

June 2016 Edition

The next meeting will be at the flying field - June 8th 6:30 pm.
Come early and fly.

Meet your Officers

A monthly column to introduce you to our club officers and appointees.



Meet your Webmaster, Mike Gulizia

Mike has been modeling for about 45 years and the club's Webmaster for the last 10 years. His interest in modeling came strangely enough while his band "Albany Beef" was playing a 2 year stint at the Falcon Lounge in Santa Barbara, California.

Yes, you heard that right, Mike in his younger years was the lead guitarist for his band, Albany Beef, which had a steady 6 night per week gig at the Falcon Lounge during the first few years of the 70's.

The band had been formed of 5 musicians, all in the U.S. Army Old Guard Fife and Drum Corps at Fort Myer, Virginia. While all of Mike's compatriots were bugle, fife and drum players, their real love was rock and roll. Instead of practicing the appropriate Revolutionary War songs like "Yankee Doodle", his band played "Good



The Albany Beef Band members (Mike is top left).

Golly Miss Molly", to the immense distress of command staff in the next building.

After leaving the army, the band stayed together and relocated from Virginia to California. In the spirit of driving new "neighbors" to purchase large quantities of earplugs, the band moved to a house in Southern California, later to find itself in Santa Barbara playing a steady gig. One of the dedicated fans of Albany Beef happened to be a control line flyer. It didn't take long for Mike and the band's bass player, Willie, to succumb to the lure of modeling. Willie built a control line Mustang, Mike built a Hawker Hurricane.

The Hurricane flew beautifully, but his next model, an exclusive, one of a kind, self designed, "this should be better" airplane, not so much! The bug had clearly bitten, and modeling mania was in full control. So, when the local hobby shop had an RC plane and an Orbit 10 chan-

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nel reed system for only \$50, Mike and Willie couldn't resist. The plane was something like the old Mercury Matador, and the Orbit radio was not made for use by human beings. The store owner actually should have paid Mike and Willie to take the equipment off his hands!

As with many "we know best" RC modelers, Mike and Willie took their plane out to an empty field, believing they were about to witness the wonders of flight. Also, as with most RC modelers who fail to have a pre-flight check and instructions from an experienced pilot, the take off was a spectacular fail. There may have been "wind beneath the wings" for all of 3 feet before the spectacular part commenced. Mike picked up the pieces and Willie said, "I'm outta here." So, Mike was now the proud, sole owner of an Orbit reed radio, some servos, an OS 19, and a bag of balsa mulch.

So, it was time to do it right. Mike joined the Santa Barbara Radio Control Modelers, and took flying instructions at their field on More Mesa. It was a fantastic and scenic site on the edge of a cliff, 100 feet above the thundering surf. That was the good news; the bad news was a lost plane rarely survived the thundering surf! Mike trained on an Aeronca Champ, which was his first RC model construction project.



Mike with his Aeronca Champ

Having already made the requisite building mistakes on control line models, this aircraft turned out pretty nice. And, after learning how to handle all the switches on the Orbit system, it flew really well, too.

Advancing in the hobby, with the usual RC peanut gallery contributions (yes, Santa Barbara had one there, too!), the next model, built on the kitchen table, was a Falcon 56. This model included an upgrade to a used

PCS 4 channel system, with linear servos and proportional control... hot dog!

After Mike and Susie had a child, Albany Beef went on tour. That worked for 6 weeks or so, and Mike decided that the road tour life didn't work too well with a family. After returning to LA, where he had lived since starting High School, Mike joined IBM as a service representative. Continuing his participation in modeling, he joined the San Fernando Valley Flyers. This club's field was in the Sepulveda flood basin, a several hundred acre area set aside for flood water capture and retention. He built and flew a Kiwi, which even had a nose wheel brake installed... a real plus on a 600' runway.

Mike's next stop was an assignment to the IBM manufacturing facility here in Colorado. For a short time, he joined the LAMA club which at the time was flying at Terry Lake. Business demands took him out of the hobby for a few years, but love of the hobby won out and he rejoined LAMA in the late 80's. By this time, LAMA was flying from a gravel runway on some farmland in what is now within the Town of Frederick.

At the LAMA field, Mike eventually met Al Coelho and Jay McDonald and learned that helicopters actually can fly! It didn't take long and that bug bit, too. The nice thing about LAMA in those days was that there were aficionados of so many different elements of the hobby. You could fly sport, pattern, gliders, quickie 500, and helis. It was all welcome there.

Later, Jay found his way to BAS, followed by Al. Since those two were his heli flying buddies, it was only natural that Mike would join, too. He found BAS to be a welcoming and friendly place to enjoy the hobby. It offered the added benefit of providing a place to float fly. In the years since he joined BAS, several members now get together for breakfast, donuts, flying and of course, lots of friendly BS. Mike says that the peanut gallery at BAS is easily as raucous and caustic as the peanut gallery at Santa Barbara, but he can't think of a better place to be on a brilliant blue, clear Rocky Mountain day!



Downed aircraft retrieval

David Goodnow, wearing one of our official retrieval vest, on his way out to retrieve a downed aircraft.

David is one of the authorized retrieval individuals after our training session with Joy Master.



New windsock

The long hard winter took a toll on our windsock, but thanks to Rudy Furman (our official windsock coordinator) and his helpers, we have a new windsock.

Left to Right: Mike Morter, Mike Gulizia, Rudy Furman, Murray Lull.



Club Picnic

The date for the Club Picnic has been set...

Saturday July 16th at the Club Field

Mark you calendar.



Minutes of BAS Meeting 5/11/16, Hobbytown, Longmont

President Murray Lull called the meeting to order at 6:29 pm.

There were 13 members and one guest present.

A motion to approve the minutes of the previous meeting was made by Rich Anderson and seconded by David Goodnow. Minutes were approved by a show of hands.

No new business was reported by the first vice president Chester Shans. Secretary Ken Jochim and Murray Lull noted that the club was not required to record FAA numbers. However, the club application has been updated anyway to include a data field for that item, which will be optional. If you enter the info, it will be printed on future membership cards.

Dean Ehn provided an overview of the club's current finances. It was noted that the club received an anonymous donation toward building the shelter for the float fly retrieval boat.

Tom McKinnon has retired as the Membership chairman, and Al Coelho has volunteered to take on that task. Al reported that we have 79 members, with 4 new last month. It was noted that the on-line application has been updated with the new mailing address. With Al taking on the membership assignment, Mike Gulizia has been recruited to take over the auditor duties.

David McClintock noted the PortaPotty is in good shape, but the lock is inoperative. It was noted from several members that the main gate lock was not working well, and Chester Shans volunteered to give them a cleaning to see if that would help. If not, the lock(s) will need to be replaced.

Old Business:

The rules draft was discussed and several suggestions for wording changes were proposed. A Motion to approve the amended version was made by Ken Jochim and seconded by Chester Shans and approved by voice vote. The new copy will be posted on the website.

A related discussion occurred as to the appropriate location for glider pilots during the field closure season, since the normal area south of the East-West runway is not available. The agreement was to work with other folks at the field to determine a place to operate, using the appropriate flight stations. It was agreed that we would prepare a proper flight station for the E-W runway at the next work party, with the side barriers aligned in a north-south direction, rather than having to walk around the east-west fencing.

David Goodnow reported that the batteries in the charging station were good for around 15 years, and since they were installed in 2013, they have plenty of life. He mentioned that the charging station for the Walkie Talkies has been installed.

David discussed the Picnic, and the date of July 16th was se-

lected. Famous Dave's was agreed upon as the supplier of the entrées.

David also reported that Superior Aggregate would be coming out to analyze the field regarding sealing the cracks. Chester, Murray, and Ken agreed to assist with this visit. The actual sealing will probably occur later in the year when the weather is warmer.

New Business:

Red Flags have been placed in the grass area adjacent to the runway to indicate that the area is a "No Walk" area which is under the wildlife closure. Do NOT go out past the flags in that area or you will be subject to fines and jail time (City of Boulder ordinance).

New signs were proposed to warn folks of the substantial fines and/or jail time for entering the closed area. The topic was tabled pending wording and how many signs are required.

The club asked the city if it was possible to park the float fly boat by the shelter, and perhaps pick it up before 10 am. The city reinforced that there is to be no access before 10 am, and the request was denied as other folks storing boats at the Rez have to pay for the privilege.

The club was also approached by the folks running the Iron Man Marathon regarding use of the parking area. As it is not our place to make such a decision, they were referred to the City, who told them they could not use the parking area, and also reinforced again that no one could enter that area before 10 am due to the wildlife. We need to remember that the field hours start at **10 am**, which means no opening the gate or entering the parking area before 10 am.

A motion to Adjourn was made at 7:45 (approx.) by Dean Ehn and Seconded by Rich Anderson. Motion Passed.

Folks were reminded that next month's meeting will be at the flying field.

There being no show and tell this month, a drawing was held for the \$20 Hobbytown gift certificate, and it was won by Chester Shans.

Respectfully Submitted, Ken Jochim, Secretary

This months Food-For-Thought
(from your Editor)

Quality means doing it right

when no one is looking...

Weather forecast for the BAS Field

I used to use the Weatherspark application for forecasting. Weatherspark was a map based point and click for weather forecasting. Weatherspark had one major problem in that it's map was "Adobe Flash" based.

Flash is currently being phased out. Weatherspark has depreciated Flash and is yet to convert to a HTML5 based map. This eliminated the point and click forecasting and thus the true value of Weatherspark.

Since most applications use the NOAA site data for forecasting, I began researching the capabilities on the NOAA site. I find that you can not only select a city but you can give it a GPS location.

The following link is to the NOAA site with the GPS location for the BAS Field. **It is not a clickable link so you must copy and paste it into your browser.** You may then bookmark the page for future use.

<http://forecast.weather.gov/MapClick.php?w0=t&w3=sfcwind&w4=sky&w5=pop&w7=rain&qpfhr=6&psnwhr=6&AheadHour=0&Submit=Submit&&FcstType=digital&textField1=40.085&textField2=-105.233&site=all>

This particular link will give you the hourly temperature, wind, wind direction, overcast and precipitation probability. The 40.085 and -105.233 is the field coordinates. Once you get to the page a little research will show you the many options.

For convenience, Mike has placed the link on the club's web site. <http://www.boulderaero.org/>



Richard Bertschinger **Dave Butler**
Shelby Lynn Hart **Eldon Hesselius**
Greg Hine **Gary Paterson**
Aidan Sesnic

Informative links

as you can never remember them...

Club Website: <http://www.boulderaero.org>
BAS RC forum: www.tinyurl.com/boulderrc

FAA UAS home page:

<https://www.faa.gov/uas/>

FAA UAS Registration page:

<https://www.faa.gov/uas/registration/>

AMA home page: <http://www.modelaircraft.org>

AMA Newsletter:

http://www.modelaircraft.org/publications/AMA_Today.aspx

AMA Air: www.youtube.com/modelaircraft

AMA District IX (Yahoo groups)

<https://groups.yahoo.com/neo/groups/amadistrict-ix/info>

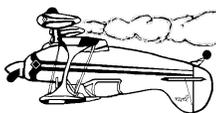
**Lazer kit cutting...CNC routing...Vacuum forming...CNC
Foam cutting** www.vicsrc.com

Will purchase Estate Lots or entire large RC collections.

Richard Myron 303-746-4274

Links should be active. Mouse over and click on them.

Next Meeting 6:30 PM Wednesday June 8th at the flying field.



THE INVERTED FLYER

Editor: Al Coelho

The Inverted Flyer is published monthly by the Boulder Aeromodeling Society as a service to its members. Submissions for publication are encouraged and can be but are not limited to: articles pertaining to Aeromodeling, letters to the editor, short news items of general interest to BAS members, and announcements. Space permitting, all submissions will be published except as follows: no anonymous letters or any submission containing morally objectionable content or language, as judged by the editor. Classified ads will be provided to the members of BAS free of charge. The deadline for all submissions and classified ads will be the first of the month for publication on or about the first Wednesday of the month. Opinions expressed in the Inverted Flyer are not necessarily those of the Boulder Aeromodeling Society general membership.

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