

THE WINDSOCK - January 2025

GREETINGS EVERYONE!

I hope everyone is off and running well in 2025. Our new Club meeting place: the Black Bear Diner, 23626 Valencia Blvd, Valencia was very nice and the food was great too. We had a large room all to ourselves with plenty of room for you all. Great space for doing the Show & Tell as well.

ACTIVITIES AT THE FIELD:

Things got a little heated as you all know when the January 22 Hughs fire broke out and threatened our flying site. Currently the flying field is closed and inaccessible until further notice. Power probably will not be restored for some time due to the loss of many power polls. We will keep you updated to let you know how soon they will let us return.

FINANCIALS:

The January Treasurer's Report was presented by our treasurer Jack. One big expense was to LA Park and Rec for the annual Permit fee for use of the flying field site. The other expenses were for a few general operating expenses.

RECAP OF THE JANUARY MEETING:

- Jack indicated that the Club's 6-month CD was up for renewal. A motion was made and seconded to approve the renewal of the CD for another 6 months.
- Bill A. and Jack gave an update on insulating the Club's office building. Currently looking at options on what material to use that isn't too expensive. Steve K. will check with Thomas at Builders First Source on what they have available and price.
- Jim D. said a new weather head was installed because the old one did not register anything below 6 MPH. Thanks, Jim, for your work on this.
- **Float Fly for 2025:** The Park & Rec. Department suggested doing it on Saturday, June 21 but Steve K. would not be able to be there that weekend, so the P & R Dept. said they possibly can have it on Saturday, June 14th. That date also does not conflict with any of the surrounding club events in Southern CA. June 14th currently is the tentative date.
 - P & R Dept. also said they would remove the swimming boundary floats for our event.
 - P & R Dept was adamant that they do not want a bunch of cars and trucks driving in and out over the sand. There is also a liability issue with that kind of traffic happening where the public spectators will be on the beach. We can have one vehicle bring out and remove the boat and the Club booth set up and that is it. So, you will have to carry your items or bring a small cart/wagon. We will be parking in the same lot down by the beach. Years ago we used to have to carry everything down from the parking lot way above the beach so at least the new parking lot is much better.
 - P & R Dept. also requested we provide each event participant with a 8 ½" x 11" parking pass to put on their dash.

- P & R Dept. will be providing their county and park logos that will be on our float fly fliers.
- **Online Membership Payments:** We discussed the pros and cons of establishing a method to accept membership payments through our website. A few objections were: each club member would have to set up an account with PayPal, an additional fee would have to be added to the dues to cover costs when using a credit card, and the extra work that would be required to police the accounts if the wrong payment amount was processed. For now, it is still going to be cash or check. We all concluded that further discussion and research is needed.
- **Turbine Aircraft Rules for Operation & Certification:** Thanks to Lee Buchok and Corey Dail for the work they put in to refine the Rules and Certification requirements for flying turbine powered aircraft at our field. The big take aways from our discussion and review of this topic is you must comply with all of the AMA directives and proper certification procedures necessary. Also, Corey is the go-to person to help direct you to someone who complies with AMA requirements and can certify a pilot. One final important note we want to highlight is in the “Rules for Operation at the CCW Field” it states that members can only operate turbines within the dates as specified in the Club Newsletter. Typically, Dec. through March. The challenge here is our weather conditions can change that, so we suggest that you check with any one of the Board of Directors to see if it is allowable. A copy of the rules as drafted by Lee and Corey is attached. We still must formally vote on adopting these rules which we will discuss further at our next Club meeting.
- **Jim Lansen,** our Club secretary, informed us that he will be moving to Nevada sometime after March. The Board of Directors will be appointing someone to fill the vacancy. We control both the House and the Senate so approval should pass quickly. 😊 Seriously though, we have appreciated Jim’s many years of service and all he has done for our club including a lot of free electrician services. He will be greatly missed!!!!
- **Show & Tell:** Corey Dail brought in a beautiful still under construction 1932 version of a “Winnie Mae”. All custom wood frame. His model was nearly ready to fully sheet the wings and cover it all with Park Lite. Corey had plans custom sized by Cleveland Model Supply so he could install an OS 20 glow engine. Its wingspan is 48”. Anyone who knows Corey appreciates his attention to detail and his top-notch craftsmanship. Thank you, Corey, for sharing this beauty.

FUEL UPDATE:

If you wish to purchase more fuel, just contact one of the Club officers and we can help you. Currently we have approximately 16 gallons of 15% left and 3 gallons of 10%. Like everything else our cost went up. Member price is now \$45 per gallon. That is still less than what Smith Bros. is selling it for, plus you don’t have to drive down there to pick it up. We are selling the remaining 3

gallons of 10% for \$35. Please bring the correct change for your fuel as we do not keep change at the field.

Reminder: As most of you know any aircraft that uses Lipo type batteries, electric or gas, has a potential risk of starting a fire if involved in a serious enough crash that would damage the Lipo battery pack. Because we are in a high-risk fire zone and given the vegetation is extremely dry we insist any pilot that is involved in such a crash needs to take action immediately and get to the crash site as soon as possible to prevent or put out any flames. If it appears that you will not be able to extinguish the fire immediately, PLEASE DON'T HESITATE and call the Fire Department and/or 911.

SHIRTS, AND SWEATSHIRTS:

We have great-looking polo shirts in stock. We also have Tee shirts and sweatshirts and hats available at the field. They are all looking good! The cost is \$35 for Polos, \$20.00 for tee shirts and hats and \$40.00 for sweatshirts. See a club officer for yours.

The Board welcomes your ideas to make the club a better place for all members. We welcome your criticism as long as it's constructive criticism.

MEETING UPDATE:

Our **NEXT** regular Club and Board General Meeting will take place on **Wednesday, February 26, 2025** at the **Black Bear Diner, 23626 Valencia Blvd., Santa Clarita**. A number of us will be there at 6:00 PM for dinner and if you would like, please join us. The regular meeting starts at 7:00 PM. There are always a lot of great discussions while we eat.

SPECIAL NOTE: I am always looking for anyone who wants to participate in a simple "show & tell" at our meetings. If you have a new "Flying" project or new piece of RC equipment that you would be willing to show, please let me know and bring it to our meeting. If you have any questions, you can always send me an email at stevek4him@gmail.com or call my cell phone 661-755-9721.

On behalf of the CCW Board, stay safe! We hope to see you soon at the flying field. **Happy landings!**

Steve Killian

President

BEGINNING BALANCE	\$11,729.69
CHECKING	
ADDITIONS	
CHECKING BALANCE	\$11,729.69

EXPENSES	DATE	#/CARD	TO	FOR	AMOUNT
	12/30/2024	Debit	SCE	Electric	\$38.98
	12/31/2024	Debit	ATT	Internet	\$63.75
	1/2/2025	Debit	USPS	PO Box	\$236.00
	1/6/2025	Debit	Amazon	Weather Station	\$94.60
	1/13/2025	Debit	LA Parks & Rec	2025 Permit	\$4,900.00
	1/22/2025	Debit	Andy Gump	Porta Potty	\$64.26
TOTAL EXPENSE					\$5,397.59

CHECKING BALANCE	\$6,332.10
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SAVINGS	
6 MONTH CD	\$21,084.13
INTEREST	\$179.59

CLUB TOTAL	\$21,146.12
	\$27,478.22

Turbine Aircraft Rules for Operation at the CCW

Field

Note: Some of these rules/requirements are specified in the AMA waiver for turbine model operation but are repeated here for clarity. The turbine waiver will specify class of aircraft, such as jet turbine, turboprop or rotorcraft.

Pilot Requirements:

1. The member must possess a current AMA turbine waiver for the class of aircraft flown.
2. The member must have passed a club administered flight test for the class of turbine aircraft flown.
3. The member must wear his/her official Canyon Crosswinds club issued name tag for identification while engaged in turbine aircraft operations.
4. The member must appear on the current list of Canyon Crosswinds turbine approved members in good standing. The current list must be posted at the field for identification if necessary and must specify the class of waiver.

Operating Requirements/Limitations:

1. The member must follow all AMA turbine aircraft flight rules (as per the turbine waiver).
2. The member may only operate within the dates specified in the club newsletter. These dates are based on current field conditions and are specified by the club board of directors, typically December through March but may vary year to year.
3. The member must only operate with a spotter (AMA waiver req't).
4. The member must fly only to the east of the main runway (jet turbine or turboprop) or in the designated helicopter area (rotorcraft), except for landing.
5. The member must fly no faster than a speed which allows the aircraft to remain within the current Canyon Crosswinds flight area at all times.
6. If a turbine aircraft is operating it must be the only aircraft flying on the main runway. If a turbine rotorcraft is operating, it must be the only rotorcraft operating in the helicopter area.

Field Equipment Requirements:

The member must insure that the following equipment is on hand while operating turbine aircraft either in the pit or flight area:

1. CO2 type fire extinguisher for aircraft fires in the pit area. (AMA waiver req't)
2. ABC type fire extinguisher for fire in the field area (15 lb minimum).
3. Water sprayer type fire fighting equipment for fire in the field area.
4. Full size square tip shovel for fire in the field area.

Aircraft Requirements:

1. The aircraft must meet all AMA turbine aircraft rules (i.e. brake system, fail-safe etc)
2. Jet turbine class aircraft are limited to a total engine rated thrust of 105 Newtons or the maximum recommended for the aircraft by the manufacturer, whichever is lower (this is to limit onboard fuel load).
3. Turboprop or rotorcraft have no engine size, thrust or power limits.

CCW Turbine Pilot Certification Program

Pilots Name: _____ AMA #: _____

AMA Turbine Waiver #, Class and Issue Date: _____

It is assumed here that a club pilot seeking CCW Certified Turbine Pilot status already has CCW Certified Pilot status and an AMA turbine waiver with a specific class.

The pilot must receive a "pass", during a flight, on each of the maneuvers listed below in order for the pilot to be granted CCW Certified Turbine Pilot status. A certification flight with a jet turbine aircraft will also apply to turboprop aircraft and rotorcraft. A certification flight with a turboprop aircraft will also apply to a rotorcraft, but not a jet turbine. A certification flight with a rotorcraft will only apply to a rotorcraft.

The pilot must also receive a safety briefing for fire prevention when operating turbine aircraft.

Maneuvers to be flown:

Takeoff	Pass	Needs more practice
Fly the pattern	Pass	Needs more practice
Flat figure eight at altitude	Pass	Needs more practice
Landing	Pass	Needs more practice

I certify that the pilot named above has successfully demonstrated his/her ability to perform each of the above maneuvers as outlined in the AMA manual and as of this date shall be granted CCW Certified Turbine Pilot status for the class of aircraft demonstrated on the certification flight.

Pilot Certification Official

Date

I certify that the pilot named above has received a safety briefing involving fire prevention techniques, use of the CCW field fire fighting equipment and safe operation of turbine aircraft at the CCW field.

Pilot Certification Official

Date

When a pilot has successfully completed the CCW certification flight this signed form will be submitted to the CCW President or designated CCW Club Officer in order to process their new status with the club as a CCW Certified Turbine Pilot for the class of aircraft demonstrated on the certification flight.