go ahead and order the new P-63 "Kingcobra" fighter line. Deliveries began in October of 1943, and it soon became apparent that the P-63A was still not up to par with the P-51 Mustang series.



The USAAF therefore had little use for the aircraft as it stood, leaving the product open for use by allied forces in the fight against Japan and Germany.



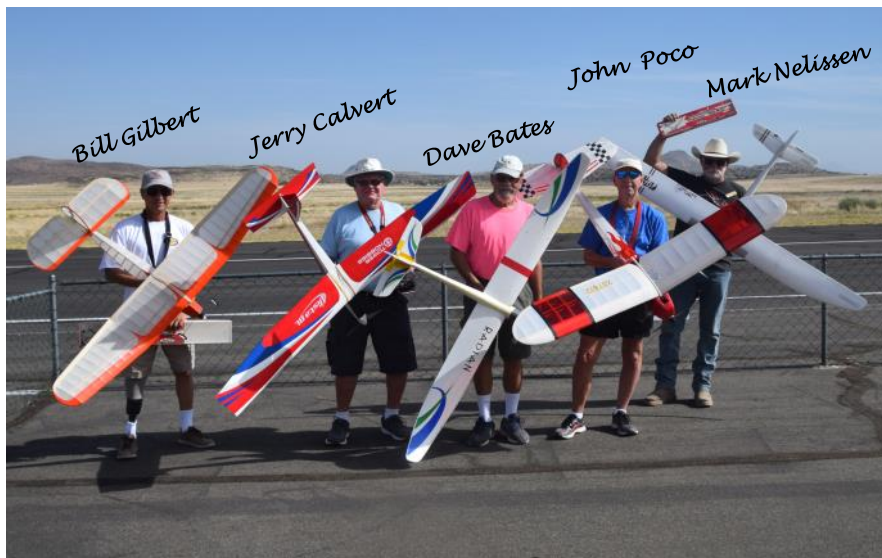
An alternate cockpit view.



July 2023 Glider Endurance Event



Great membership turnout.



Bill Gilbert

Jerry Calvert

Dave Bates

John POCO

Mark Nelissen

Glider Endurance Winners

Duration Winners:

- 1st place, **Dave Bates** \$40.00
- 2nd place, **Jerry Calvert** \$25.00
- 3rd place **John POCO** \$15.00

Closest to the line:

Mark Nelissen (Within 7 inches from putting the nose, right on the line !)

Thermic 50 " glider

Mystery Prize Winner:

Bill Gilbert - Talom 80 " Glider



Four heats of four pilots competed for this year's glider event. A total of thirteen pilots entered. The nominal entry fee of five dollars went to the winners as listed above. Thank you **Ray Landry** and **Jack Potter** for running this very popular yearly event.

After a 20 second full power climb out the pilots worked whatever thermals they could find. The winners were those who were able to stay aloft the longest.



General CVF Club Membership Meeting July 29th at the Flying Field

The General Membership meeting on Saturday July 29, 2023 opened at 10:00am with the Pledge of Allegiance.

Club membership now stands at 148 paid members. There were 35 members present for today's meeting. No new members or guests today.

Minutes for June 24th meeting were unanimously approved by members.

President's Agenda

Don Crowe presented the Treasurer's report through July 28th. We are generally in pretty good shape financially. The Treasurer's report was unanimously approved by members.

President **Bill Gilbert** updated us on the FAA: It is important to register with the FAA and label each of your aircraft with the registration number. Have there been any more problems with registering? Our FRIA application has been approved. You will not be able to fly off field after September 15th unless you have remote ID on your aircraft.

The field map has been updated with the RV Parking areas for members. Guest events such as IMAC will park where ever they want. A vote of members approved the RV Parking areas.

We need a new Chief Flight Instructor as **Al Marelo** cannot continue in that role. If you would like to step up and do this important job, please contact **Bob Shanks** or **Rick Nichols** who are the nominating committee this year.

Projects and Maintenance: **John Meyers** brought out his tractor out to extend a shallow ditch toward the fence line to further divert the water down to the fence line, to reduce flow across the road. He also mowed a fire break around the field. So thank **John** for that as well.

Jack Potter designed a fuselage for a 90" wing he salvaged and has in his garage.



We will have a work day on August 5 to get the field in shape for IMAC. Please come out to help no later than 7am. New chairs have been purchased...always re-stack the chairs in the stack that matches the chairs. If we leave them loose, they are broken by the wind.

Events

The Glider Endurance on July 22 was a success and great fun. STOL Races will be August 12; today, after the meeting **Mark Lipp** will give a class on covering aircraft with cloth and dope, in the shed. IMAC will be here August 18 -20. Steve Crowe is September 16, October 21 is Build and Fly, and the Swap Meet and Fun Fly is in November. House Keeping: Please don't chase birds or antelope with your aircraft. That could get us in trouble. Please bring out the fire cart before the first flight of the day. The cart is not just for retrieving crashes...it is primarily for firefighting. **Jim Scott** has arranged the use of the Chino Police Departments conference room at the Chino Valley Town Center, for future Club meetings. Next month the membership meeting will move back to the 4th Wednesday evening of the month. Town Center address is 202 S. Route 89.

Officer Comments

VP **Mark Lipp** needs flyers for the Steve Crowe Fun Fly: tiny aircraft, and warbirds from WWI and WWII. All other volunteers are in place. Safety Officer **Rick Nichols** reported the only recent casualty at the field...**Bob Shanks** was taken to the hospital for seven stitches for tangling with his propeller. Stay focused and keep your body parts out of your propellers!



Member Comments

One member had previously suggested that we have new member flight checks. This would be difficult to schedule and do. An alternative is to include a self-assessment in the welcome packet for new members and ask that they request help if needed. **Lee Boekhout** said "thanks for the monthly videos...they are great." We thank **Al Weikart** and **Bob Vaught** for those videos!

We broke about 10:30am for a short break without donuts. We resumed about 10:40am.

Show & Tell: Planes and Projects

Mark Cotter showed us his salvaged P51 pylon racer. **Jack Potter** brought the very long fuselage he has designed and built to fit a 90" salvaged wing that he has in his workshop.

Door Prize and Raffle

John Meyer won the door prize consisting of a clamp, next strap and of course the glue. **Mark Nelissen** drew the winning ticket for the Frenzy acrobat.

A motion to adjourn the meeting was offered and unanimously approved at 10:48am.

Respectfully, **Bob Steffensen**
Club Secretary



Mark Cotter showed his P-51 electric pylon racer.

Raffle & Door Prize Winners for July



Mark Nelissen, left won the raffle. **John Meyer** won the door prize