



Colonial Virginia Aeromodelers

Chapter 1474
Newsletter Volume XIX • Issue 03

March 2019
Editor: Alan Fry



Presidents Column: John Backes

2019 Meeting Schedule

All meetings (except for the Christmas Dinner) in 2019 will be held at the Williamsburg Christian Church on the second Thursday of the month, starting at 7 PM. The next meetings will be 14 March and 11 April.

Swap Meets and Auctions

Hanover RC club swap meet is being planned as an outdoor event at their flying field on May 4 with a rain date of May 5. Vendor space (10 X 40) is \$5, general admission \$5 and fun fly \$5. 8:00 AM to 5:00 PM.

Vice President

Tom Treese has decided to step down as Vice President. Thank you, Tom, for the 6 years of service to the club. We will be holding a special election at the April meeting. If you are interested in the position, please contact me.

Why do you do it?

Last month I asked you to take a minute to analyze why you fly. If you have not done that yet, then do it now. Is it that you like the comradery of the group? Is it seeing something that you built yourself take to the sky? Is it spending time outdoors? Is it learning new skills or honing current skills?

I asked for you to share your thoughts and only got one response from Alan Fry.

“I share the same reasons for flying that you mentioned in the newsletter. It is an opportunity to get out of the house and spend some time outside on a nice day. It’s also good to see the familiar faces from week to week. Probably the biggest thing for me is that you can practice to improve your flying skills so that you are a better pilot this week than last week. I get a lot of satisfaction out of that. I also like discovering the different flying characteristics of different airplanes. Finally, when Mr. Persons is at the field and I get to give him a hard time, that is just icing on the cake! “

Safety Maneuver

I have taught this 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.

Which way is it going?

Almost everyone has had the problem of letting the plane fly too far away and not being sure if the plane is coming toward you or flying away from you. Since the plane is already near the limits of your vision, it is critical to make the right decision. How can you tell? Input right aileron and if the plane moves to the right, it is flying away. If it moves to the left, it is flying toward you. Now that you have determined the flight direction, it is much easier to give the proper commands. Thanks to Dave Heape for teaching me this lesson that he learned from his glider days

Time to Renew

Good flying days will be coming more frequently now. If you have not renewed your AMA and club membership, do it now so that you will be ready when there is a good flying day.

Show and Tell

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

Contact Me

Phone: 757-876-1241

Email: jb753@cox.net

Address: 8630 Diascund Road, Lanexa, Va. 23089



Secretary's Report: Fred Hill

CVA Meeting Minutes February 14, 2019

The Meeting was call to order at 7pm by the president John Backes. A total of 15 members were present.

The minutes from the January meeting were approved without any corrections.

Treasurer's Report- Jon Persons

There were 11 renewals and 1 new member. The operating and mower fund totals were reported. The porta potty was the only expense for the month. An income of \$95 from the sale of donated planes to the club. Pay pal account \$247.15

Site improvements – Bill Talbot

The runway has been rolled. The overall condition of the field is very wet.

Activities

1. NNPRC swap meet – February 16
2. Boo Williams – Indoor Fly February 18

There was a discussion of upcoming club events. If you are interested in a particular event and want to coordinate see John Backes.

Training

Those interested in getting help with training should contact either Alan Fry or Bob Juncosa

Safety – Cliff Casey

No report

Old Business

No old business

New Business

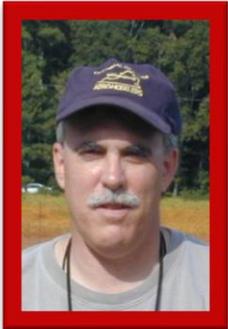
A motion was made and seconded to donate \$200 to the Williamsburg Christian Church as a thank you for letting us use the meeting room every month. The motion was passed.

Show and Tell

Alan Hall show his scaled down Bi-plane that he made from plans from RC Group.

Alan Hall and John Backes have been working with 3-D printing. They made a bumper plate for a quad. They have made battery wire connector covers in two colors. Green for charged batteries and Red for discharged batteries. If you are interested in purchasing them see Alan or John. If you are interested in, or have an idea for 3-D printing see Alan.

John Backes talked about his use of a terminal block to measure individual battery cells.



Training: Alan Fry

Website of the Month

This month's website of the month was submitted by Don Trump and is called **RC Helicopter Fun**. The website has extensive and very informative articles on not just helicopters, but other topics such as chargers and batteries, to name a few. I think it would be worth your time to take a look. Here is the link to their website:

<https://www.rchelicopterfun.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- Chargers and Power Supplies, Continued from Last Month

In last month's training column, we discussed chargers and power supplies. I asked the club "What brand of battery chargers and power supplies do you use? Do you have a recommendation on a good place to buy them?"

Tom Treese responded that he likes his Ultra Power Dual 2 Port 100 watt charger. Tom stated that it charges two batteries at once, is programmable with memory and costs less than \$100.00. He has had it for 5 years. Thanks for your input, Tom!

Don Trump responded with the following:

Here's my favorite webpage for battery chargers: <https://www.rchelicopterfun.com/rc-battery-chargers.html>

I ended up buying the ToolkitRC M8 Smart 300W Pocket DC charger from RaceDayQuads.com for \$39.99. <https://www.racedayquads.com/products/toolkitrc-m8-battery-300w-15a-charger-cell-checker-servo-tester-receiver-tester-variable-dc-output-controller?variant=20173460734065>

The following is a summary of what I looked for in a charger.

1. What's the highest cell count will I be charging? Some chargers only charge a certain number of cells. Some charge only 1 cell LiPos. Some charge up to 2, 3, 4 or 6 cells or higher. I wanted 6 or more and ended up with one that goes to 8 cells.
2. What's the Amp rating AND the wattage output? A 6 cell LiPo fully charged is 25.2V. That voltage on an 80W charger will be limited to 3.17A if it's pumping out its maximum of 80W at 25.2V. ($W = V \text{ times } A$ or $V = W/A$) So an 8A or 12A rating may not be enough if it limits the charge to less than 1C charge rate. For a 4000mAh 6S LiPo, 3.17A is less than a 1C charge and less than a 0.6C charge rate for a 5000mAh 6S LiPo. You could be awhile charging, maybe 2 hours for 1 battery.
3. Will I be using only DC power, or only AC power, or will I want a charger that can be powered by both, i.e. AC/DC? If I go the DC power only route, do I have a power supply adequate for the charger (amps/voltage/watts), and the required connector – i.e. alligator clips for a car battery at the field, computerized DC charger with correct barrel plug, etc?
4. Do I need an LED screen that shows the charger's functions, such as how many mAs it put back into the battery? For me, YES! I want to know if I put back more than 80% (800mAh for a 1000mAh LiPo). If I did, I need to reduce flight times or fly less aggressively the next time.
5. Do I want a multiport charger to handle different cell numbers and chemistries simultaneously? Not important for me.
6. Other miscellaneous things to consider are what connectors does the charger use for input power, output power, and balance connectors. Many use 4mm bullets, some XT60 connectors, and AFAIK all now use the JST-XH connectors for balancing. Do I already have the cords or does the charger come with what I need? A multiconnector board is good.

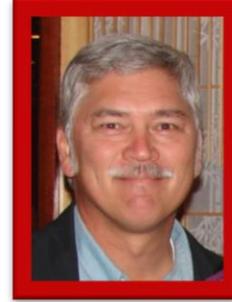
That's some really good information, Don! Thanks!

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> Fred Hill (864) 441-1120 fred_hill07@yahoo.com</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> Bill Talbot (804) 387-2663 billtalbot2@verizon.net</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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