



Chino Valley Flyers

Chino Valley, Arizona — April 2026



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

Dale Roberts' & Clint Manchester's T-28s Red T-28 is Dale's - Yellow One is Clint's

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Quote of the Month

"A people that values its privileges above its principles soon loses both."

Dwight D. Eisenhower

Rich Kokar's Crop Sprayer

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President's Column

By Brian Sutton



We are definitely in the flying season now. The runway looks great and will soon be lined again. Once again, I am reminded that we have one of the finest facilities in Arizona. I was just reminded of that yesterday. I received a phone call from the Arizona Cardinals. It seems they might be interested in having an "Aviation Day" and were wondering if we might be interested in participating. At this time, they are in the very preliminary stages, so there are no details. This could be an interesting opportunity.

I need to remind everyone that it is extremely important to make sure the gate is locked when the last member leaves. All we need is for a non-member to go on the field and cause some kind of accident to risk our insurance or lease. If you are the last to leave, make sure to close the gate, lock it and spin the dials. If you are second or third to leave, please remind those still there to lock the gate. Finally, it is not a good idea to have a single person on the field working with airplanes because of the possibility of an accident requiring medical assistance.

While on the safety subject, please make sure that your friends and spectators stay behind the red safety limit line. Also, please refrain from high-speed passes too close to the pits. One other safety note, this one is due to my own experience, if you are doing "field re-

pairs" or otherwise working on your airplane, take you time and use the correct tools. Take the plane back to the set-up tables, get the correct tool, or even take the plane home and work on it in the correct environment. Ask me how I know. (Hint: the blood on the cement near the charging table and first aid kit is mine).

Finally, I want to express how much I enjoy building my own air-planes. There is nothing like the excitement, adrenalin rush and feeling of accomplishment of flying your own construction. I am really looking forward to my current project. 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 Eight



MARK YOUR CALENDARS

Chino Valley Flyers Events for 2026

- Poker Dash/Carrier Landing [May 2](#)
- Warbirds Fun Fly (not a contest) [May 9](#)
- Fun Fly Swap Meet & Pancake Breakfast [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 28-30](#)
- 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](#)
- Fall Pot Luck [November 7](#)

SAFETY SHOULD ALWAYS BE OUR NUMBER ONE PRIORITY

The safety column this month is a bit different and is written by your editor. Our Safety Officer *Adam Sanders* is always on the ball and doing a great job.

I always try to read the AMA safety column in the AMA Journal each month, as we all should, and found this month's issue interesting as Dave Gee the AMA safety column writer was discussing how he fell over a parking barrier and did a face plant into the ground. We have similar barriers for our cars as well, ours are railroad ties.

As I read the column I remembered we have had a few members stumble over our barriers while carrying their equipment under the cabana to prepare to fly. While carrying a large flight box or airplane one can easily trip over our barriers if not paying attention. Stay alert members as you unload your gear and flying equipment. Dave Gee went on to say one of his favorite safety slogans is **"Eyes on path."**

Looking down as to where you are

walking is always a good idea when at the field. This is important when walking out to retrieve an airplane that landed off the runway, one should also always look down, we have had some snakes in the past and it is easy to trip over clumps of weeds and other depressions hidden under the brush.

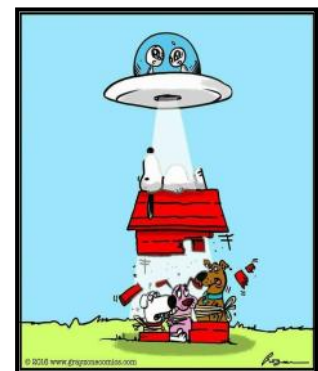
Another item Dave discussed was looking out for corrosion, especially if you haven't flown for a long time, check all your plugs for corrosion and possibly with some of your other equipment for the dreaded villain of rust.

Another safety issue we should all be aware of double checking airplanes you haven't flown for a long time for flying issues you may not know about.

Another issue to consider especially if you haven't flown for a long time is to ask one of our members to assist and spot for you or you can also ask our flight instructor Steve Shephard, he has offered

that as an assistance if needed, he also announced that at our last general membership meeting.

We also had another near disaster Friday April 30, a pilot took off before passing the new cabana and crashed into the starting field. We have a lot of new members and it is important that **WE ALL** review the safety rules before flying, especially if one hasn't flown for a long time



Fly Safe Members



Member's Flying Machines Seen at Our Flying Field



More flight photos of Dale Roberts' and Clint Manchester's great flying T-28's as seen on page one of this issue.



Al Weikart's cool twin.

Photo by Bob Vaught

Al Weikart's E-flight



Photo by Bob Vaught



Al Weikart's Tundra

Photo by Bob Vaught

Members:

Your editor has been doing this little newsletter for many years. I started flying RC when in high school. My dad and brother also flew RC. I have slowed down a tad and would assist any member interested in learning to do this newsletter.

I have a template and do some research into various aviation articles that may be of interest. Contact me if you are possibly interested, BobShanks@aol.com. It is not that difficult and doesn't have to be more than a few pages. I have usually kept it to about 10 or 11 pages and that's not really necessary, but that was just how I have written it.

The individual should have computer skills and know how to take photos, write and use photographic editing programs.



TEN MILITARY LEADERSHIP LESSONS

Editor's Note:

There are countless military leadership lessons on the Internet and libraries all over the country. Here's Just one sample of many, they are all similar with many variations. These are applicable to not only the military but in general.

Ten Unforgettable Military Leadership Lessons

Be Cautious of Labels

Labels you place on people may define your relationship to them and bound their potential. Sadly, and for a long time, we labeled Bill as just a janitor, but he was so much more. Therefore, be cautious of a leader who callously says, "Hey, he's just an Airman." Likewise, don't tolerate the O-1, who says, "I can't do that, I'm just a lieutenant."

Everyone Deserves Respect

Because we hung the "janitor" label on Mr. Crawford, we often wrongly treated him with less respect than others around us. He deserved much more, and not just because he was a Medal of Honor winner. Bill deserved respect because he was a janitor, walked among us, and was a part of our team.

Courtesy Makes a Difference

Be courteous to all around you, regardless of rank or position. Common courtesies help bond a team. When our daily words to Mr. Crawford turned from perfunctory "hellos" to heartfelt greetings, his demeanor and personality outwardly changed. It made a difference for all of us.

Take Time to Know Your People

Life in the military is hectic, but that's no excuse for not knowing the people you work for and with. For years a hero walked among us at the Academy and we never knew it. Who are the heroes that walk in your midst?

Anyone Can Be a Hero

Mr. Crawford certainly didn't fit anyone's standard definition of a hero. Moreover, he was just a Private on the day he won his Medal. Don't sell your people short, for any one of them may be the hero who rises to the occasion when duty calls. On the other hand, it's easy to turn to your proven performers when the chips are down, but don't ignore the rest of the team. Today's rookie could and should be tomorrow's

Leaders Should Be Humble

Most modern-day heroes and some leaders are anything but humble, especially if you calibrate your "hero meter" on today's athletic fields. End zone celebrations and self-aggrandizement are what we've come to expect from sports greats. Not Mr. Crawford-he was too busy working to celebrate his past heroics. Leaders would be well-served to do the same.

Life Won't Always Hand You What You Think You Deserve

We in the military work hard and, dang it, we deserve recognition, right? However, sometimes you just have to persevere, even when accolades don't come your way. Perhaps you weren't nominated for junior officer or airman of the quarter as you thought you should - don't let that stop you.

Don't pursue glory (pursue excellence.)

Private Bill Crawford didn't pursue glory; he did his duty and then swept floors for a living. No job is beneath a Leader. If Bill Crawford, a Medal of Honor winner, could clean latrines and smile. Is there a job beneath your dignity? Think about this question.

Pursue Excellence

No matter what task life hands you, do it well. Dr. Martin Luther King said, "If life makes you a street sweeper, be the best street sweeper you can be." Mr. Crawford modeled that philosophy and helped make our dormitory area a home.

Life is a Leadership Laboratory

All too often we look to some school or Professional Military Education (PME) class to teach us about leadership when, in fact, life is a leadership laboratory. Those you meet every day will teach you enduring lessons if you just take time to stop, look and listen. I spent four years at the Air Force Academy, took dozens of classes, read hundreds of books, and met thousands of great people. I learned leadership skills from all of them, but one of the people I remember most is Mr. Bill Crawford and the lessons he unknowingly taught. Don't miss your opportunity to learn.

Why Can Reproducing the Same Results in AI Be So Difficult?

<https://www.whatsinai.com/how-ai-works/why-you-cant-always-reproduce-the-same-ai-result?lctg=61e3786df0f1e49ddb7bb71e>

In the world of artificial intelligence (AI), we often hear impressive stories about how machines can learn from data and make decisions. Whether it's recommending your next favorite movie or helping doctors diagnose illnesses, AI holds incredible potential. However, one intriguing aspect of AI is its unpredictability. You might ask, "Why can't we always get the same result from an AI?" This question leads us to explore the fascinating world of AI algorithms, data, and randomness.



Understanding AI and Its Learning Process

To grasp why AI results can vary, we need to understand how AI learns. At its core, AI relies on algorithms to analyze data. These algorithms can be thought of as complex mathematical recipes that help the AI identify patterns, make predictions, and generate outputs.

When we train an AI, we feed it a lot of data, which can include images, text, or sounds. The AI uses this data to learn and improve over time. However, different algorithms and training methods can lead to different results, even when using the same data set. This is because:

Randomness

Many AI algorithms incorporate randomness to help them explore different possibilities during training. This randomness can influence the learning path, leading to varied outcomes.

Data Variability

The data used to train AI can vary. For example, if you have a model trained on images of cats and dogs, the results can change based on which images you include or exclude from your training set.

Algorithm Choice

Different algorithms may interpret the same data differently. For instance, one algorithm might prioritize certain features over others, affecting its predictions.

Did you know that AI can help you create art? There are AIs that can generate beautiful paintings or music by learning from existing works!

The Role of Randomness in AI

Randomness is a key player in the world of AI. Think of randomness like a dice roll in a game. Each time you roll, you might get a different result, which can lead to exciting new strategies or outcomes. In AI, randomness helps the algorithms avoid getting stuck in "local minima," which are like traps that can prevent them from finding the best solution.

For instance, in a game of chess, if an AI uses randomness in its decision-making process, it might choose an unexpected move that surprises its opponent. This unpredictability can lead to innovative strategies and outcomes that wouldn't occur if the AI always followed the same path.

However, this also means that when you run the same AI model multiple times, you might not get the same result every time. Some runs may yield better predictions than others, leading to a variety of outcomes.

Data Quality and Consistency

Another crucial factor affecting AI results is the quality and consistency of the data used for training. Imagine you are baking cookies, but one day you use flour from a different brand. The cookies might taste slightly different, even though the recipe remained the same.

In AI, if the data contains errors, is incomplete, or is biased, the results can be significantly affected. For example, if an AI is trained on biased data, it could produce biased results. This is why data scientists pay close attention to the quality of the data they use. They need to ensure that it is representative and accurate to achieve reliable results.

You can use AI for language translation! There are many AI-powered tools that can translate text from one language to another, making communication easier across cultures.

The Australian Hydrogen Powered Hypersonic Dart *

The DART AE, developed by Australian firm [Hypersonix Launch Systems](#), is the world's first 3D-printed, hydrogen-fueled hypersonic airframe designed to fly at speeds up to Mach 7. The 3-meter-long, 300kg vehicle features a fully additive-manufactured body made from high-temperature alloys to handle extreme thermal loads, with its first test flight in early 2026.



Key Features of DART

The entire airframe is manufactured using 3D printing techniques, allowing for faster production and complex geometries that handle high temperatures without needing traditional, heavy insulation.

It is powered by the SPARTAN scramjet engine, which is also 3D-printed, utilizes green hydrogen, and produces no emissions. Capable of Mach 7 speeds (roughly 8,645 km/h) with a 1,000 km range, making it a fast, low-cost solution for defense and commercial hypersonic testing.

The project is supported by the [U.S. Department of Defense](#) via the Defense Innovation Unit (DIU) under the Hy CAT program, aimed at accelerating hypersonic technology development.

Significance for Australia

This flight represents the first-ever launch of an Australian-developed hypersonic aircraft. It solidifies Australia's role in a high-stakes global aerospace race and was supported by \$46 million in Series A funding, including backing from the Australian Government's National Reconstruction Fund Corporation. Australian Hypersonic Pioneer Achieved its First Flight Feb 28, 2026. The future is looking fast so to speak. Australian aerospace company Hypersonix Launch Systems successfully completed the first scramjet flight on Feb 23, 2026 — Hypersonix was selected for the program in March 2023, beating out more than 60 applicants.



Matt Hill and Dr Michael Smart (right) have developed a hypersonic aircraft with zero emissions for Australia.



The Australian hypersonic Dart is three meters long, is hydrogen-powered and designed for testing high-temperature alloys using scramjet technologies .

*

https://www.google.com/search?q=world-s-first-3d-printed-hypersonic-airframe&oq=world-s-first-3d-printed-hypersonic-airframe+&gs_lcrp=EgZjaHJvbWUyBggAEEUyOTIKCAEQABiiBBiJBTKCAIQABiABBiiBDIHCAMQABjvBTIHCAQQABjvBTIHCAUQABjvBdIBCjQwNzExajBqMTWwAgCwAgA&sourceid=chrome&ie=UTF-8

Name the Plane: *Edgley Optica EA-7*

<https://planeandpilotmag.com/this-incredible-plane-edgley-optica/>

At first glance, the Edgley Optica EA-7 looks like a strange, newly designed aircraft built for the modern-age mission of low-and-slow surveillance or sightseeing. It also looks like a squatty dragonfly. Its helicopter-like cockpit mounted ahead of a ducted-fan motor provides three-abreast seating and an amazing 270-degree field of view.

The aircraft's twin boom construction, twin rudders and high-mounted tailplane give it a shape vaguely reminiscent of the North American Rockwell OV-10 Bronco. The aircraft sits very low on the ground upon fixed tricycle landing gear.

Its quiet noise signature both inside and outside of the cockpit is thanks to the large ducted fan mounted aft of the cabin powered by a 260 horsepower Lycoming IO-540, which turns a fixed-pitch, five-bladed prop.

Designed in the mid-1970s by John Edgley, then a post-graduate student at the Imperial College of Science and Technology, the aircraft went through several cycles of "on-again, off-again" enthusiasm in the public and commercial markets before gaining fairly recent serious interest in 2017 from the Intelligence, Surveillance and Reconnaissance commercial and government entities looking to fill a niche for border patrol, wildlife management and fire-spotting missions.

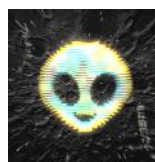
The interest has yet to crystalize into funding, however. As of this writing, the latest iteration of the Optica project is seeking an airframe manufacturer. Throughout the world, around five aircraft of the 22 built remain airworthy. Two Optica's are believed to be in the U.S., with two in Australia flying aerial sightseeing tours and one that remains as a company demonstrator.

When Edgley designed the futuristic-looking Optica in 1974, he did so specifically for the role of air-to-ground observation. Initially designed with a 160 hp Lycoming IO-320, the production models included the more powerful Textron Lycoming 10-540-V4A5D flat-six cylinder engine. The original company, Edgley Aircraft, flew the prototype in December 1979, and the first production model was flown in August 1984. The aircraft was certified in May 1985. A fatal, pilot-induced (not design-induced) flying accident involving a police-operated Optica in that same year seemed to spook investors, which forced Edgley out of his own company. Optica Industries was formed and took over the Optica plant in December 1985 and restarted production. In the late



1980s, the Optica's unusual looks earned it a starring role in the 1989 film "*Slipstream*" with Mark Hamill.

While the Optica never starred in another movie, at least so far, it enjoyed a brief stint among aerial photographers as a premier aviation photography platform. In 1987, arson destroyed the Optica Industries factory and all but one aircraft, causing the company to dissolve. Other iterations of Optica Industries came and went in the years that followed before Edgley brought three key members of the original team together to form Aero Elvira Ltd. in 2008 to reintroduce the Optica and its variants to the market.





The Liberty Bell Represents Our Enduring Freedoms



The inscription is from the Bible (King James version): ***"Proclaim Liberty Throughout All the Land Unto All the Inhabitants thereof."*** This verse refers to the "Jubilee", or the instructions to the Israelites to return property and free slaves every 50 years. Speaker of the Pennsylvania Assembly Isaac Norris chose this inscription for the State House bell in 1751, possibly to commemorate the 50th anniversary of William Penn's 1701 Charter of Privileges which of Pennsylvania. The inscription of liberty on the State House bell (now known as the Liberty Bell) went unnoticed during the Revolutionary War. After the war, abolitionists seeking to end slavery in America were inspired by the bell's message.

No one recorded when or why the Liberty Bell first cracked, but the most likely explanation is that a narrow split developed in the early 1840s after nearly 90 years of hard use. In 1846, when the city decided to repair the bell prior to George Washington's birthday holiday (February 23), metal workers widened the thin crack to prevent its farther spread and restore the tone of the bell using a technique called "stop drilling". The wide "crack" in the Liberty Bell is actually the repair job! Look carefully and you'll see over 40 drill bit marks in that wide "crack". But, the repair was not successful. The Public Ledger newspaper reported that the repair failed when another fissure developed. This second crack, running from the abbreviation for "Philadelphia" up through the word "Liberty", silenced the bell forever. No one living today has heard the bell ring freely with its clapper, but computer modeling provides clues as to the sound of the Liberty Bell.

The State House bell became a herald of liberty in the 19th century. "Proclaim Liberty Throughout All the Land Unto All the Inhabitants thereof," the bell's inscription, provided a rallying cry for abolitionists wishing to end slavery. The Anti-Slavery Record, an abolitionist publication, first referred to the bell as the Liberty Bell in 1835, but that name was not widely adopted until years later. Millions of Americans became familiar with the bell in popular culture through George Lippard's 1847 fictional story "Ring, Grandfather, Ring", when the bell came to symbolize pride in a new nation. Beginning in the late 1800s, the Liberty Bell traveled across the country for display at expositions and fairs, stopping in towns small and large along the way. For a nation recovering from wounds of the Civil War, the bell served to remind Americans of a time when they fought together for independence. Movements from Women's Suffrage to Civil Rights embraced the Liberty Bell for both protest and celebration. Pennsylvania suffragists commissioned a replica of the Liberty Bell. Their "Justice Bell"

traveled across Pennsylvania in 1915 to encourage support for women's voting rights legislation. It then sat chained in silence until the passage of the 19th Amendment in 1920. Now a worldwide symbol, the bell's message of liberty remains just as relevant and powerful today: "Proclaim Liberty Throughout All the Land Unto All the Inhabitants thereof"



This photo was taken at a display in downtown Prescott.

APRIL - GENERAL MEMBERSHIP MEETING HELD AT THE FIELD

Club meeting was held at the CVF field in Chino Valley on Saturday April 25th. The meeting was called to order by President **Brian Sutton** at 10 am followed by the flag salute. The minutes of the last meeting were not available for approval.

Don Crow gave the treasure's report, which was approved by the membership.

Field Maintenance

Jeff Moser is in the process of getting a sprayer to repaint the lines on the runway. Also, remember, if you are the last one to leave the field close the gate, lock it, and spin the tumblers.

The club is liable for anything that happens at the field by club members or anyone visiting the field.

Flight Instructor

Steve Shephard stated that if anyone needs a refresher flight to let him know.

Safety Issue

Adam Sanders, Safety Officer, suggested having talks on procedures a member should do in case of an emergency such as loss of control of the plane or a prop strike. It was also

brought up that all planes should stop at the limit line when returning to the pits. Also if you are going to be starting up a loud engine, make an announcement as to not surprise the pilots who are flying. A good rule of thumb, use common sense and common courtesy.

Upcoming Events

Mark Lipp discussed the War Bird fun fly/ poker dash scheduled this Saturday May, 2nd. This event is free and the top three winners will receive raffle tickets (1st- 24, 2nd - 12, 3rd-6) .

May 16th will be a combination of a club meeting, pancake breakfast, and swap meet.

The glider endurance event will be held June 20th.

New business

The club is looking for vendors and sponsors (advertising banners to hang at the field) for the annual **Steve Crow Memorial Fun Fly**.

At the Break snacks were provided by **Lee Boekhout**.

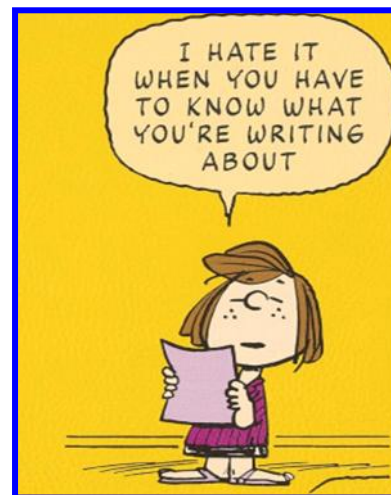
Show and Tell Pilot Projects

Brian Sutton brought a Corsair he had purchased but needs a lot of work

to get it flying.

Door Prize and Raffle

The door prize was won by **John Ward** with **Adam Sanders** winning the Strega MK2 ARF raffle prize. Meeting adjourned at 10:38. **Jean Greear**, Club Secretary



Show and Tell Pilot Projects



Brian Sutton's Corsair



Door Prize & Raffle Winners

Door Prize



John Ward

Raffle Prize



Adam Sanders