# Chino Valley Flyers

October 31, 2025 | OCTOBER NEWSLETTER | www. chinovalleyflyers.org


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

## Inside This Issue



## Quote for the Day

"Flying has torn apart the relationship of space and time: it uses our old clock but with new yardsticks."

*Charles Lindbergh*

## RC Battery Discount

Battery discount code for October

OCT!25RCBCVF

# Club Build and Fly Challenge for 2025

Left to Right:
*Brian Sutton, Rick Nichols, Randy Meathrell, Don Ferguson, Hunter Lee, Darren Brooks, Steve Zingali,* and *Bob Steffensen.* *See pages four and five.*

# Hunter Lee's EDF Mig

# President's Column

## By Brian Sutton

Happy Fall Everyone!

First, I want to thank you all for your 'confidence in electing (appointing?) me president for another year. I'll do my best to improve the club next year.

Second, I want to express my pleasure in this year's Build and Fly event. My Wakefield Velivole flew beautifully, I am very proud of it. There were quite a few "interesting" flights to see. I'm already looking forward to next year's event. While I'm on the subject, I would like to encourage everyone to try building. There is something very satisfying when a project you have built flies well.

Next, I'd like to welcome our two new board members. *Jean Greear* is our new secretary and *Adam Sanders* is our new safety officer. We all need to thank *Bob Steffensen* and *Rick Nichols* for the years of outstanding service they have invested in our club.

Finally, I want to encourage all of you to attend the Holiday Banquet this year.

The board invested a lot of time coming up with a compromise that is both cost efficient and convenient for everyone. A sign up form will be coming out soon. Hope to see you there.

See you at the field!

*Brian*

The group shot below is of our new Board for 2026. President *Brian Sutton* standing, left to right, *Adam Sanders* and *Steve Shephard* seated. Front row is *Jean Greear*, and *Don Crowe*.

## Flight Instructors

*Randy Meathrell:*
Control Line Flying

*Bill Gilbert:*
Helicopters

*Jeff Moser:*
Gliders, Multi Rotors

*General Flight Instructors*

*Steve Shephard*
*Al Marello*
*John Ward*
*Shel Liebach*
*Mark Nelissen*
*Adam Sanders*

## Club's Board of Officers

President — *Brian Sutton*

Vice President - *Al Marello*

Treasurer — *Don Crowe*

Secretary — *Jean Greear*

Safety Officer — *Adam Sanders*

At Large Member — *Mark Lipp*

At Large Member— *Bob Shanks*

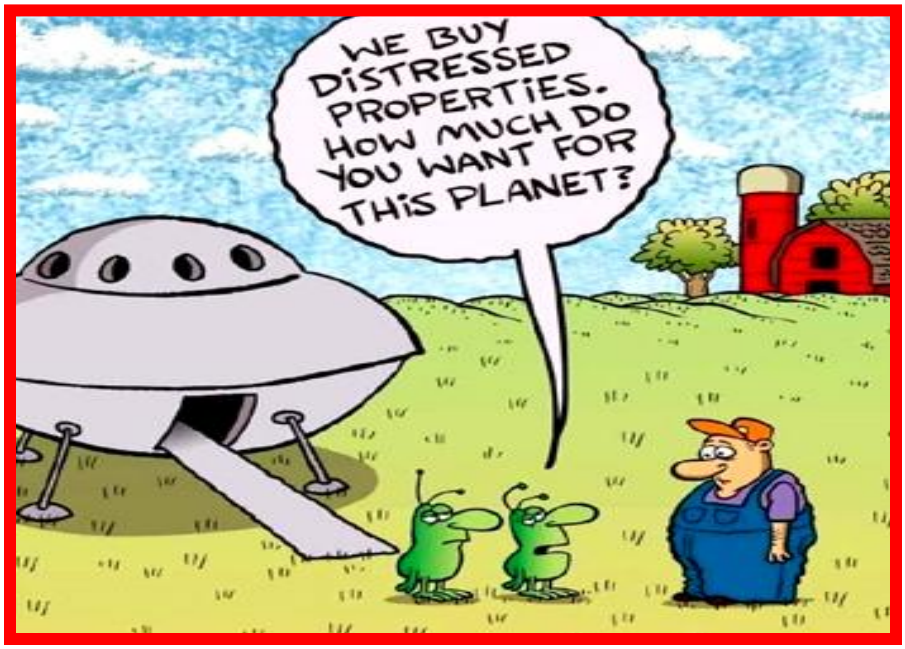
At Large Member— Lee Boekhout

At Large Member— Jeff Moser

Newsletter Editor — *Bob* Shanks

## WHAT AIRCRAFT COCKPIT IS THIS?


See Page Nine




## MARK YOUR CALENDARS

**Chino Valley Flyers Events for 2025**

⇨ IMAC EVENT CANCELLED

⇨ November 15...Pancake Breakfast/Swap Meet

**Fly Safe Members**

# SAFETY SHOULD ALWAYS BE OUR NUMBER ONE PRIORITY

*By Adam Sanders Chino Valley Flyers New Safety Officer*

Hello, my name is Adam. I have been flying model aircraft, specifically war planes, for 12 years now.

I went to school to get a degree in Geology and Biology. I have also done volunteer teaching work for both Yavapai college and the Ability center in Prescott.

My dad, James, (also a club member) got me into the hobby in the first place, is a retired U.S. Air Force pilot who later worked for American Airlines.

I wanted to become the safety officer for the club because I love the hobby, and the best way for it to continue on is to have younger generations fall into it like I did. I wanted to be a safety officer because having a younger viewpoint on various things can help with finding new ways to get people into the hobby.

I also wanted to make sure that the club is not only a fun place, but is safe for everyone to enjoy.

I'm still new to this role, and so I'm still learning the best way to handle the job, but I'm dedicated to learning and doing the best I can to ensure the field is a safe and fun place for everyone.

One of the most common safety issues I've noticed within our club is the complacency around aircraft propellers. We've had a number of incidents where someone has met the business end of an aircraft due to becoming too complacent in regards to making sure they are working safely around an armed prop. If you are working with an airplane that is powered and has it's prop attached, please remember to keep the transmitter away from where it can be bumped, and make sure arms and hands are clear from the prop blades.

If there are any other safety concerns or I am not present when a situation arises, please let me know so I can take care of it.

The former safety office often said, *"We are all safety officers."* So speak up when you see obvious safety issues.

*Adam*

***Editor's Note:***

*I want to thank Rick Nichols for doing a superb job as Safety Officer for Eight years. His efforts have contributed greatly to our club being a highly effective and safe club for RC and control line flying.*

*Next time you see Rick please let him know how much we all have appreciated his efforts.*

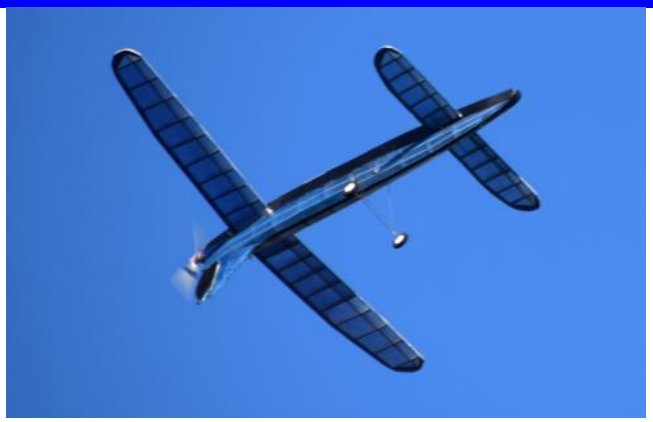
*We welcome Adam Sanders to the safety officer task now. He should be excellent in this role.*

# Annual Build & Fly Challenge

This year we had eight members enter the build and fly competition. Here's the list of members and their aircraft.

***Brian Sutton***: Old-timer powered by 2s battery, flew surprisingly well.
***Rick Nichols***: Old School Model Works (OSMW) Barracuda that flew fine.
***Randy Meathrell***: OSMW Barracuda, reversed ailerons, crashed
***Don Ferguson***: Top Flite Elder, flew but had hard landing... damaged.
***Jeb Wang***: Self-designed 3d-printed plane, electric, with retracts. Flew very well.
***Darren Brooks:*** Sky Tiger with nice finish. Flew perfectly.
Steve Zingali: Self-designed, flying skull... tail heavy.
***Bob Steffensen:*** Mini-Fledgling flew OK.

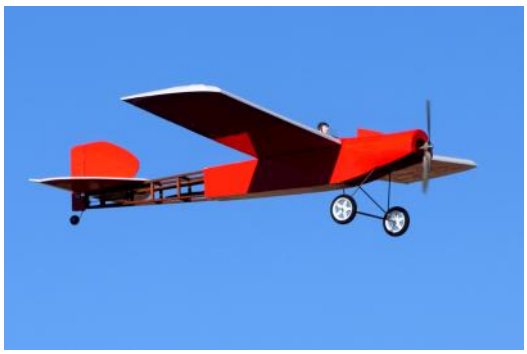
Brian Sutton's Old Timer



Rick Nichols Old School Barracuda

Randy Meathrell's Old School

# More Build & Fly Challenge.



Steve Zingali's self designed Flying Skull


# THE BASICS OF ARTIFICIAL INTELLIGENCE

Artificial Intelligence, or AI for short, is a fascinating technology that allows machines to learn from data, make decisions, and even improve over time. But what happens when AI learns something incorrectly? Is it like a child learning the wrong spelling of a word, or is it more complicated? This article, explores the implications of AI learning things incorrectly, how it can happen, and what can be done to prevent it! Keep in mind AI is a tool.

## *The Basics of AI Learning*

Before diving into the potential pitfalls of AI learning, let's first understand how AI learns. At its core, AI is designed to recognize patterns in data. This process is often referred to as "machine learning." Just like a child learns by observing and practicing, AI learns by analyzing vast amounts of information.

For instance, if you want to teach an AI to recognize cats in pictures, you could show it thousands of images of cats and non-cats. The AI would analyze these images and learn to distinguish between the two based on features like fur texture, ear shape, and more. Over time, it becomes quite good at identifying cats, even in new pictures! AI is used in various fields, from healthcare to finance. For example, AI can help doctors diagnose diseases by analyzing medical images!

## *How Does AI Make Mistakes?*

Even though AI can be incredibly powerful, it's not infallible. Mistakes can occur for several reasons:

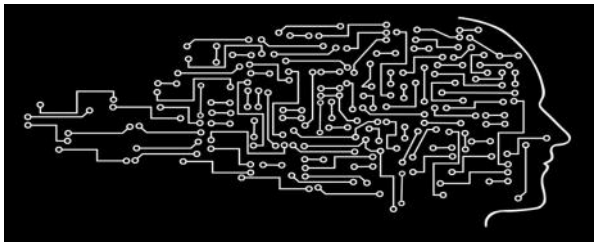
1. Bias in Data: If the data used to train an AI system is biased or unbalanced, the AI might learn incorrect or unfair patterns. For example, if an AI is trained on images of dogs mostly from one breed, it might not recognize other breeds correctly.
2. Poor Quality Data: Sometimes, the data can be noisy or contain errors. If an AI learns from incorrect information, it may develop faulty conclusions. Think of it like a student who learns from a textbook with incorrect facts!
3. Overfitting: This happens when an AI learns the training data too well, including the noise and errors. While it may perform excellently on the training data, it can fail miserably when encountering new data. Misinterpretation of Context: AI lacks human intuition. It may misinterpret context or nuance that a human would easily understand. For example, an AI might confuse sarcasm with sincerity in a text. Understanding these mistakes can help developers create better AI systems that minimize errors and create more reliable outcomes.

## *The Impact of AI Learning Incorrectly*

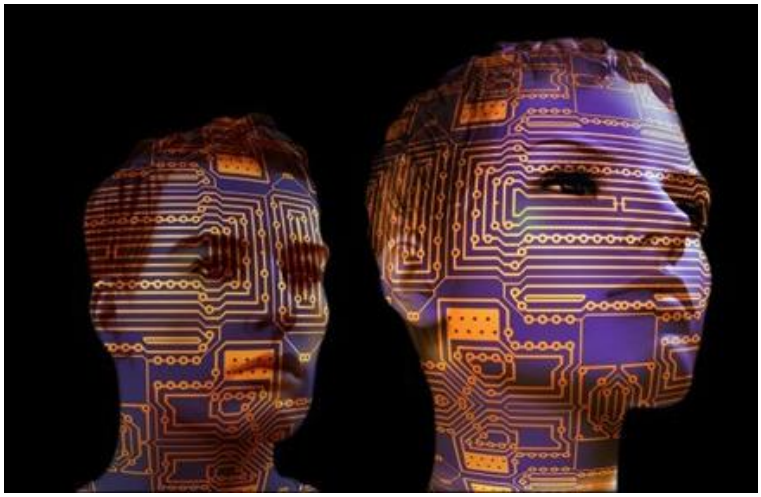
When AI learns something wrong, the consequences can vary widely depending on the application. In less critical scenarios, it might just lead to funny mishaps. Imagine an AI that misidentifies a cat as a dog in a funny meme! However, in more serious applications, the impact can be significant.

1. Healthcare: If an AI used for diagnosing diseases learns incorrectly, it could lead to misdiagnoses, impacting patient health and safety.
2. Finance: An AI used for trading stocks may make poor investment decisions if it learns faulty patterns, leading to significant financial losses.
3. Autonomous Vehicles: If self-driving cars misinterpret their surroundings, it could lead to accidents or dangerous situations.

*Job Recruitment:* AI systems used for hiring might inadvertently favor certain demographics if they learn from biased data, perpetuating discrimination. The stakes are high, which is why ensuring that AI learns correctly is crucial.



# HOW TO PREVENT AI FROM LEARNING WRONG



So, how can we ensure that AI learns the right things? Here are some strategies:

1. Diverse Data Sets: Using diverse and balanced data sets is essential. Ensuring that the AI is exposed to a wide variety of examples can help it learn more accurately.
2. Regular Audits: Regularly reviewing and auditing AI systems can help catch mistakes early. This is similar to how teachers check students' understanding frequently to ensure they are on the right track.
3. Human Oversight: Incorporating human oversight into AI decision-making processes can help catch errors. Humans can provide the context and intuition that AI lacks.

Continuous Learning: AI systems should be designed for continuous learning and adaptation. This way, they can correct their mistakes as they encounter new data.

By implementing these strategies, we can help AI systems learn more effectively and avoid making serious mistakes. AI can help create art! Some tools use AI to generate stunning visuals, mixing styles and themes to produce unique pieces.

## *The Future of AI Learning*

As technology continues to evolve, the methods we use to train AI will also improve. Researchers are exploring new ways to make AI more resilient to biases and better at understanding context.

One exciting area of development is "explainable AI," which focuses on creating AI systems that can explain their reasoning. This means that if an AI makes a mistake, it can tell us why it made that decision. This transparency can help us understand and fix errors more effectively.

Moreover, as AI becomes more integrated into our daily lives, we will need to establish guidelines and ethical frameworks to ensure that AI is used responsibly. It's crucial to create a future where AI benefits everyone and minimizes harm.

AI is an incredible technology that holds great promise. However, it's important to recognize that it can learn incorrectly, leading to serious consequences. By understanding how AI learns, the potential for mistakes, and ways to prevent them, we can harness the power of AI while ensuring it serves humanity positively.

In this journey of understanding AI, we must remember that knowledge is power. By educating ourselves and others about how AI works, we can contribute to a future where AI is not just a tool, but a partner in solving some of the world's biggest challenges.

---


CHINO VALLEY REVIEW
CVRNews.com
Town Council considers rezoning, land sale and town hall move at Old Home Manor
Crowd moved to tears by 9/11 survivor's harrowing story at Chino Valley tribute
Steve Crowe Memorial Airshow returns Sept. 20

## The Chino Valley Review Courier Newspaper

Our Steve Crowe Memorial Fun Fly got a front page article and photo taken at our field . The article was written by Jesse Bertel.

We get great support from the town of Chino Valley. We had a lot of local folks and families with kids attend from the local area thanks to Jesse's article.


Steve Crowe Memorial Airshow returns Sept. 20

# Chino Valley Arizona's Heritage Middle School's Science, Technology, Engineering & Mathematics Program (Stem)

## S.T.E.M. Program

*By Rick Nichols*

I have found that many do not know what the acronym S.T.E.M. means. It represents a program offered in our schools beginning at the 6th grade level. It stands for Science, Technology, Engineering and Mathematics. For the last 3 years we have had a donation jar on display at our Steve Crowe Fun Fly to help raise funds for this program in our local Chino Valley schools.

Our yearly donations have not amounted to much, probably because people do not realize what the S.T.E.M. program involves. I am attempting to change that up a bit by inviting the students to set up a display with demonstrations at one of our events next April or May. That works out best for their school year schedule. This is something I will be discussing with our board and hopefully come up with a plan.

I visited Heritage Middle School and attended Mr. Rob Lynch's' 6th grade class to observe the program. It was pajama day at school, but I didn't wear mine. The class was interesting as they were working as a team, such similar to how the Embry Riddle students do when building a project aircraft. Some are working on Coding while others are working on assembling their robots and putting them to the test. This class was in the early stages of programming, and their machines were just doing basic maneuvers at this time. More obstacles and challenges will be added as the year progresses.

I saw a basic robot kit before assembly, and it is very complicated. Each kit has a price tag of $480.00 for a basic kit and is funded by the school. The school has 26 kits currently. The teaching program which is displayed on each student's computer and on the large white board has a $600.00 price tag with additional add-ons that can be purchased.

I was very impressed with the discipline of the students. Mr. Lynch runs a very tight ship. I was also impressed with his personal attention he afforded each student that required a little help or a question answered.

I hope that we can come up with something in the spring of next year to present their talents to more people and do a little better with our fundraising. This is way beyond what most of us were able to learn when we were in Elementary and Junior High School. I am 'confident that we can get behind this program a little more. It is a worthwhile investment in both the program and our next generations future.

*Rick*

**Our club donations have not been very substantial considering the fact a basic STEM kit is priced at $480. Supporting equipment is over $600. The technical capabilities these students are learning are way beyond what most of our members were learning when they were in elementary or junior high.**

**This is a very worthy program our club can support in the future.**

Mr. *Rob Lynch* at left and club member *Rick Nichols* met to discuss his classes STEM project.


Computerized teaching diagram used by each student.

# Name the Plane: Lockheed F-80C Shooting Star


The Shooting Star was the first USAF aircraft to exceed 500 mph in level flight, the first American jet airplane to be manufactured in large quantities, and the first USAF jet to be used in combat. Designed in 1943, the XP-80 made its maiden flight on 8 January 1944.

Several early P-80s were sent to Europe for demonstration, but WWII ended before the Shooting Star could be employed in combat. The aircraft was re-designated in 1948 when the "P" for "Pursuit" was changed to "F" for "Fighter".

Of 1,731 F-80s built, 798 were F-80Cs and although it was designed as a high-altitude interceptor, the F-80C was used extensively as a fighter-bomber in the Korean Conflict, primarily for low-level rocket, bomb, and napalm attacks against ground targets. ***On 8 November 1950, an F-80C flown by Lt. Russell J. Brown, flying with the 16th Fighter-Interceptor Squadron shot down a Russian-built MiG-15 in the world's first all-jet fighter air battle.***

Warner Robins Air Logistics Center (WR-ALC) performed depot maintenance on the F-80 late in the 1940s and during the Korean Conflict. With the beginning of hostilities in June 1950, WR-ALC modernized F-80s assigned to federalized Air National Guard units in a crash program called "Project Hold-Off."

The F-80C on display is one of 16 aircraft to participate in the first overseas jet fighter deployment to Europe in 1948. Assigned to the 56th Fighter Group, 62nd Fighter Squadron, Selfridge AFB, Michigan, the aircraft is marked in the same colors as it wore during this historic deployment. It is the only remaining aircraft in existence of the original sixteen F-80s. It was recovered for display and moved to the Museum of Aviation in 1984.

## *Specifications and Performance*

- Wing Span: 38 ft. 10.5 in.
- Length: 34 ft. 6 in.
- Height: 11 ft. 4 in.
- Weight: 16,856 lbs. Maximum
- Armament: Six .50-cal. machine guns and eight 5-inch rockets or 2,000 lbs. of bombs
- Engine: Allison J33 of 5,400 lbs. thrust w/water-alcohol injection
- Cost: $93,456 in 1950's cash
- Serial Number: 45-8357
- Maximum speed: 580 mph.
- Cruising speed: 437 mph.
- Range: 1,090 miles
- Service ceiling: 46,800 ft.



*

Museum of Aviation Foundation https://museumofaviation.org/portfolio/f-80c-shooting-star/

# The Martin B-26 Marauder

*By Brian Sutton*

In the context of World War II, there has been a great deal of discussion on which Allied bomber was the best. Not a simple question, and many different opinions. But, what makes a great warplane of that period? Think about the purpose of the bomber. That part is simple, to put ordnance on a target. However, to do that, many factors come into play. In no particular order:

- *Range- reaching the target and returning.*
- *Accuracy- putting bombs on the target, not just near it.*
- *Bomb load- bring enough ordnance to destroy the target.*

*Survivability- get to the target and return safely to be used again.*

In today's world, when aviation enthusiasts discuss the great bombers of WWII, we see B-17s, B-24s, B-25s, B-29s, Lancasters, SB2C Helldivers, Douglas SBDs, Even P-47s and other fighters. However, it seems these discussions have one conspicuously absent aircraft, the forgotten bomber, the Martin B-26 Marauder.

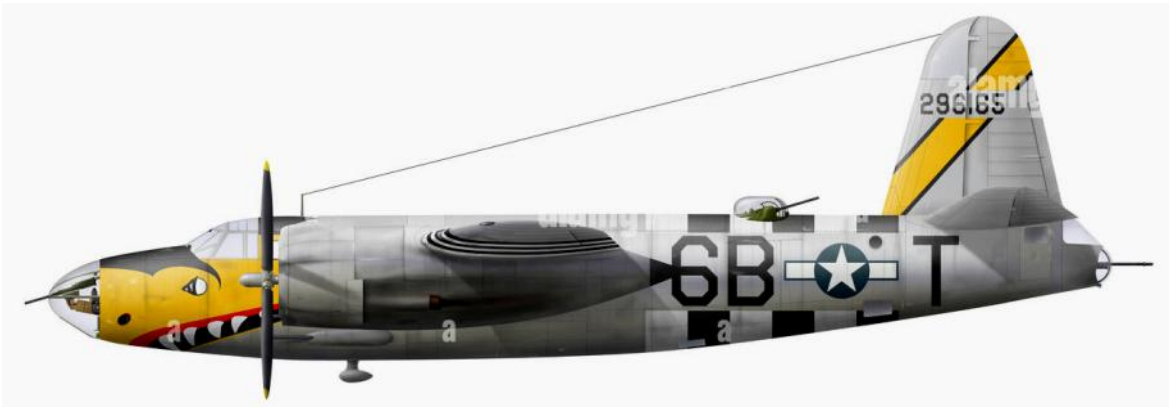
When compared to the other aircraft on the list, the Marauder holds up very well. As a medium bomber, it wouldn't be expected to have the range of a Flying Fortress, Liberator, Superfortress, or Lancaster, but with an effective combat range of over 1,100 miles, it could reach most of western Europe from England, and well into Germany after D-Day. The Marauder's bomb load was on par with the heavy's, at 4,000 lbs, she could carry the same load as the B-17, and well above the B-25. But the Marauder's strength was her accuracy. She was by far the most accurate medium or heavy bomber in the war. Frequently a squadron would put the entire bomb load within 300 ft of the aiming point from over 15,000 feet. Finally, and most importantly to her crews, the Marauder had the lowest combat loss rate of any combat aircraft of the war. The B-26 Martin Marauder was fast, accurate, rugged, and heavily armed, the perfect machine for putting ordnance on the target and getting her crew home.

So, why doesn't the Marauder have the fame one would expect for one of the most effective aircraft of WWII? First, she started with an undeserved bad reputation. She was called horrible names: *Flying Coffin, Widow Maker, Baltimore Whore*, to name a few inappropriate names. Inexperienced pilots were frightened of her. Yes, she was hard to fly, as any high-performance aircraft was. Politicians used her to make a name for themselves, Harry Truman for example. In reality, she had the same rate of training accidents as many other combat aircraft of the period.

Once ground crews were trained properly to maintain the aircraft, pilots and crews were trained and experienced, the Martin Marauder's safety record was exemplary. In other words, the B-26 performed exactly as she was designed to do, and she did the job she was made to perform better than any other aircraft of that time.

Another reason for the Marauder's lack of post war recognition was the very low number of aircraft available after the war. Almost every Marauder in Europe ended up on the scrapheap. Nobody wanted to save a Marauder. They were too expensive to operate and too expensive to bring home. Marauders were sent overseas as soon as they came off the assembly line so there weren't many stateside. The B-26 was made for one purpose, to put bombs on a target, and get her crew back home. She was poorly suited for any other purpose.

Later, General Jimmy Dolittle was heard to say that he would have preferred to use Marauders for the Tokyo raid. They were faster, and carried a bigger bomb load, but they couldn't get off a carrier deck. The Martin B-26 Marauder was a great aircraft. She did her job well, and she was a damn pretty warbird.



# Chino Valley Flyers October General Membership Meeting

Meeting opened at 10am, at the field on Saturday October 26, 2025 by President *Brian Sutton* with the Pledge of Allegiance. The minutes of the September General Meeting were unanimously approved by members. Treasurers report presented by *Don Crowe* was unanimously approved by members.

## *President's Agenda*

Secretary *Bob Steffensen* gave an update on the Annual Christmas Party is scheduled Saturday December 13th. This year the venue is the CV Senior Center. The Cater will provide turkey, mashed potatoes and gravy. The remaining food will be provided by members who will "bring a dish to share". We will send out an information sheet for reservations early next week. Cost for reservation will be $24. Which will pay for the cater, tax, gratuity and plates and utensils if needed. Dinner will be at 2pm following a brief welcome by the MC and the President. Arrival of guests will be no earlier than 1:30pm. If you are bringing a hot dish closer to 2pm would be best. We hope that you will join us for this annual get together.

Safety officer *Rick Nichols* said there had been no incidents in the past month…thanks for being safe. We sincerely thank Rick for the many years of service as and Officer of the club.

The nominations of Members for Club Officers for the next year are: *Brian Sutton-President; Al Morello-Vice-President; Jean Greear-Secretary; Don Crowe-Treasurer; Adam Sanders-Safety Officer; and Steve Shephard-Chief Flight Instructor and Bob Shanks Newsletter Editor.* There were no other nominations today. These Members were elected on one vote by acclimation, almost unanimously… with only one objection…President Brian (who is looking for a successor!).

## *Events*

The Pancake Breakfast and Swap Meet is November 15th and the Christmas Party is December 13th. Please join us for these last two end of year activities. Reminder to please do vote for the AMA President when you receive your ballot… Our District IX VP Greg Stone is a candidate this year.

After discussion the November meeting was moved to November General meeting was moved to November 15th in conjunction with the Pancake Breakfast and Swap Meet.

## New Business

None. We broke about 10:18 for cupcakes and donut holes provided by *Dan Avila*…thanks Dan! Also we thank *Paul Gendarme* and wife Lisa for coffee and cookies.

We resumed about 10:30 for the

## *Show and Tell- Planes and Projects*

*Jean Greear* showed the nice DHC2 that had been assembled from her raffle win last month. *Robert Fish* showed is red, white and blue T-28 "nose dragger". *Steve Zingali* brought in his latest foam creation, the "Skull" ground pounder. *Don Ferguson* recently completed giant A-12 twin EDF he created with about 30 3D prints.

## *Door Prize and Raffle*

The door prize was won by *Jean Greear* and consisting of the usual glue, and other items. *John Dora* had the winning ticket in the raffle for the SBACH 342

A motion to adjourn the meeting was made about 10:45am.

*Robert Fish's* T-28

*Don Ferguson's* foam A-12.

*Jean Greear's* DHC2

*Steve Zingali's* Skull the Ground Bounder.

Steve's unique creation does fly.

After his maiden flight in added weight to the nose for better in-flight stability.

### Door Prize & Raffle Winners

| Door Prize Winner | Raffle Prize |
|---|---|
|  |  |
| Jean Greear | John Dora |