



Chino Valley Flyers

Chino Valley, Arizona — July 2026



"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

"I'm sure the universe is full of intelligent life. It's just been too intelligent to come here."

Arthur C. Clarke

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Shel Lieback's 3D Estate Sale Special



Don Crowe's Kaos





President's Column

By Brian Sutton



Summer and Monsoon season is here! Last week, I expected to see an ark loaded with animals floating down the street. While the rain does interfere with our flying, the good news is that we are getting much needed water. Fire danger is much reduced, but we still need to be careful and vigilant out there. Always make sure the fire cart is out and ready anytime an aircraft is in the air. Any one of our models is capable of starting a fire under the wrong circumstances.

Another benefit from the rain is we are now able to sponsor the Jet Fun Fly this weekend. This is going to be an exciting event for the club and the community. I'm hearing from the local residents that they are looking forward to watching this display. The next event that is coming up is the Streamer Scramble Combat on August 15. This one has excitement and carnage written all over it. Bring an old airplane and join the fray. August 28th to 30th will be the IMAC competition. A display of precision aerobatics flown by expert pilots. The field will be closed to open flying during this event.

The last few weeks have had a couple of fun events. the July potluck was a success in spite of high temperatures. I have received feedback from members who had a great time. Also in July, we had our annual pylon races, which were exciting and a great challenge for the pilots. (Frankly, I think the ground was a little too high around pylon #1, but my plane has been repaired). The unlimited class was

very exciting as well, including high speeds and smoking aircraft.

Since I was chosen to be your president, my primary goal has been the health of the club, and to ensure a healthy future. With that in mind, I'm feeling pretty good about the condition of our club. We have developed a reputation all over the west as a quality club. I have visited other clubs and have received positive comments from many flyers. ***Our membership is a healthy 156 members and growing. If you meet new members, make sure to introduce yourself and make them feel welcome. New members are the future of our club.*** I feel that the greatest challenge to our club is the rising cost of maintaining our top-of-the-line facility, specifically, the runway. Our annual maintenance costs have gone up drastically. We need to brainstorm ideas on increasing fundraising without raising annual dues. Currently, the club is in a healthy financial situation, but we do need to plan for the future.

When the weather cooperates, the field can get busy. Please remember to be courteous and respectful flyers. Make sure you communicate your intentions so we don't have any airborne conflicts (unplanned disassembly).

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



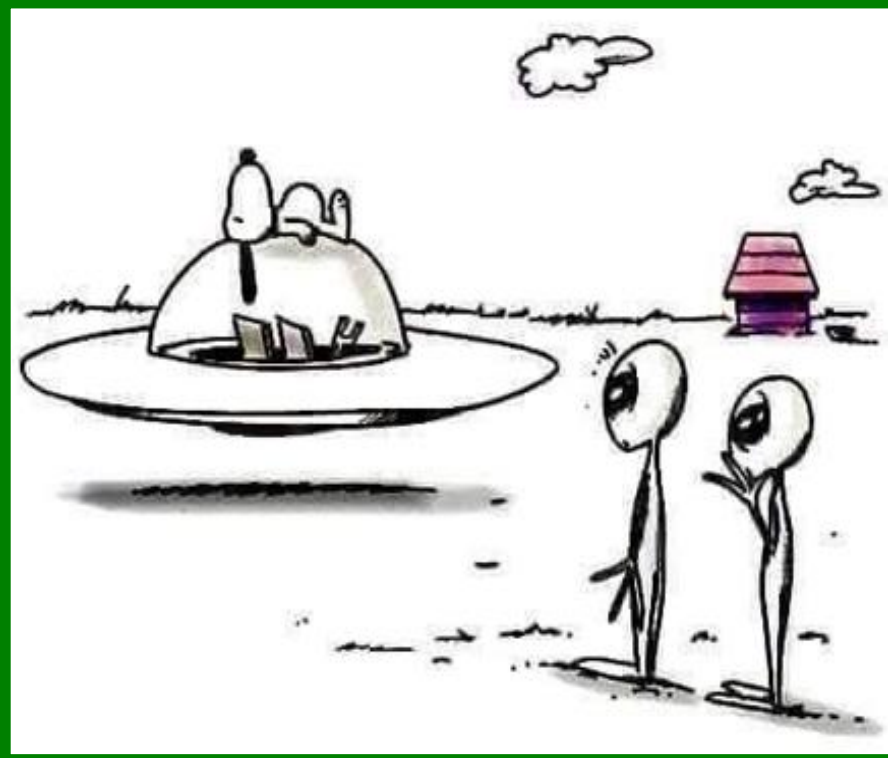
Newsletter Editor — **Bob Shanks**
Also at Large member



WHAT AIRCRAFT COCKPIT IS THIS?



See
Page
Seven



MARK YOUR CALENDARS

Chino Valley Flyers Events for 2026

- 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 use this month's safety column as just a reminder of a few things. I first want to briefly touch on calling out to other pilots when landing or doing low passes. For the most part, members have been really good about calling out intention when flying. We have had a few incidents here and there however, and so

I just want to remind everyone to both call out what you are doing, and also reply so the pilot knows you heard them. Replying has been a bigger problem, with some pilots not giving any confirmation they heard the call out. Simply saying "okay" or some other quick acknowledgment will suffice.

Another quick thing I want to remind everyone of is remember to do your pre-flight checks before flying. This hasn't

been a large issue, but I have seen a few times where pilots will simply throw a battery in and go without making sure everything is working properly. Please make sure you not only check that everything is responding, but it's also moving the right direction.

We've had a few incidents where controls were inverted but went unnoticed. Make sure you're doing preflight checks.

Another thing that should be checked every now and then is the range of your receiver. If the receiver is either brand new, or one that's been used for a long time, do range checks once in a while to ensure the receiver isn't at risk of losing connection.

I want to also say thank you to everyone who participated in this year's Turn and Burn air race. Everyone followed safety protocols and made sure the event was both fun and safe

for pilots, spotters and spectators.

Thank you for keeping the airfield a safe and fun place to fly,

Adam



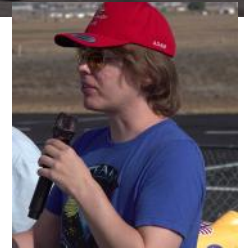


2024 Club Pylon Races

All photos by Al Weigart



Our club had a fantastic turn out for the Pylon races. The pylon races began with our safety officer, **Adam Sanders**, our safety officer far right is giving the very 'important' opening safety briefing. All pilots wore safety helmets while competing.



Adam Sanders

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!



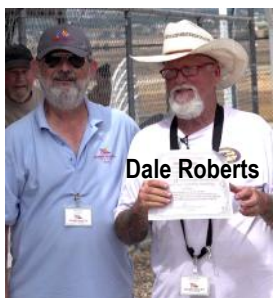
Fly Safe Members

More Pylon Race Activity

All photos by Al Weigart



Mike Benner



Dale Roberts



John Meyers



Gerald Meux

T-28 Race Winners:

Flyers

Prizes

- 1st - **Gerald Meux** - 24 raffle tickets
 2nd - **John Meyers** - 12 raffle tickets
 3rd - **Dale Roberts** - 6 raffle tickets

Unlimited Race Winners

- 1st - **Gerald Meux** - 24 raffle tickets
 2nd - **Dale Roberts** - 12 raffle tickets
 3rd - **Mike Benner** - 6 raffle tickets

Old Aviators and Old Airplanes

This article was used in this newsletter a number of years ago but it is still worth another run since we have so many new members.

This is a story about a vivid memory of a P-51 and its pilot, as told by a fellow who was 12 years old in Canada. The year was 1967. The author

who wrote this is unknown.

It was noon on a Sunday, as I recall, the day a Mustang P-51 was to take to the air. They said it had flown in during the night from some U.S. airport; the pilot had been tired and wanted to lay-over for the night. I marveled at the size of the plane, now dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies, and she glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the flight lounge. He was an older man; his wavy hair was gray and tossed. Looked like it might have been combed, say around 10 years ago.

His flight jacket was checked, creased and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of calm proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal (Expo-67, Air Show) then walked across the tarmac to the waiting old war bird.

After taking several minutes to perform his walk-around check, the pilot returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he 'flashed the old bird up'.just to be safe. Though only 12 at the time, I was allowed to stand by with an extinguisher, after brief instruction on its use. 'If you see a fire, point, then pull this lever!'

The air around the 12 exhaust manifolds shimmered like a mirror from the fuel fumes as the huge propeller started to rotate. One manifold, then another, and yet another, coughed ...then barked in their awakenings. I stepped back with the others, and in moments the huge V-12 Packard-built Merlin 14-hundred horsepower engine came to life with a thunderous roar, blue flames knifed from her exhaust manifolds, the concussion of the exhausts shaking the air. Stunned, myself, I looked at the others' faces, but there was seemingly no concern, so I lowered the bell of my extinguisher. One of the other guys signaled to walk back to the lounge. We did.

Several minutes later, we could hear the pilot doing his pre-flight run-up. He had taxied down to the end of runway 19, out of our sight. All went quiet for several seconds; we raced from the lounge to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not. But there we stood, eyes fixed to a spot half way down 19, waiting to catch that final glimpse of a veteran of the skies.

Then a roar ripped across the field, much louder than before, like a furious hell-spawn set loose!!Something mighty this way was coming!! *"My God!! Listen to that thing!" said the controller.* And in seconds, the Mustang burst into our line of sight. Its tail was already off, and it was moving faster than anything I'd ever seen by that point on Runway 19. Two thirds down the runway, the Mustang was airborne with her gear going up. The prop tips were now supersonic, and we clasped our ears as the Mustang climbed hellishly fast into the circuitonly to be eaten up by the dog-day haze. We stood for a few moments in stunned silence, still trying to digest what we'd just seen. Then the radio controller rushed by me to the radio. *"Kingston tower calling Mustang?"* He looked back to us as he waited for an acknowledgment. The radio crackled, *'Go ahead Kingston.'* Roger Mustang. Kingston tower would like to advise the circuit is clear for a low-level pass.'

I stood in shock because the controller had, more or less, just asked the pilot to return for an impromptu 'air show'! The controller looked at us. '...What?' he asked. '...I can't let that guy go without at least asking! I could never forgive myself!'

The radio crackled once again, *'Kingston, do I have permission for a low-level pass, east to west, across the field?' 'Roger Mustang, the circuit is clear for an east to west pass.' 'Roger, Kingston, I'm coming out of 3000 feetStand by.'*

We rushed back onto the second-story deck again, our eyes fixed toward the eastern haze. The sound was subtle at first---a high-pitched whine, a muffled screech, a distant scream in the morning air.

Moments later the P-51 burst through the haze, her airframe straining against positive G's and gravity, wing tips spilling contrails of condensed air, prop-tips again supersonic as the burnished bird blasted across the eastern margin of the field, shredding and tearing the still air with a banshee scream of her twelve cylinders.

At about 400+ mph and 150 yards from where we stood, she passed with the old American pilot saluting us!! Imagine.... a salute! I felt like laughing; I felt like crying. She glistened, she screamed, the building shook, my heart pounded. Then the old pilot pulled her up and rolled out of sight into the broken cloudsand indelibly into my memory.



Name This Plane's Cockpit: **F-101 Voodoo***

The United States Air Force has flown all kinds of fighters over the years, and many are well-known. Movies like "Iron Eagle" and "Top Gun" show off impressive examples like the F-14 Tomcat, F-16 Fighting Falcon, the F/A-18 Super Hornet, and many others. But one aircraft the public likely doesn't know much about is the F-101 Voodoo, which started flying all the way back into the 1950s.



Development for the F-101 began in the 1940s, intended to function as a long-range strategic penetration escort for bombers like the B-52 Stratofortress, while working off the XF-88 penetration fighter program. However, that wasn't its only role — it was used for a variety of purposes, including photographic recon and intelligence, surveillance, and reconnaissance (ISR). By the time the F-101 was ready to enter the inventory, the U.S. Air Force needed an interceptor, and the F-101B Voodoo was picked for that purpose. The new jet was finally introduced to the Air Force's inventory in May 1957.

Ultimately, the F-101 served its purpose, but it wasn't as refined as the Air Force wanted. Instead, it served as a sort of evolutionary link between the earliest U.S. jet designs and the F-4 Phantom II, which replaced the F-101 as the Air Force's primary interceptor. The multirole aspect of the F-101's service record ended, but they remained in use for decades, retiring from U.S. service in 1982 and the Royal Canadian Air Force in 1984.

The F-101 Voodoo went through numerous design changes before it rolled off the assembly line. Because it was eyed for multiple roles, finalizing its design took some time, resulting in three primary American variants, the F-101A, B, and C. The aircraft was fitted with two Pratt & Whitney J57-P-55 engines, each capable of delivering 16,900 pounds of thrust with their afterburners engaged. These gave the F-101 a maximum speed of Mach 1.43 (1,095 mph).

The standard cruising speed was considerably slower, though still quite fast at 545 mph. The F-101 had a maximum ceiling of 52,100 feet, and at its maximum weight, it came in at 52,400 pounds. In terms of armament, the Air Force crammed what they could into the fuselage, resulting in the carrying of two AIR-2A rockets and two AIM-4 guided missiles. The jet also carried four 20mm M39 autocannons. Additionally, the F-101C could carry and deploy a Mk. 28 or Mk. 43 thermonuclear bomb.

The F-101 was used by the Republic of China Air Force and the Royal Canadian Air Force, as well as the Air National Guard. Other modifications were made to the aircraft over the years, resulting in numerous variants up to the letter H. Throughout the course of their production, 785 Voodoos rolled off assembly lines, and they had a decent operational history, with only 33 being lost during the Vietnam War, which comes out to a loss of 4.2% to combat operations, making it one of the most powerful American jets to serve during the Vietnam War.

The F-101 Voodoo's strange path to production resulted in several variants designed for different purposes. In many ways, the U.S. had still been trying to work out the role of a multirole fighter and interceptor, as they weren't a big part of World War II air combat, when the invention of jet engines introduced a great deal more capability, speed, and maneuverability to the skies. The F-101 was ready to meet that challenge.

However, even when the F-101 was just getting started, plans were already underway to produce a purpose-built interceptor fighter-bomber. That plan resulted in the creation of the F-4 Phantom II, inarguably a more impressive aircraft. The F-4 carried more ordnance and was much faster, reaching a maximum speed of Mach 2.23 (1,711 mph) and a greater ceiling of almost 60,000 feet. The F-4 incorporated more advanced technology as well, making it the superior fighter.

Once production was fully underway, the U.S. Air Force adopted the F-4, relegating the F-101 to training and other similar missions. The F-101 had served its purpose, instructing on the various lessons learned in fielding a fighter-bomber interceptor aircraft. This helped with the design of the F-101's replacement, and the F-4 went on to serve for decades in the U.S., Germany, Japan, and South Korea, which finally retired the F-4 in 2024.

* <https://www.slashgear.com/1699668/f-101-voodoo-fighter-jet-why-us-retired-replacement/>

*What Are These Strange Metal Space Spheres? **

Once again, the "Land Down Under" is on the apparent uptick for falling space debris.

In early July, the Australian Space Agency (ASA) reported the objects recovered, dubbed "space balls," are likely pressure vessels from a space launch vehicle. Six spherical pieces of space junk were found in the small seaside community of Forrest Beach, near Ingham. Australian Queensland Fire Department crews swung into action to assist partner agencies following the discovery of the potentially hazardous objects. Scientific teams safely secured a number of the items, establishing a 165 feet (50-meter) "exclusion zone" around them to assure public safety. The nature and origin of the debris are still being investigated.

This latest incident is part of an unwanted legacy of being the "fall guy" for space remains, from the U.S. Skylab space station debris that fell into Western Australia in 1979; a chunk of a SpaceX Dragon trunk found in New South Wales in 2022; a pressure vessel that washed up in Perth from an Indian booster in 2023; along with a section of the Chinese Jielong-3 rocket in October 2025.

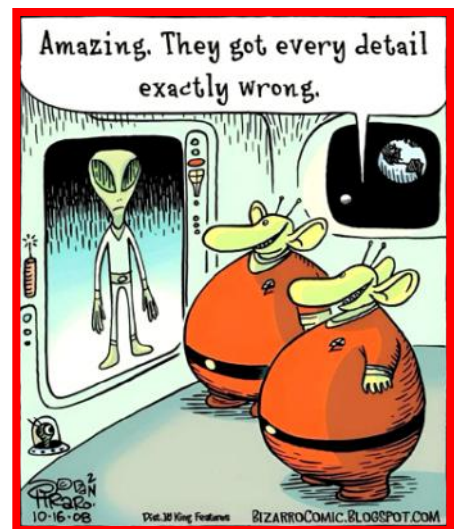
These incidents are becoming so common that the Australian Space Agency has put together a trio of steps to take if suspected space debris is discovered:

Step 1: Do not handle the debris. Space objects are built from a range of materials that may be hazardous. They should only be handled by appropriately trained and equipped professionals.

Step 2: Contact the local authorities if (a) the situation is potentially urgent (e.g. there is a life-threatening situation) or (b) otherwise contact the 24/7 Police Assistance Line for further advice.

Step 3: Notify the Australian Space Agency, who may support authorities with technical expertise, and consult with foreign counterparts and operators, and advise on the country's treaty obligations. The ASA can advise local authorities on the appropriate response to a confirmed space debris event.

If an item is definitely found to be space debris, the Australian Government has an obligation to notify the launching authority of its discovery, and upon request, may be required to return the space junk.



* <https://www.space.com/space-exploration/launches-spacecraft/metal-spheres-found-in-australia-show-how-little-we-still-know-about-falling-space-debris-experts-say>

CHINO VALLEY FLYERS JET FUN FLY

Chino Valley Flyers

JET FUN FLY

Public Welcome!

DATES: FRI JUL 31 - SAT AUG 1

- Turbine, 90mm or larger EDFs welcomed
- 800 x 60' feet of runway
- Dry camping available
- Donations accepted for landing fee
- AMA Sanctioned



**CHINO VALLEY
FLYERS**



- Purchase lunch available – Sat Aug 1
Hamburgers, hotdogs, chips, and drinks
- Cash only, no credit cards
- Seating is limited so bring chairs



DIRECTIONS: 2201 Santa Fe Tr, Chino Valley, AZ
From Hwy 89: Turn east on Perkinsville Rd,
drive 3 miles, turn north on Santa Fe Trail

CVF Contact: Shel Leibach at
sleibach1948@gmail.com

Sanctioned by the Academy of Model Aeronautics,
Sanction



Who Wrote the U.S. Constitution? Gouverneur Morris

by James Sharples 1810, National Portrait Gallery



Gouverneur Morris: *Known as the "Penman of the Constitution," this New York delegate is credited with writing the immortal preamble: "We the People". Despite losing a leg in a carriage accident, he led a wild life, served as a diplomat to revolutionary France, and was a remarkably vocal opponent of slavery during the Constitutional Convention. His full name is Gouverneur Morris. He was born on January 31, 1752, in New York, and his first name came from his mother's maiden name, Sarah Gouverneur.*

Persistent rumors have circulated that Morris was in some way dishonest as the Constitution's penman and subtly worked to transform selected clauses in a more nationalist direction. James Madison, although by then a political adversary, later defended Morris against those charges.

In 1789, Morris went to Europe to help restore his and Robert Morris's business interests. He also carried out some confidential missions for President Washington in Britain. He was accused (probably by Alexander Hamilton who, despite this, remained a good friend) of having revealed his mission to the French. Washington overlooked the charge and appointed him to succeed Thomas Jefferson as Minister to France. In his letter informing Gouverneur Morris of his appointment, Washington offered a frank assessment of his character:

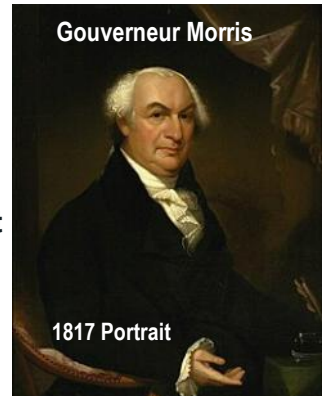
"I will place the ideas of your political adversaries in the light which their arguments have brought them to my view, viz. that though' your imagination is brilliant the promptitude with which it is displayed allows too little time for deliberation or correction, and is the primary cause of those sallies which too often offend, and of that indiscreet treatment of characters...which might be avoided if they were under the guidance of more caution and prudence." From 1792 to 1794, he carried out this challenging assignment, at times as the only foreign representative in Paris, through the political twists and turns of the French Revolution.

Morris finally left Europe in October 1798 after a European sojourn of more than a decade. Once home, he set about putting his Morrisania estate in order after a decade of British occupation and neglect and settled into the life of a local magnate. His business activities flourished, and his land speculations led him to travel extensively. Meanwhile, his political interests led to an extensive correspondence and frequent essays for the New York press. In April 1800, the New York legislature appointed him to fill the U.S. Senate seat vacated by James Watson. He was present through the multi-ballot election of Jefferson as President and later for Jeffersonian attempts to reverse the effects of the Adams Administration.

We have a number of Senate speeches from Morris, including his opposition to repeal of the Judiciary Act of 1801. Although Morris and Jefferson were cordial to one another, they were aware that as political adversaries they would not see eye to eye. The exception to this was the Louisiana Purchase, which other Federalists opposed but Morris thought was a welcome development. In his view, opening the West would provide a counterweight to the southern slaveholding states in American politics. By 1806, when Jefferson introduced the Non-Importation Act, and 1807, when it escalated into an embargo, popular sentiment supported the Administration in its attempts to assert American power. Morris disagreed with those assessments and saw the Jeffersonian hostility to England and, more important, to a commercial economy as a destructive force.

When he was in the Senate, Morris had viewed repeal of the Judiciary Act of 1801 and passage of the 11th Amendment as harbingers of the Constitution's demise. Eliminating good behavior-tenured judges made Congress practically omnipotent, for it meant no part of the Constitution could be exempt from the majority's will. Likewise, the increase of state power—the stubborn insistence on the separate and inviolable sovereignty of state governments—meant that the United States remained short of being a nation.

In his retirement, Morris took on two more public activities. In 1807, he joined with Simeon DeWitt, a surveyor, and John Rutherford to plan the growth of New York City. In 1811, the Commissioners produced the regular street design of rectangular blocks we know today. In 1810, Morris accepted a seat on the Erie Canal Commission and was elected president, although the real driver of the Commission was DeWitt Clinton, soon to become governor of New York. With the federal government having declined to fund the project, New York decided to fund the canal itself, and it was duly completed in 1825, nine years after Morris died. Morris's last years were troubled by illness and his nephew's debts, but by all accounts, he seems to have had a serene retirement, confident that he had done his best.



July General Club Membership Meeting

Meeting was called to order by President Brian Sutton at 10 am, followed by the flag salute. The June meeting was cancelled so there were no minutes to approve.

Treasurer's report was Given by Don Crowe and was approved.

The safety officer, Adam Sanders, reminded members that the red pot at the charging station is to store unsafe batteries until you take them home. It is a safety feature for members to utilize, lets not abuse it.

Mark Lipp reminded the members of the up coming events. There was a discussion on what it meant to have an AMA Sanctioned event. All pilots who sign up for the event has to sign the appropriate AMA forms to eligible to participate in the event.

August 15th will be the CVF Streamer Scramble R/C Combat Event which will be held from 8 until noon. Streamers will be provided and each round will last for 4 minutes. The event is for members only and is limited to electric planes, bring as many as you want or as many as you think you may need. If you decide you don't want to battle it out, you can still fly and get points. For more information about the event format, scoring and midair collisions, see the flyer.

July 31st - August 1st is the Jet Fun Fly which is limited to 90 mm jets and larger. The event will be held from 8 until 4 each day with lunch available on Saturday only. The runway will be closed for general flying both days. For more information contact Shel Leibach.

August 28th - 30th will be the IMAC competition, the field will be closed for general flying (lunch will not be available).

September 19th is the Steve Crow event. We are still looking for vendors, sponsors, banners.

New Business

Members are responsible for taking their own trash home when they leave. Pack it in, Pack it out.

Please remember if you are the last one to leave the field, make sure the cart is put away, the shed is closed and locked, and close and lock the gate.

The club has installed one camera at the control line circle and is in the process of installing another one at the shed.

New members and visitors

Jim and Nancy Sprecker, welcomed **Frank Kaupa** who told a story about his father who flew R/C planes. He brought one of his dad's planes, an Ugly Stick, and donated it to club member (**Lloyd Oliver**) to see if it could be brought back to life and fly again. If Lloyd is successful, Frank would like to see it fly.

Robert Fish gave a demonstration flight of the Sportsman EDF maneuvers, in hopes that there will be

club members interested in competing in our club event scheduled for October. Snacks this month were provided by **Mike Benner**. Thank you Mike.



Brian Sutton



John Riese

Show and Tell

Robert Fish discussed his 6 lb 12 oz 80mm Avanti EDF jet and how to improve its stability.

Brian Sutton brought his 1938 Wakefield (by Easy Built Models) free flight rubber band powered plane. It is powered by 50 grams of rubber bands to get a 2 to 3 minute flight, unless it gets into a thermal. **John Riese** shared his version of the 1970's plane called the Pronto. It has the motor in front of the rudder, a mid wing and an adjustable canard in the front of the aircraft.



Robert Fish

Raffle Prizes

Dave Domzalski won the Door Prize.

James Cowley won the Sport IX 1:1 meter plane for the raffle drawing.

Minutes by **Jean Grear**