



Colonial Virginia Aeromodelers

Chapter 1474
Newsletter Volume XVIII • Issue 05

May 2018
Editor: Alan Fry



Presidents Column: John Backes

2018 Meeting Schedule

All meetings (except for the Christmas Dinner) in 2018 will be held at the Williamsburg Christian Church on the second Thursday of the month, starting at 7 PM. The next meetings will be May 10 and June 14.

CVA Events

May 19 – I.C.E. Fly

The Internal Combustion Engine (I.C.E.) Fly is for any airplanes with glow or gasoline engines. We started the Electric Fly when there were only a small number of electric planes.

Over the years, the now the fuel planes are in the minority so we decided to have an event highlighting them.

Something Different

Something Different will be held on June 2. 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. What we are really looking for is the very different airplanes such as the Flying Stop Sign, Flying Lawnmower, Witch and RC Super Hero. If you need some inspiration, check out this website <http://www.haddadrc.com/>. It is time to start working on your “something different”.

Night Fly

We will have a few more Night Flies during this flying season. Instead of putting them on the schedule months in advance, we have decided that it is better to hold them when we have a forecast of good conditions. Therefore, they will be held with only a few days' notice. Start getting your planes set up so that you are ready when the next event happens. With the new technology it is easy to affordably fly at night. Light strips with LEDs every inch or so are readily available and can be powered off the flight battery in electric planes. Glow/gas planes will need an extra battery to power the lights. Do your first practice flights at dusk so that you can still see the airplane even if the lights are not as visible as you planned. Start preparing now!

Safety Maneuver

I have taught this maneuver to many of my students and believe that everyone should consider trying this to prepare for the unexpected. There are many reasons that we can find ourselves in trouble while flying. Flying in front of the sun and being temporarily blinded; having a bug fly in your eye; someone crashing near you, just losing orientation and many other reasons can cause problems. One way to gain time to recover is to just pull back on the elevator and hold it there. Test this out yourself. I have found that most planes, flying at the normal cruising altitude, will take several minutes to get to the ground and it does not matter what flight orientation they were in. I have had a few

trainers that actually climbed! After you have collected yourself and regained orientation, release the elevator at the appropriate time and continue the flight. Practice this before you are in a critical situation. Several people have told me that this has saved their planes.

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.

Contact Me

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Secretary's Report: Fred Hill

CVA Meeting Minutes April 12, 2018

Tex Harrison took the minutes for Fred at the April meeting.

The President called the meeting to order at 7:00 PM, 14 members were present. The President ask if there were any correction or changes to the minutes for the May 2018 meeting published in the newsletter. Tom Treese moved that the minutes for the May meeting as published in the newsletter be approved. The motion was seconded, a vote was taken and approved unanimously. The Treasurer reported on the club's finances. He also reported that the club had received from Heads Up RC \$1.23 as our share of the Heads Up/club program.

Site Improvement

Bill Talbot reported that the field had been cut once by Bob, Tex and Fred and that he and Don plan on cutting it again Friday before the Club Spring Picnic. Bill also had changed the oil and filters on the mowers and had changed a wheel on one of the mowers. Bill reported the flight boxes were getting in in need of repairs. He had taken measurements to determine the materials needed to repair or replace the boxes. He said that he would like someone to check is measurements. Bob Juncosa noted that the safety fence between the runway and the pits was also in need of repair and that the spectator fence, after the rust had been removed, could use a coat of paint. The need for the maintenance was discussed and it was decided that the materials would be purchased and the club would have a work day or two to get the work done.

Activities

Alan Fry said the he need volunteers to help with the Spring Family Picnic/Air Cover scheduled for Saturday April 14. Tex volunteered to get the food, Randy Rogers will pick up the ice and Jon Persons will do the cooking. It was explained that the Air Cover part of the program is that there would be at least one aircraft flying from 11:00 until 2:00.

Jon Person said the he had located place that the club could use for our catered Christmas Dinner this year. He had been talking with the James City-Bruton Volunteer Fire Department located in Toana, Va. and they have agreed to let us use their Community Room on December 13 from noon until 9:00 PM and the price is right – free. The club decided to how our Christmas Dinner there.

Jon, CD for the Cub Fly this year, explained for the new members that CVA has an annual Cub Fly event were only a cub or a cub cousin can be flown. The landing fee at these events is a Teddy Bear. These bears are donated the Virginia State Police who carry them in their vehicles and give them to children who have been involved in a traffic accident. The police prefer that bears be no larger than 8 to 10 inches tall. CVA will have cub bears at the event that pilots can buy or they can bring their own.

The President stated that we still did not have a CD for the National Model Aviation Day event, if we did not get one soon the event would be cancelled. John Backes decided to CD the event after others volunteered to help. It was decided that the NMAD event would not be sanctioned.

Safety

No report

Training

Bob Juncosa said the he would like to make the necessary repairs to the club's Easy Star trainer, so it could be used again for training.

Club Promotion

The President proposed that additional gates and flags be placed in the quad racing area. He thinks that this will encourage quad flyers to use the field and join the club. He estimates that \$100.00 will be needed to purchase the necessary materials. The proposal was discussed. Randy Rogers made a motion that \$100.00 be made available for the purchase materials required to improve the quad racing area. The motion was second, discussed, a vote taken and approved unanimously.

Old Business

Vice President reported that the 2018 AMA Leader Club Application had been completed.

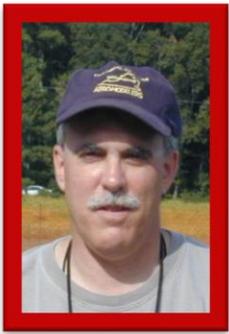
New Business

None

Show and Tell

Tim Mueller showed the fuselage of the balsa trainer he is building.

There being no further business the meeting was adjourned at 7:50 PM



Training: Alan Fry

Website of the Month

This month's website of the month is called Flying Giants. From their website, Flying Giants "is all about providing the aeromodelling enthusiast with the latest and up to the minute information about what's going on in the hobby." Here is the link:

<https://www.flyinggiants.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- CG Determination

Bill Denner found this posting on FlyingGiants.com about determining CG location. Originally written by Wayne Geffon. Thanks Bill!

Is this how you balance your planes??? Read on!!!

I acquired this method of balancing your giant scale plane from none other than our very own Wayne Geffon. It's probably one of the simplest methods for balancing a giant scale bird I've ever seen, thanks Wayne!!!!

This method is how I go about checking CG on a plane that weighs too much to put on a CG machine or lift.

Have the plane all assembled RTE minus fuel. Find a place where you can put the nose of the plane up against a wall. Take a level and prop up the tail wheel till the fuse is sitting level. You're going to have to take the hatch off in most cases to set the level on.

Once the plane is sitting level, mark on the ground the two points where the main wheels are with masking tape and draw a line right where the wheels contact the tape. Then make a mark where the center of the tail wheel sits in the same manner. It's going to be on whatever you propped the tail up with. (I use magazines)
It's also a good time to measure from the wall, how far back the recommended CG is. Save that number for later.

What you are looking for at this point is the distance to each wheel from the tip of the spinner. (which should be touching the wall at this point)

I use a long straightedge to get the distances

Let's say you come up with these numbers:

LH main - 22 inches

RH main - 22 inches

Tail wheel - 70 inches

Now get a scale and place it under each wheel individually. You will have to re-adjust the other wheels to keep the plane sitting level. Add more magazines.

(If you have three scales you can get the weights at the same time but make sure the plane is level)

Remember to put the hatch on after you level the plane before you weigh each wheel. You going to wind up with three weights. One for each wheel.

Let's say you come up with these numbers

LH main - 9lbs

RH main - 9lbs

tail wheel - 5lbs

Now it's just a simple math problem to find where the CG sits right now on the plane.

Weight x ARM (distance) = Moment

$$22 \times 9 = 198$$

$$22 \times 9 = 198$$

$$70 \times 5 = 350$$

Now add the total of all the moments and the total of all the weights.

$$\text{Weights } 9 + 9 + 5 = 23 \text{ lbs}$$

$$\text{moments } 198 + 198 + 350 = 746$$

Then divide the total moments by the total weights.

$$746 \text{ divided by } 23 = 32.43$$

That number 32.43 is "in inches" how far back from the tip of the spinner to where the plane balances right now.

Compare that to the distance that you measured earlier to the recommended CG location.

If you are off one way or another adjust items then recalculate the weights. The distances (or ARM's) aren't going to change so you already have those numbers.

It may sound confusing and a lot of work but it really only takes about ten minutes to do it.

This is generally how full-scale planes are balanced. You can't go lift one of them by your fingers or stick it on a CG machine.

Try it.....

See you at the field.

Alan Fry
Training Coordinator

SEE NEXT PAGE FOR I.C.E. FLYER!

I.C.E.

INTERNAL COMBUSTION ENGINE

FUN FLY

Saturday MAY 19th 11:00 – 4:00



ANY AIRCRAFT THAT BURNS FUEL FOR PROPULSION

Glow, Gas, Kerosene
2 Stroke, 4 Stroke, Gas Turbine

Who: *Colonial Virginia Aeromodelers*
Radio Control Airplane and Helicopter Club

Where: CVA Flying Field- located on Route 5,
1 mile from Chickahominy River Bridge in Charles City County
Street address: 16101 Old Tomahund Dr. Williamsburg, VA 23185
GPS Coordinates: N 37.2642 W76.8972

Cost: Pilots: \$10 Landing Fee (Includes Lunch)
Spectators/ Public: FREE

LETS MAKE SOME NOISE!!!!

For more information:
www.FlyCVA.com

Contest Director- Alan Fry (alanwfemail-CVA@yahoo.com)

Vice President: Tom Treese

Safety Officer: Cliff Casey



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