



# Colonial Virginia Aeromodelers

**Chapter 1474**  
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**August 2016 Newsletter**  
**Editor: Alan Fry**



## **Presidents Column: John Backes**

### **2016 Meeting Schedule**

All meetings (except for the Christmas Dinner) in 2016 will be held at the Williamsburg Christian Church on the second Thursday of the month, starting at 7 PM. The next meetings will be August 11 and September 8.

### **Upcoming events**

August 6 – Something Different

August 27 – National Model Aviation Day

September 24 – Cub Fly

### **Field Maintenance**

Field Maintenance is the most important action that happens in our club. It makes all of our other activities possible. Besides riding the mower there is also a need for people to run the weed eater or just to move the starting tables and pilot boxes so the person on the mower does not have to stop and do that. If you can help, please contact Tom Treese.

### **Something Different**

Something Different will be held on August 6. This event is open to any type airplane except a tractor engine monoplane with conventional tail. Biplanes, jets, pushers, deltas, T-tails, twin tails, twin engine, V-tail, canard, helicopters, parasails and other nearly normal planes are legal. Even if you do not have something different, come out to check it out and bring your regular planes to fly before and after the event.

### **National Model Aviation Day Open House**

This is probably our most important event of the year because of the number of spectators that normally attend. We will be holding an event on August 27 and will need help from many club members to be able to do a good job at this. We will need many people to be flying a large variety of aircraft and will also need people to be interacting with the visitors. Alan Fry will be coordinating the event and we will talk more about it at the meeting. If you cannot make the meeting but are planning on attending, please email Alan Fry at [alanwfemail-CVA@ yahoo.com](mailto:alanwfemail-CVA@yahoo.com) and let him know.

### **Float Fly Club**

Joe Lupton is forming a new club to have Float Flying at the lake in Smithfield. He is looking for 12 charter members to each pay \$10 to cover the club charter fee and the site insurance. There will be flying during the week and occasionally on the weekends. If you want more information contact me and I will forward the information.

## **Show and Tell**

We are going to have a short show and tell at the end of each meeting. I would like to have Show and Tell be a significant part of each meeting.

## **Contact Me**

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## **Secretary's Report: Gary Clifford**

CVA Meeting Minutes 7/14/16

The July 14th, 2016 meeting, held at the Williamsburg Christian church, was called to order by the President at 7:00pm with 17 members present. The President announced the minutes of the June meeting that were published in the corresponding newsletter. A motion was made to approve the minutes as published. The motion was seconded, a vote taken and approved unanimously.

## **Treasurer's Report**

The treasurer reported on the clubs operating and mower fund balances including recent expenditures for mower maintenance.

## **Site Improvements**

Tom reported that the grass appears to be growing an inch a day and that it takes mowing every three days to keep the runway flyable. He also indicated that mowing in the evening was preferred since it provided cooler temperatures and dryer grass.

Tom and Bill Talbot have removed the unused weather station and will convey it to Mr. Hoffmeyer for his use.

## **Activities**

Both Steve & Fran spoke briefly about this morning's spur of the moment field visit from the Youth Aviation Education Foundation group from Williamsburg-Jamestown Airport. As usual, Fran and Steve were able to entertain and educate their audience on all aspects of model aviation.

Joe indicated that July would have little if any activity area wide.

John reminded everyone of the upcoming Something Different event on Aug 6<sup>th</sup> and asked for volunteers to purchase food, cook and man the registration table.

Alan went over some of the preliminary details for his NMAD#4 event scheduled for Aug 27<sup>th</sup>. He suggested the need for a minimum of 100 foam give away gliders for children and a second candy drop for different age groups.

Tom stated that WOW XI has been rescheduled for Oct 27<sup>th</sup>.

## **Safety**

Joe spoke about a close call prop strike from an energized plane on his workbench that came very close to injuring his eye. Again John cautioned everyone to remove the propeller when energizing electric aircraft.

## **Training**

Nothing to report.

## Club Promotion

John spoke about the static and in flight aircraft display at the Williamsburg-Jamestown Airport that took place on June 25<sup>th</sup>. 20 club members participated in the event that included some display flying of small electric aircraft and at least one new club member. The low public attendance in general, indicated that some better pre-event advertising should be considered for next year.

## Old Business

None

## New Business

None

## Show & Tell

Dick Brown displayed an older “Shoestring” type model he was asked to restore. This model had some composite components and for its age, was in very good condition.

Tom spoke about an unexplainable loss of control of his foam Corsair. With any luck some hot glue will have it airworthy again soon.

Gary offered the remaining items from both Freeman’s and John Russell’s collection to anyone in need. All proceeds will go directly into the club funds.

There being no further club business the meeting was adjourned at 7:45pm.



### **Activities: Joe Musika**

July was all I thought it would be, hot, hot and hot, plus wet and hardly any flying. Bah humbug!!! THE MEAT OF OUR SCHEDULE IS STARTING! There are two events this month. The first event is “Something Different” on Aug. 6th. By the time you read this, the event will probably be over. On August 13th Newport News and Tidewater clubs are holding their National Model Aviation Day fly-in event. Our National Model Aviation Day event is August 27th! Suffolk is having a scale fly-in on September 10th. This is usually a very well attended event. Most everyone has fun. That is all of the flying news for this month, more next month. Our next club meeting is on the eleventh, so long till next month!!



### **Training: Alan Fry**

#### **Website of the Month**

This month’s website of the month is called CrashTestHobby.com. Crash Test Hobby’s slogan is “Toughest Planes on the Planet”. They sell 100% EPP foam airplanes. Crash Test Hobby was gracious enough to let me use some outstanding information from their website in my training column (see below), therefore I thought they should be this month’s Website of the Month. Here is the link:

<http://www.crashtesthobby.com/>

**Do you have a favorite website? If so, let me know and I will put it in the newsletter. Favorite online store, how to build, how to fly, etc- send me the link! My email address:**

[AlanWFEmail-CVA@yahoo.com](mailto:AlanWFEmail-CVA@yahoo.com)

## **Training Column, Part 1**

The following is a reprint from [CrashTestHobby.com](http://CrashTestHobby.com) (see this month's Website of the Month) and is used with permission from Lee Aston of CrashTestHobby.com:

### **Ten Radio Control Mistakes to Avoid, Part 1**

**Our goal at Crashtesthobby.com is to help you be a fantastic flyer.** The difference between success and failure is usually your attention to detail in your building, set up and your pre-flight preparation. This article will address the most common problems we see and the most frequently asked questions we get from flyers.

**Full sized aircraft are required to have a pre-flight checklist.** Surgeons in the hospital do a pre-op checklist. In RC we should follow their example and go through an equipment and safety checklist to make sure we are ready to fly. If you have flown and the plane is not flying right it is a good idea to review the checklist below to help you figure out what may be going on before you fly again. Once your plane is in the air you are committed to a landing.

**The number one problem we see is planes that are tail heavy.** You need to know where the center of gravity location on your specific plane is supposed to be. You have to get the CG correct even if you have to add lead to the nose of the plane. No exceptions!!! Even a little bit tail heavy will make a big difference. Your plane won't fly well if it isn't balanced correctly.

**The CG is a point at which the plane needs to balance if it is going to fly well. On a flying wing The CG is back about 23% of the total wing area including elevons.** This means that 77% of your plane and the motor are behind the center of gravity. On a conventional plane with a tail the CG can be back as far as 32% with 68% of the length of the plane behind the CG. With most of the plane behind the CG you still have to make it balance. Placement of the battery and radio help to move the CG forward but it is also just as important to keep the back or tail of the plane light. It takes 2-3 ounces of lead in the nose to balance one oz. of added weight in the tail.

**Tail heavy planes often are diagnosed with other problems because they fly erratically.** Many people think that their radio is broken, or the plane is fluttering when it is just a center of gravity problem. If your plane rolls over when you try to loop it may be tail heavy. If you are having trouble controlling your plane when you launch it may be tail heavy.

**If your plane is nose heavy** it won't pull up in a glide and the plane will feel under powered especially at lower speeds.

Put some thumb tacks in the bottom of your plane on the right and left wing back at the suggested center of gravity for your specific plane. Balance your plane on your fingers with your fingers on the thumb tacks. The plane should be neutral and not fall forward or back. Add weight or move your battery to get the plane to balance.

**Make sure you get the right plane for your skill level.** About half of the people who contact us about getting started in FPV don't know how to fly. Other new flyers tell us that they want to build a ballistic Scythe that will fly 100+ mph and they haven't ever flown a plane that can fly 30 mph. Many people find us looking for EPP foam planes that last because they have had a frustrating experience with their fragile plane, heli or quad. Enjoy the learning process. We have planes for all skill levels and you will have more fun if you get an easy flyer like the Albatross to start with especially if you don't have someone helping you. Flying wings are durable but they do fly faster. Start simple and work your way to the more complex and aerobatic planes.

**Lighter flies better ... a lot better!!!** It is logical if you think about it. If your plane is as heavy as a brick it will fly like a brick. If it is as light as a feather it floats like a feather. Heavy planes take more speed to fly and are quicker to stall or snap roll and not respond well radio commands. Planes with big motors, heavy batteries, FPV gear and cameras end up weighing more so they are harder to launch, harder to fly, more likely to roll over during launch and will want to land faster. Some of the best flying planes I have owned are planes I built light.

**Plane weight is not calculated just by weight but by wing loading.** Wing loading which is calculated in the USA by the weight in ounces divided by the area of the wing in square feet. Gliders and indoor planes can be under 4 oz. / ft<sup>2</sup> wing loading. Flying wings are about 10 oz. / ft<sup>2</sup>. I have seen FPV planes loaded with batteries close to 20 oz. / ft<sup>2</sup>. You can get the feel of how your plane is going to fly just by feeling the weight.

**Use the right prop and get it on frontwards.** The thickest part of the prop should be facing forward whether the prop is in the front or the back of the plane. The front of the prop usually has lettering on it. It is easy to get confused and put the prop on backwards if you have both nose mount and pusher planes. The prop will still push air the right direction if it is on backwards but it will only have about 1/3 the power and it will make a buzzing sound that isn't heard if it is on correctly. We often see flyers trying to use a slow fly prop on a high power motor. These props are too soft and flatten out and don't give much power at higher RPM. Use the APC style props for the best power on the higher power motors.

Part 2 will be in next month's training column.

See you at the field.

Alan Fry  
Training Coordinator



**Vice President: Tom Treese**



**Safety Officer: Cliff Casey**

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