



Chino Valley Flyers

Chino Valley, Arizona September Issue



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

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Quote of the Month

"Too bad that all the people who know how to run the country are busy driving taxicabs and cutting hair."

George Burns



Current Discount Code

26RCB!CVFSEP



Dennis O'Connor Junior's FMS Rafale 80mm EDF



Regional IMAC Meet: 21 Pilots Registered



More on Page 8



President's Column

By Brian Sutton



Wow! August and September have sure been exciting at our flying field!

The Streamer Scramble was a hoot and a half, a ton of fun for all. The High Desert IMAC contest featured top level precision flying and added to the club coffers. The Steve Crowe Memorial Airshow and Fun Fly was a hit with the community. I have received a lot of positive comments from the community. Just yesterday, I bumped into a retired Air Force/Airline pilot who really enjoyed the event and had positive comments. I am very proud of our club, and especially the volunteers and participants who committed so much. A big thank you to all members.

We have some exciting upcoming events as well. October 3rd and 4th is the Worldwide Ringmaster Fly-a-thon. Control line flyers all over the world participate to recognize the historical significance of the Ringmaster, one of the iconic control line models. Head on down to the control line circle on Saturday and take a few laps with our easy to fly foamy Ringmaster. October 10th and 11th we will be hosting the Arizona High Desert Pattern Challenge, a weekend of skill, fun, friendship and competition. If you've never flown Classic Pattern, come

on out. There will be classes for beginners as well as some of the best R/C pilots. October 17th is the Fall Fun Fly, and Flea Market. Bring out your latest creation to show off, or some old stuff to sell.

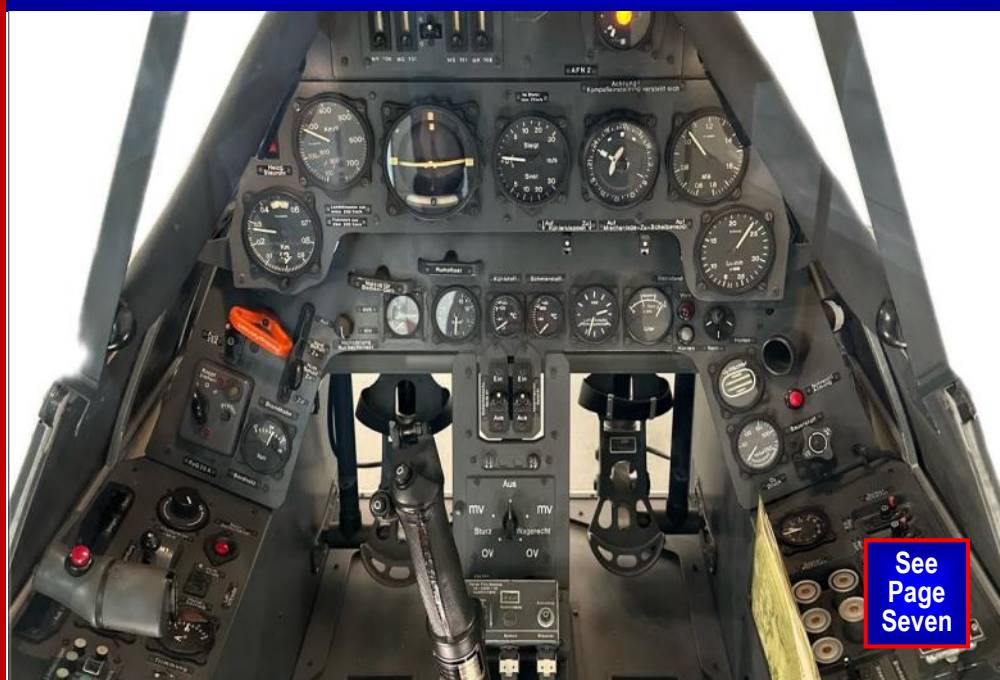
I'm pleased to see that our members have improved our commitment to safety and courtesy. I noticed a marked improvement at the field, let's not get complacent though, safety and courtesy are everyone's responsibility. Always be polite and courteous, share the table, pits and most importantly, the sky. If you see a dangerous situation, say something (politely, of course).

Help novice flyers, and new members understand our safety procedures. I remember well getting "instructed" by experienced members when I was new here. Finally, keep in mind that a patient word is more effective than angry yelling.

Thank you all again for your support. See you at the field!

Brian

WHAT ICONIC WWII COCKPIT IS THIS?



CVF Flight Instructors

Randy Meathrell:
Control Line Flying

Bill Gilbert:
Helicopters

Jeff Moser:
Gliders, Multi Rotors

General Flight Instructors

Steve Shephard

Al Marella

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





Would the rest of your body like an upgrade?

MARK YOUR CALENDARS

Chino Valley Flyers Events for 2026



- 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 start this safety column off by saying thank you to everyone for making the *Steve Crowe Memorial Fun Fly* both a fun and safe event for pilots and guests. So far I've only heard good things from those I've talked to that were in attendance.

I wanted to briefly talk about communication again on the flightline. Overall communication has improved, however there still are problems arising that I want to address.

When going out to fly, **please make sure you are both calling out your intentions and replying so pilots know they were heard.** This way pilots will know they were heard and won't have a potential accident. A few times people have called landing, not gotten any responses and wound up having someone land coming the other way down the runway or nearly hit them on the runway. Communication is a two way street, and

we all need practice good communication.

On the topic of communication, if you need the runway to yourself for any reason, please inform other pilots that you need the space. This can be instructors needing a less congested airspace for students, a maiden flight, or any other things that would require empty air. Just remember to be considerate and let other club members know if you need the air.

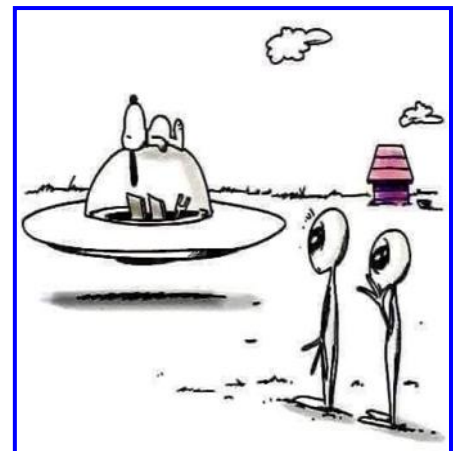
The final thing I want to remind everyone about is **do not arm an aircraft under the cabanas.** Aircraft **MUST** be on the work benches outside the cabanas and secured either by a stand or by the large poles we have there.

Engines have gone full throttle before through either pilot error or technical issues, and if this happens under the cabanas or if the plane is not

secured, it could possibly lead to a serious injury. Please remember to arm aircraft only once after they are out from under the cabana and are ready to fly.

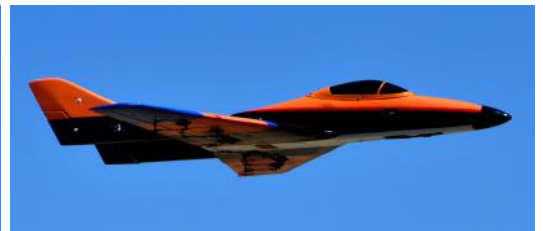
Thank you all again for keeping the field a safe place to fly.

Adam





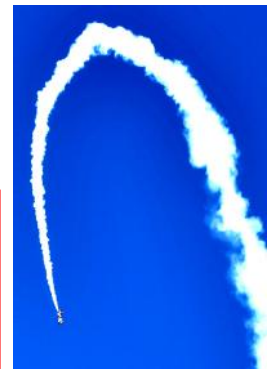
2026 Club Jet Meet



Mark Lipp and his son grilled hot dogs and hamburgers.



Nice crowd of spectators.





2026 — STEVE CROWE MEMORIAL FUN FLY



A message to all of the volunteers and participants of [The Steve Crowe Memorial Airshow and Fun Fly](#).

Thank you for making this year's event a memorable experience for everyone. I had a chance to speak with many visitors and they all expressed enjoyment and appreciation for the event. I have only received positive feedback from the spectators.

Obviously every event has opportunities for improvement and the board and volunteers will review this year and apply those lessons to the future. But overall I am very pleased and proud of our team.

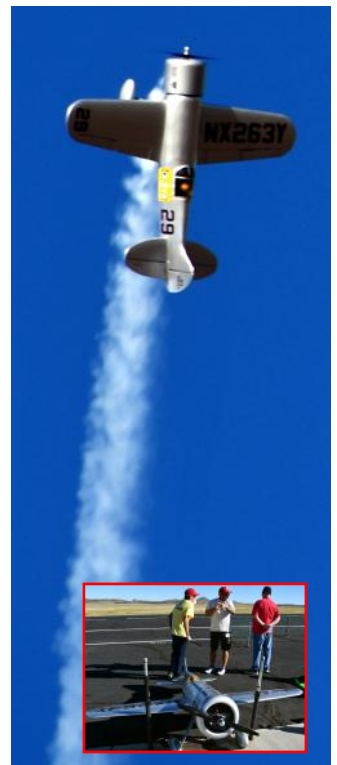
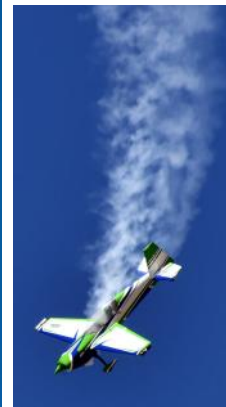
Thank you to all volunteers and participants of this year's Steve Crowe event.

Brian

The Chino Valley Town manager, Terrie Denemy at left, is visiting with Rick Nichols and Mark Lipp.



Two combat sessions were held.



Deep Space Mission Gone Awry

A Short Story by Bob Shanks

Captain Royce Simon was due for retirement and looked forward to just finally taking it easy, he couldn't wait to go fishing at his favorite northern Arizona lake, but first he had to report to the Space Federation's special deep space missions office. He had been summoned there by the special missions commander, Dr. (Col) Seth Samuelson. In his mind he thought he was going to be thanked for his long twenty years of service and given a special award of some kind. That thought was considerably wrong.

Royce had been one of the main designers and motivators for the development of the new space engine using ion thrusters for propulsion. Instead of chemical powered rockets, all 2126 new space vehicles will be powered using a beam of superheated gas that is far more efficient. Speeds can be near the speed of light. Captain Simon had demonstrated his new engine traveling from earth to a spot in space near the planet Neptune in just one day and then returning just as quickly. Traveling through space using a beam of superheated gas at a fraction of the old fuel consumption and time consuming method was far more efficient. Royce had more than proven the concept using his ion thrusters using the innovative electric based concept. He was now quite a famous space flight engineer. Royce had solved the problem of traveling the vast distances in space, this was no longer a challenge to some space exploration missions.



As an added perspective, the nearest star to earth other than our sun of course, is Proxima Centauri, over four light years away. Even at the speed of light, it still would take four years to reach that star. NASA used that immense distance to underscore the fact that using current propulsion technology it would take approximately 73,000 years to reach Proxima Centauri.

Royce was sitting in the Commander's outer office when he was called in, Rosh came up to his desk, stood at attention, and said, "Sir, Captain Royce Simon reporting as ordered." Col. Samuelson said, "Stand at ease Royce."

The commander continued, "I suppose you have heard about the black hole that suddenly appeared near Jupiter Royce." I would like you, using your new propulsion system to travel to that black hole and gather some scientific evidence so we can better understand black holes." "We feel that due to your vast experience and excellent propulsion system you designed, you would be the best one for this job, yes I know you are close to retirement, but this one last mission is a critical one." "You don't have to go, it's up to you but please consider undertaking this one last critical mission for us Royce."

Royce rather reluctantly agreed and began preparing a complex flight plan with all the critical evaluation goals. His basic plan was to stay well back from the black hole using all the modern evaluation techniques available to assess and measure this sudden phenomenon that appeared near Saturn. The mission was straightforward and would only last a day or two in the general area using special ion thrusters where the phenomenon appeared. Just what are Ion Thrusters?

Ion Thrusters

According to NASA, the Evolutionary Xenon Thrusters were developed in the 1960s and have been successfully used in over 200 equipped spacecraft allowing for deeper and faster space exploration. Royce's innovative design for manned vehicles powered by his newly designed and innovative Ion Thrusters was a scientific break through for manned space flight.

According to NASA, ion thrusters basically use electric power to ionize and then accelerate atoms. Since space poses such immense distances and huge amounts of fuel and energy for power, the concept of using chemical fuel is not practical due to the increase in mass and weight needed for propulsion, hence the development of ion thrusters. Not only that, the use of man control for flights is also not practical when using chemically based fuel for power due to the vast distances and the finite nature of mankind's life span. Ion thrusters are definitely a "game changer" for space flight.

Royce's flight plan was proceeding without any problems, however, as he approached the area where the worm hole was located he had difficulty controlling his space craft. His plan was to stay well back from the black hole but rather suddenly his ship was sucked into the black hole, the next view on his screen was the Pillars of Creation, that is impossible but there he was viewing the Pillars of Creation up close over 7,000 light years from home. He also noted several strange alien like space craft he has never seen before transiting the area, it appeared this area of space was inhabited and not visible from earth 7,000 light years away! Royce declared out loud, ***"This is impossible, how did I get here and how could I ever hope to return home?"***

A large alien space craft approached him with a large retractable arm extended, it seized Royce's ship and moved him back into the black hole and just as suddenly as all of this happened he was now back near earth and in his proper solar system.

Space Command's mission control came on and stated, "What happened to you Royce, you suddenly disappeared and now you reappeared? Royce had no response but would let command know during his debriefing all that he saw and recorded on his sensors. After his return, the black hole suddenly disappeared. What a way to end his space flight career, he was sworn into secrecy and told not to relate any of this to absolutely anyone. One strange occurrence was all of his black hair now had a silver streak in it, his wife wanted to know what happened, but all Royce said was he wished he knew as well. ***He didn't dare relate this strange mission to her. Hanging on his office wall at home is a large photograph of the Pillars of Creation, a reminder that space is indeed the last great frontier.***

Name This Plane's Cockpit: German WWII FW-190 "Butcher Bird" *

The fighter that shocked the RAF

When Focke-Wulf's new fighter appeared over the Channel in the late summer of 1941, RAF pilots flying the Spitfire Mk V met something they could not out-fly. The Fw 190 — designed by a team under Kurt Tank — rolled faster, dived harder and was quicker at low and medium altitude than the best fighter the RAF then had. For roughly a year, until the Spitfire Mk IX arrived, the Fw 190 held a clear edge in the daylight air battle over occupied Europe.

What made it work was an unusual choice for a fighter of its day: a big, air-cooled BMW 801 radial engine rather than the slim inline V12 favored by most 1930s designers. Tank wanted a rugged, easy-to-maintain warhorse that could absorb battle damage and operate from rough fields, and he got it. *The radial was paired with a Kommandogerät — an automatic engine-control unit that managed fuel, mixture, boost, timing and propeller pitch from a single throttle lever, sparing the pilot a cockpit full of levers during combat.*

The Fw 190 became one of the Luftwaffe's two mainstay fighters alongside the Messerschmitt Bf 109, and served on every front — as a day fighter, a fast fighter-bomber, a heavily armed "Sturmbock" bomber-destroyer against American formations, and a ground-attack aircraft in the East. Its nickname, *Würger* (the shrike, a bird that impales its prey), gave it the English tag "Butcher Bird." Around 20,000 were built.

Late in the war the design was stretched into the inline-engined Fw 190 D-9 "Dora" and the high-altitude Ta 152, both among the finest German piston fighters ever flown — though they arrived far too late, and in far too few numbers, to change the outcome.

But with the introduction of the P-51 Mustang and Spitfire Mk.V. the Fw-190 met its match and defeat. However, it was an effective fighter, especially for ground attack. It was nicknamed the "Würger", meaning "shrike" in English, the allied pilots called the Fw-190 the "butcher bird".



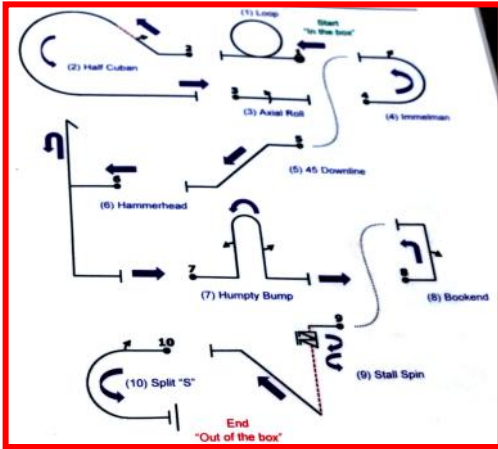
* <https://migflug.com/aircraft/fw-190/>



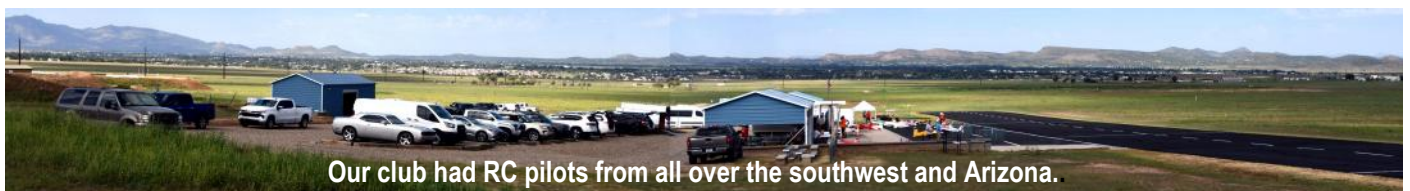
International Miniature Aerobatic Club (IMAC) 2026 Regional Meet Held at Our Field



IMAC Routine



These are huge gas powered Models.



Our club had RC pilots from all over the southwest and Arizona.



The USA is Celebrating Its 250th Birthday... How Should We Think About Our American Freedoms?

As our country celebrates its 250th birthday, we all should stop for a moment amid all the nutty news developments here and internationally and realize just how precious our freedoms really are to all of us.

Unfortunately, when checking out various news programs on TV and in newspapers, one soon finds out some of our citizens have poor to little understanding of the U.S. and our rich history. Didn't they study history in high school? And yes we have some dark history as do all countries as they develop. We should study all the "good, bad, and ugly" history of how we developed into the greatest country on the face of the earth.

Yes, disagree with political issues, but vote and keep informed about where we are headed as a country. Realize too that many countries their citizens have no right to vote on anything and are at the mercy of their leaders. Another question to ponder: [If we are such a bad country why are so many trying to get here legally and illegally?](#)

All one has to do is review some of the United States of America's rich history and it is soon evident our country has faced other similar periods of what can be defined as "mixed patriotism" or lack of patriotism. Yes, disagree to your heart's content to whatever party is in control in Congress, but get involved in local community activities working for positive changes. Support your communities local activities to whatever extent you are able. Disagree in positive ways, work to support what your community is doing whether you agree or not but stay involved in positive ways.

During President Lincoln's time our country was deeply divided and fractured resulting in an estimated 600,000 lost American lives during the Civil War. A tragic and deeply troubling time for the U.S. The country survived and moved forward.

Keep abreast of your local and regional news and don't depend on just one T.V. news channel or just one Newspaper for your in-depth understanding of what's going on locally, nationally and internationally. Yes, trying to search the news can be time consuming, it should be done by all of us to some extent. Set aside thirty minutes during the day if possible to check out what is happening locally, state wide, nationally and internationally. One might think thirty minutes is not long enough, probably not, but one has to start somewhere. Be wary of some online sources as well as some publications and news casts. Question everything, do your own research.

I am often dismayed and sadly disappointed at how pride in our country, plain old-fashioned patriotism has been under such an attack by all kinds of sources not only in our educational system but by many so called "news outlets". Having been a part of the military and retiring from the USAFR, I have been able to see how other parts of our world live when traveling for assignments in the military. We all should be extremely proud of our country and do all that we can to foster patriotism and belief in our Uncle Sam.



Bald Eagle at the
Prescott Zoo.



Just examine how many folks what to come here and pursue the American Dream. There is, indeed, no place anywhere In the world like the United States of America. Cherish your freedoms folks and get positively involved in your community.

So, this article was written by your editor standing on his soap box. The editor has to fill up some pages of our little newsletter so bear with him in his Pontifications.

If you have some ideas for future articles please contact the editor.





JOHN HANCOCK: A BIG SIGNATURE AND AN EVEN BIGGER EGO

<https://www.bostonteapartyship.com/john-hancock-facts>



Founding Father John Hancock is notably best remembered these days for his flamboyant signature on the Declaration of Independence. The term “John Hancock” has since been synonymous with the term “signature.” As president of Continental Congress, the convention of delegates that emerged as the first national government of the United States during the American Revolution, Hancock was the first person to sign the Declaration of Independence. Hancock signed the document in his now famous large, bold signature. *(Hancock was one of two men who signed the finished draft version of the Declaration on July 4th, 1776. Most of the others signed the Declaration parchment version later.)*



Legend has it that after Hancock signed the Declaration of Independence and said **“Gentlemen we must all hang together,”** meaning they should all sign the document together, Benjamin Franklin supposedly said, **“Yes, or we shall assuredly all hang separately.”** Hancock did a big risk since his signature was evidence of treason if things didn’t go well with the war!

Not to say that he didn’t have an ego – Hancock was reportedly disappointed when George Washington was nominated to command the Continental Army instead of him, even though he had little military experience.

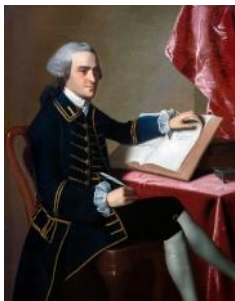
Hancock was a wealthy patriot. He was from Massachusetts and his family had money, which he inherited when his uncle died. In fact, Hancock may have been the richest man in New England when he inherited the shipping fortune. He reportedly also made money as a smuggler. Well, he may have been an importer, too, but goods like tea that arrived in New England on Hancock’s ships may have escaped paying a duty. These suspicions led the British to seize Hancock’s ship, *Liberty*, which started a riot. John Adams got Hancock off the hook from the smuggling charges.

He was Considered a Rabble Rouser

Hancock was considered a threat to the British because of his political views. In addition to protesting the Stamp Act and the Sugar Act and being a part of the group known as the *Sons of Liberty*, he also was known for riling up the crowds at meetings during the Boston Tea Party. His famous phrase, **“Let every man do what is right in his own eyes,”** was said to encourage the colonists to fight British rule.

The British Were Coming for Him

Hancock was in Boston on the night of Paul Revere’s famous ride. In fact, Revere warned him that the British were coming to arrest him and Samuel Adams. He got the news just in time. He and Adams escaped from Lexington to Philadelphia and avoided capture.



To Smuggle or Not to Smuggle

Accused of smuggling, Hancock’s sloop, *Liberty*, was seized by the British on May 9, 1768, causing a riot to ensue. The British accused Hancock of offloading goods without paying customs duties. John Adams defended Hancock and got the charges dropped without explanation. The incident only reinforced His opposition to the *Townsend, Tea and Stamp Acts* which led to the Boston Tea Party and the American

As part of Our Countries 250th Anniversary,
Our newsletter features One Page in Each Issue
highlighting some of Our Countries Rich history.

September 2026 General Membership Meeting



The general meeting for the CVF was held September 26, 2026, at the flying field. The meeting was called to order by President Brian Sutton at 10 am, followed by the flag salute. The minutes from the August meeting were approved as published in the newsletter. The treasurer's report was given by Don Crowe and approved.

President Brian Sutton addressed the group on keeping the side bars during the meeting to a minimum as to not interrupt what is being said so all can hear the discussion. Flight Instructor Steve Shepard awarded Patrick Mc Kenney his Solo Certificate. Steve also stated he would be stepping step down as Chief Flight Instructor. Our field Maintenance person Jeff Moser was acknowledged for the outstanding job he does keeping the flying field in top notch shape. Thank you Jeff. There will a committee forming of about 4 or 5 people to help in maintaining the flying field, so the job isn't up to just one person.

Safety Officer Adam Sanders talked about having a booth at the Prescott Airport Event on October 24th. He is hoping to have members there with some of their model planes. A safety issue was brought up about hand launching gliders. Whether taking off from the runway or hand launching from the flight line, intentions should always be announced and done safely. If is it a maiden flight, that should also be announced or ask to have a few minutes in the sky alone.

Up Coming Events

October 3rd will be the International Ringmaster Fly-a-thon. If you don't fly control line, come out and give it a try. October 10th & 11th will be the Arizona High Desert Pattern Challenge. The field will be closed at noon on Friday to open flying. If you are interested in seeing what pattern is all about, come out and watch or if you wish to compete, let Mike or Jean Greear know.

October 17th is the Pancake Breakfast / Swap Meet (we do need someone to cook the pancakes this year, as Mark will be out of town)

Nominations for the 2027 board are open to anyone who is interested guiding this great club. Steve Crowe Event went well. The attendance was down from last year, but we did have some great raffle prizes. Mark Puchalski will be holding the event next year with some help from Robert Fish, Jack Bugaren and Shel Leibach.

We had one new member attending the meeting. Welcome Dolf Ten Bruggencate. Snacks were provided by *Dave Bates*, thank you.

Show and Tell Pilot Projects

Robert Fish brought his classic plane the Phoenix, which has a wing span of 57 inches and weighs around 7 pounds. Harold Ellis talked about his A 10 Warthog which was scratch built from a set of plans. It has 2 70mm motors, 2 80-amp ESC, runs on a 6-cell battery, weighs about 8 pounds and is covered with vortex. Harold made the bottom of the plane removable for ease of working on it. He also used two 2-liter coke bottles for the nacelles.

Larry Parker brought in his Otter #2 which was pieced together with parts off of his first one. Membership raffle - Eric Puchalski (glue, keychain, servo tester). The Raffle, a Ryan STA was won by Shel Leibach.



Door Prize & Raffle Winners

Door Prize



Eric Puchalski

Raffle Prize



Shel Liebach

Above far left is *Patrick Mc Kenney* who got his solo certificate from our flight instructor *Steve Shepard*.

To All Members:
Please Wear Your Name Tags

We have a lot of new members so wear your name badges on your hat or around your neck to help us all get to know each other better.