



Colonial Virginia Aeromodelers

Chapter 1474
Newsletter Volume XVII • Issue 10

October 2017
Editor: Alan Fry



Presidents Column: John Backes

2017 Meeting Schedule

All meetings (except for the Christmas Dinner) in 2017 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 12 and November 9.

Local Events

- Oct 9 – Indoor Flying at Boo Williams
- Oct. 14 – CVA Warbirds XII
- Oct. 21 – CVA Picnic and FPV Race
- Nov. 4 – HRRC Toys for Tots

Show and Tell

I would like to have the Show and Tell be a major part of each meeting. Please spend some time thinking of what you might present. 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 – Dick Brown
- Treasurer – Jon Persons

Variety

I definitely think that my flying enjoyment is increased by participating in many different aspects of flying. Three aspects that you might consider joining are Indoor Flying, Nutball Combat and Night Fly. Each of these can be joined relatively inexpensively. There will be an Indoor Fly at Boo Williams Sportsplex on October 9 from 10:00 to 2:00. Come out and join us and see what it is about. The Nutball Combat planes can be built for about \$30 including everything but the receiver and battery. Contact myself or Steve Kolet for information. The Night Fly is another easy to join area. The modern LED strips make it easy to light the planes. Light strips are \$5 for a meter and can be easily added to a plane. It is best to start with a gentle flier but anything can be used.

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.

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Secretary's Report: By Richard Brown

CVA Meeting Minutes 09-14-17

The September 14, 2017 meeting, was held at the Williamsburg Christian church, was called to order by the President at 7:00pm with 10 members present. The President announced the minutes of the August 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 Person reviewed the financial status of the regular budget and the mower budget. There was one membership renewal – George Reiske

Site Improvements

Bill Talbot repaired a set of tire tracks on the runway left from harvesting operations.

Activities

- September 16 – CVA: Cub Fly
- October 7 – CVA: Giant Scale – **Canceled**
- October 14 – CVA: Warbirds Over Williamsburg
- October 21 – CVA: Fall Picnic and FPV Racing

For the CVA Cub Fly, the Jon Parsons and his wife are donating the Teddy Bears for this year's Cub Fly. As a result, when you register for flying that day, a bear is donated to the Virginia State Police, and the money goes into the club treasury.

National Model Airplane Day (NMAD) was a great successful and a great job was done by all. There were several participants from other clubs in the area. The number of children attending the event seems to have increased over past years. Winners of the “Half and Half” were Richard Brown and Gary Clifford. (Must have been club secretary's day.)

Safety

None

Training

None

Club Promotion

None

Announcements

- Joe Musika's aircraft have been located. They were in the antique shop, in a strip mall on U.S. 60. The shop is on the end of mall toward New York Deli and used to be the Army-Navy store. The owner, Charles Tique is treating the aircraft like antiques and assumes that they will appreciate over time. So the prices are definitely on the high side.
- On October 3rd - 8th a Dawn Patrol for triplanes and biplanes will be held at the Fighter Factory on Pongo Field, featuring World War I replicas on the ground and in the air.
- For those interested in in-door flight, the Bo Williams facility in Hampton is being sold. They are expected to resume in-door flying.

Old Business

The discussion on where to have the Christmas Party continued with a suggestion that we have the event catered.

New Business

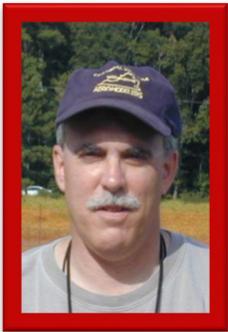
Tex Harrison reported, that the nominating committee for club officers has re-nominated the current officers. This was approved and seconded and the floor opened to other nominations. There were none, so a vote was taken and all of the officers were re-elected for another year.

Next year's budget is being put together at the current time. Jon Parsons and John Backes are looking for inputs to the budget process.

Show & Tell

Jon Parson's bought some lights from 5-Below (near Michaels in Williamsburg) for night flying. The lights are small and are powered by three AG-3 batteries. The batteries are removable and can be replaced. The lights come in at least four colors.

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



Training: Alan Fry

Website of the Month

This month's website of the month is called 3D Insider. 3D Insider is a leading technology publication covering the latest news in topics such as 3D printing, drones, and virtual reality. The information presented on drones (or Quadcopters, as I prefer to call them) is endless. Here is the link:

<http://3dinsider.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

Training Column

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

In this month's column we will talk about communication and field etiquette! You might ask: "what does that have to do with learning to fly a plane?" Well, actually, quite a lot! It has to do with avoiding damage to both your plane and someone else's. It has to do with getting along with your fellow club members, and it has to do with safety!

The CVA Training Staff does a really great job of teaching student pilots to learn to fly. And they teach most of the same things we are about to discuss here. The thing is though, repetition is a great learning tool, and seeing things in writing often reinforces what has been heard. With those thoughts in mind lets study a little etiquette as it relates to just a few common flying field situations!

When we start our engines, we are generally at or near the metal fence in a row with our friends, fellow club members, and perhaps guests. As we set the mixture of an engine, we often rev it up to high RPM. There is nothing wrong with that except that if someone else is close to our wide-open engine, and if they are in or near the plain of the prop, they can be seriously hurt if the prop comes apart. And yes, that does happen...not too often... but it does happen. So, good field etiquette dictates that we avoid revving the engine if someone is too close. Note too, that it is also good etiquette for others nearby who are not working on a plane to move out of the way if they see you want to adjust/rev your engine. It works both ways!

And now lets talk about communication as we taxi out toward the runway. We can't just assume that the field is ours "for the taking" nor that everyone else knows what we are going to do. Someone already flying may be getting ready to land, or his plane may be stopped on the runway, or someone may actually be on the runway himself. Or, someone may have just lost power and needs to make a "dead-stick" landing. And so, the heads-up pilot will do two things as he taxies out. First he will stop on the taxiway, look around on the ground and in the air. He will look at each of the other pilots to see what is happening. If something is amiss, he can then wait until the problem is cleared up, or he can even shut down his engine. If, on the other hand, everything looks normal, he should do the second thing. He should call out to the other pilots to let them know he is planning to come onto the runway. There are several good ways to do this such as calling out "taking the field" or "coming out" or something similar. This call-out should be quite loud so the other pilots are sure to hear it. It is then desirable for the other pilots to respond if they wish for you to not taxi out on the runway or take-off. Ideally it would be best to get a "yeah" or "nay" from each pilot, but often that doesn't happen. If a pilot is doing something difficult or is in a near-crash situation, he may not give you any feedback. But each pilot should try to respond. We should all make the attempt to do this.

Well, we've only covered two of several situations in which communication is important and we've used almost a full page, so we'll leave the rest until next month. Until then...

Remember to try something new each time you fly!

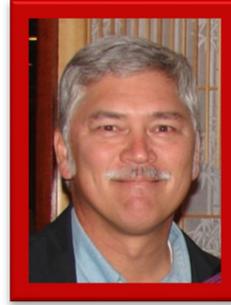
Steve Klute
Training Coordinator

See you at the field.

Alan Fry
Training Coordinator

Vice President: Tom Treese

Safety Officer: Cliff Casey



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