



# CROSSWINDS R/C CLUB NEWSLETTER



April, 2018



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## President's Report – Doug Gilbert:

First and foremost I want to welcome to our newest member, 14 year old Jax Daniels, who joined our club yesterday! Make sure you introduce yourself to Jax if and when you see him at the field!

The 4 Star 20EP group build Fun Fly date has moved to no earlier than 14 April due to weather constraints and participant availability. Participants will continue to be statused by separate email notices. All other calendar dates have been confirmed for the remainder of the 2018 calendar year.

- ✓ New Years' Day Chili Fun Fly: January 1
- 4 Star 20EP Group Build Fly Off: Postponed, NET April 14
- Crosswinds Work Day: April 21
- LPS FLYNICK: Thursday, May 17, contact: Mike Irwin
- War Birds over Parker: July 28 and 29, contact: Wayne Perry
- Mike Noll Memorial Fun Fly & Member Appreciation Weekend: September 15 and 16
- Veteran's Day Celebration @ Aspen Crossings Elementary: November 2, contact: Robert Porter
- Holiday Celebration Dinner: December 7

The State Land Board (our landlord) is planning a Board Commissioners tour of the Lowry Range on April 10, 2017 (this Tuesday). They have asked if it would be possible to use our facility as a lunch stop during their tour. It would give them the opportunity to see our facility and would be very helpful for them to have tables for lunch. Our club has agreed to this arrangement with the State Land Board. In preparation we have had the Porta-Potty cleaned, and will do some light cabana KP before their visit.

The group will enter through the North Gate and drive along the fence line until they get to the parking lot. They will use the tables to eat their sack lunches and then continue on with the tour of the Lowry range. If a club member happens to be flying when they arrive on Tuesday it is requested that their plane be landed, or some other avoidance maneuver be performed while the group traverses our property to the parking area. Please show courtesy for our guests during their visit as they will be discussing Land Board business. This should take place around 1:00 pm. Any questions please contact myself at the above email or phone number.

The club workday is scheduled for Saturday, April 21<sup>st</sup>, beginning at 9:30 am. A task sign up sheet has been sent on April 7<sup>th</sup> with a request to respond to WayneThompson with task commitments. Additionally, a club wide email was sent on April 7<sup>th</sup> with the club shirt and hat order form. The form and a couple of sample photos of the typical shirts are included on the next two pages. A multitude of accent colors are available (replace the word red in the web address in yesterday's email to see the other accent colors). Please refer questions to Dennis and DoretheaThomas at the contact email / phone number shown on the form.

# Crosswinds RC Shirt and Hat Order Form

Name \_\_\_\_\_ Contact Phone \_\_\_\_\_ E-mail \_\_\_\_\_

Shirts are \$43 Each. Optional embroidered name is \$10 each shirt

Size	Qty	Accent Color -, Choose letter "code" from below	Additional \$10 each for embroidered name. PRINT name to be embroidered
Youth			
Small			
Medium			
Large			
XLarge			
2XLarge			
3XLarge			

Base Color of Shirts is Grey. Select Accent Color choices below and place into above

"R" = RED

"Y" = YELLOW

BLUES

"B1" = NAVY BLUE

"B2" = ROYAL BLUE

"B3" = CAROLINA BLUE

"BK" = BLACK

"O" = ORANGE

"M" = MAROON

"G" = GREEN

"P" = PURPLE

"SLG" = SHOCKING LIME GREEN

Hats - one size fits all

	Qty
Khaki = \$31 Each	
Black/Gold = \$25 Each	

Make Checks payable to "Dennis Thomas".

Mail Checks and Order forms to Dennis at 1105 South Norfolk St. Aurora, CO.80017

or bring completed forms to the club meeting on April 11, 2018.

Any questions phone Dennis at 303.472.7315

Use multiple of these forms if needed for your selection.

# Crosswinds RC Shirt and Hat Order Form

## Example Photos of Shirts



Our March, 2018 presenters, the Magnificent Mountain Men (see the writeup with photos after the March meeting minutes below), have invited our membership to join them at their flying field on the Lowry Range on Saturday, the 29<sup>th</sup> of April, 2018. They will be performing free flight operations most of the day (weather permitting), and at noon, they have a special event planned for attending Crosswinds members, a mass ascent (5 planes) of the new educational outreach offering from the AMA, the ALPHA, designed by one of their very own club members, Rob Romash. Please contact myself at the page 1 contact info by the 26<sup>th</sup> of April if you are interested in attending the MMM invitational event, and I will forward directions to their field to you.



AMA's New Educational Outreach Airplane, the ALPHA

#### **Vice President's Report – Wayne Thompson:**

##### **Melting Pot**

As a relative NOOB to this hobby (I began heli's in the Spring of 2014), I've come to really appreciate the many different aspects of the hobby. Meeting so many great people and seeing all the wonderful things that each not only enjoy, but master, has been a privilege.

I come from a very "hands on" life. I've loved mechanical and electrical things since I was very young. A love for a screaming engine at full RPM and the smell of the fuel quickly became apparent. Growing up on a ranch, I told my father that I didn't want to have anything to do with anything that had legs, other than girls, of course! We certainly didn't have a lot of money, but I did have access to tools and was taught, at an early age, to invest in tools and learn to DIY (Do It Yourself.) For me, it was a very important lesson that has greatly impacted my life.

Watching, visiting, and learning from this community, I'm continually impressed by the level and diversity of specialties and knowledge. From sales men, to carpenters, electricians, plumbers, mechanics, full scale pilots, to a medical surgeon, I've been in awe on numerous occasions and feel extremely privileged to be around so many great people and such a broad wealth of knowledge.

Coupled along with all this knowledge, is a community of people very willing to help each other and share the experience. I feel special to be involved with such a melting pot of terrific folks from many walks of life.

Happy Flying!

#### **Secretary/Treasurer Report – Bob Moore:**

See the March, 2018 Meeting minutes contained herein

**Member at Large Report – Jim Walker:**

April Meeting Program: April's presentation is by our own Dennis Thomas, who has tracked the history of the Tuskegee Airmen. His talk will include footage of an interview with one of the pilots. There is a distinguished history for the Airmen including the famous "Red tails" who are named after the markings on their P-51's. This is going to be a fantastic presentation, don't miss it!!!!

## **Minutes Crosswinds R/C Club Meeting**

Date: March 14, 2018  
Location: Parker Fire Station  
Attendance: 17 and 4 guests

The meeting was called to order promptly at 6:30 PM by President Doug Gilbert, who conducted the pledge of allegiance, confirmed a quorum and welcomed everyone.

Sal Mansu made a motion to approve the meeting minutes published in the March 2017 Newsletter. Gary Pratt 2nd the motion and it was approved by a membership vote.

- Doug conveyed the silent auction results of \$473 collected and to be applied to our runway fund. Many thanks to the members who donated items and to the members who purchased items. We'll have to consider this type of event again in the future.
- Doug then reviewed the event calendar.
  - April 21st is the scheduled Field Work Day. Wayne Thompson has developed a task list and will be calling for volunteers.
  - The LPS FLYNIC: is scheduled for May 17th. Mike Irwin, organizer, filled us in on the details of the event. This year we are expecting 40 kids and 27 staff. That will be a lot of food and a lot of volunteers will be needed. Mike asked for a show of hands for volunteers and it looked like he would have a good start. Mike clarified that \$300 of grant money for the LPS event is still in the Crosswinds general fund and the officers concurred the funds were available for the event.
  - War Birds is scheduled for July 28 & 29. Wayne Perry was not present to provide an update on planning.
  - Aspen Crossing Elementary - Veterans Day Celebration is scheduled for November 2nd. Robert Porter, organizer, reported that the date was correct and more to come as the event approaches
- Vice President Report - Wayne Thompson reported that the Club Logo, T-Shirt and Hat order form will be provided soon (it was sent out April 7<sup>th</sup>, and is included herein). [The Thomas's] will collect the bulk order for submission. Also expanded on Field Work Day tasks that were mentioned above. Reminder to sign up early to get the best tasks.
- Jim Gilbert our Safety Officer was not present so we did not have a safety topic for the month.
- Secretary Report - Bob Moore reviewed the bank statement balances for the months of January and February. Bob noted a couple members have expired AMA and may not fly until renewed. Also there are a couple members who will have their AMA expire at the end of March. E-mails have been sent to remind all those members to renew.
- 2018-2019 Budget proposal. Bob also reviewed a summary of this year's budget process. The officers proposed a budget and that the dues remain unchanged in the 2018-2019 season. Larry Falsetta made a motion to vote on proposal and Jim Magee 2nd the motion. The vote to accept the Budget and Dues level was passed.
- New Business - Larry Falsetta conveyed that the State Land Board staff would be making a Lowery Site tour on April 10th and would like to stop at our location and use our tables for lunch. Doug will be present at the field that day to make sure members are aware and gracefully work around the SLB lunch plans. Bob will schedule a porta potty cleaning shortly before that SLB visit (complete).

Doug called the meeting to a close as there was no more new business.

Robert Moore Secretary / Treasurer

### March, 2018 Program Presentation: The Magnificent Mountain Men (MMM) Free Flight Club

Pete McQuade, President of the MMM, introduced the club and their mission. The program began with a brief slide show about free flight, in particular discussing the concept of MAXing out, ie, achieving a prescribed maximum flight time, typically 2 or 3 minutes, at which time a plane is 'dethermalized', a mechanical reconfiguration of the horizontal stabilizer surface resulting in quickly bringing the plane back to earth.

Pete demonstrated the amazing technology of his home built FAI class F1A glider. It is string launched, kind of like a kite, but any simplistic analogy ends there. There is a significant level of 'pilot' input to actually initiate the flight of the plane, running back and forth in the prevailing wind until the 'perfect' condition exists to tug hard enough to activate the tow line release mechanism at the plane.

Once the release is activated, this glider enters a sequenced flight using four automated servos that activate it's control surfaces to ascend, enter an optimized circling glide flight mode to help it stay in thermals, and finally transition to a 'dethermalized' configuration, where the full flying horizontal stabilizer pitches to approximately +45 degs, essentially parachuting the plane safely to earth. The extremey stiff wing spars are a custom designed and fabricated carbon fiber torque tube construction produced by Pete himself.

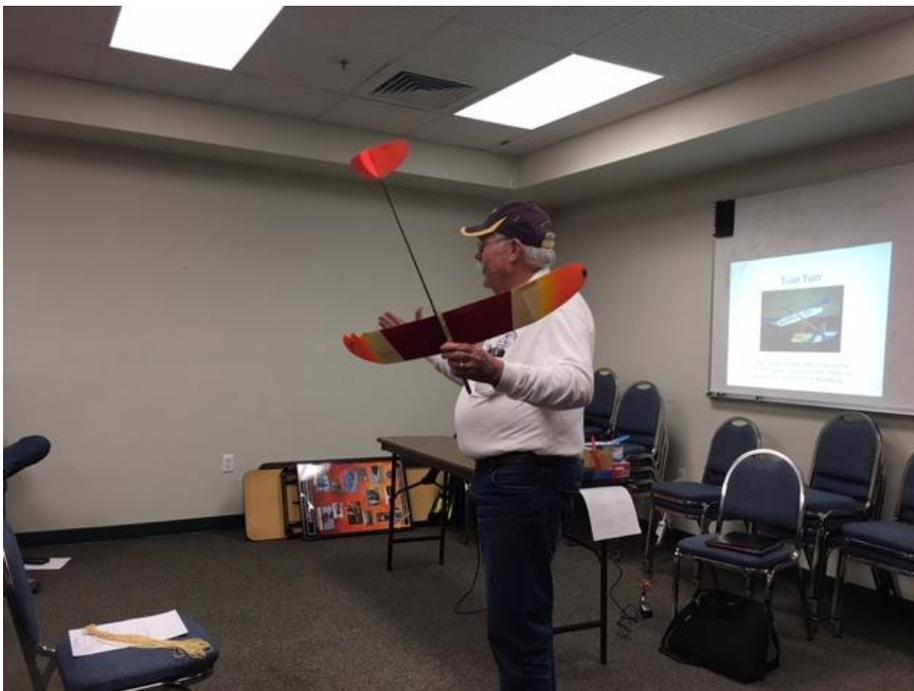


Pete McQuade, President of the Magnificent Mountain Men Free Flight Club, with his custom designed and built F1A high tech glider. The plane requires many practice and tuning flights before being declared ready for competition. Pete described the patience and extremely fine adjustments that have to be made after the plane lands (trim adjustments, of course, cannot be made from the radio like we do).

Next, several smaller, rubber powered and discus launched models were shown. Even these models may occasionally be tracked down on dirt bike.



Darold Jones with his F1B FAI class Wakefield glider. Ready to go after 1000's of turns!



Jerry Murphy discusses a discus launched hand launch glider.

The demonstration of an F1C FAI class nitro powered model showed how intense free flight can be. In this event the 'pilot' (Chuck Etherington) holds the plane steadily in front of himself (with two hands) with the engine running at 32,000 rpm. When conditions are judged to be perfect the model is released, initiating a straight up trajectory with a motor timer that only runs for 3.5 seconds after release. Similarly to the line launched glider discussed previously, the glider then follows a servo driven flight event sequence, which begins with the wings 'unfolding' through two hinges on each wing tip at the high point of the trajectory, a very dynamic transition event, to be sure. This plane shares similar C-F torque tube wing construction to the line launch glider.



32,000 RPM for a few seconds is all it takes for Chuck Etherington to get this F1C FAI class bird aloft!. An "E" ticket ride to be sure!



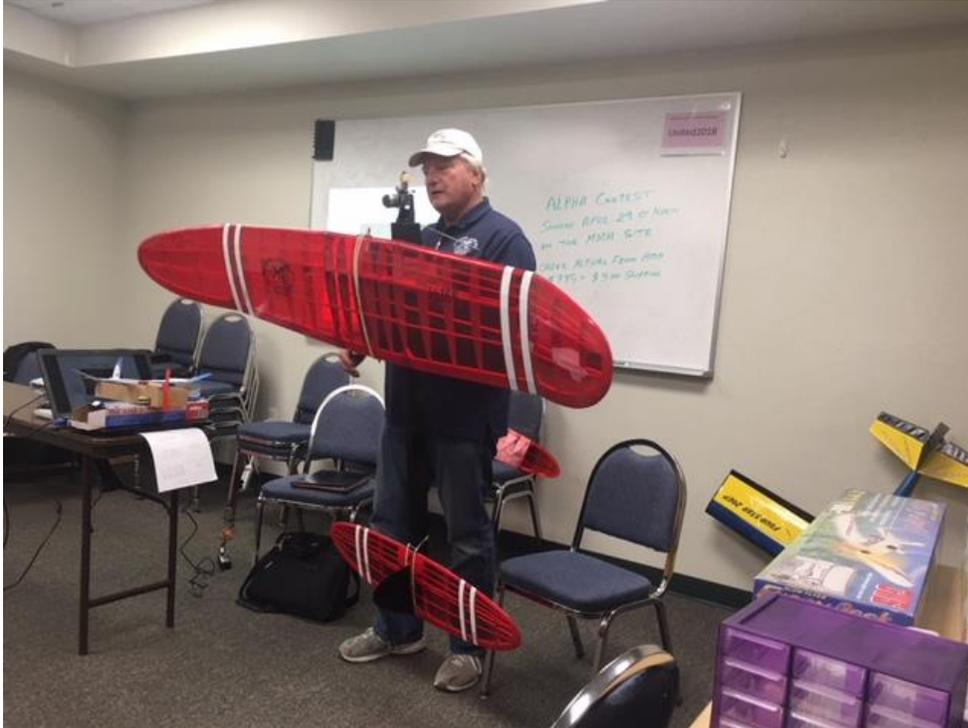
The wing tips of this model fold during the dynamic launch phase to minimize drag and then unfold to catch the thermals. Even with the multiple hinges the C-F torque tube wing spar construction essentially eliminates wing tip twisting in flight.

Several more gas powered gliders of varying sizes and shapes were then shown. Both of the planes shown below are in the 'dethermalized' configuration.

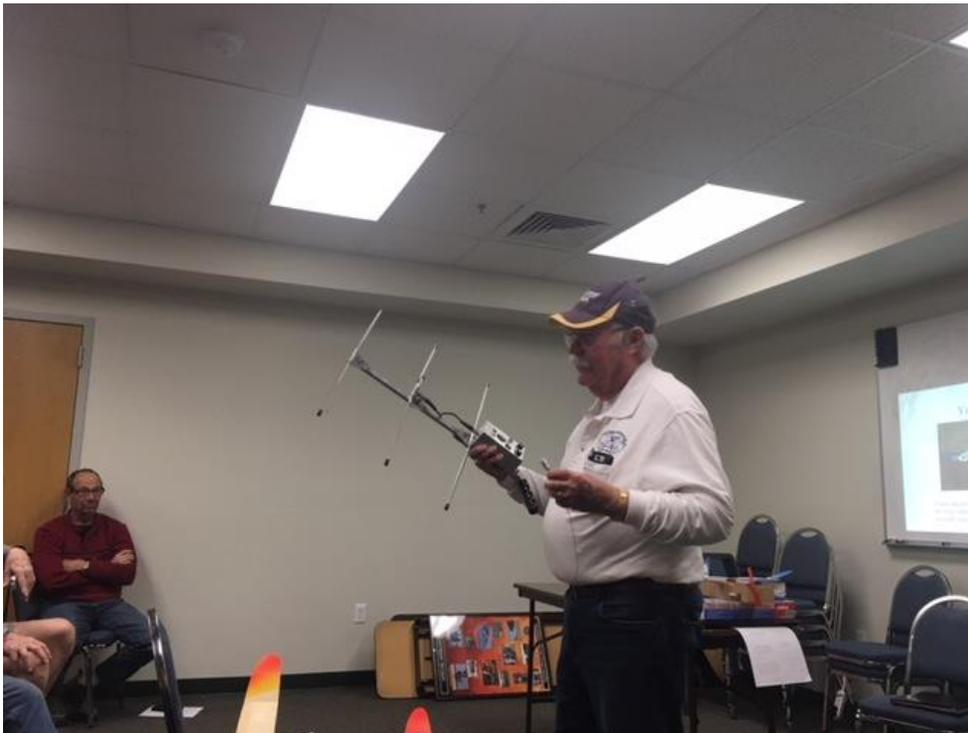


Gas powered planes come in all sizes. In this photo Jerry Murphy and Rick Pangell are holding D-gas and half A-Gas models, respectively. In the photo on the top of the next page Rick holds a Class C AMA Gas model. Comments were made about how few Balsa trees are left in the wild after some of these big models are built.

The photo on the bottom of the next page shows Jerry holding the radio tracking receiver with YAGI antenna that is occasionally required to locate downed planes. Pete indicated that they have to chase planes up to 7 to 8 miles on occasion!



**Rick Pangell with an AMA Class C Gas Model**



**Jerry Murphy holds the radio tracking receiver with YAGI antenna occasionally used to track downed planes.**