



Colonial Virginia Aeromodelers

Chapter 1474
Newsletter Volume XX • Issue 04

April 2020
Editor: Alan Fry



Presidents Column: John Backes

The CVA meeting scheduled for April 9 and the Spring Picnic scheduled for April 11 have been cancelled in line with the Governor's Guidance.

2020 Meeting Schedule

All meetings (except for the Christmas Dinner) in 2020 will be held at the Williamsburg Christian Church on the second Thursday of the month, starting at 7 PM. The next meeting will be May 14.

Training Coordinator

I forgot to cover this in last month's newsletter. Bob Juncosa has volunteered to take over the Training Coordinator duties. You can contact him at bob.juncosa@gmail.com. Thanks to Alan Fry who has been performing the training duties for many years.

Field Maintenance Coordinator

I want to thank Bill Talbot who has been doing this job for several years. Bill has also been one of the main grass cutters. A new coordinator will be announced next month.

Flying

The following is just my OPINION and is not official club guidance. The Executive Order 55 states "To the extent individuals use shared or outdoor spaces, whether on land or on water, they must at all times maintain social distancing of at least six feet from any other person, with the exception of family or household members or caretakers." Under the exceptions to remaining in your residence, paragraph 1 e. states "Engaging in outdoor activity, including exercise, provided individuals comply with social distancing requirements;" My opinion is that flying is permitted by paragraph 1e. If you have to borrow a tool, I suggest that you use hand sanitizer or a disinfecting wipe. As always, it is best not to fly alone in case there is an accident, especially when flying large fuel powered airplanes.

Swap Meets and Auctions

Hanover RC club swap meet is being planned as an outdoor event at their flying field in on May 2nd from 9AM to 5PM. It is \$10 to have a sales area. They are also flying that day with a \$5 landing fee. Spectating/shopping are free.

Show and Tell

We are going to have a short show and tell at the end of each meeting. Bring it and show us!

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Secretary's Report: Fred Hill

CVA Meeting – March 12, 2020

The meeting was called to order at 7:00pm by John Brakes. A total of 13 members were present. There were no additions or corrections to the February 13 2020 meeting notes, the minutes were approved.

Treasure's Report – Jon Persons

The following bills were paid. United Site Services – 1 month paid \$132.10

A \$200 donation was made to Williamsburg Christian Church.

New Checks were purchased.

One new member – John Freemont

\$75 donation from Jon Persons for a donated sportster from Steve Kolet.

The operating fund, mower fund and PayPal account total were reported.

Site Improvements – Bill Talbot

Bill Talbot is stepping down as the Field Maintenance Coordinator. The club wishes to thank Bill for his hard work over the years.

The Fence improvement has begun. In the near future the posts will be cemented in the ground. Volunteers are always needed.

Activities

1. April 11, 2020 – Spring Picnic

Editor's Note- The Spring Picnic has been cancelled. See the President's Column above for details.

Safety – Cliff Casey

No report

Training – Alan Fry

Alan Fry is stepping down as Training Coordinator. The club would like to thank Alan for his years as training coordinator.

Bob Juncosa has volunteered to take over as the training coordinator. The February newsletter has an article about Bob and his training philosophy.

Old Business

There was a general discussion of the new FAA proposed rules. As members of the hobby we still need to contact our Senators and Congressmen about our concerns about the new rules. Art Grant talked about email, phone call and on line comments that can be made. Links to these sites can be found on the club's website or the AMA web site.

New Business

No new business.

Show and Tell

Steve Kolet showed his SU-31 Franken plane that he is building.

Don Trump talked about his experience with a ZOHD Kopilot Autopilot he put in his Corsair. He talked about the highs and lows that he has experienced with the system.

The meeting was adjourned at 7:50pm



Training: Bob Juncosa

“What Makes Planes Go Up”

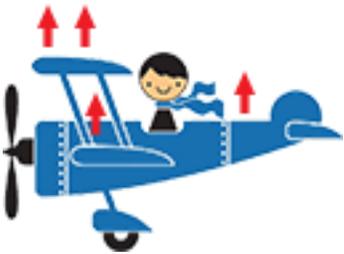
I was recently part of a generally friendly exchange on Facebook. Someone rather cheekily asked, “What makes a plane go up?” The answer he was hoping for was, “the elevator” because he was ready to pounce back with an emphatic, “No, the throttle!” He was not happy with my answer which was neither of those.

His answer, like most of others posted, depends on the context and perspective of the poster. This fellow was answering from the perspective of a civil aviation pilot in a properly trimmed plane in level flight. In that circumstance, advancing the throttle does indeed make the plane go up.

He bristled a bit when I asked about when a plane is inverted, or knife edge, going vertical, or in a steep dive? Advancing the throttle in these circumstances can sometimes be a very bad thing and does not necessarily make the plane go up. Since none of these flight orientations are desirable in a Cessna 172, he considered them outside of the scope of his question but is it?

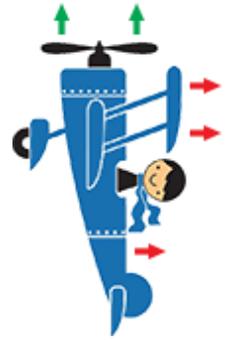
For what it’s worth, here is a much more long-winded version of the answer I gave him.

A plane “goes up” in relation to the ground from just one thing, *lift*. There are two main contributors to lift. They are aerodynamic lift and the vertical component of the thrust vector and neither is always present.



Aerodynamic lift is generated by the geometry of the aircraft. This can be a combination of things like airfoil, fuselage shape, wing angle of incidence, etc. Consider the case when an airplane is in level flight. As the plane moves through the air, the majority of the lift is generated by the shape of the airfoil and the other surfaces of the plane. In this case, increasing thrust, increases the airspeed, thus increasing the aerodynamic lift. The faster you go, the higher the rate of climb with virtually no change in the attitude of the plane.

Lift from the thrust vector is the portion of the thrust that is in the vertical direction. Consider the case when the plane is pointed straight up. In this case, none of the aerodynamic lift is in the vertical direction so it doesn't contribute anything to making the plane go up. In the example on the right, the aerodynamic forces created by the wings and other surfaces would actually make the plane go to the right! Because the plane is pointed straight up, all of the thrust is in the vertical direction and so that is what makes the plane go up. If you have enough thrust in that direction to overcome the weight and drag of the plane, you have "unlimited vertical."



What about the in-between case when the plane isn't flying level or completely vertical? This is where the elevator (finally) comes into play. The elevator is not responsible for lift. It is responsible for *pitch*, i.e. the angle of the thrust line relative to the light of flight. When there is a positive pitch angle, a portion of the forces from the airflow hitting the plane are now in the vertical direction. This contributes an increase in aerodynamic lift. Also when pitched up, there is now a portion of the thrust that is in the vertical direction so it too

contributes to making the plane go up.

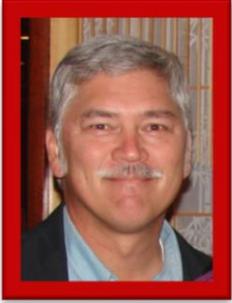
OK, all well and good. You may or may not have known all this yet are perfectly capable of making your plane go up and down at will. Sure, but knowing this as an RC pilot gives you more options on *how* to make your plane go up and the very first opportunity, we have to make your plane go up take-off. That will be the subject of next month's training article.

"A successful day at the field is one when you don't need any glue or a trash bag."

- Kathleen Juncosa

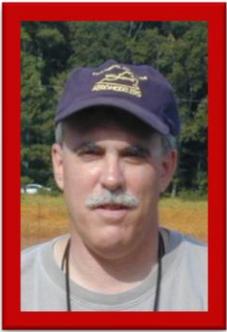
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Fly Safe, Be Safe



Newsletter Editor: Alan Fry

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