

February 2016



# CROSSWINDS R/C CLUB NEWSLETTER

President:	Bob Moore	(303) 220.9572	<a href="mailto:romooreco@msn.com">romooreco@msn.com</a>
Vice President:	Frank Kaylor	(303) 589.5734	<a href="mailto:kfrank3@qwest.net">kfrank3@qwest.net</a>
Secretary/Treasurer:	Mike	(303) 688.3736	<a href="mailto:mike.nollrc@yahoo.com">mike.nollrc@yahoo.com</a>
Safety Officer:	Matt Holley	(720) 412.4692	<a href="mailto:3040sharps@gmail.com">3040sharps@gmail.com</a>
News Letter	Frank Kaylor	(303) 589.5734	<a href="mailto:kfrank3@qwest.net">kfrank3@qwest.net</a>
At Large	Dennis Kordes	(303)771.9822	<a href="mailto:dlkordes@gmail.com">dlkordes@gmail.com</a>

**MEETING LOCATION, Parker Fire Station 42 located at 7320 S. Parker Road.** The station is located on the east side of Parker Road just south of Arapahoe Road.

**NEXT MEETING: February 10<sup>th</sup> 2016  
6:30 PM AT THE PARKER FIRE STATION**

Latest report by Ray Nyce on Saturday 2/6 is that the conditions at the field are a bit rough, but that a few brave members have made it out to fly.

Ray advised leaving your car near the entrance to avoid getting stuck and that is probably a good idea since so many of the cell phones do not work out there.

Spring is coming – just be patient

## President's Corner:

### Winter and Early Spring Flying Tips.

After these Winter and Spring storms blow through there are some very enjoyable flying opportunities.

However, to get the best experience, you need to plan your trip to the field.

**Getting to the field:** Suggest you pack your cell phone, a snow shovel and tow rope as a contingency.

Also suggest you buddy up with another flyer when the snow is particularly deep or the road is muddy.

Consider parking at the gate and walking in during the worst conditions. Often we can only make it into

the Outhouse area because of drifts or mud.

**Aircraft Selection:** The runway may only be partial open so you may want to bring smaller aircraft that can take off in a short distance or aircraft with skis / pontoons. Also if you have to hike some distance, the small aircraft with electric power are sometimes easier to carry along with a few batteries in your pockets.

Noll

**Dress Appropriate:** This is Colorado and we all should know by now to have lots of layers of clothing available. From head to toe --- Start with a good stocking hat or insulated hat with ear flaps. A neck gator really helps in some conditions. Jackets of various thickness from light fleece, insulated wind resistant jacket and down vests. Fleece Lined jeans or ski bibs are great to keep the legs warm. For my hands, I buy inexpensive fleece



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gloves and cut the very tips of the fingers out so I can connect well with the receiver.

Footwear is often the most critical element. If the snow is melting, you can be standing in snow, on an ice pack or in several inches of nearly freezing water. It can sap an enormous amount of energy and enjoyment out of your day. A water proof boot, galoshes or a pack boot are essential. I place an additional insulation insole inside my water proof boots.

You can find much of the clothing needed at sporting goods stores or your local big box.

**Warming Hut:** Remember our Cabana has a heater and a good solar window effect on sunny days. Get out of the wind on occasion and get your feet up off the cold concrete floor. Taking a few Cabana breaks to warm up will extend your day. Consider starting the heater when you arrive and be sure to shut it down when you depart. Always use the heater in a safe manner.

**Sun Protection:** The spring sun can be intense when it's reflecting off a snow pack. Get that SPF 50 flowing.

**Summary:** Remember, some of the spring days after a storm can be the most glorious with lots of sunshine and little wind. Maybe you can remember a spring lunch break on a ski slope when you were very comfortably wearing just sun lotion, a tee shirt, jeans and ski boots.

Fly Safely

Bob Moore

## Vice President's Corner:

NO INPUT

## Secretary/Treasurer's Corner:

Minutes

## Crosswinds R/C Club Meeting

Date: January 13, 2016

Location: Fire Station No. 42

Attendance: 13 Members, 1 Guest

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

The minutes of the November 18 general membership meeting were approved as they appeared in the newsletter. Motion to approve by Bill Woodward. Second by Michael

Rix.

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 the month was \$50.00 in dues from David Prall.

Expenses included \$90.00 to AMA to renew our club charter, \$115.00 to service the portable toilet, \$30.95 for paint to stripe the runway and \$57.62 for our web site costs.

There was a discussion regarding the recent ruling by the FAA to register all drone and model airplane pilots. The AMA previously recommended that AMA members hold off registering with the FAA until further negotiations between the AMA and FAA could take place. AMA now suggests that all AMA members register.

There was also a discussion regarding renewing AMA membership. AMA recently changed from an "annual" membership to a "year-to-date" membership. It used to be that our AMA annual membership ran from January through December. AMA has changed. The way it works now is that the renewal date will be effective on the date of renewal for one year. It's now possible to wait until flying season begins before



renewing AMA membership. However, our club by-laws require that all flying members must also be members of the AMA. Therefore, if members plan to fly at our field in the near future they must renew AMA membership now.

No further business being presented, the meeting adjourned at 6:45 PM.

Program: Following the business meeting, Darrell Herk provided a movie "One Six Right--The Romance of Flying". The movie was about general aviation airports and featured the history of the Van Nuys Airport in California. Movie goers were provided popcorn and lemonade.

Submitted by Mike Noll

Secretary/Treasurer  
Safety Officer's Corner:

NO INPUT

## At Large Member's Corner:

The 'show and tell' will feature new model aviation items that our members were given ( or purchased) over the recent holidays and would like to show them.

Please bring an item or two to show to the meeting attendees.

A new tool, a new airplane, or that new radio that will fly your DRONE all by itself so all you have to do is stand by with your new UAS REGISTRATION card and watch.

Hope to see lots of members at the meeting.

The February meeting will have a raffle of items donated by a former club member, and then an old fashioned 'show and tell' of model aviation items.

The drawing items come from a former member who wanted the items to become available to club members. There is a very nice container box that holds 10 removable compartment boxes with lots of 'stuff' in them. Also there are various tools (assorted ball drivers,

forceps, screwdrivers, xacto knife, etc.), 2 OS 46 engines ( may not be any good), glow plugs, etc. lots of other 'stuff' including big assortment of blind nuts, screws nuts, clevises, horns, etc.

Sparky's tip of the month!

When repairing or building/assembling a new model, it is often a good time to add some trim. I like trim sheets, but find it difficult to get or keep suitable colors.

I have learned that you can cut the trim items needed from Super Monokote, and then apply them over existing covering by simply wetting the adhesive side with acetone, easily available by purchasing fingernail polish remover. The trim piece can easily slide to exactly where wanted, and then just allowed to dry. I will bring a sample to the next meeting.

Sparky

## AMA Renewal Policy

AMA has recently changed its membership renewal policy. It used to be that each of our AMA memberships ran from January through December 31. We all had to renew our memberships before the end of the calendar year. It's different now. AMA has changed from what used to be an "annual" membership to what they now call a "year-to-date" membership. The way it works now is that our renewal date will be effective for one year beginning on the date that we renew. So, for example, if you wait until May 1 to renew your AMA membership, your membership will run for a full 12 months from that date. You will have 12 complete months of insurance and a full year of Model Aviation magazine beginning in May and ending a year later, the last day of April.

That's all well and good, but our Crosswinds by-laws state that you must be an AMA member if you intend to do any flying at our field. You don't have to be an AMA member to be a member of our club, but you must be an AMA member if you



want to fly at our field. The obvious reason is so you will have the insurance coverage. So if you don't plan on doing any flying during the winter months, you can wait until the flying season begins before you renew.

However, most everyone in our club has renewed their AMA membership by now. But this might be something to keep in mind for next year. Some of our members head out for warmer climates during the winter months. It might make sense for those folks to

wait until the flying season begins here before they renew, unless of course, they fly planes somewhere else where they will need the AMA insurance coverage.

Mike Noll  
Secretary/Treasurer

## FAA Registration

As of February 19<sup>th</sup> all airplanes being flown at our field require that the owner/pilot be registered with the FAA and that the assigned FAA ID number be displayed on the aircraft.

If you have not already registered now is the time to do so. Registration is \$5.00 for 3 years.

See  
<https://registermyuas.faa.gov/register>

There is no specific requirement about having the number on your aircraft other than it be easily accessible on the external part or in a battery box that is easily opened. There is also no specific requirement about size and shape of the number as it appears on the aircraft.

One easy way to insure compliance is to print up a bunch of labels i.e. brother label maker and affix those labels to the aircraft. A small label on the bottom of the fuselage meets the requirements even if the number displayed is microscopic!

Every registered pilot is required to carry a copy of their FAA registration with them while flying.

While all this goes on AMA is trying to get the FAA to integrate the AMA number into the system, but in the meantime you need to be FAA registered.