

JUNE 2015



CROSSWINDS R/C CLUB NEWSLETTER

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NEXT MEETING: June 10 AT THE CROSSWINDS FLYING FIELD! 6:30PM

From the President:

Our airfield has become a little busier recently. It's great to see so many people enjoying flying. I'd like to send out a message encouraging all to **share the air in a considerate manner**. The important thing at the end of every flying day is that **every member has** a great time in a safe manner. **Friendly Flying** is the hallmark of Crosswinds, so let's keep it working by being considerate and communicating.

We are a diverse group. We have members of differing experience levels and skills levels from expert to beginner. We have a wide variety of aircraft that have differing flight envelopes (trainers, scale Bi/Tri Planes, Pattern Style Planes, Jets, 3D, and general sport flyers). In the Heli Area we have both helicopters and control line. On the main field on some mornings we

have glider launching which is incompatible with other aircraft flying overhead. These various aircraft are flown in a variety of styles, like the pattern sequence practice several of us perform over the center of the field at fairly low altitudes or 3d flyers. We have some who enjoy high speed low passes with aircraft or jets. We have some who enjoy slow flight. Some perform many touch and goes. We have jets or aircrafts with dead stick that need urgent runway priority. We have aircraft worth less than \$100 and aircraft worth many thousands. In spite of all this diversity, we at Crosswinds somehow generally seem to make it work.

It works, because we have many members who are very communicative and considerate. As a consideration to other members, many of us politely wait for a lull in the action to launch our aircraft. Many members are constantly communicating their flight intentions via eye contact, hand signals, standing at the ready by their aircraft and banter "it's your turn, you're up, do you want to fly some formations together".

That's the way we make this Crosswinds magic happen.



Please be situational aware and share the air. Before you fire your aircraft up and race to the runway, look around and see what's going on. If there is someone on a buddy box or performing their first flights on an Apprentice, why not give them a break. If there is a Pattern aircraft sequence or a 3D routine already underway, why not let them complete their routine. If there is a maiden going on, why not let them safely shake down their aircraft. If there is a jet with a small flight window, why not let them complete their flight safely. If there is someone trying to land, why not let them land without excessive background motor noise from engine run ups in the pits. Yes, we can have more than one aircraft in the air at a time because there are many folks who enjoy flying together. However, there are many times when it would add to the pleasure and safety of all, if you would simply stand down for a few minutes.

If you find the style of flying currently taking place in our airspace is a distraction, you may want to consider staying on the ground a few minutes until it ends. **It would be polite and considerate to let the aircraft already in the air take precedence.** If you choose to join someone in the air, you should work with the established flight pattern and not cause any interference. This may mean flying at a different altitude, speed or at a different end of the field.

If the wind is from the East our close in flying should be from left to right and if the wind is from West the close in flying should be from right to left. If it's out of the N or S you need to talk with your buddies at the pilot stations to confirm what pattern is appropriate.

If you want to maiden an aircraft you should not expect aircraft in the air to just drop out of the sky. You need to announce/communicate with other members you would like to perform a

maiden. Most likely our friendly crosswinds members would hold off launching to give you a maiden window.

When you land and your aircraft gets stuck or disabled on the field, please be considerate. Get your aircraft removed from the field in a timely manner so others may proceed to fly. That's not the time or place to stand over your aircraft and chat or try to get it restarted.

Also be considerate with the chatter around the flyers at the flight line pilot stations. Some flyers need to be extremely concentrated on flying and may not care for a lot of unsolicited banter. Before bending an ear, just ask politely if it's OK to chat.

Please be as communicative and considerate of your fellow pilots as most of them are considerate of you. **We will continue to make the best use of our shared airspace and create a quality flying experience for every member every day.**

Fly Safely - Sincerely,
Bob Moore

Secretary/Treasurer Report:
Minutes
Crosswinds R/C Club Meeting

Date: May 13, 2015
Location: Fire Station No. 42
Attendance: 20 Members

Business Meeting

The meeting was called to order promptly at 6:30 PM by President Bob Moore and the Pledge of Allegiance was recited.

We went around the room and each member introduced himself.



The minutes of the April 8 meeting were approved as they appeared in the newsletter. Motion by Wayne Perry. Second by Dave Teich.

Bob Moore thanked everyone for participating in the annual Work Day held April 25. He listed the work accomplished. He extended a special thanks to Patrick McVaney for buying all the food and preparing lunch for everyone.

Larry Falsetta reported the status of our request for 501(c)7 non-profit status. Larry filed the application and it has been approved by the IRS. As a 501(c)7 organization, there is a stipulation that when our club terminates, any money left in our treasury must be turned over to another 501(c)3 organization. Larry also reported that our club has been assigned a new Employer Identification Number (EIN).

Secretary/Treasurer's Report

Mike Noll reported the club currently has two accounts with First Bank in Castle Rock. The balance in the checking account is \$XXX and the balance in the Lease Security Deposit account is \$XXX. Income for April totaled \$980.00 which included dues of nine members and initiation fees from two new members--Jeff Mudgett and Robert Rowland. Total expenses of \$374.28 included name badges for new members, reimbursing members for their work day expenses and the cost of servicing the porta-pottie.

Vice President Report

Frank Kaylor reported that a F-22 model airplane has been donated to the club and will be sold for the benefit of Crosswinds.

The price for the model is set at \$115. He asked if anyone present at the meeting would like to buy it. Nobody responded. He said Jim Kropelnicki has expressed an interest in the plane. Bob Moore said he will contact Jim to see if he would like to buy it.

Regarding the War Birds Over Parker flying event scheduled for July 25 and 26, Wayne Perry reported that volunteers have come forward to solicit sponsorships from stores and businesses in the Parker area. It was suggested the field be mowed and the porta-pottie serviced prior to the event.

Safety Officer Report

Matt Holley reminded everyone that it would be a good idea to keep an eye out for rattlesnakes when venturing into the outfield to retrieve a downed plane or when launching sailplanes. We should also be familiar with the location of the nearest Urgent Care facility. The closest facility to our field is on Arapahoe Road near the intersection of Smoky Hill Road.

There was a discussion of whether or not our flying field will be open during the upcoming full-scale air show. The air show is to take place over Aurora Reservoir with the Thunderbirds flying Saturday and Sunday, May 30 and 31.

Member At Large Report

Dennis Kordes reminded everyone that the June, July and August membership meetings will be held at the flying field and there will be no programs planned for those three meetings.

No further business being presented, a motion to adjourn was made by Wayne



Perry; seconded by Dave Teich and the meeting adjourned at 7:02 PM.

Program Portion of the Meeting

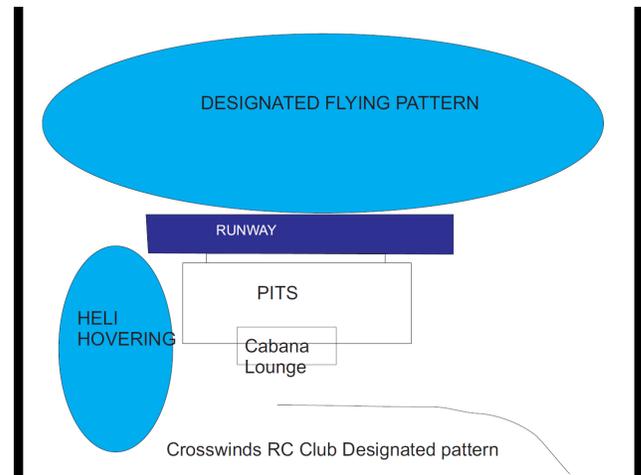
Several members brought in their "favorite airplanes" for show and tell. Each person talked about their airplane and explained why it was their favorite.

Submitted by Mike Noll
Secretary/Treasurer

From the Safety Officer:

This is the Crosswinds Designated Flying Area document that many of you have seen at meetings or should be aware of from your introduction to Crosswinds. We want members to review this again to be sure that all members understand that most maneuvers, besides take off/landing and emergencies, should be north of the runway. Please observe our Designated Flying area.

Also remember that Full Scale aircraft always have priority. If you hear a full scale aircraft or helicopter in the area, you should identify the source and bring your aircraft to a moderate altitude and speed. Always be prepared for a quick landing if a Full Scale aircraft ventures near or through our airspace.



Thanks
Matt Holley, Safety Officer