



March 2025 Newsletter

Editor Terry Mitchell

**The April 12 Members meeting begins at 9:00 a.m.
2nd Saturday of each Month
Oct-April Winter Hours: 9:00am
May-Sept Summer Hours: 8:00am**

Membership

Club membership is 75, including 4 Junior members.

New Planes



Gary's (right) new Viper underwent maiden flights by Eric Charley (left). All trimmed out for next flights. Since this is Gary's first jet and it got windy, Gary decided to fly the Viper another day when the weather will be better. The better part of valor is discretion.

Reporting by the Editor and Steve Coltrin

Photography by Steve Coltrin



Steve Coltrin repainted the V1200 that he bought from Victor. Steve decided to use the florescent red paint job to improve visibility during cutting (not knife) edge maneuvers.

Reporting by the Editor and Steve Coltrin

Photography by Steve Coltrin



Ed Goldberg flies this beautiful B17. One of the four motors experienced crew chief issues (it quit). The attempted procurement of another motor was unsuccessful. Instead of

scraping the mission, the pilot (Ed) just feathered (un-plugged) the corresponding motor on the other wing and flew it with just 2 motors. The B17 flies scale and looks great. Because of this mission success, Ed is using the math example $4-1-1 = 2$ during his day job.

The Boeing B-17 Flying Fortress dropped more bombs than any other aircraft during World War II. It was used primarily in the European Theatre of Operations where it was the daylight component of the Allied strategic bombing campaign over Europe, complementing RAF Bomber Command's night bombers in attacking German industrial, military and civilian targets. As an aside, the Editor's high school math teacher (Mr. Rankin) flew the B-17 in the European Theater and returned stateside after the war. Mr. Rankin taught the Editor that the area of a circle was "pi are square". Mr Rankin clarified that only "pie are round".

*Reporting by the Editor and Steve Coltrin
Photography by Steve Coltrin*



Randy Wegner bought this plane from a friend. Randy is using it to fly in International Miniature Aerobatic Club (IMAC) events. The IMAC flights consist of a pre-determined set of maneuvers executed in sequence. Flights are a real show of precision after years of experience and practice. As you can see, there is nothing Miniature about Randy's plane.

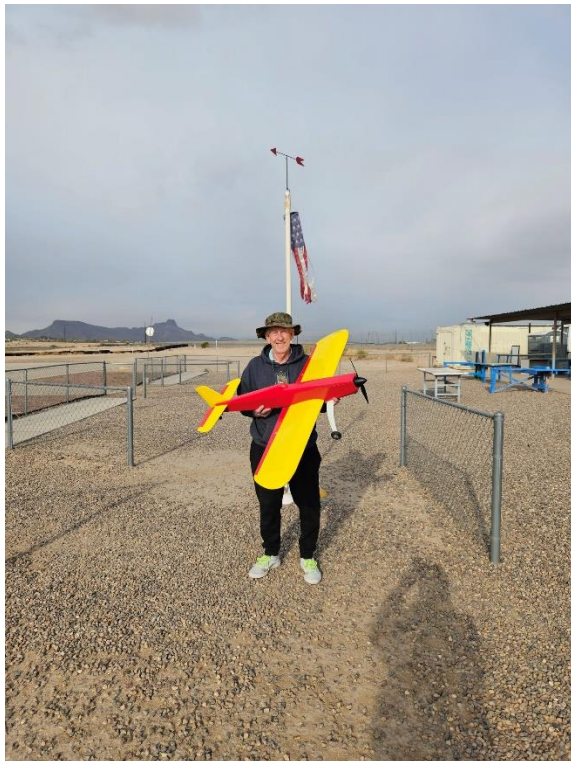
*Reporting by the Editor and Steve Coltrin
Photography by Steve Coltrin*



Steve Coltrin's new Slow Poke after the maiden flight March 19, 2025. Steve carved Snoopy, from Red Baron fame, and put him in the cockpit to fly the plane. After the pre-flight briefing, Snoopy did great. Steve seems to be happy too.

Reporting by Editor

Photography by Steve Coltrin



Steve Coltrin had a successful maiden flight of his kit built Smoothie on Feb 1st. The Smoothie is a 1970's vintage sport plane that he got from Balsa USA. It was designed for nitro but Steve converted it to electric. It uses a Tempest 3520-980KV motor, Tempest 80A ESC, a 11x7E prop and a 3D printed motor mount. It flies on a 4s 3300 battery. Steve covered it with Ultracote. He says it flies really well. BRAVO Steve! Thaks Jack Shafer for the assistance in trimming on maiden.

Reporting by Editor and Doug Allen

Photography by Jack Shafer



The Cessna 150 was a rebuild from 3 previous wrecks given to Doug Allen by Bill Nelson and Steve Debord. Doug fixed it up and it flew great. Doug did Maiden +2 more flights March 17,2025

Reporting by Doug Allen

Photography by Doug Allen



Bill Nelson has decided to try his hand at EDF Jets. He's got a 80mm L-39 from Freewing/Motion RC. He did a great job getting it all set up. Doug Allen did two Maiden trim flights March 17,2025 and next week Bill will try the jet out on a buddy box.

Reporting by Doug Allen

Photography by Doug Allen



We had a visitor from Ohio visit our field March 17, 2025. Neil brought out an 80mm T7A from Banana Hobby. Doug Allen did the Maiden trim flight for Neil.

Reporting by Doug Allen

Photography by Doug Allen



Keith Devine's T-28 gasser impressed the audience. Keith is holding onto the fuselage with affection to assure the eager T-28 doesn't take to the sky without supervision.

The North American Aviation T-28 is a radial-engine military trainer used by the USAF and US Navy beginning in the 1950's. Besides use as a trainer, the T-28 was successfully employed as a counterinsurgency (actions aimed at defeating irregular forces) aircraft primarily during the Vietnam War. The experimental version XT-28 was flown for the first time 24 September 1949. Just two years earlier on 14 October 1947, Captain Charles "Chuck" Yeager broke the sound barrier in the Bell X-1 aircraft.

Reporting by the Editor and Steve Coltrin

Photography by Steve Coltrin

University of Arizona Men's Basketball

Catalina RC Modelers very own Nick Tocco flew the Blimp at the U of A's basketball game during halftime yesterday evening. What a great opportunity for our club to showcase our flying skills. BRAVO Nick!!! We can all fly a blimp; but, Nick and Jack have done it numerous times in a safe and enjoyable fashion with many spectators looking for the drop of free game tickets from the blimp. Jack Shafer provided this community service in years past. Thanks Nick and Jack. Wilber and Wilma would be proud.



Nick walking and flying in stunning fashion during half-time show at UofA Men's Basketball home game.

Reporting and Photography by Jack Shafer.

Airplane Bowling Fun Fly

After the general membership meeting on Saturday, January 25, we had a Airplane Bowling Fun Fly.

Event Coordinator Doug Allen reported and provided photo below.

Xander 1st place 10pts (2nd from left)

Alex (with son) 2nd place 6pts (2nd from right)

Keith and Steve tied 3rd place 4pts (left and right bookends)



Solo Certificates

January 11 general meeting was a Big Day for two new pilots: Leon and Xander
March 9 was another milestone for another new pilot Michael Duryee.

Leon received his solo certificate for fixed wing aircraft presented by Bill Disney his instructor. GREAT JOB Leon. Leon is also very proficient in flying drones. Leon, from Warsaw Poland is here with his Mom and Dad and they were returning back to Warsaw. Safe travels my friend.

Xander received his SOLO Certificate presented by Jack his instructor and Dan, club president. Bravo Xander!! After the meeting, Xander won the "Airplane Bowling" event while competing against 7 other skilled pilots.

Michael Duryee received his SOLO Certificate presented by Jack and Dan Sunday, March 9, 2025.



Leon with flight instructor
Bill Disney & VP Jack Shafer
January 11, 2025

*Reporting and Photography by
Bill Disney*



Xander with Flight Instructor
Jack Shafer and President Dan
Tolleson January 11, 2025

*Reporting and Photography by
Doug Allen*



Jack Shafer and President Dan Tolleson presenting a Solo
Flight certificate to Michael Duryee Sunday, March 9,
2025.

*Reporting and Photography
by Dan Tolleson*

The Walk of Shame

The following are a few incidents from January to March 2025. Note the frequency of such events is relatively low when averaged over the number of flights in this period. Reporting and photography Bylines are anonymous to protect the innocent.



Ralph's Viper 90 came down nearly vertical just in front of the tires and exploded with a loud Whuppp. The picture only shows the big pieces. The other 100 or so pieces are in a garbage sack. He was flying it with an upgraded 8 cell motor system when it went down. The drama of this event had to be documented.

Eric's HellCat was flying straight and level and then took on a mind of its own after a Japanese Zero shot him down. It went into a spiral that got tighter all the way down. All clean breaks that a few bottles of CA and toothpicks will fix.





Here is what is left of Jack's Edge 540. He lost control of it on the second flight. Jack thinks the batteries that powered the servos had lost enough power that they wouldn't power the large servos that take a lot of juice to work. Sounds plausible. Blame it on the crew chief.

Perspective...

By Special Correspondent Randy Wegner

Were you old enough to have lived in the seventies? I was in high school then and I recall how a new car cost around \$5,000 and the average income was around \$8,000. That's about what my dad made per year and, it is likely why my mom held a job too....five of us kids!!

Fast forward to present day and the average new car will set you back almost \$50,000 or more and the average income is about \$65,000. So, it's kind of relative, except cars today offer vastly more safety, creature comforts, and advancements. Cars are a much better deal today in my opinion.

If you have been in our hobby for five decades as I have, you likely have noticed several improvements in the stuff we fly. Planes, radios, electrics and electronics and so on, have all made meteoric leaps in quality as well as creativity. We have also seen other things come and go. Stuff like flying fields, hobby shops, manufacturers, numerous airplane designs, club members, and so forth.

You all will remember the classic saying, "The only sure things in life are death and taxes". If you remain in our hobby for any time at all, that quote will (more or less) ring true. The various parts of our hobby are often in flux and can change or vanish or appear almost in an instant! Our hobby looks shockingly transformed today from what it was 50 years ago. It will change just as much in the next 50 years.

One part of our hobby that will go on forever is the wonderful people who grace our pits with their laughter, helpfulness, humor and kindness. One change that occurs no matter what we do is age. Likely the biggest change I have seen in myself is a noticeable degradation in my own flying skills. I'm nowhere near the pilot I was when I was 18. I compensate for it however, with occasional humor. I love going over to younger, much better pilots and telling them in a soft voice, "Son, I hope I live long enough to see you suck at flying someday". Said in jest of course.....

**Please attend Club Meetings
for latest information**

**2nd Saturday of each Month
Oct-April Winter Hours: 9:00am
May-Sept Summer Hours: 8:00am**