



Chino Valley Flyers

Chino Valley, Arizona — January 2026



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

Matt Butler's Powered Paraglider



Inside This Issue

President's Column	2
Name the Plane	2
Safety Column	3
Field Flying Activity	4 & 5
Monroe Doctrine	6
B-17 Flying Fortress	7
Third Man Phenomenon	8
Name the Plane Answer	9
Lockheed Shooting Star	10
January Club Meeting	11

Quote for the Day

"Celebrate the life you had not the life you could've had."

Magic Johnson

RCBATTERY.COM
QUALITY AND AFFORDABLE LIPO BATTERIES

**RC Battery
Discount Code
for January:**

CVF!RCB26JAN

January Club Meeting Held At Museum of Indigenous People



Museum meeting room . This museum was built in 1935. After the meeting members toured the museum.



President's Column

By Brian Sutton



Wow, it's nice to be back in Arizona. One nice thing about getting stuck in California was I had a chance to meet some members of other clubs. It gave me a chance to really appreciate the fine group of flyers we have, and the outstanding facility here. It's rather interesting to fly under class D airspace, 3 miles from a very busy airport.

Speaking of airports, I know many of you are concerned about the proposed airstrip out Perkinsville Road. Rest assured, the board is monitoring the situation. We know that many of you have concerns, and want to express your opinions and feelings with the town. You certainly have that right, but please do not represent the Chino Valley Flyers in your communication with the Town.

As you know we are in discussions with the town to renew our lease, and we do not want to complicate that process.

Be aware that one day in the next few weeks, we will close the field for crack sealing, this is a vital maintenance procedure we need to do in order to keep our runway in good condition. We

will send out an email when we have a firm date.

We are very excited to start a new year, and we are planning some interesting events. Check the schedule in this month's newsletter. We will need some event coordinators. If you are interested, contact our Special Events Coordinator, Mark Lipp. Hopefully we won't have to cancel any events this year for lack of volunteers.

If you have any interesting projects, bring them to the next club meeting for show and tell, February 28, 11:00 at the Museum for Indigenous People in Prescott. 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

- ☆ - January through April - No Events
- ☆ - Warbirds Fun Fly May 9
- ☆ - Glider Endurance June 20
- ☆ - Summer Pot Luck July 11
- ☆ - Combat Event August 15
- ☆ - IMAC August 28-30
- ☆ - Steve Crowe Fun Fly Sept 19
- ☆ - Ringmaster C/L Event Oct. 3-4
- ☆ - Winter Pot Luck November 7

SAFETY SHOULD ALWAYS BE OUR NUMBER ONE PRIORITY

By Adam Sanders, Safety Officer

Hello everyone, I just wanted to write this safety column for the newsletter to quickly talk about communication at the airfield, and why it's extremely important.

Much like full scale airfields, our model airfield requires consistent communication between pilots to ensure safety and reduce accidents. Flyers must remember to communicate their intentions but also need to respond to others on the flightline.

We have had many cases where pilots were unsure about the intentions of other pilots due to having no responses when calling out landings, causing issues.

We have also had many near-misses and full-on collisions due to lack of communication. It's rare, but there have been a few instances where those going out onto the runway have almost been hit due to either not being heard and not waiting for a response or going out onto

the runway without communicating it to the pilots.

When flying, and especially when going out onto the runway, please remember to make your intentions clear with your fellow pilots, and in return please respond to those making callouts so they are sure they are being heard and can safely do what they intend to do whether it is landing, taking off or doing touch-and-go practice.

Keep in mind the noise that is generated by glow engines or the larger gas powered engines can also interfere with communication. Some of our members wear hearing aids as well so this can add to the communication problem if the pit area is active and while other members are flying.

Editor's Note:

Members, check out your workshop for safety as we all are doing some

building these cold winter days. It can be easy to overlook the workshop when it comes to safety. Keeping your workshop adequately heated is also important.

Many of our adhesives and finishing products should be examined for integrity if not used for a long time and stored in cool dry places or as recommended.

As part of workshop safety one should look at how the shop is organized as well.



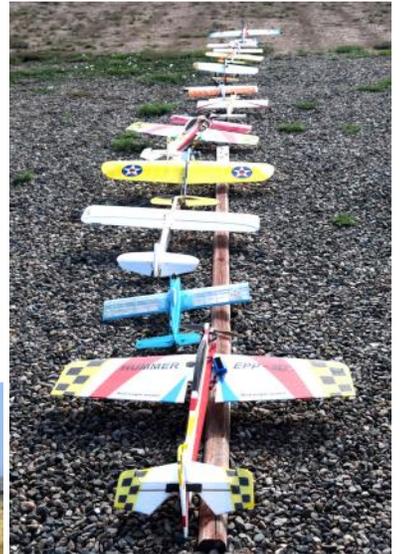
Fly Safe Members



Don't Forget to Consider Building a Control Line Model



Members, lots of building happens during the winter months. Consider something a little different but loads of fun, build a Control Line model as a change of pace.



The Control Line Circle
Warmer weather is coming!





Member's Flying Creations Seen at the Flying Field



These are two of Steve Zingali's creations.



Rich Kokar's Air Tractor



Randy Meathrell's T-28 tail Hook



Rich was flying on a crisp cold January day at the field.



Frank Sanders's T-7A



Hunter Lee's EDF. Hunter is a student at Embry-Riddle Aeronautical University (ERAU) here in Prescott.



WHAT IS THE MONROE DOCTRINE?

<https://www.archives.gov/milestone-documents/monroe-doctrine>

Editor's Note:

Normally your editor stays away from politics or politically based partisan concepts and Discussions in this newsletter, however, with the build up of U.S. military power near Venezuela, an article as to why this is occurring was needed as the Monroe Doctrine has been mentioned.

President James Monroe's 1823 annual message to Congress contained the Monroe Doctrine, which warned European powers not to interfere in the affairs of the Western Hemisphere.

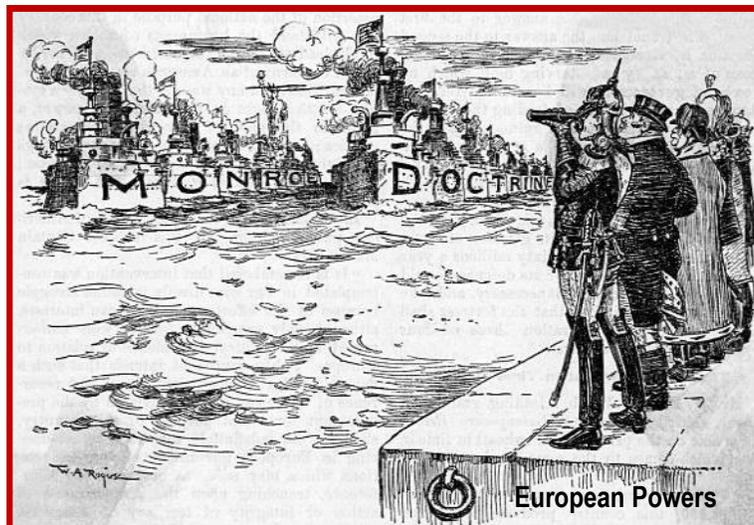
Understandably, the United States has always taken a particular interest in its closest neighbors – the nations of the Western Hemisphere. So, equally and understandably, expressions of this concern have not always been favorably regarded by other American nations.

The Monroe Doctrine is the best-known U.S. policy toward our Western Hemisphere. Buried in a routine annual message delivered to Congress by President James Monroe in December 1823, the doctrine warns European nations that the United States would not tolerate further colonization or puppet monarchs. The doctrine was conceived to meet major concerns of the moment, but it soon became a watchword of U.S. policy in the Western Hemisphere.

The Monroe Doctrine was invoked in 1865 when the U.S. government exerted diplomatic and military pressure in support of the Mexican President Benito Juárez. This support enabled Juárez to lead a successful revolt against the Emperor Maximilian, who had been placed on the throne by the French government.

Almost 40 years later, in 1904, European creditors of a number of Latin American countries threatened armed intervention to collect debts. President Theodore Roosevelt promptly proclaimed the right of the United States to exercise an "international police power" to curb such "chronic wrongdoing," in his so-called Roosevelt Corollary (or extension) to the Monroe Doctrine.

The *Monroe Doctrine's message was designed to keep European powers out of the Western Hemisphere*, Roosevelt would strengthen its meaning to justify sending the United States into other countries of the Western Hemisphere. As a result, U.S. Marines were sent into Santo Domingo in 1904, Nicaragua in 1911, and Haiti in 1915, ostensibly to keep the Europeans out. Other Latin American nations viewed these interventions with misgiving, and relations between the "great Colossus of the North" and its southern neighbors remained strained for many years.



In 1962, the Monroe Doctrine was invoked symbolically when the Soviet Union began to build missile-launching sites in Cuba. With the support of the Organization of American States, President John F. Kennedy threw a naval and air quarantine around the island. After several tense days, the Soviet Union agreed to withdraw the missiles and dismantle the sites.

Subsequently, the United States also then dismantled several of its obsolete air and missile bases that were located in Turkey.

THE LEGACY OF THE B-17 FLYING FORTRESS

<https://opentextbooks.clemson.edu/sciencetechnologyandsociety/chapter/wings-of-destiny-the-legacy-of-the-b-17->

The B-17 Flying Fortress did more than drop bombs—it reshaped the world’s understanding of airpower. Introduced in the late 1930s, this aircraft heralded a new age where the skies were no longer just contested but dominated by high-altitude formations unleashing devastating precision attacks. Developed by Boeing, the B-17 symbolized the convergence of advanced aeronautics, emerging military doctrine, and industrial strength. This chapter reexamines the legacy of the B-17 through the lenses of innovation, mission impact, cultural imprint, and its role in defining modern strategic bombing.



The B-17 Grave Yard in Kingman, Arizona after after WWII.

The development and design of the B-17 bomber marked a pivotal moment in aviation history, showcasing American innovation and determination. In response to the US Army’s call for a new multi-engine bomber, Boeing embarked on a groundbreaking approach that would redefine the capabilities of such aircraft. While most bombers of the time featured only two engines, Boeing aimed to create a compact yet powerful bomber with four engines, leveraging the additional power for enhanced performance rather than increased lift capacity. This visionary approach set Boeing apart from its competitors and laid the foundation for the B-17’s exceptional design.

With the approval of the Boeing Board of Directors and a substantial investment of \$275,000 (eventually totaling over \$660,000), the Model 299, later renamed the B-299, took shape. Led by the young but talented Edward C. Wells, the Boeing team worked tirelessly to bring the revolutionary design to life. The prototype, equipped with an impressive array of five machine guns, earned the nickname “Flying Fortress” for its formidable appearance and capabilities. Despite a tragic setback during a test flight that resulted in the loss of Major Ployer Hill and Les Tower, the B-299 had already captured the attention of the US Army, leading to an initial order of thirteen improved B-299s, designated YB-17.

The evolution of the B-17 bomber, from its early iterations to its final and most prolific model, the B-17G, showcased a relentless commitment to innovation and improvement. Beginning with the B-17B, the first production model, Boeing laid the groundwork for subsequent versions that would address the challenges encountered in combat. However, it was the B-17C that marked a significant turning point, introducing crucial enhancements such as self-sealing fuel tanks, armor, and modifications to gun positions. Despite its initial role as a trainer for the Royal Air Force (RAF), the B-17C saw combat in high-altitude bombing missions over Europe, revealing shortcomings that demanded urgent attention (Campbell, 1998).

Recognizing the need for further advancements, engineers embarked on the development of the B-17E, a transformative iteration that earned a reputation as an offensive powerhouse. Equipped with larger tail surfaces, powered turrets, and a tail turret, the B-17E represented a leap forward in strategic bombing capabilities. Its debut mission to Rouen, France in August 1942 marked the beginning of its respected combat career.

The operational history of the B-17 in the Pacific Theatre underscored both the strengths and limitations of the Flying Fortress in combat. Tasked with missions ranging from strafing to reconnaissance, the B-17 faced formidable challenges from the outset. During the attack on Pearl Harbor, twelve B-17s arriving in Oahu found themselves defenseless against Japanese aircraft, with only one B-17 destroyed but others sustaining damage (Haulman, 2018). Despite such setbacks, the B-17s stationed in the Philippines, particularly those from the 19th Bomb Group, engaged in valiant efforts against Japanese forces, employing low-level attack runs to disrupt enemy movements. However, the relentless Japanese advance eventually forced the 19th Bomb Group to relocate to Australia, marking a strategic shift in the Pacific Theatre.

The air corps, renamed to the United States Army Air Force (USAAF) on 20 June 1941, used the B-17 bomber and other bombers to execute high altitude bomb raids using the secret Norden bombsight. The device was able to determine, from variables put in by



the bombardier, the point at which the bombs should be released to hit the target effectively. The Norden bombsight would prove effective in operations on Bremen, Recklinghausen, Operation Pointblank, and in Schweinfurt

The formation of the Women Airforce Service Pilots (WASPs) was not just the result of one woman’s efforts but a convergence of determined individuals. These determined individuals are *Jacqueline “Jackie” Cochran and Nancy Love*. Despite coming from different backgrounds and wielding distinct leadership styles, both shared an unwavering commitment to empowering women in aviation during World War II.

During WWII, over 1,000 American women served as Women Airforce Service Pilots (WASP) many flying the B-17.

What is the Third Man Phenomenon? *

The Third Man Phenomenon, or *Third Man Factor*, has been defined as a psychological experience where individuals in a life-threatening situation report the presence of an unseen companion offering guidance, comfort, or support, despite being alone. This concept was popularized by explorer Ernest Shackleton and mentioned in T.S. Eliot's poem "*The Waste Land*", the phenomenon is often explained by psychologists as a natural, protective coping mechanism or hallucinatory response to extreme stress, isolation, and physical duress.



Key Characteristics

Unseen Presence

The most defining feature is the feeling of an additional, incorporeal companion.

Guidance and Comfort

This presence often provides practical advice, warnings, or a sense of reassurance and hope.

Solo Experience

It typically occurs in individuals rather than groups, though group experiences have been reported.

Context

The phenomenon is most common in survival situations like mountaineering, polar expeditions, shipwrecks, and other extreme circumstances involving high stress and isolation. ‘

Origins of the Term

Ernest Shackleton

The term was first widely used to describe Shackleton's experience during the Endurance expedition, where he felt a fourth person was present with his two companions on a difficult march across South Georgia an isolated island in the South Atlantic Ocean.

T.S. Eliot

The name "Third Man" comes from T.S. Eliot's 1922 poem, "*The Waste Land*," which he dedicated to Shackleton's ordeal, describing "a third person who walks always beside you".

Potential Explanations

Psychological Coping Mechanism

Many psychologists suggest it's the mind's natural way of coping with extreme stress, fear, and isolation by creating an imagined support system.

Hallucination

The presence can be a form of hallucination, though not necessarily disruptive, that helps the individual endure the situation.

Compensatory Mechanism

The mind may compensate for a lack of external sensory stimuli or social contact by conjuring an inner companion.

Spiritual or Supernatural Explanations

Some individuals view the presence as a ghost, guardian angel, or a benevolent spirit providing divine intervention.

* [Do a search on the Internet for a host of explanations and stories related to this phenomenon.](#)

Name the Plane: TUPOLEV TU-214

<https://www.airplaneupdate.com/2019/10/tupolev-tu-214.html>

The **Russian Tupolev Tu-214** features many technological innovations such as fly-by-wire control systems, glass cockpit, supercritical wings with winglets, and available with Russian or foreign avionics. The wings and tail are relatively resistant to ice buildup, and therefore the anti-icing system is not equipped. Among the aircraft currently the Tu-214 is the only one that does not require an anti-icing wing system. During the flight the safety test was confirmed without an anti-icing system on the weight bearing surface the aircraft has obtained Russian and European flight certificates.



The landing mechanism of the Tu-214 is equipped with a hydraulically retractable tricycle-type landing gear, the nose unit is equipped with twin wheels and the main unit with four wheels. The nosewheel unit pulls forward and the main unit pulls in under the wings and fuselage. The landing gear is equipped with carbon disc brakes.

Tupolev Tu-214 is powered by two Russian PS-90A underwing turbofan engines mounted on composite cowlings. Each machine is able to provide 16,000 kg of static thrust at sea level and 17,600 kg with emergency power. The range of aircraft with a full passenger load is 5,650 km.

This aircraft has an integral fuel tank on the wing, in the cargo / luggage room and also in the tailfin. A twist box in the tailfin operates as a fuel tank for automatic center of gravity pruning during flight.

Tupolev Tu-214 Cabin and Cargo

The single base-class cabin configuration of the Tu-214 provides 210 passenger seats in a single 3 × 3 seat aisle arrangement. The two-class arrangement provides 164 seats with 16 business class seats and 148 economy seats.

The typical layout of the VIP Tu-214 presidential aircraft includes a lounge, a bedroom with en suite bathroom and a sitting area with an office area with business class seating. The Tu-214 VIP has a maximum range of 9,200 km.

The Cargo-Passenger Tu-214 aircraft can carry up to 164 passengers or 25.2 t cargo in 26 standard LD3-46 containers. The aircraft can be converted by airport ground crew from the passenger version to the mixed cargo / passenger version or to all cargo versions in, usually, four or five hours. 18 containers can be loaded in the main passenger cabin and eight containers loaded in the cargo compartment.

The aircraft is equipped with a 3.405 mm x 2.180 mm cargo door and an internal cargo lift for automatic loading and unloading of standard containers mounted under the cargo hold. Cargo containers are sent by the airport loading system to the rear cargo compartment. The aircraft is equipped with a fully automatic container loading system with a manual backup.



The Tu-214 cockpit is ergonomically designed to accommodate 3 crew members, the pilot, co-pilot, and flight engineer. The fourth seat is available for observers or instructors. This aircraft is designed with a digital fly-by-wire control system and is also equipped with a back-up electronic triplex control system if needed. These systems are all analog. Electronic information and flight systems provide two large color screens and navigation information, CRT displays for pilots and co-pilots. Engine and system data are displayed on two color CRTs on the center panel between pilots.

All Tu-214 aircraft are also equipped with a digital aviation computer systems and an integrated navigation system that provides automatic navigation takeoff and landing as needed.

Lockheed P-80 Shooting Star

<https://www.lockheedmartin.com/en-us/news/features/history/p80.html>

During the summer of 1943, Lockheed Chief Engineer Kelly Johnson enlisted an elite team of engineers and shop mechanics to gather in a rented circus tent he had pitched downwind from a noxious plastics factory at the edge of Lockheed's Burbank, Calif., facility. The purpose was to keep nosy onlookers at bay. All he was allowed to tell his team, on orders from the U.S. Air Force, was that they would be expected to toil 10 hours a day, six days a week, for the foreseeable future on a new airplane prototype. They were to work under strict secrecy, completely under his command, according to deadlines most would find impossible to meet.



The group accepted the terms without hesitation, even though few knew the whole story. Newly developed German jet fighters, with their superior speed and acceleration, showed early signs of dominating the skies over Europe. And the U.S. War Department, hoping to quickly level the playing field, had recruited Johnson to build what would become the United States' first true operational jet fighter — *the P-80*.

With the pressing need to counter the emerging German threat quickly, the War Department gave Johnson a seemingly insurmountable deadline to design and build the new aircraft — 150 days. Johnson gladly took on the challenge. Now it was up to his new team to deliver.

Fast as a Shooting Star

And deliver they did. Over the course of the next six months, the Lockheed team exceeded expectations, delivering the sleek XP-80 prototype in 143 days, seven days ahead of schedule. It was dubbed the Shooting Star in honor of its unparalleled speed, with some modified models capable of passing 600 mph. With its bullet-shaped fuselage, flush rivets and smooth skin, the production P-80 was not only a looker but also an intimidating attack plane, boasting six .50-caliber machine guns and underwing shackles for bombs, a deadly mix of strength and speed. Although the P-80 did not see action in World War II, the timely delivery of the Shooting Star by Lockheed set the stage for the Shooting Star's early dominance during the Korean War as America's front-line fighter.

Korean War Hero

Some 75 percent of enemy losses during the initial months of the Korean campaign were due to air attacks by Shooting Stars. By 1950, a P-80 under the control of Lt. Russell Brown shot down a North Korean MiG-15 in the world's first jet-versus-jet air battle. These successes paved the way for subsequent iterations of the P-80, like the P-80B, which introduced the first ejection seat in a production U.S. aircraft, the F-94 all-weather interceptor and the speedy T-33 trainer, which remained in service until 1997.



P-80 Cockpit



JANUARY GENERAL MEMBERSHIP MEETING

Club meeting was held the Museum of Indigenous People in Prescott on Saturday January 24th. A big thank you to *Al Morello* for arranging the meeting at the museum. The meeting was called to order by President *Brian Sutton* at 11 am followed by the flag salute.

There were no minutes for the month of December due to the Christmas party being held in lieu of the regular meeting.

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

Field maintenance

There was a unanimous vote to pay \$3200 to crack seal the runway. Adam Sanders said there were no safety issues at the field.

He did a recap on the full size that made several passes at a very low altitude over the runway. He reported the incident to the proper authorities.

Steve Shepard gave an update of only having 2 young students learning to fly, 4 pilots graduated and will receive certificates. One of the trainer planes was crashed.

Mark Lipp read off the list of events for 2026. Some events still need members to run them, and if no one volunteers the event could be canceled. Mark also gave a report on the Embry-Riddle proposed runway and training facility, he asked that members not approach the Town Council using the club's name. We can all have an opinion but only the Board can speak for the club.

The group broke for coffee at 11:45. Don't forget to sign up for our monthly meetings to bring refreshments for all to enjoy. There were no planes brought in for show and tell for this meeting.

The Door Prize and Raffle consisted of glue and a ruler for building and was won by *Larry Parker*. The model of the month for the Raffle was a kit from *Aerospaz* called the Super Stick, which brought in \$152 for the club and was won by *Don Crowe*. Meeting adjourned at 12pm.

Respectfully,

Jean Gear Secretary



Club member, *Robert Fish* and his business partner Gregg Jacobson (not a club member) are the owners of www.AeroSpaz.com. Their company is the exclusive importer of KYM kits (www.kymrcmodels.com) into the United States. *Don Crowe writes:*

"As far as the kit is concerned, it's a traditional 67.5" stick. It's laser cut, comes with heavy duty carbon fiber landing gear. The laser work and assembly manual is first rate. The manual is in both English and Spanish and is perhaps the best I've ever seen. There are four sheets of excellent plans. So far I'm very impressed and I think it would be a fantastic kit for a first time build."

Door Prize & Raffle Winners



Larry Parker



*Robert Fish at left
With winner Don Crowe.*