



# Chino Valley Flyers

Chino Valley, Arizona — February 2026



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

## Dave Bates Cirrus SR22T



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### Good News

**Chino Valley Flyers confirmed as a 2026 Club AMA Gold Leader**

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## Matt Butler's T-6



Matt related to the editor that his electric powered T-6 was a "basket case" when he first acquired it. He cleaned it up and repainted it, he says it now flies like a trainer and is a lot of fun to fly.



# President's Column

By Brian Sutton



Well, it looks like Spring is just around the corner if not here already. Last week it was cold, windy and a great day to work on projects in the garage. This week is warm, sunny and perfect flying weather. I still have a couple of projects to work on, so I'll be splitting my time between the workbench and the field.

The field is looking great. Jeff Moser did an outstanding job supervising the crew patching and crack filling the runway. Thanks, Jeff! A quick reminder, if you are the last person to leave the field, make sure that the crash cart is put away, the shed is locked and the dial spun, and most importantly, the gate locked. Make sure that you spin the combination dials on the lock too, it will not lock unless you do.

Please remember to leave the tables under the cabana clear for others to assemble their models. Do not store your airplanes, transmitters, tools, batteries, etc. on the tables. Use the lower shelf for tools, etc., and store aircraft on the gravel area north of the cabana, in the pit area by the fence opposite the pilot stations, or in front of the bleachers at the north end. Same goes for the cradles in the pits, save those for pilots installing batteries or working on aircraft, not storage.

Got some great news for the future of our club! Mark Lipp has done a fantastic job working with the city to renew our lease for 15 more years. Great Job Mark! Another piece of great news is that we have been upgraded to a GOLD Leader club.

Finally, the board requests that if you wish to have your voice heard in the discussions concerning the new airstrip in Chino Valley feel free to do so. However, do not represent the Chino Valley Flyers. Let the CVF Board represent the club's best interest. See you at the Field!

Brian



## CVF Flight Instructors

**Randy Meathrell:**  
Control Line Flying

**Bill Gilbert:**  
Helicopters

**Jeff Moser:**  
Gliders, Multi Rotors

### General Flight Instructors

Steve Shephard  
Al Marelo  
John Ward  
Shel Liebach  
Mark Nelissen

## Club's Board of Officers

President — Brian Sutton



Vice President - Al Marelo



Treasurer — Don Crowe



Secretary — Jean Greear



Safety Officer — Adam Sanders



Special Events Coordinator — Mark Lipp



At Large Member — Jack Bugaren



At Large Member — Robert Fish



At Large Member — Jeff Moser



At Large Member - Rick Nichols



Chief Flight Instructor— Steve Shephard



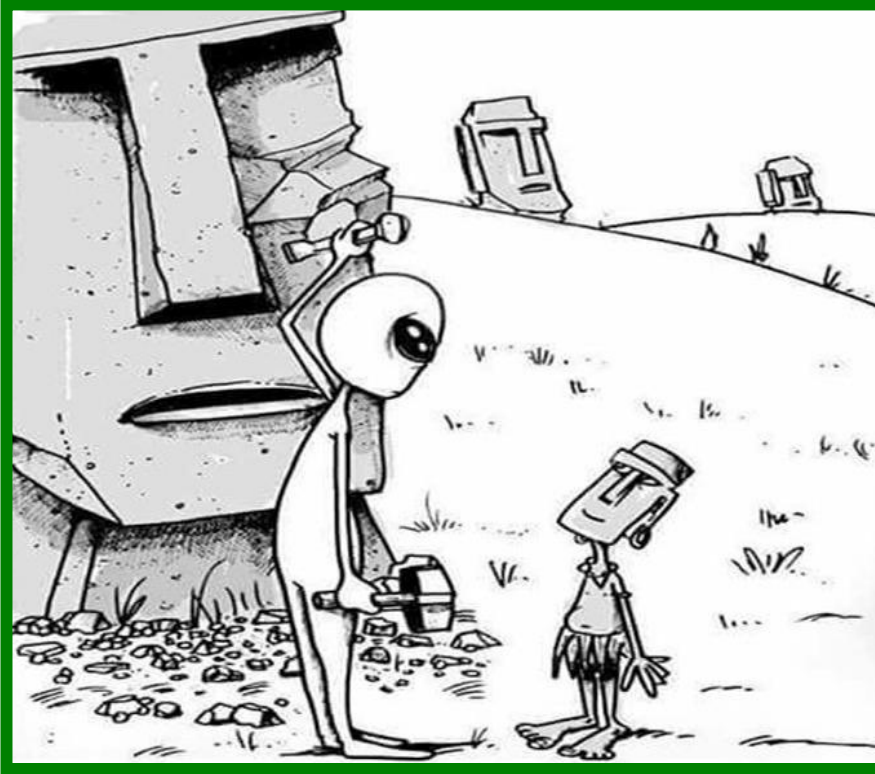
Newsletter Editor — Bob Shanks  
Also at Large member



## WHAT AIRCRAFT COCKPIT IS THIS?



See Page Nine



## MARK YOUR CALENDARS

### Chino Valley Flyers Events for 2026

- Warbirds Fun Fly May 9
- Spring Swap Meet May 16
- Glider Endurance June 20
- Flying Skills Day June 27
- Summer Pot Luck July 11
- Pylon Races July 18
- Streamer Scramble Combat August 15
- Fall IMAC Contest August 28
- Steve Crowe Fun Fly Sept 19
- Ringmaster C/L Event Oct. 3-4
- F3A Pattern Event October 10-11
- Fall Swap Meet Fun Fly October 17
- Winter Pot Luck November 7

## **SAFETY SHOULD ALWAYS BE OUR NUMBER ONE PRIORITY**

**By Adam Sanders, Safety Officer**

In this safety column I wanted to take a moment to discuss preflight checks. As with any machinery, our models are prone to having issues, some of which may not be apparent until the aircraft is in the air, which can be a massive safety hazard.

Before every flight, it is advised to check over every system the aircraft has and ensure everything is working as intended. One very common issue I have seen is when pilots only haphazardly check not just functionality, but proper orientation of flight controls.

We have had quite a few crashes where a control surface was inverted, but was only checked for response and not directional input. When checking control surfaces, please do not just wiggle the stick and see if it responds, instead give it a proper full input check to ensure everything is moving as

intended.

The other issue that I've seen happen fairly often is the lack of checking retractable landing gear. A large number of pilots, myself included, fly with retractable landing gear. Like any moving part, these can be subject to failure, and as such should be cycled before placing the plane on the runway.

There have been many incidents where landing gear was not cycled and had issues mid-flight. These types of landing gear can always have issues, and even when being checked and cycled can still fail, but doing proper checks can greatly reduce the chances of a crash landing due to failed gear.

In the vein of landing gear, the last major check I want to remind people to check landing gear screws and housing to

ensure it's fully attached. We have had a number of times where tires or entire gear legs have fallen off an aircraft due to being loose and not being checked. Please remember to check your gear screws, I also recommend using lock-tight on anything that will be seeing high stress. Not just for landing gear, but also for things like Props.

Thank you all for keeping the field a safe and fun place to fly.

*Adam*



**Fly Safe Members**



# Member's Creations Seen At Our Flying Field



The decibel meter as part of being a Gold Level Club. Its on the side of the table frame near the pit entry.



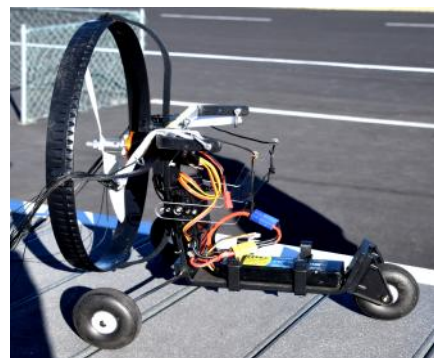
Brian Sutton's E-Flight Piper Cherokee.



Randy Meathrell shows how easy it is getting the carrier hook installed on a T-28.



Matt Butler's para-glider.





## What's Flying at Our Field These Days? Member's RC & C/L Models



One of the club's new events will be a Carrier Event. Above *Randy Meathrell* and *Brian Sutton* demonstrated the event after our February meeting. A control line model was used by Brian and then Randy demonstrated the event using his RC T-28. Above far right is the device used to catch the carrier lines. The device is detachable. This looks like a really fun upcoming event.



Steve Zingali's UFO

## WORLD WAR ONE'S SOPWITH TRIPLANE

<https://www.museumofflight.org/exhibits-and-events/aircraft/sopwith-triplane-reproduction>

German Lieutenant Lothar von Richthofen, younger brother of Manfred, the celebrated “Red Baron,” peered over the cockpit of his Fokker spotting a mixed flight of British Sopwith F.1 Camel fighters and Bristol F.2b two-seaters soaring over the cratered battlefields of France. In a flash, Lothar led his flight into the attack, guns blazing. Suddenly he heard a *Dreidecker* (triplane), sickening ripping sound. Looking up, he watched helplessly as the fabric on the leading edge of his uppermost wing shredded in the airflow, either due to enemy fire or, more likely, shoddy construction. “My triplane became a biplane,” Lothar later recalled, as his stricken craft went into a steep dive and crash-landed, severely injuring him.



Meanwhile in England, Lieutenant Colonel L.A. Strange of the Royal Flying Corps (RFC) watched with his stomach churning as a Camel approached Upavon airfield. Quick as a lash, the fighter flipped over into a dizzying spin and smashed into the ground, instantly killing its novice pilot. “Camels continually spun down out of control when flown by pupils out on their first solos,” Strange laconically commented. It was the spring of 1918, and both the Camel and the *Dreidecker* had claimed their latest victims—unfortunately not the enemy.

The Fokker Dr.I triplane and the Sopwith Camel are indisputably the two most recognizable fighter aircraft of World War I, indeed, two of the most famous fighters in aerial combat history. Arguably the most recognizable fighter from any war is Manfred von Richthofen’s blood-red Dr.I 425/17, in which he was killed. To this day, Camel and *Dreidecker* images are everywhere, from model airplane kits to Hollywood films, from bicycles to pizza boxes, from the *Peanuts* comic strip to countless book and periodical covers. In popular volumes such as Time-Life’s *Knights of the Air*, the Camel and the Dr.I are presented like sexy pinups—complete with double-page spreads—subconsciously magnifying these planes’ significance in modern minds.

But are their reputations justified? What was the reality of their performance, and their impact on the war effort? Looking at the sheer number of experienced and inchoate pilots killed in these machines, one wonders what all the hype is about.

The *Dreidecker* and the Camel shared several similarities. Both were introduced in 1917, as the air war was becoming more deadly. The Sopwith F.1, dubbed the “Camel” because of the humped fairing covering its twin Vickers machine guns on the forward cowling, was warmly welcomed by British fliers. For the first time in the war, they could match the firepower of German fighters, which sported double Spandau machine guns. Similarly, the *Dreidecker* was eagerly received by German pilots, including the Red Baron, who noted the triplanes could “climb like apes and are as maneuverable as the devil.”

Additionally, the Dr.I and Camel replaced outclassed earlier fighters, such as the single-gunned Sopwith Pup, Sopwith Triplane and Nieuport 17 on the Allied side, and the Germans’ effective but structurally weak Albatros D.III to D. Va series. The Camel was a natural developmental progression from the Pup and Triplane, while the *Dreidecker* was essentially a stopgap response to the impressive climbing abilities of Sopwith’s Triplane.

As to their illustrious reputations, the Camel and the *Dreidecker* have both benefited from being the key actors in one of aviation history’s most famous air battles—Richthofen’s last flight on April 21, 1918, when he was pursuing one Camel for his potential 81<sup>st</sup> victory while being attacked from behind by another. Whether he was shot down by Camel pilot Roy Brown or, more likely, by Australian ground troops, doesn’t seem to matter: What has remained in our collective consciousness is that the Red Baron died in his scarlet triplane while fighting Sopwith Camels.

In reality, however, Richthofen scored less than a quarter of his victories in the *Dreidecker*. The vast majority of his kills were in Albatros fighters—also painted partially or all red. Moreover, toward the end of his short life, Richthofen was painfully aware of the Dr One’s limitations, and he wrote to his superiors complaining about its performance. “I would prefer to have the Fokker [D.VII] with the BMW engine or the supercharged Mercedes,” he told them. BMW and Mercedes engines were inline, reliable and powerful; Richthofen had had his fill of troublesome rotaries. In a letter to a friend at German air force headquarters, Richthofen demanded, “When can I count on [receiving] Fokker [D.VII] biplanes and with the super-compressed engines?” He noted that Allied fighters were operating at such high altitudes that “One cannot even shoot at them. The two-seaters drop their bombs without our being able to reach them. Speed is the most important point. One could shoot down five to ten times as many [enemy aircraft] if one were faster.” Given these comments, it is ironic that Richthofen is today so closely associated with the troubled triplane.



*The Camel and the Dr.I were touchy to control, sensitive and agile fighters, creatures of the war that had produced them. In the hands of skilled pilots they were spectacularly responsive, but with novices at the controls they were more deadly to themselves than to their enemy. Both were obsolete by mid-1918, surpassed in performance, safety and reliability by other aircraft. In the final analysis, we should see them for what they really were: flawed fighters, deadly to friend and foe alike.*

## WHAT DOES SOS REALLY MEAN? \*

After more than a century of use as a maritime distress signal, “SOS” has become shorthand for just about any emergency. You may have heard that it stands for “*save our ship*” or “*save our souls*,” but that’s actually an acronym made up after the fact. The letters in “SOS” didn’t initially stand for anything; they were originally chosen because they form a sequence of Morse code that can be transmitted more quickly than others.

Morse code (named for Samuel Morse) is a way of transmitting phrases with light flashes or electrical pulses. Each letter and numeral has its own sequence of between one and five short bursts (known as “dots” or “dits”) and long bursts (“dashes” or “dahs”). In 1901, inventor Guglielmo Marconi created a radio transmitter that could send Morse code signals across the Atlantic, allowing ships to communicate with other vessels and land-based stations. British operators were already using “CQ,” or “seeking you,” as a signal to alert all stations, so *Marconi’s wireless company recommended “CQD,” or “seeking you, distress,”* as an emergency signal. Meanwhile, the United States usually used “NC,” the Germans used “SOE,” and Italians used “SSSDDD.” But the problem with all of these was that they required brief pauses between the letters.

Delegates at the 1906 International Radiotelegraph Conference suggested a simpler, more standardized distress call. The letters “S” and “O” — three dots and three dashes, respectively — are extremely simple and easy to understand without any spaces, so “SOS” could be transmitted on a quick, continuous loop. Most countries officially adopted the code in 1908 and, even though the U.S. was not among them, an American ship was the first to use the signal when its propeller snapped. “*CQD*” remained popular with the British even after other countries had adopted “SOS,” and when the RMS Titanic sank in 1912, it signaled for help with both “SOS” and “CQD.” By that time, the acronym had already taken hold. During the British government inquiry on the Titanic disaster, the British Attorney General Rufus Isaacs was under the impression that “*SOS*” stood for “*save our souls*.”



\*

<https://mail.aol.com/d/search/keyword=subject%253A%2522What%2520does%2520%25E2%2580%2598SOS%25E2%2580%2599%2520stand%2520for%253F%2522/messages/AAC89BPjaTjp9CuxSDOkUL9Ha4x?quccounter=1>

## Hypersonic Dart: World's First 3D Designed Three Meter Drone Using High Temperature Alloys\*

DART Additive Engineering (AE) is an autonomous, 3D-printed hypersonic drone technology demonstrator developed by Hypersonix Launch Systems (Hypersonix), an Australia-based aerospace engineering, design and manufacturing company.

Hypersonix officially announced the development of the DART AE hypersonic drone system in November 2021 as a technology demonstrator. Hypersonix first collaborated with Kratos Defense & Security Solutions in January 2022.

The hypersonic vehicles of Hypersonix need to be boosted to a speed of Mach 5 and are powered by scramjet engines. Scramjets start operating at Mach 5. SPARTAN, Hypersonix's reusable, hydrogen-powered, self-igniting and accelerating scramjet, is 3D-printed and will power DART AE, as well as other hypersonic vehicles, in the company's product roadmap.

Hypersonix secured an \$8m grant from the Modern Manufacturing Initiative (MMI) Defence Translation stream in May 2022, to further advance the development of the DART AE hypersonic drone. The deliverable under the program is a flight-ready UAV that will be flown to demonstrate the technology.

In March 2023, the US Defense Innovation Unit (DIU) selected Hypersonix to provide it with a high-speed test aircraft for testing hypersonic technologies within the Hypersonic and High-Cadence Airborne Testing Capabilities (Hy CAT) program. DART AE was chosen for that purpose, so the demonstrator flight will both satisfy the MMI deliverable and anchor future sales of the DART AE to the US DoD. Three flights are planned under the test program, with additional orders available without competitive tender once the technology is proven in flight.

In addition to the DIU channel, Hypersonix and Kratos expanded their existing relationship with an exclusive teaming agreement to offer the DART AE system, integrated with the latter's Zeus family of solid rocket motors, to the US market in August 2023.

Kratos has committed to acquiring up to 20 DART AE systems from Hypersonix, as part of the agreement, following the successful completion and demonstration of the combined flight system. The first test flight of the DART AE is expected in 2024.

DART AE is a 3m-long, single-use, multi-mission hypersonic system that is entirely 3D-printed out of high-temperature alloys. It is meant for the development, demonstration, testing and evaluation of hypersonic technologies, in addition to other potential hypersonic applications.

The 300kg hypersonic system can travel up to a range of 1,000km at a speed of Mach 7. It can be launched via an unguided sounding rocket, which will lower expenses and enhance the versatility of both the launch and mission possibilities. It can also be launched from a guided rocket, as well as air-launched.

The demonstrator has been developed to enable customers to explore flight conditions, data transmission, and maneuverability at hypersonic speeds. It will have the capacity to acquire valuable information and understanding regarding hypersonic operations at a significantly more budget-friendly cost compared to currently available hypersonic systems. Given that it is a simple design with few moving parts, uses hydrogen as fuel and is air-breathing, its operational and environmental characteristics are desirable.



\* <https://www.airforce-technology.com/projects/dart-ae-hypersonic-vehicle-australia/?cf-view>

# Name the Plane: *Boeing 777-300ER*

The Boeing 777-300ER is a long-range, wide-body twinjet that commonly cruises at Mach 0.84–0.85 or 554–572 mph. It features a max takeoff weight of 775,000 lbs, a range of 7,370–7,880 nautical miles, and seats up to 550 passengers. Powered by GE90-115B engines.

## Key Specifications

Speed: Maximum operating speed of Mach 0.86 and a typical cruise speed of Mach 0.84

Range: Approximately 7,370–7,880 nautical miles

## Capacity

Typical 3-class configuration holds 301–368 passengers, with a max configuration of 550.

Dimensions: Length of 242 ft 4 in, Wingspan of 212 ft 7 in, Height of 60 ft 8 in.

Weight : Maximum Take-Off Weight 775,000 lbs.

Engines: 2 x General Electric GE90-115B.

## Operational & Design Details

Production Status: Production ended in 2024, with the final unit delivered, though it remains a staple of long-haul fleets.

## Features

Known for its raked wingtips, six-wheel main landing gear, and high fuel efficiency (23% lower per seat than A340-300).



# Ben's Little House on the Hill\*

*A Short Story by Bob Shanks*



The day began as usual. Ben rolled out his bed ready for another exciting day on the top of his little hill overlooking this little farming town. All Ben could see out his westward window this time of year was his corn, this was a great year for growing just about anything in the rich black soil. This year Ben's corn towered nearly ten feet high, and many stalks were loaded with ears of corn. On the other side of Ben's bedroom window all that was visible were rolling hills of prairie grasses with occasional clumps of little trees and wild shrubs.

A massive red tinted cloud was beginning to form over Ben's farm, he wasn't aware of any weather changes being in the weather forecast. The clouds all had a very strange shape and red colored tint, something he had never seen before. He was well aware of the storms that can suddenly form over the northern plains. Just as suddenly as the clouds began to form there was a bright flash of light, the clouds disappeared but the sky was not blue but had a bright greenish tint. He decided to walk into town and see what was being discussed about this strange weather. He was shocked as he came around the bend into town.

As he entered his community, something was off, and just as he got to the edge of town there was a huge sign "Support Comrade Wilensky for Governor." Ben thought for a moment, "Who is this Wilensky character", Ben had never heard of him! One of Ben's stops in town was to pick up his tax statement for his farm. However, the county building offices were not as he remembered them. He entered the office and wanted to get his tax statement and was told by the clerk he didn't own the property, it was owned by the state, he was merely a tenant on the property with all products going to the state. The clerk looked at him quizzically and asked where had he been and didn't understand how it worked now in this state? The clerk manning the desk went on to tell him he was paid for his job on the farm, but all production went to the state. He told Ben he didn't own anything! His total dependency was on the state that allowed him to utilize some of the produce as part of his pay. Ben had no autonomy and could not act independently and make major decisions. The state controlled all of the decisions of production on his farm through the local committee for production. The clerk handed him a pamphlet outlining that the committee determined what crops Ben could plant and rotate from season to season. Ben was told he had no private property rights. As he checked the local paper he didn't recognize any of the names of the editors and noted that his state was not doing well economically. That's strange, the last he knew his state was one of the leading producers of food for his state! He tried to find out what his property value was to no avail. There were no real estate offices at all on main street, what happened to all the local businesses?

According to a newspaper Ben was scanning, he read: "All property belonged to the state and the state's agricultural production goals were not being met". The item was definitely a propagandist advertisement and an admonishment to the community. It sounded like a communistic publication!

The streets of his little town were now patrolled by armed soldiers. Each soldier wore large Jack Books and a strange hats with a large Red Star in the center of a faded red, white, and blue background that looked much like the American flag. This flag certainly was not the American Flag! Ben also noted, the flag flying over the local post office was not the U.S. Flag either, instead it was all Red with a large white star in the center. What was going on here? This town certainly doesn't look like the special farming community Ben loved! Many buildings were in a complete state of disrepair some were in the process of being demolished. The downtown area looked like a third world country Ben had visited when on active duty in Europe. The town was in complete disarray with many buildings looking like they were about to collapse.

\*

*Your editor Bob Shanks has written five books and are available on his website: <https://robertdarrolshanks.com/>*

# Ben's Little House on the Hill (continued)

*A Short Story by Bob Shanks*

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Ben noted that the sad and strange-looking citizens walking on the street were randomly stopped by the soldiers and asked for their papers, what papers are they referring to? All Ben had with him was his driver's license and his retired military ID. He noticed a large sign inside one of the business near his favorite watering hole, the date on the sign alarmed Ben, it said it was Monday February 20, 2086, what? It was the middle of February 2026 when he got up this morning! It can't be 60 years into the future! He dashed into his favorite pub hoping none of those soldiers would recognize him, it was just down the street, thank goodness it was still there, the bar tender recognized Ben immediately and asked him, "What are you doing walking around town Ben, it's too dangerous?" The bar tender went on to say the Comrade Police were rounding up all retired military personnel as they feared they were a part of the Red, White and Blue Freedom Coalition formed to fight the obvious Marxism and communist ruled state. The worried bar tender said they were looking for Ben and knew all about him. He told Ben to go out the back door and get out of town now!

All Ben was doing was writing another one of his books, what was happening to him? He always tried to keep a low profile, he had already published five other books. His latest book he was now working on was about the U.S. Constitution and our Bill of Rights. This town now looked like one of his imaginary villages in one of his stories. Ben was starting to panic!

Ben had walked into town, only a couple of miles so he rushed back home and as he neared the top of the hill near his house there were armed men all around his home. What was this all about? He quickly ducked into one of his out-buildings where his restored candy apple red 1941 Ford coup was stored. He went into the workshop and slowly backed out his car and was driving back into town when suddenly he was being followed by a strange pickup-like vehicle with a blue light rotating on top. He noticed men standing in the vehicle with weapons and they began to fire at him. The guns sounded like they were using AK-47s. That weapon has a very distinctive sound. What's happening to him? He was not running away, so he slowed down and was about to stop, they might really be the police. They looked more like military troops. Why a rotating blue light and not red?

Suddenly there was another bright flash of light. He was now in his bed and all he could hear was a rooster calling as the sun was beginning to rise. Ben was in a cold sweat, his bed was soaked in sweat, he was visibly shaken. He jumped out of bed and raced into his garage to check on his prized Ford coup, it was still there and seemed in good shape. He did, however, find one strange thing, the rear window of his prized Ford had one bullet hole in it. Where had that come from? Had he actually been apart of a Time Slip? That was the theme of his new book about the constant surveillance of citizens by a secret police force. Perhaps that was all it took for him to have this very troubling nightmare of living in a totalitarian and communistically run world where there is no private life, no normalcy we in the U.S. take for granted and enjoy each and every day. Ben decided he was going to get involved in his community and fight for a stability of life, he was going to forever challenge any movement toward a fully controlled state government. In his heart he knew he was always going to protect our history, our Constitution and Bill of Rights. He knew now beyond a shadow of a doubt our founding fathers desire to have freedom for all as they drafted those wonderful documents of freedom so long ago in 1776.



Ben slowly opened the front door of his house, it looked OK as he picked up the morning newspaper, it was still 2026, he was so relieved. Was this just a nightmare he having and why was there one bullet hole in his rear car window?

Ben was totally confused and bewildered but so thankful he was now safe at home, what had he just experienced? Was this just a dream or nightmare? His mind was troubled as he pondered to himself, "Was this a glimpse into the future? Had he just experienced a brief Time Slip and experienced a draconian George Orwell like future?" Ben would never know, but he was convinced he must be involved and participate in his community and be a part of the freedoms no other country has or probably ever will have. He was now committed to a detailed study of U.S. history.

# FEBRUARY GENERAL MEMBERSHIP MEETING

Meeting opened at 10am, at the field on Saturday February 28, 2026 by President **Brian Sutton** with the Pledge of Allegiance. The minutes of the January General Meeting were not available to members today. Head count for the meeting today was 44, only 31 signed in. Treasurers report presented by **Don Crowe** was unanimously approved by members to include the move of \$5000 from the general fund to the CD.

### President's Agenda

Field Maintenance: Maintenance Chief **Jeff Moser** stated the sealing of cracks and the runway had been completed. Safety officer **Adam Sanders** read the AMA Flight Safety Rules to members, an annual requirement. President Brian said: "Please lock the gate when you are last to leave; that the red line in front of the flight stations means no spectators beyond the line; and don't leave your aircraft in the cradles or tables on the flight line. The Club is no longer Silver Service...we have gone Gold!" **Mark Lipp** briefly brought us up on to date on the Field Lease with the City of Chino Valley: The draft of the lease was recently received and we got everything we asked for then next 15 years at \$10 per year. It should be signed soon, President Brian's brief on the Club was well received by the City Counsel. Thanks Mark and Brian. It should be signed soon. Mark also said that the Perkinsville airport project may impact us in a few years if they add a control tower and that we are no longer in the contract to fund our move if necessary.

### Events

For this year have been posted to the Website. **Randy Meathrell** stated that he is hosting two new events this year: The Poker Event and Carrier Landing contest. Randy and others will demonstrate after the meeting.

### New Members and Guests

There were no guests that wanted to be recognized, though new member **Edwin Mayer** was with us for the first time. We broke about 10:24 for cookies...thank you!

### Show and Tell- Planes and Projects

**Don Crowe** showed the raffle prizes for the three Assassin combat wings. He also showed the framework for the Classic Stick (last month's raffle prize) and import from Columbia by KYM. **Randy Meathrell** showed both his ABRON Pattern Plane and a T-33 EDF. **Robert Fish** showed us a combat wing similar the raffle prizes. **Larry Parker** brought his recently completed F-22 EDF that was 3D printed. **Loyd Oliver** displayed his "rescue plane that he assembled from parts and things from his shop. **Harold Ellis** showed his very large APOLLO Cessna 172. **Brian Sutton** has a nice Old School Models Bristol Sped piloted by Snoopy.

**Door Prize and Raffle:** The door prize was won by **Larry Parker** and consisting of the usual glue, patches and 2 servos. **Brian Sutton**, **Adam Sanders** and **Mark Sherman** had the winning tickets for the combat wings raffle. A motion to adjourn the meeting was made about 10:55 am and was unanimously approved by members.

Minutes by **Bob Steffensen** acting for Club Secretary **Jean Greear**

### Show and Tell & Pilot Projects



- 1. **Randy Meathrell**
- 2. **Larry Parker**
- 3. **Randy Meathrell**
- 4. **Don Crowe**
- 5. **Brian Sutton**
- 6. **Harold Ellis**
- 7. **Robert Fish**

### Door Prize & Raffle Winners

<p><b>Door Prize</b></p>  <p><b>Larry Parker</b></p>	<p><b>Raffle Prize</b></p>  <p>L to R: <b>Mark Sherman</b> <b>Brian Sutton</b> &amp; <b>Adam Sanders</b></p>
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