



July 2025 Newsletter

Editor Terry Mitchell

The August 9 Members meeting begins at 8:00 a.m.

2nd Saturday of each Month

Oct-April Winter Hours: 9:00am

May-Sept Summer Hours: 8:00am

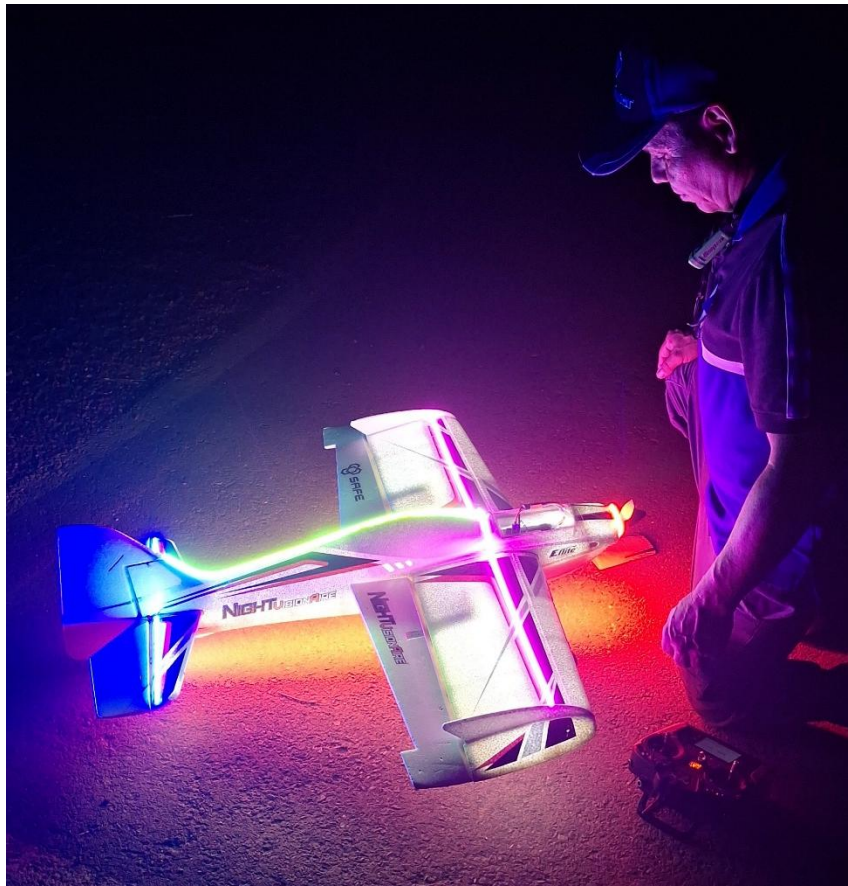
Club membership is 81, including 4 youth members.

This Newsletter will provide some insight into the Club's members, fun activities, and contributions to our community. The Newsletter also provides some humor and wisdom from members with many years of experience in the RC modelers hobby. Thanks to all who provided interesting content. Keep it coming!

Potluck Dinner & Night-Fly



After the May 31 Potluck dinner, Victor Fuentes' Heli glows in the night sky. The dinner and night flying was enjoyed by all. Victor's rolls were as good as those at dinner.



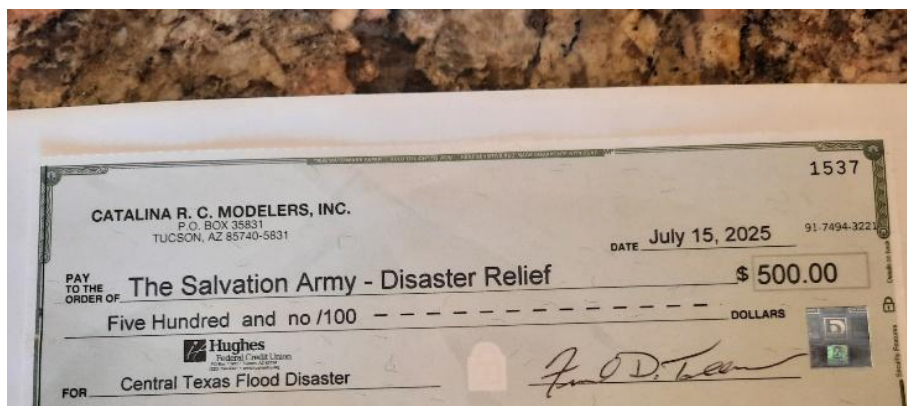
Victor Fuentes' 3D Profile during pre-flight before a beautiful display of artistic maneuvers set to humming by the dinner crowd.

Reporting by Steve Coltrin & Editor

Photography by Steve Coltrin

Disaster Relief Donation

After our general membership voted at the June monthly meeting, CRCM President Dan Tolleson wrote a check to the Salvation Army for assistance to Central Texas Flood Disaster.



The Salvation Army mobilized in response to severe floods in Texas on the Fourth of July holiday. Their services include providing emergency aid, food, drinks, emotional and spiritual care, and critical supplies to survivors and rescue workers in five states. 100% of our disaster relief assistance goes to the above needs without any administrative fees. *Reporting by Dan Tolleson & Editor*

Solo Certificate & Maiden Flight



Sarita Mitchell received her Solo Certificate on July 12th. She commented that she enjoyed our club and all the encouragement she got from everyone. L to R, Doug Allen, Sarita Mitchell and Eric Charley. BRAVO Sarita!!!

Reporting by Doug Allen

Photography by Doug Allen



Graham's maiden flight of his new Extreme Flight Slick 580 3D aerobatic airplane. He is already an accomplished pilot and this is his first gas plane. Thanks go to Randy Wegner for his assistance with setting it up and flying it on the maiden. It was a total success. Graham will be on the sticks next time. BRAVO Randy and Graham.

Reporting by Doug Allen

Photography by Doug Allen

Paying it Forward



At our June 14 monthly club meeting, Ret. Navy Capt. Kurt Storey presented 3 aircraft to our youth members.

L to R. Xander with his P-51, Capt. Storey, Ethan with his T-28 and Bill holding Leon's F-35.



Matthew received this Eflite Valient from Capt. Storey. Matthew was not present at the meeting so he was given the plane on July 5th.

Congrats to all our kids and a BIG thanks to Capt. Kurt Storey, Jack Shafer, and Doug Allen for coordinating this effort.

Reporting by Doug Allen

Photography by Doug Allen

New & Refurbished Planes



Steve DeBord did the maiden flight on his new to him Eflite P-47. Takeoff was a little shaky, but the flight went well and he did a nice job with the landing for a successful maiden. Bravo Steve!

The [Republic Aviation](#) Thunderbolt was effective as a short-, medium-, and long range [escort fighter](#) in high-[altitude air-to-air combat](#) and [ground attack](#) in both the [European](#) and [Pacific](#) theaters during WWII.

Reporting by Doug Allen & Editor

Photography by Doug Allen



Dave Starr did the maiden flight on his Flightline B-25 from MotionRC. The entire flight was great from takeoff to landing. He said it needed very little trim and boy does it look and sound great. Bravo Dave!

The North American B-25 Mitchell is an American [medium bomber](#) that served in every theatre (Asia-Pacific, Middle East, Italy & Europe) of WWII. It was used in Doolittle's Raid 18 April 1942 on Tokyo as the initial retaliation for the Pearl Harbor attack 7 December 1941.

Reporting by Doug Allen & Editor

Photography by Doug Allen



Here's Gary Johnson's Avios Super Tucano just before its maiden flight. Unfortunately, it was lost just after takeoff due to radio failure. It wasn't pilot or mechanical failure per Doug's testimony. More tidbits in last Newsletter (May 2025) in archive.

The Brazil Embraer EMB Super 312 Tucano A-29B ([Toucan](#)) was licensed for manufacture in the US. The US supplied Afghan Air Force deployed a [Paveway II](#) from a A-29, marking the first time AAF used a laser-guided weapon against the [Taliban](#).¹

Reporting by Doug Allen & Editor

Photography by Doug Allen



Wow, April 23 was a good day for a maiden flight. Bill with his new e-Flight Habu STS 70mm EDF. He and Eric dialed this puppy into a nice docile flying plane. Congratulations, Bill.

Although no full-sized Habu seems to exist, the Lockheed SR-71 Blackbird sometimes was nicknamed Habu (a pit viper of Ryukyu Islands of Japan)

Reporting by Guy Fuller & Editor

Photography by Guy Fuller



April 23 was also a good day for a maiden flight of John's Cherokee he purchased from Bill. It flew great with some down and a little right aileron trim. Congratulations, John, nice plane.

The Piper PA-28 Cherokee is a family of two-seat or four-seat [light aircraft](#) built by [Piper Aircraft](#) and designed for flight training, air taxi and personal use. It was first certified by the FAA in 1960. The Editor himself flew one of these—it had air-conditioning, 2-axis autopilot guided by a selected VOR station radial—WOW.

Reporting by Guy Fuller & Editor

Photography by Guy Fuller



Gary holding his 1.2M P-51 Mustang that he had just flown for its first two flights. Both flights were perfect and Gary greased the landings.

The North-American P-51 Mustang is America's most iconic WWII prop-driven fighter. Its first flight (NA-73X prototype) was 26 Oct 1940. The P-51 was used by American, British, Allied Air Forces over Germany. It was also used over England (Air-Superiority), in North Africa, Mediterranean, Italy, and Pacific theaters. Its V-12 Rolls-Royce Merlin supercharged engine could be heard roaring past the grandstands at the Reno Air Races up until couple years ago (Reno Races cancelled). The Editor flew a Voodoo Mustang 40-sized nitro plane for over 10 years. Nice job Gary!

Reporting by Steve Coltrin & Editor

Photography by Steve Coltrin



Mark, Dave and Chris formation flying their apprentices at the field 7/19/25. Nice tight formation. Good job guys!

Reporting by Steve Coltrin & Editor

Photography by Steve Coltrin



Randy shows off his slow flying custom design. The face of the plane has chin-gear for a smile, prop spinner for a nose, and eyes in the windshield. The high dihedral and Bonanza-like V-tail provide a calming experience. Randy flies the plane at very SLOW but methodical airspeeds while seated in a Lazyboy.

Reporting by Steve Coltrin & Editor

Photography by Steve Coltrin

Canyon Lake Float-Fly

Twice a year, several of our club members venture up to Canyon Lake Marina Campground to fly their Float Planes off the water. With the help of a SAM FRIA, we safely fly from the water and observe the same courtesies as flying off pavement by calling taxi-out, take-off, splash & dash, and landing. We use spotters regularly to check the take-off and landing zones for canoes, swimmers, and fishermen. We ignore the ducks (unless a flock). There are dual-purpose (wheels or floats) planes and dedicated float planes every year. We bring our RVs and park them at the partial hook-up spots (water and 30amp power) that are only 75' from the water. After a day of flying off the water, we enjoy each other's company around the fire and share stories. The following pictures and captions are from our last Float-Fly March 9 through 16, 2025. Much thanks to Jack for working with Canyon Lake Marina to earmark camping sites for our group. Also appreciated is Howard's "recovery" boat. Our planes sometimes don't make it back to shore for various reasons. It's a fun time for all, including some regulars from as far away as California and New Mexico. Our next Float-Fly is October 20 through 26, 2025.



Every dusk presents another unique Arizona sunset. This view is one of those early evenings as seen from the front door of Gary Johnson's trailer.

*Reporting by
Editor*

*Photography
by Gary*



Terry taxing his 69" Hanger 9 Valiant back to shore after landing on a glassy surface. The Valiant is sold as a 10cc ARF designed to accept stock Hanger 9 floats and electric motor/ESC setup instead of gas. The Valiant is using a 6S 4000mAh LiPo battery to give it the extra thrust to pull free of the water. This Valiant is dual purpose but will quickly be relegated to Float-Flys only since it tracks straight on take-off and flies scale (slow) in the pattern. *Reporting by Editor, Photography by Gary*



Dave Reynolds and his father Bob sharing the transmitter while onlookers Terry and Howard discuss when and what they will fly next.

*Reporting by Editor
Photography by
Gary*



Gary Johnson's Cub nearly touching down for a landing. The glassy water and light winds make for a relaxing experience. Gary's Cub was meticulous and with Howard's detailed floats (at a nominal charge)—this combination was the prize winner for the week.



Terry helping Gary pull his Cub off the water after a successful flight. With the scenery around us, how could it not be successful.

Reporting by Editor

*Photography by
Howard*



Howard inspecting the repairs while Terry does the work on his Twin Otter. Gary's Cub on the table in the foreground

*Reporting by
Editor*

*Photography by
Gary Johnson*



Terry with his Twin Otter (plane in foreground) and Gary's Twin Timber. This size of float plane is easy to fly and very durable.

*Reporting by
Editor*

*Photography by
Gary Johnson*

Flying Smart over the Runway...

By Special Correspondent Randy Wegner

So I left early from our club field and missed the general meeting to attend my granddaughter's ball game. I heard later what topics were covered and got an e-mail as well, outlining everything. One point that was brought up was NO PERTICULAR FIGURES over the runway unless you are the only one flying. That seems simple enough, but I figured Safety Steve must be zeroing in on me since I do that stuff on occasion, So, true-to-form, I confront him directly and I'm going to let him know just how devastated I am that he is picking on me...I always try to fly my pristine Kadet senior alone and ease up when others fly too.

Well, I start whining about how it wasn't me and I'm so darn perfect and on and on... Steve stops me cold and says "hey, no!, no! no!, it wasn't you. And besides mister super talented hotshot pilot (who is also very good looking) ...you aren't the only one who can fly that way.....hmmf news to me I thought to myself!

So, all of this spirited talk got us both talking about related topics. Steve and I both agreed that it isn't just a particular figure we should avoid over the runway, when others are flying at the same time. We ought to also refrain from high-speed passes, loops, spins, and on and on and on, from the non-prevailing direction and over the runway. Flying "the pattern" is so horribly boring to me but there are times when it is what we need to do. Fortunately, it isn't all the time, or I would totally have to throw myself on an open campfire!

The only other thing we discussed was inspecting a new or highly repaired plane. Caring enough to have a friend give your plane a look over is just really smart to do. There really isn't a reason not to give a plane a good close look. When I inspect a plane, I look for loose stuff, proper operation, CG and throws. I also look to make sure the servos are up to the task, and even what brand of transmitter is being used. JR is good..... Spektrum and all the others, well, I have been practicing keeping my opinions to myself. If you watch me, I'm not simply putting my plane together at the field. I am looking at a lot of parts of the plane and I look again before the canopy goes on. I also move controls a final time before take-off. It's a shorter walk usually to inspect yours or your buddy's plane than it is to pick up the pieces post-crash. I'm just lazy that way.....

**Please attend Club Meetings
for latest information**

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