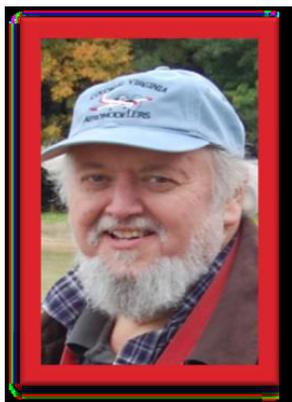




# Colonial Virginia Aeromodelers

**Chapter 1474**  
**Volume XV • Issue 10**

**October 2015 Newsletter**  
**Editor: Alan Fry**



## **Presidents Column: John Backes**

### **Meeting Schedule**

All future meetings (except for the Christmas Dinner) in 2015 will be held at the Williamsburg Christian Church on the second Thursday of the month, starting at 7 PM. The next meetings will be October 8 and November 12.

Direction to Williamsburg Christian Church – The building is at 200 John Tyler Lane. At the intersection of Route 199 and Route 5 turn the OPPOSITE direction that you would turn to go to the field. Go 50 yards and turn right (left is Strawberry Plains Rd). You can't miss the church; it is on the right just past the professional park that you can see from Route 199.

Everyone needs to be warned that there is an additional fine of \$200 for going over 25 MPH and the cops are there a lot.

### **Show and Tell**

I would like to have the Show and Tell be a major part of each meeting. There is a TV that we can use for showing videos.

### **Election Results**

The elections were held during the September meeting. The results were:

President - John Backes

Vice President – Tom Treese

Secretary – Gary Clifford

Treasurer – Jon Persons

### **CVA Events**

NOTE: The BAGS Fly-In originally scheduled for October 10 has been rescheduled to October 24 – see below.

We will have a Picnic on October 17. There will be Slow and Nutball Combat during the picnic. The club will provide Hot Dogs, Hamburgers and Drinks. You may bring a side dish or desert to share but it is not required.

CVA will be holding the Bay Area Giant Scalpers (BAGS) giant scale event at our field on October 24. You need to have a plane that meets the old IMAA rules. Come out and watch – or help – and bring an airplane to fly when we go to open flying around 3:00 or 4:00.

## **HRRC Float Fly**

The Float Fly will be held October 10 at the lake in Smithfield. There is a very good area with dock at water level for launching the airplanes and a boat to retrieve any planes with problems. The lake is large and there is an unobstructed fly over area.

## **Budget**

The budget will be submitted for approval at the October meeting.

## **Christmas Dinner**

We need to make a decision at the October meeting. If you have any ideas, please do the preliminary research and bring the information to the meeting.

## **Contact Me**

Phone: 757-876-1241

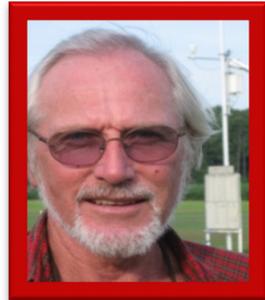
Email: [jb753@cox.net](mailto:jb753@cox.net)

Address: 8630 Diascund Road, Lanexa, Va. 23089

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

CVA Meeting Minutes: 9/10/15

**Editor's note:** Tex Harrison filled in for Gary at the September 10, 2015 meeting.



The September 10, 2015 meeting was held at the Williamsburg Christian Church and called to order by the president at 7:00pm with 16 members and 1 guest present. The President announced the minutes from the August meeting. A motion was made to accept the minutes as published. The motion was seconded and approved unanimously.

## **Treasurer's Report:**

The treasurer reported on the club's finances.

## **Site Improvements:**

Tom reported that since there had not been much rain, the grass had not grown much. Only the runway and the pit area will need to be mowed for the Cub Fly event.

The broken seat on the old mower has been replaced with a new one and it will be installed by Bill Talbot.

Tom is still planning to apply Wood Life to the benches & bleachers when the weather gets cooler.

## **Activities:**

Joe announced that CVA's National Model Aviation Day was a big success and was the largest event the club has ever held. CD Alan Fry reported we were able to donate \$320.00 to the Wounded Warrior Project. There were 32 pilots, 130 cars in the parking area and approximately 350 spectators. Alan Fry passed around several aerial photos that Bob Felberg had taken during the event with his Quad-copter. Winston indicated he has sent the requested event banner photos to Tower Hobbies. It was noted that this is the first event where we ran completely out of food & drinks. It was suggested by Steve Kolet that someone keep a record of foods purchased to be used for determining quantities for the next NMAD.

Other improvements mentioned include: more flying, the announcer should pay more attention to what is taking place in the air, a second table would be useful at the registration tent and there should be a "No Tent Zone" to eliminate restricting the spectators view.

The president proposed that the club do something to show appreciation for Alan's friends who have repeatedly helped with parking cars and selling raffle tickets. It was decided amongst the attendees to invite them to the club's Christmas Dinner.

The Cub Fly will take place on 9/12/15. Set up will be on Saturday morning. Fran volunteered to run the raffle table with the understanding that if the weather becomes a factor and attendance is low, the raffle will be canceled. A Night Fly is scheduled for Friday, September 18<sup>th</sup>. Food will be available and night flying will start at 7:30pm with open flying before that time.

Some local events include:

NNPRC EOT - 9/26-27/2015

F.A.R.M Float Fly - 10/3/2015

CVA Big Bird Fly - 10/10/2015 **Editor's note:** Rescheduled to 10/24/15

HRRC Float Fly - 10/10/2015

**Safety:**

Nothing to report.

**Training:**

Nothing to report.

**Club Promotion:**

Nothing to report.

**Old Business:**

Alan reported the results of the on-line voting for the CVA roadside sign style and location. After receiving 37 votes, sign "A" and location "1" were the winners.

Winston has placed another order for caps. He will re-pay the club for the order and reimburse himself as they sell.

**New Business:**

The president stated that Club Officers are to be elected in September and asked for the Nominating Committee report. The Chairman of the Nominating Committee reported that all incumbent officers had agreed to serve another term. No other club member expressed a desire to be nominated. The president asked if there were any nominations from the floor. There were none. Winston made a motion that the nominated candidates be approved, the motion was seconded, a vote taken and approved unanimously.

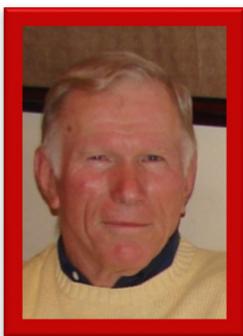
The Christmas Dinner was discussed. The president stated that if any member had a restaurant to propose, they should gather all the information such as location, availability, accommodations, price & menu for presentation at the October meeting for consideration. If no other location is available the president proposed using The Golden Corral in Williamsburg again.

Rusty Kennedy discussed the increase in AMA dues starting next year and that starting next year, renewals will be due on the member's renewal anniversary date, not at calendar year end. He also reminded members that if they wanted to take advantage of the present rates, the applications would have to be submitted by 9/15/2015.

**Show & Tell:**

Photos from NMAD 2015 were shown.

There being no further club business the meeting was adjourned at 8:10pm.



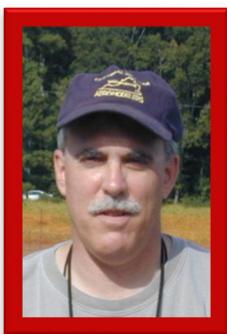
### **Activities: Joe Musika**

Sept. was a bad month for flying over all, the weather being the culprit. We had our Cubs and Cousins fly-in Sept. 12 and at 8:30am it was raining. It did stop and held off until everyone flew about 5:30. We had 14 pilots, so it was not a complete washout. One of the guys brought out a 1/3 scale cub to fly, that was quite impressive to see. It was not a total wash-out as we were able to donate 14 "bears" to the State Police to give to the little ones. The bears were picked up at about 3:00. The Bears purpose is to calm the little ones, in a crisis situation. Thanks to everyone who helped, and who came out.

On Oct. 24, we'll hold our last flying event for this year. It's going to be a Giant Scale event, based on the old IMAA standards. Simply put, the plane must be 1 quarter scale or have an 80 inch wing span or above, for a single wing. For multi-winged planes, 60 inches or more wing span is required. The original date was changed from the 10th to the 24th to avoid conflict with a water-fly in Suffolk on the 10th of October.

The Oct. 3rd Bealton Water-fly was cancelled due to the Hurricane.

Next month info on the Christmas Banquet, and info on events that are coming up.



### **Training: Alan Fry**

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

For this month's website of the month, I thought I would feature Academy of Model Aeronautics District IV. AMA District IV has a website and a Facebook page. Here are the links:

<http://www.ama-d4.org/>

<https://www.facebook.com/amadistrictIV>

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)

### **How to Calculate Propeller Pitch Speed**

**Heads Up RC** website has an excellent article on propellers that discusses pitch and thrust. Here is a reprint of the **Heads Up RC** article:

The size designation of all propellers is comprised of two basic measurements: Diameter and Pitch, both measurements. On APC and EMP propellers, those numbers appear a Diameter X Pitch (e.g., APC 8 x 6: the diameter of the propeller is 8 inches, the pitch is 6 inches). On GWS propellers (as well as some Emax propellers) the numbers appear as a four-digit cluster (e.g., GWS 8060: this propeller has a diameter of 8 inches and a pitch of 6 inches). On GWS 3-bladed propellers, that four-digit cluster is appended with "x3" to indicate the number of blades (e.g., GWS 8040x3 = 8 inch diameter, 4 inch pitch, 3 blades). Sometimes the diameter and/or the pitch of a propeller is measured in both whole numbers and fractions. In the case of APC and EMP propellers, this measurement appears in whole numbers and decimals (e.g., APC 9 x 3.8: this propeller has a diameter of 9 inches and a pitch of 3.8 inches; APC 5.5 x 4.5: the propeller diameter is 5.5 inches, and the pitch is 4.5").

But what does "pitch" actually mean and how does it pertain to the performance of the propeller and the aircraft on which it is mounted?

The measurement for pitch does not pertain to a physical measurement of the propeller itself, but rather it indicates the distance in inches of forward travel per revolution of the propeller. For example, a propeller with a 6" pitch will travel 6 inches forward for every revolution of the propeller. From that information, one can determine the airspeed of the plane upon which the propeller is mounted --- provided that one also knows revolutions per minute (RPM) of the motor spinning the propeller.

The best way to determine the RPM of a motor/propeller is to use a tachometer while running up the motor on the ground or on a workbench.\*

Once you have the RPM, you can calculate speed using the following formula:

1. Multiply the RPM by the propeller pitch (e.g., RPM 5699 x 6 = 34194)
2. Divide the sum of the above calculation by 1056\* (e.g., 34194 / 1056 = 32.380)
3. The dividend of 32.38 is the speed in miles per hour.

\*1056 = 12 (inches per foot) x 5280 (feet per mile)

If you do not have a tachometer, you can use the known thrust of a motor/propeller combination to get a fairly decent estimate of the RPM. Most of the motor listings in our web store include prop data tables that indicate the amount of static thrust produced by various propellers in combination with the motor.

If you know the thrust power (ounces) produced by a specific propeller on your motor, you can use the calculator at the following link to determine the RPM:

### [GoBrushless Propeller Thrust Calculator](#)

(You will need to select the propeller brand, size and pitch and enter the thrust ounces; leave the altitude at the default of 800)

**Once you have the RPM, refer to the above formula to determine the propeller pitch speed.**

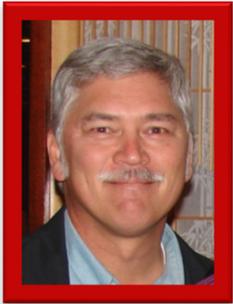
Please Note: The calculation of pitch speed does not account for real-world environment variables such as aircraft weight and aerodynamics, wind or air density nor prop slip. Pitch speed is therefore only an estimate and actual flight results may vary. Real-time flight-speed is best calculated either by radar on the ground or a telemetry system onboard the aircraft.

See you at the field.

Alan Fry  
Training Coordinator



**Vice President: Tom Treese**



**Safety Officer: Cliff Casey**

<p><b><u>President:</u></b> John Backes (757) 566-1403 jb753@cox.net</p> <p><b><u>Vice President:</u></b> Tom Treese (757) 258-9666 tmtreese@msn.com</p>	<p><b><u>Secretary:</u></b> Gary Clifford (804) 932-9381 gcurr19@aol.com</p> <p><b><u>Treasurer:</u></b> Jon Persons (757 &amp; 565-2709 mrpersons@hotmail.com</p>	<p><b><u>Safety Officer:</u></b> Cliff Casey (757) 229-2562 rccasey@verizon.net</p> <p><b><u>Field Marshal:</u></b> John Hofmeyer (804) 829-2555</p>	<p><b><u>Activities:</u></b> Joe Musika (757) 564-8957 jajlmus@verizon.net</p> <p><b><u>Field Maintenance:</u></b> Tom Treese (757) 258-9666 tmtreese@msn.com</p>	<p><b><u>Newsletter</u></b> Alan Fry (757) 229-7698 Alanwfemail- CVA@yahoo.com</p> <p><b><u>Training:</u></b> Alan Fry (757) 229-7698 Alanwfemail- CVA@yahoo.com</p>
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