



Chino Valley Flyers

Chino Valley, Arizona — May 2026



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

John Ward's Electric Airbus A320



John's model is an X-Fly twin engine 40mm A-320 from Banana Hobby. He designed and printed out the Airbus himself. John is a student at ERAU. The A-320 first took to the air in the late 1980s. Very realistic flight characteristics.

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Quote of the Month

What we think, or what we know, or what we believe is, in the end, of little consequence. The only consequence is what we do.

John Ruskin

Carrier and Poker Flying Event



The carrier event was flown first, with five arresting wires (string) placed across the runway. Each airplane was equipped with a tail hook to try and catch an arresting wire. At left are the winners of the carrier deck event, **Jack Bugaren**, far right, and **John Ward**, center, were tied at the with 14 points each. Jack won the flyoff, John finished second and **Mike Benner**, far left, finished third.

More on pages 7 and 9.



The Poker Dash tasked each flyer to make 4 touch and go landings on playing cards marked on the runway. The Poker Dash inners are at right.

Expert piloting produced a tie between **Ian Coony**, far right and **John Ward**, center, each with four Aces and a Queen. The winner was decided by a blind draw from the card deck with Ian drawing the winning card. **Mike Greear**, far left, came in third with a King and 3 Aces.

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President's Column

By Brian Sutton



Memorial Day is not a celebration — it is a moment of remembrance. A moment to speak the names of those who served and fell. A moment to acknowledge the empty chairs at countless tables.

Their sacrifice is the cost of the freedoms we enjoy every day. May we honor them not only with gratitude, but with lives lived worthy of their gift. Many of us enjoy flying warbirds, these models are a reminder and history of those who served.

But on Memorial Day, we are reminded that each model is a memory, of a father, a son or daughter, a friend, a comrade — who answered the call and many who paid the ultimate price.

Today, we honor the fallen by remembering their courage, their service, and the freedom they secured for us all. As we gather with loved ones, may we each take a moment to remember those who never returned home — the heroes whose sacrifice makes our way of life

possible.

Today, we honor them.
We remember them.
And we carry their legacy forward.

Brian



CVF 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

Club's Board of Officers

President — *Brian Sutton*



Interim Vice President -
Jack Burgaren



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

- Glider Endurance [June 20](#)
- Summer Pot Luck [July 11](#)
- Pylon Races [July 18](#)
- Jet Fun Fly [July 31- August 1](#)
- 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

Adam Sanders, Safety Officer

Hello everyone,

I wanted to take this safety column to address a few issues that have been occurring lately.

The first major issue I wanted to address is the issues in regards to the gate and shed being left open. Remember if you are the last one to leave, please make sure you close and properly lock the gate and door. The padlocks that are used at the field do not lock unless they are scrambled, so even if the lock appears to be closed, if the code is left unchanged, then the lock will not work. Please scramble all the numbers, I usually just set all the numbers to zero before I leave.

One last thing in relation to the gate, pull on the lock itself to ensure it's locked. I've had a few times where I thought I closed it, only to pull on it and it popped back out. So please remember when closing the locks, scramble the numbers and check to make sure the lock is closed.

I also wanted to address an issue regarding several mishaps, many I have seen occur at the field first hand. Recently there has been a lot of out of control aircraft, with the problem being exacerbated through trying to save the airplane rather than dealing with it in the safest way possible.

When an airplane isn't acting right on take off, abort the take off. We've had a few incidents where pilots will gun it to get off the ground regardless of what the plane is doing, which has led to multiple near misses of members. This also pertains to when aircraft have entered over the pits or the parking lot. The reaction I've seen is people will full throttle it in an attempt to save the airplane.

Adding more throttle not only makes the out of control nature of the situation even worse, it becomes an even greater safety hazard to those in the pits or out in the parking lot. Aircraft can be replaced, people cannot. If an airplane is going haywire over the pits, please call it out, reduce throttle and get it away from the pits, we'd rather have an airplane hit the ground than hit a person.

I also wanted to touch on near misses on the ground, such as an incident that happened yesterday. A plane went off the runway, and if it wasn't for the fences, it would have hit some of our members. I want to ask everyone that, unless you are currently flying or getting ready to fly, to please stay off the black top,

and if you are taking photos or video, please stand behind the fences.

The last thing I want to remind everyone about is please make sure when you're not flying that equipment and aircraft are not on the stands by the flightline. Those stands are there for those who are getting ready to fly and need a place to set up safely. Please remember before leaving your aircraft to take it off the stand and either place it under the cabanas or in the pit area.

Thank you all for keeping the field safe,

Adam





Member's Flying Machines Seen at Our Flying Field



The Peanut gallery



Brian Sutton's B-26



Rick Nichols' flying saucer.



Rick Nichols' SBach Thunderbolt



Randy Meathrell's T-28

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 the editor writes it!
If interested contact the editor, it's a fun project!



Fly Safe Members

THE SPECIAL MEANING AND HISTORY OF THE UNITED STATES MEMORIAL DAY!

What is the meaning of Memorial Day? It's appalling how few people realize the depth of its meaning for the freedoms we enjoy today.

A large group of high school seniors were touring the Capitol in Washington D.C. on Memorial Day. The guide posed the question, "What is the meaning of Memorial Day?"

They thought about it, and together they said, "It's the day that the pool opens." That's sad. Studies have shown that only about 25% of Americans know the meaning of Memorial Day.



Memorial Day is about remembering. It has 'memory' in it. It's easy to forget the price that was paid for our freedoms. We can casually sit back and enjoy backyard barbecues, boat rides, and beach bashes, but the meaning of Memorial Day is that almost 1.5 million men and women have died so that you and I might enjoy our freedoms. We look to Thanksgiving as a day when we pause to give thanks for the things that we have. Memorial Day is a day when we pause to give thanks to the people who fought and died for the things we have.

Saint Peter wrote to the church, saying, *"This is now the second letter I am writing to you in which I'm stirring up your sincere mind by way of reminder that you should remember..." (II Peter 3:1,2) We need to have our minds stirred. We need to remember.*

Memorial Day started during the Civil War when women began decorating the graves of soldiers who had died in that war. On May 30, 1868, the day was designated as 'Decoration Day' - a day for placing flowers on the graves of Union and Confederate soldiers throughout the United States.

'Decoration Day' gradually became known as Memorial Day, and soldiers who died in other wars were honored. It quickly became a day to remember all people who had died in defense of our country. *In 1971, the United States Congress declared Memorial Day a national holiday to be observed on the last Monday of May.*

We must remember that freedom isn't free. People died so that we could live. We have the opportunity to make decisions today because of the sacrifice of people yesterday! Remember the bravery of soldiers like Marine Sergeant John Basiloni, who was awarded a Medal of Honor for his bravery at Guadalcanal. He commanded two sections of machine guns against three thousand enemy soldiers for more than forty-eight hours before reinforcements arrived. You add the names of people you know to John Basiloni's name. Spend some time thanking people and God for their bravery. People who have died in all the wars form an elite group that must never be forgotten. We must remember.

How do you plan to celebrate Memorial Day? What difference will Memorial Day make during the rest of the summer and the rest of life? Spend some time thinking about the price for freedom. We think freedom is free. Freedom isn't free! It's the most expensive gift we enjoy! Share conversations about the price of freedom.

Remember!! Freedom isn't free!

More on page six...

THE SPECIAL MEANING AND HISTORY OF THE UNITED STATES MEMORIAL DAY!

CONTINUED FROM PAGE FIVE

The first Memorial Day—originally called Decoration Day—was organized on May 1, 1865, in Charleston, South Carolina, by formerly enslaved African Americans and Union troops. They held a parade and properly buried Union soldiers who had died as prisoners of war at a former Confederate racetrack. While several cities and localized events have claimed to be the "birthplace" of the holiday, the historical record points to competing milestones.

The early history of the holiday is defined by these key events:

- May 1, 1865 (Charleston, SC): Rediscovered in Harvard archives, newly freed Black Americans held a massive tribute to Union soldiers at a former low-country planter racetrack that had been used as a Confederate prison. The event featured \10,000\ participants, including \3,000\ Black schoolchildren carrying flowers, followed by picnics and speeches.
- May 5, 1866 (Waterloo, NY): Waterloo, New York, is recognized by Congress as the official birthplace of the holiday. On this day, the town closed its businesses and residents flew flags at half-staff to decorate the graves of fallen veterans.
- May 30, 1868 (Arlington National Cemetery): The first official *national* observance was established by General John A. Logan, leader of the Grand Army of the Republic (a veterans' organization). Participants decorated the graves of both Union and Confederate soldiers, a tradition solidified by a speech from Congressman James A. Garfield.]

Memorial Day was later established as an official federal holiday, and in 1968, Congress moved its observance to the last Monday in May.

You can read more about the true origins of this day of remembrance on the [National Museum of African American History and Culture](#) or explore the official government historical records provided by the [National Cemetery Administration](#) or visit Arlington National Cemetery in Washington D.C and the Tomb of the Unknown Soldier:



The Old Yellow Plane Disappeared Flying Over the Mysterious Alabama Bear Creek Swamp

A Short Story by Bob Shanks

Dash, Col. Donald Lee Frankland, had always had that strange nickname after one of his first flights in flight school because he came into land a bit too fast, so the nick name Dash stuck. He loved flying, it was such a thrill to be in the clouds like the birds with such beautiful views of the earth. Dash's favorite plane was an old open cockpit AT-17 Kaydet Stearman used as a flight training aircraft during the 1930s. He loved the rumble and shake, the wind whistling through the wires, yes it was old but reliable and such a load of fun to fly. There were probably over 10,000 T-17's built in the U.S. during WWII. The old yellow bird was nothing like the newer jet aircraft he had learned to fly in the Air Force, the older historic planes seemed to speak to Dash.



Dash liked to fly old Jake Bibby's plane every weekend he could, Jake was just happy someone wanted to fly his plane, he hadn't been able to fly since he retired, Jake had some serious medical issues making it difficult for him to fly and he couldn't pass the physical any more for his flying license, but he loved tinkering with his old Shakey as he called her. Jake was also a certified aviation mechanic. This Kaydet had been used as a crop duster, had seen a lot of air time but despite that it was in good condition and was excellent for aerobatic work. Occasionally Dash put Jake in the front cockpit and took him with him flying.

Dash happened to see the plane one weekend when driving around the Alabama country side, he spotted what he thought was an old hanger and sure enough there it was sitting outside a hanger near the little town of Prattville, AL's old airport with Jake working on the engine, his face covered in grime and oil.

Jake and Dash became good friends, they spoke the same the old aviation language, they could almost predict what each other would say when talking about flying. Today Dash wanted to take a low flight over the Bear Creek Swamp located between Prattville and Autaugaville, Alabama. It was getting a bit late in the afternoon so Dash said he would have old Shakey back by sunset. He had heard a lot of strange stories about the swamp and wanted do a low flight over it just to check it out.

Dash was gazing at the swamp as he flew low over it when he experienced a large green colored cloud hanging over the swamp. He had never seen this kind of weather event in Alabama before and was intrigued by its size. He decided to fly right through the cloud, this was a big mistake. As he entered the cloud the land changed to a desert with wind swept hills of sand. This was not Alabama, where had this green cloud taken the old yellow airplane? Just then the engine began to sputter and suddenly all Dash could hear was the wind whistling by the cockpit, the engine had just stopped.

Dash began to look around for a safe place to land but all he could see was sand. The lush green Alabama landscape was gone! Dash and the yellow airplane were now in an unknown environment of just wind-swept sand hills. The prop was still slowly turning when suddenly the engine came back to life and backfired with a loud bang with lots of blue smoke pouring out of the engine as it coughed back to life. Just as suddenly the lush landscape reappeared, Dash again was flying over the green Alabama swamp. Dash lowered the nose to pick up some speed to regain altitude when he saw it in the distance, it looked like a woman all dressed in white and standing in the mist of the swamp. He had heard of this strange "woman of the mist" but thought it was only a legend about a ghostly woman looking for her lost child in the swamp. The strange sight of a woman standing in the mist just slowly disappeared. Dash turned his plane around and headed back towards the Prattville airport, he was shaken by what he saw in the swamp and the engine trouble.

Dash wanted to talk to old man Jake Bibby to see if he knew what he thought he saw lingering in the mist of the Bear Creek swamp at dusk.

Continued on next page

The Old Yellow Plane Short Story by Bob Shanks (cont.)

After landing, Jake could tell something was wrong as Dash looked pale and shaken, not only because the engine quit running but also because of what he saw in the mist of the swamp. Jake helped Dash put blocks under the wheels and asked him what was troubling him? Dash said he wouldn't believe what had happened during this short flight over the swamp! Dash related to Jake what had happened, Jake's eyes got big as he shook his head in amazement and explained to Dash he had also experienced the ghost of the swamp. This ghostly apparition usually only occurred at dusk. Jake also said he had seen it once too years ago. Jake said the Bear Creek Swamp is one of the most haunted areas in Alabama. Some nights residents of the area have seen floating lights and screaming sounds emanating from the swamp. One resident said he also once saw some apparitions of Civil War soldiers marching and fighting near the swamp.



One morning one of the area farmers found several creepy old dolls attached to bamboo stakes near the swamps little trail into the area. Most folks just stayed away from the whole swamp area. Jake checked the C-17's engine and all was normal for the little yellow bird. So now there was another mysterious and unexplained Bear Creek Swamp incident for the area residents to discuss.

May 2nd, 2026, Chino Valley Flyers Poker Dash and Carrier Event

By Randy Meathrell



Jack Bugaren's plane catches the arresting line.

The day of the Poker Dash and Carrier Landing Fun Fly event promised light winds and sunny skies. Thirty-four members and guests enjoyed the flying by 10 adventurous members of the club.

The carrier event was flown first, with five arresting wires (string) placed across the runway. Each wire was supplied with sand bags attached at each end to stop the pilots' model. Each airplane was equipped with a tail hook to try and catch an arresting wire. The wires were each assigned a value with the center wire giving the most points. All 10 flyers had to complete 4 successful traps out of 6 attempts to earn points. After 60 attempts at landing on the carrier deck, **Jack Bugaren** and **John Ward** were tied at the top with 14

points each. Jack won the flyoff, John finished second and **Mike Benner** finished third.

The Poker Dash tasked each flyer to make 4 touch and go landings out of 6 tries on Poker Card marked areas on the runway with playing card values of 10, **Jack, Queen, King and Ace**. At the beginning of each pilot's flight, he was asked to select one random card from a pinochle card deck. The pilot with the highest Poker hand at the end of the contest would be the winner. Again, expert piloting produced a tie between **Ian Coony** and **John Ward**, each with four Aces and a Queen. The winner was decided by a blind draw from the deck with Ian drawing the winning card. **Mike Greear** came in third with a King and 3 Aces.

First, second and third place winners for each event was given a check for a number of free raffle prize tickets at the next club meeting. 24 tickets for first, 12 for second and 6 for third.

The event was completed just in time as the normal cross winds showed up after we finished. Everyone who flew said they had a GREAT time and we should hold this event more than once a year. Special Thanks to **Mark Lipp, Randy Meathrell, Carol Meathrell** and all the club member helpers who made the event a success. See you next time? **See Page Ten**

Lessons learned:

Add a repair station for T-28 landing gear problems
Hot glue and CA needed for airplane repairs

Name the Plane: **PZL-104 Wilga 35** *

The PZL-104 Wilga 35 is a Polish short takeoff and landing (STOL) utility aircraft known for its distinctive appearance and robust performance in roles like glider towing and parachuting.



- Maximum Speed: **195 km/h (105 kts)**
- Cruise Speed: **157 km/h (85 kts) at 75% power**
- Service Ceiling: **4,040 m (13,255 ft)**
- Rate of Climb: **5.5 m/s (1,082 ft/min)**
- Maximum Range: **670 km (361 nm)** Take-off Run: **244 m (800 ft) to clear a 15 m obstacle**
- Visibility: Features large windows and side doors that open upward, allowing for excellent crew observation and the ability to fly with doors open for skydiving.
- Landing Gear: Equipped with a long-travel, "trailing link" fixed tailwheel landing gear designed to handle rough, unpaved airstrips.

Certification

Originally certified in Poland, it later received an **EASA Type Certificate** under EASA.A.061.STOL Capabilities: Uses full-span leading-edge slats and slotted flaps to achieve high lift at low speeds.



* https://www.google.com/search?q=okecie+104+wilga+35+data+sheet&sca_esv=4c0245ad78d35e42&sxsrf=ANbL-n5feNYM6WZSsqimR0euCHI6hC-I_A%3A1778281052915&ei=XGr-aebMN-bSkPIP3ae-4AY&biw=1366&bih=599&scient=gws-wiz-serp&udm=50&fbs=Adc_-aNOCWEZBOHjofHoaMMDiKpaEWjvZ2Py1XXV8d8Kvll3p-ML-906rRL_m6h4jR-tdCH-vUllZq9RzugLEcfjf51b4dfDKizXS4hTwR-CZW2Tyeo_h9FK7lw3R0k8aayAiwgXQtxaQNpn9K2zQZ41LPRF7NeaOQYIY1zqr3iyqiOoe9obydYrYEkk2yISZASm-Lfpad78H5IUt5i146gHHiFwFAI-vUA&ved=2ahUKEwioiNya5aqUAXUNLEQIHVJTLcWQ0NsOegQIAxAA&aep=10&ntc=1&sourceid=chrome&ccb=1&cs=0&hl=en



Carrier and Poker Runway Set Up



Here's how our runway set up for this event.

Runway Poker Card Layout



Runway Carrier Arresting Cables Set Up



The first two photos above left to right shows a members T-28 trying to catch the arresting line, far right photo shows a members T-28 doing a touch and go on the Poker Card area marked as an Ace.

With so many yellow T-28s it was almost impossible to get the flyers name, there was a lot of fast paced action for a very fun club flying event and it all took place before the dreaded cross winds came up.

MAY - GENERAL MEMBERSHIP MEETING HELD AT THE FIELD

Meeting was opened at 9:58 AM by President **Brian Sutton**, there were 31 in attendance.

Minutes approved by **Steve Shephard** seconded by **Don Ferguson**. Passed

Treasurers report approved by **Don Ferguson** seconded by **Al Weiker**, the motion to accept the Treasurers report passed

Jeff Moser as found a paint striping machine in Flagstaff so the club can strip our runway using our members, the machine is used and only listed for \$1500.00. The club pays \$900 per year for professional striping. The machine will pay for itself in 2 years. Motion made to purchase machine by **Mark Lipp**, seconded buy **Lloyd Oliver**. The striping machine motion passed

Safety officer **Adam Sanders** reminded members to lock the hangar and the gate if they are they are the last members to leave the field. Also, spin the combination on both the locks. Adam also told of a possible event that we might wish to

participate in at Yavapai College. More information to come on this event.

Important Reminder:

Do Not take off any of the combination locks and make sure you rotate both of them, especially if you are the last person to leave the field or the shed.

Brian Sutton reported on a possible Cardinals Football event where we can put on flight Demos at the stadium. Date to be confirmed. We should have enough members committed to participate to make the minimum required.

Mark asked for the possibility of procuring a golf cart to transport visitors from the parking areas to the seating areas in the arena.

June 20 is the Glider Endurance Contest so put it on your calendars.

Some members asked if they should get some local companies and business owners to provide banners or signs to post for the **Steve Crowe Event**.

Rex Moffett was the visitor for the May meeting.

Show and tell Plane was a Old School Model Polaris built by **John Riese**.

Door Prize was won by **Mark Lipp** Glider kit Model for the Raffle was won by **Jeff Moser**

Meeting Closed at 10:33 am

Rick Nichols,
Temporary Secretary



Swap Meet was well attended with lots of items to sell or trade.



Old School Model Polaris was built by **John Riese**. **Brian Sutton** is holding John's plane as he uses the mike to explain his project.

Meeting Photos by Al Weikart

Door Prize & Raffle Winners

Door Prize



Mark Lipp

Raffle Prize



Jeff Moser

