



Colonial Virginia Aeromodelers

Chapter 1474
Newsletter Volume XVII • Issue 12

December 2017
Editor: Alan Fry



Presidents Column: John Backes

Meeting Schedule

December 14 – Christmas Dinner at Peking Mongolian, Williamsburg
January 11 – Williamsburg Christian Church

Christmas Dinner

The Christmas Dinner will be held Dec. 14 at 7:00 PM at the Peking Mongolian & Japanese Restaurant in Williamsburg. The website is www.peking-va.com. The cost will be adults - \$17.00; children under 9 years old \$7.00; children 3-4 \$5.00. The address is 120 Waller Mill Road, Williamsburg. Directions – From Newport News – take I64 west – exit at 238 (Camp Perry), make left onto VA-143E, turn right onto VA-132 (second light), turn right onto US60/Bypass Road. Stay on Bypass Road, turn right at second light onto Waller Mill Road. Peking is in far corner of the Big Kmart Shopping Center. This year we will be collecting for the dinner in advance. Make your checks payable to CVA and mail to Jon Persons, 6339 Centerville Road, Williamsburg, Va. 23188 by December 7. Write the number people and the category in the memo line. You may also pay at the November meeting but ONLY if you have cash in an envelope with your name and the number of people and category attending written on the outside or a check with the number of adults and children written in the memo area. If you pay your money and are not able to attend, we will make a refund.

At the November meeting, it was decided that we support FISH for our charitable cause. Donations of food or money should be brought to the dinner but keep it in your car until after the dinner and we will collect them in the parking lot.

Membership Renewal

CVA membership for 2017 is good until the first meeting of 2018. You should not fly after that until you have renewed your CVA membership for 2018. For current members the annual dues is \$85 whether you renew now or wait until later in the year. The CVA membership application is available on the CVA website under “Join Our Club”. AMA membership expires 12 (or 24) months from when you joined/renewed. Please make sure that you have a valid AMA membership so that you can join us for the CVA New Year’s Day Fly-In.

CVA Events

At the November meeting, we had a very good discussion about events for next year. Several ideas were submitted to try events that we had not done in a while or new events. We will be having a “Fuel Fly”. Electric planes have gotten so common and there are many electric events. The idea of the “Fuel Fly” is to have an event limited to planes that are gas or glow powered. The idea of Pattern was brought up. Rather than have a one-day event, we will

probably have several days when people gather together to attempt pattern. There is a monthly column in Model Aviation on Pattern. We will also be holding a low-pressure Fun Fly where the events are easy enough that most anyone can participate and a specialized plane is not required. Another event is "Air Cover", probably in conjunction with one of the picnics, where we attempt to have at least one airplane in the air at all times during a several hour time window.

Show and Tell

We will not do Show and Tell this month.

Contact Me

Phone: 757-876-1241

Email: jb753@cox.net

Address: 8630 Diascund Road, Lanexa, Va. 23089

Secretary's Report: By Richard Brown

CVA Meeting Minutes 11-09-17

The November 9, 2017 meeting, was held at the Williamsburg Christian church, was called to order by the President at 7:00pm with 8 members present. The President announced the minutes of the October 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: Jon Persons

Jon Person reviewed the financial status of the regular budget and the mower budget. He also presented the 2018 budget, which was seconded and approved by voice vote. There was one new membership– Bob Juncosta, and one returning member, Will Bishop.

Site Improvements:

At the time of the last meeting, the field was wet, but did not require mowing.

Activities:

- December 14th – Christmas Dinner at Peking Restaurant (K-Mart Shopping Center) at 7:30 pm.
- January 1st – There will be a flying event on New Year's Day.
- Bo Williams Arena will be open for indoor flying on most federal holidays:
 - Martin Luther King Day (1/15/2018)
 - President's Day (2/19/2018)

Safety: Cliff Casey

- Correction: Bill Tolbert wants to correct an error in last month's safety section. Bill was working on glow-fuel powered Piper Cub, not an electric powered Cub.
- No accidents were reported at the meeting. Keep up the good work.

Training: Alan Fry

None

Club Promotion:

Two activities were discussed for club promotion.

Announcements:

None

Old Business:

None

New Business:

Each year, CVA contributes to a Christmas Charity. This year a donation will be given to FISH in Williamsburg. FISH is an all-volunteer not-for-profit agency providing help to residents of the greater Williamsburg area. FISH depends entirely upon a caring community for food, clothing, volunteers and financial donations, in order to serve our neighbors in need.

There was an open discussion of developing new events for contests for 2018. The following possibilities exist:

- Alan mentioned reviving an old event call "Air Cover Over CVA". This event requires that at least one aircraft is in the air flying at all times during the event. This would require multiple aircraft and pilots so that an aircraft is ready to take off before another one has to land.
- Jon suggested a related event would be a maximum time aloft for a single aircraft. Aircraft could be modified as "tanker" with extra fuel tanks, and power supplies.
- Alan suggested another event where the theme of the event would be to only allow aircraft that burns fuel for propulsion participate in the event. Alan suggested that this event could be in lieu of the electric fly in.
- Consideration was also given to some type of pattern flying event. This could range from a full pattern event per AMA rules, to a fun-flight event with events selected by club choice.

Show & Tell:

Jon Backes presented an "alternative" to Foam Tack. Foam Tack is the preferred glue for foam aircraft construction. But the catch is that it is expensive at \$10.00 for 2oz. There is another foam glue for construction by Bob Smith (\$8.00 for 4oz), but it is much thinner than Foam Tack when it is new. But if you let it age in its container it will thicken to the consistency of Foam Tack.

Ed McMann brought in his home built Tri-Copter. It is based on KK2 board, costing about \$100. For more information on this check the following website – <https://www.flitetest.com/articles/tricopter-scratch-build>.

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

Editor's Note: Jon Persons asked to include the following in this month's newsletter:

During the last meeting we had some discussion on how to "perk up" the club a little next year. Mentioned by a couple folks was the lack of fun fly type events. In keeping with that I mentioned it might be interesting to hold some kind of pattern event, nothing terribly complicated, just a few simple maneuvers that could be performed by most any "run what you brung" plane (no need to buy a so-called pattern plane), and judged by your peers (i.e., fellow pilots). I had in mind flying a couple of loops, into a half Cuban 8, then an Immelmann, followed by some kind of inverted maneuver and landing, all in a "turnaround" style. (i.e., back and forth)

Whether you want to compete or not I see flying a pattern rather interesting in that you're attempting to get that plane to perform a specific maneuver in a specific manner all the while maintaining placement centered over the runway. I urge you to give it a try over the next few months for the fun of it. Hit me up with any suggestions/thoughts you might have on this or any other fun fly type of event you'd be interested in.



Training: Alan Fry

Website of the Month

This month's website of the month is AMA's merchandise web page. Here you can find all kinds of AMA merchandise goodies such as hats, T-shirts, jackets, clocks, posters, etc. Here is the link:

<http://www.modelaircraft.org/shopama/dept.aspx?id=f585af48-aadd-4ea6-88a2-4b279a69>

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

Training Column

The following is a reprint from a previous training column written by Steve Klute:

One of the primary "complaints" and "fears" of the student and new pilot is **the wind!** And usually the fear is caused by the velocity of the wind. At first, anything above dead calm is cause for alarm. After a while, as confidence grows, we get used to anything in the 5 to 10 mph range. Still later, we learn to tolerate up to 15 mph with certain aircraft. Few of us like to fly when wind speed exceeds 20 mph... Good day to sit and chat!

There is another issue about the wind, however which can have an impact on our training and on the ability of the student pilot to succeed after his Solo. That issue is **wind direction**. As we all know, at our field, the wind is usually between SW and SE. It makes us all great at **left-to-right** takeoffs and **landings** since the field runs SSW to NNE. We get to feel comfortable with that. But, we also know that on some days, the prevailing wind is between NW and NE, and that causes takeoffs and landings to be **right-to-left**. That makes us learn a new trick...a trick that perhaps we did not get to learn prior to our Solo!! And just to add to the fun, there have been a few trees installed down to the right that just love to "grab" airplanes!

So, in this column, we will make a few suggestions for getting used to the right-to-left issue early in your flying career. It could save a plane or two.

Remember that you can learn a lot by simply **watching** how other pilots do what they do. More specifically, if you watch several pilots make right-to-left landings, you will begin to develop a "typical track" in your mind that represents the average of the tracks taken in each of the landings. If you watch long enough, you may also see a couple of tracks that don't work!! Remember NOT to use them! I prefer to watch than to ask questions, because it is amazing how often people cannot put into words what it is they actually do. Also, my personal preference is to always keep open sky visible between the plane and the trees to the right until you are close enough to be sure you are clear of the trees. You will still have time to make a slight course adjustment before landing.

Also, don't forget the simulator if you have one or have access to one. Practice right-to-left landings early on. Our favorite trees will not be there, but the routine will help. If you don't have access to a simulator, you can practice "in your mind" what you would do and how it would feel. Even try holding your Tx, closing your eyes, and going over and over how it should look and how you should move the sticks. This might sound a little "goofy", but it can help.

Finally, during your training, be sure to let your instructor show you how to do some right-to-left approaches (without landing) even if the wind is light from the south. You can only do this if no one else is flying and if approved by your instructor. Better yet, if you can find the "right" day, let your instructor help you on the right-to-left landings.

And finally, once you have a few right-to-left landings to your credit, find the right day and practice lots of “touch-and-goes”. Soon you will feel just as comfortable from the right as from the left. Hopefully, these thoughts will assist you with this tricky little issue and until next time...

Remember to try something new each time you fly!

Steve Klute
Training Coordinator

See you at the field.

Alan Fry
Training Coordinator

Vice President: Tom Treese



Safety Officer: Cliff Casey



<p><u>President:</u> John Backes (757) 566-1403 jb753@cox.net</p> <p><u>Vice President:</u> Tom Treese (757) 258-9666 tmtreese@msn.com</p>	<p><u>Secretary:</u> Richard Brown (757) 784-7351 RWBrown@cox.net</p> <p><u>Treasurer:</u> Jon Persons (757) 603-1929 mrpersons@hotmail.com</p>	<p><u>Safety Officer:</u> Cliff Casey (757) 342-4358 rccasey@verizon.net</p> <p><u>Field Marshal:</u> John Hofmeyer (804) 829-2555</p>	<p><u>Activities:</u></p> <p><u>Field Maintenance:</u> Tom Treese (757) 258-9666 tmtreese@msn.com</p>	<p><u>Newsletter</u> Alan Fry (757) 229-7698 Alanwfemail-CVA@yahoo.com</p> <p><u>Training:</u> Alan Fry (757) 229-7698 Alanwfemail-CVA@yahoo.com</p>
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