

**CROSSWINDS RC CLUB
MAY NEWSLETTER**

Presidents Report

This is the month of May and we are expecting SNOW! Oh well that is to be expected in Colorado. This month has been very eventful. If you notice this newsletter is not in the traditional format. Walt has elected to resign from editor and Member at Large. Until I can get the template from Walt we will go with a generic format. Jim has been exploring other alternatives; we are considering using Mail Chimp on our website. This will eliminate the need for a formal editor post and it will be readily available to all members on the website. We can discuss this at the meeting Wed., May 14, 2014. The meeting will be held at the Fire Station. We are hopeful to have one of our newest members Dave Prall, discuss Drone flight and how it is being used in enforcement agencies. This should be an interesting topic for all.

I want to thank all the members who came out for the Work Day. We worked extremely hard; Tim and I sprayed 10 gallons of paint on our structures, many tasks were completed, we have a new counter top, fence posts were repaired and the porta potty area was cleaned up. The mower crew worked on the mowers and got them running. I want to thank those who came out to help make this club a better place to fly. Everyone who did not come out should thank them also.

I would like to talk about upcoming events. We have been unable to get people to take ownership of events. The officers have always stepped in to make sure they go on without a hitch. We are now rethinking this. If no one elects to take ownership of any events we have decided not to host them. This topic is open for discussion at the meeting.

Also, in a separate email you will receive your dues statement. They are due and the combination will change the first week in June.

Secretary/Treasurer's Report:

Minutes

Crosswinds R/C Club Meeting

Date: April 9, 2014
Location: Parker Firehouse
Attendance: 11 Members

The meeting was called to order by Vice President Jim Brown at 6:45 PM and the Pledge of Allegiance was recited.

The minutes of the March 12, 2014 meeting were approved as they appeared in the newsletter.

Dave Prall joined the club at the meeting.

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Dan Cunningham reported that the club currently has three accounts at 1st Bank of Centennial. The security time deposit account has a balance of \$X,XXX.XX; the club checking account has a balance of \$X,XXX.XX and the time deposit account a balance of \$XX,XXX.XX. Income for the period was \$225.00 for dues, \$100.00 initiation fees, \$30.20 and \$5.02 for interest income on the lease security and time deposit respectively.

Expenditures for the period of April were \$65.80 paid to Arapahoe County Treasurer for property taxes.

President Report:

No Report.

Vice-President Report:

Work day will be April 26th weather permitting.

The web site will be updated for photos and videos. Bob Moore has volunteered to help Jim with this enhancement.

The swap meet that was scheduled for May 8th will not take place due the lack of volunteers.

Safety Officer Report:

The CPR class was held April 5th at the Rattlesnake Fire station. Eight people attended.

Member at Large Report:

No report

Membership Director Report:

We currently have 76 members that are new or have renewed as of 4/30/14

Communication Director Report:

No report.

Old Business:

None to report.

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Activities:

See the web site for the schedule of events.

New Business:

Bob Moore noticed some new planes in the cabana. It was recommended that Bob store the planes until the officers decide on what to do.

The AMA Council meeting was held and Dave Teich attended for crosswinds. The clubs recommended that an open fun fly at various site be held. Representative will be charged \$20.00 per person per meeting to pay for lunch.

Mike Noll brought up the issue of how we promote the interest in the club and meetings. Two possibilities would be to have programs and show and tells.

Meeting was adjourned at 7:45 pm.

Submitted by Dan Cunningham, Secretary/Treasurer

Safety Officer Report

This is a great article from Ed on landing.

Eliminate Bounce in Your Landings

Twin City Radio Controllers, Inc., Minneapolis MN

In order for a taildragger not to tip over on its nose, its wheels must be ahead of the center of gravity (CG). As it is further forward, it can tolerate rougher ground, but the tendency to bounce is worse. But when a taildragger lands, the impact of the main wheels tends to push the nose up, increasing the angle of attack, lowering the tail, and increasing the lift—and the airplane is flying again.

Eventually, air speed is reduced and it falls to the ground again, maybe harder. The nose rotates, and the airplane becomes airborne once again. This process will continue until all flyable airspeed is exhausted. The aircraft may continue bouncing because of a phenomenon known as "loping."

Loping occurs in a taildragger when the bounce of the main wheels causes the tail wheel to slam into the ground while the main wheels are still in the air. Then, the tail wheel bounces, slamming the main wheels onto the ground. This argument between the front and rear continues until momentum is lost. But the severity of the loping can increase in the interim.

Loping can occur in trike-gear aircraft as well. If the nose wheel strikes the ground before the main wheels do, the nose is pushed up severely, slamming the main wheels

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onto the runway. Being behind the CG, the rebound of the main wheels rotates the airplane forward so the nose wheel slams down again, maybe harder than the first time.

The process repeats. Loping in a trike airplane can start with taxiing. If the main wheel hits a bump, weight is shifted forward onto the nose gear. It rebounds, returning weight backward. This ping-ponging can grow, especially if the airplane is accelerating. The only way to stop it is to stop the airplane. The longer the distance between the main wheels and the nose wheel, the greater the tendency to lope. Loping also increases if the main wheels are too far aft of the CG. Stiff struts and bouncy wheels aggravate matters.

Trike gear has less potential for bounce because the main wheels can be placed closer to the CG. When the main wheels touch down, the impact lowers the nose and the angle of attack, reducing lift. Some trike-gear designs actually have negative angles of attack when sitting on all wheels. This holds the airplane on the runway. Trikes have more positive ground steering because the nose wheel makes firmer contact with the runway than a tail wheel, especially at higher speeds.

Another little-known cause of bounce is main wheels that are too far apart. This may be shocking because this practice is generally considered good for ground handling. It usually is because it improves directional stability when rolling along the ground. What happens when the airplane lands and one wheel hit the ground before the other? A lateral form of bounce occurs from one wing to the other.

One might think that soft tires and springy struts would increase bounce. Not so. More often, bounce is aggravated by the landing gear that is too stiff. Rigidity does not absorb energy; it reflects it. The hardness of the runway contributes to bounce for the same reason. Some early racing airplanes, such as the Howard Ike, had landing gear so rigid they could not land on concrete runways because of the uncontrollable bouncing that occurred.

Moving the main gear close to the CG reduces bounce and improves tracking. The Spitfire, for example, is quite bounce resistant, but it tips over easily on rough ground.

Moving the nose and main gears closer together reduces bounce and loping, but it degrades tracking and increases the tendency to tip over on rough ground and in crosswinds.

Oleo struts help absorb impacts, but the spring tension must be just right—stiff enough to keep from bottoming out, soft enough to absorb shock. The same may be said of tires.

If your airplane rebounds into the air after a severe impact, head off further bounce by inching up the throttle slightly. Apply down-elevator if necessary to level the nose. This increases air speed, prevents a stall, and lowers the rate of descent.

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