



Colonial Virginia Aeromodelers

Chapter 1474

Newsletter Volume XVI • Issue 11

November 2016

Editor: Alan Fry



Presidents Column: John Backes

Meeting Schedule

All future meetings (except for the Christmas Dinner) in 2016 will be held at the Williamsburg Christian Church on the second Thursday of the month, starting at 7 PM. The next meetings will be November 10 and December 8 (Christmas Dinner).

Direction to Williamsburg Christian Church – The building is at 200 John Tyler Lane. At the intersection of Route 199 and Route 5 turn the OPPOSITE direction that you would turn to go to the field. Go 50 yards and turn right (left is Strawberry Plains Rd). You can't miss the church; it is on the right just past the professional park that you can see from Route 199.

Everyone needs to be warned that there is an additional fine of \$200 for going over 25 MPH and the cops are there a lot.

Christmas Dinner

The Christmas Dinner will be held Dec. 8 at the Peking Mongolian & Japanese Restaurant in Williamsburg. NOTE Change from last year. 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 1. 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.

CVA Events

We had a very successful year for our events. These events are only successful because of the efforts of the people involved in setting up and running the events. A couple of events had some weather issues but we were able to get them in. The National Model Aviation Day was another big success. The next scheduled CVA event is New Year's Day.

Night Fly

We had a Night Fly last Saturday. Now that it is getting dark early, we will be having a few more Night Flies now and in the spring. With the new technology it is easy to affordably fly at night. Properly set up airplanes are not a big challenge to fly. 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. There are several members that have good knowledge of how to set up the lights. If you need help, just ask. Start preparing now.

Show and Tell

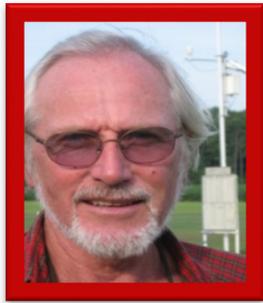
We are going to have a short show and tell at the end of each meeting. You are invited to bring a new plane, a neat gadget or to show an interesting building technique.

Contact Me

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Secretary's Report: Winston Shepherd Jr.

Editor's Note: *The picture to the left is not Winston Shepherd Jr. Authorities are investigating.*

CVA Meeting Minutes 10-13-16

Secretary's Report: Gary Clifford/Winston Shepherd Jr. (not in attendance)

The September 8th, 2016 meeting, held at the Williamsburg Christian church, was called to order by the President at 7:02pm with 12 members and potential new member 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:

Income from Cub Fly was reported of \$429 very successful. Expenses for fuel and porti-potty reported.

Site Improvements:

Everything mowed, maybe the last time for the season. Need to reset mower blade heights. Assembly tables still need to be sealed. (I believe this has since been accomplished) Gable ends on shelter should be replaced. Jon suggested the shelter be expanded. Gathering suggested information and will present finding at November meeting.

Activities:

Cub fly went very well with 53 bears donated to State Police. Using Jon's new purchasing scheme. Weather was hot and plenty of flying took place. BAGS-Oct 8th was postponed/cancelled. CVA picnic on October 15. Winston and Steve will attend the aviation event at New Kent Airport the same day. CVA warbird event will set-up on Friday for event Saturday October 22. High winds forecast and did limit flying however there were a surprising number of visitors even without our usual signage on Route 5. HRRC Toys for Tots is November 5th.

Safety:

Nothing to report.

Training:

Nothing to report.

Club Promotion:

John has secured vinyl lettering to replace “stolen” signs after last event. Steve and Winston represented the club at the New Kent Airport event. Pretty well attended however we were well separated from the main terminal and this hurt foot traffic. Chesapeake drone club members set up an impressive show for their racing activity and those that did make the walk were entertained and educated. Last minute change in altitude restrictions limited model flying but Steve put his Nutball up several times.

Old Business:

Christmas Party to be held at Peking Mongolian Dec. 8th. Cost?
Motion to accept proposed budget.
Next Fiscal Year will have two Warbird events.
New microphone has been purchased and delivered to the field.

New Business:

Nothing to report.

Show & Tell

Cliff showed photos of his recently finished 76” Stearman. Sports a Zenoah 38 with a weight of 19lbs. Produced from a Precision Lazer kit of Zeroli plans.

Jon showed balance plugs from Buddy R/C with very flexible wires and easy grip plugs.

Open discussion of LiPo shipping by USPS, UPS and FedEx. Must be shipped by ground not air due to safety concerns.

There being no further club business the meeting was adjourned at 8:04pm.



Activities: Joe Musika

Weather was a big factor in flying this month. Our Giant Scale Fly was knocked out by wind and rain both!

Oct 15th our fall picnic had over 40 people there enjoying themselves, some flying, but the wind did not make it a lot of fun!

Due to weather, Warbirds over Williamsburg was postponed until the 29th. Even then there was some wind to bother flyers. There were some beautiful planes. A lot of talent and work went into building them.

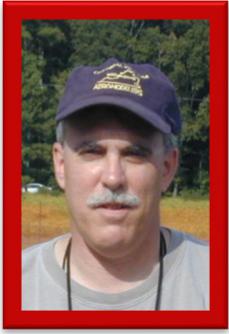
We're done with our events for this year. Hoping for much better weather in 2017.

Our banquet is scheduled for Dec. 8th at the Peking Restaurant. Hope to see everyone there!!!

Editor's note: *Jon Persons asked me to put the following in this month's newsletter:*

During last month's meeting it was identified that the shelter needs some repairs. In particular the gable ends are getting pretty soft, and one part of the roof is rotten. I agree that it needs some work here and there, but also brought up the thought that we as a club might want to consider expanding the existing building to provide space for at least 2 or 3 more picnic tables and shade for our heads. I agreed to head up a committee to explore this idea. Right now I'm only interested in #1 is there enough interest in doing this, #2 what kind of structure do we want to build, and of course #3 how much will it cost. I invite everyone to express their opinions on what to build (or not to build!) on the club website.

Jon



Training: Alan Fry

Website of the Month:

John Backes submitted the following for this month's Website of the Month (Thanks John!):

I have recently learned of "furniture grade PVC". It has several advantages for the items that we build for our RC hobby. First, it has an additive that make it less sensitive to UV radiation. Traditional plumbing PVC will get brittle over time. The second advantage is that there are several fittings that are not available in normal PCV - Slip Tees that can rotate on the pipe, 5 way fittings, end caps that have ears to fasten to wood and adjustable angle fittings. The fittings are not made to seal but do come in several colors. They are stronger and have longer sockets with the ends being tapered so that they will not catch in things. There are lots of sites if you search for "Furniture Grade PVC". Lowes and Home Depot do not stock it in stores but you can order on line and have it shipped to the store. Here are 3 sites that I found interesting.

<https://formufit.com/>

<https://pvcfittingstore.com/>

<http://candsplastics.com/product-category/pvc-fittings/>

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 part 4 of a reprint from **CrashTestHobby.com** and is used with permission from Lee Aston of CrashTestHobby.com:

Ten Radio Control Mistakes to Avoid, Part 4

This preflight checklist will help you inspect your plane.

1. MOTOR AND PROPELLER

Is the propeller on with the writing facing forward?

Is the motor running forward?

Does my motor look, sound, and feel like it is running well?

Do I have enough power?

Motor angle is an important part of a design but:

Is the motor mount bent angling the motor up or down when it shouldn't be?

Is the motor angled to one side when it shouldn't be?

Is the propeller chipped or cracked, or out of balance?

Is the motor mount cracked or loose?

Are the screws tight that hold the motor on?

Is all wiring secured?

Is my prop adapter tight?

Is my O-ring in good condition?

Are my ESC and battery appropriate for this size of motor?

2. ESC

Is my ESC the right size and type for the motor?

Have I trimmed the throttle on the transmitter so my ESC isn't prematurely starting

Can it handle the amperage the motor will draw?

Does my ESC turn off the motor if the battery voltage drops below 3.2 volts?

Is my ESC programmed for a fast start and brake/no brake as desired?

Is it ventilated so it won't overheat?

Are the plugs to the receiver and motor wires well soldered tight and secure?

3. BATTERY

Is the battery the appropriate size for the motor?

Is the battery charged?

Is the battery balanced? (All cells of the battery within 0.5 volts of each other?)

Is the battery damaged in any way?

Is my battery puffed or swollen?

Is my battery old and weak and not holding a charge?

Is the battery secured in the plane well enough to keep it from ejecting it in an accident?

4. RECEIVER AND TRANSMITTER

Is my transmitter charged?

Is my receiver bound to the transmitter?

Is my transmitter or receiver damaged in any way?

Have this transmitter and receiver been dependable in the past?

Is my receiver radio range appropriate for my size of plane?

Is the receiver antenna intact and routed where it has maximum range?

Is the receiver well secured where it is away from vibration and electrical interference?

Are the servo and ESC plugs tight and secure and in good repair?

Did I do a range check? (Check your owner's manual)

5. SERVOS AND LINKAGES

Are my servos set up for maximum leverage? See drawing above.

Are the servos big enough for my plane?

Do I have the right amount of movement on the flight surfaces?

(In most cases 3/8" up and 3/8" down is recommended movement on a flying wing.)

We use big elevons. Too much movement can cause snap rolls.

Have I set the reflex (slight up trim) properly?

(On a flying wing, there's usually 1/4" up-trim when the servos are centered)

Can I stall the servo by applying pressure to the elevon, aileron, or elevator?

If you can stall your servos by pressing on the control surface, the chances are that your servos are too small or too weak.

Are the linkages loose or is there any slop?

Are my hinge lines tight without tears or slop?

(Can I move the pushrods, elevator, rudder, elevons or ailerons without moving the servo arm?)

Is the hinge line tight and secure?

Are the servo wires in good repair and well secured?

Are the set screws in the servo horns present and tight?

Are the horns on the flight surface tight and secure?

Are the screws in the servo that hold on the arms present and tight in the servo?

Are the snap rings on the EZ connectors tight and in place?

6. PLANE INSPECTION

- Is the plane appropriate for my skill level?
- Does my plane balance properly on the CG?
- Is my name and phone number in a visible place on my plane?
- Is the plane too heavy for its size?
- Has the plane been sitting in a hot car where my hot glue may have gotten soft?
- Is the plane built well?
- Is there any structural damage to the plane that needs to be repaired?
- Is the plane balanced on the appropriate CG for this model?
- Is the motor mount secure?
- Are all wires secure and not going to rub on the motor as it turns?
- Is the wing secured and strong enough for loops and rolls?
- Are all tail surfaces well attached and aligned?
- Did I use the right glue the right way when the plane was built?
- Are all of the horns on the surfaces intact and well secured?
- Is landing gear secured and in good repair?

7. RADIO PROGRAMMING

- Is my radio programmed correctly? See diagram above.
- Are my flight surfaces moving the right direction?
- Is the movement on the flight surfaces appropriate for this type of plane?
- Even experienced flyers frequently make mistakes on programming.
(Stand behind the plane to look and make sure the surfaces are moving in the right direction.)

8. FLYING FIELD

- Do I need permission to fly on this flying field?
- Will the property owners be offended that I am flying over their property?
- Is my plane quiet enough for this flying area so people are not disturbed?
- Do I have enough open space to fly safely?
- Where is the nearest airport? Is there a chance of live air traffic?
- What are the altitude restrictions for RC in this area?
- Are there people in my flying area? Will they be offended that I am flying?
- Will I have to fly over heads of spectators, creating a safety concern?
- Do I have a flight line for spectators that should determine my flight plan?
- How is the weather?
- What is the predominate wind direction?
- Where should I stand on the field so I can take off and land into the wind?

9. PROPER TRAINING

- Do I need some help to fly this type of plane?
- Do I have a qualified trainer who knows what he is doing?
- Did he inspect the plane with me?
- Do I understand what he is telling me?
- Have I spent time on a buddy cord or simulator with a similar plane?
- Do I fly by pinching the stick not just flying with thumbs on the sticks?
- Do I know how to launch my plane properly?
- Can I handle a radio in one hand while I launch with the other?
- Is my hand out of the way of the propeller?
- Do I have a first aid kit?

10. PILOT READY TO FLY

Am I sober?

Do I need glasses? (I have seen nearly blind people trying to learn to fly)

Am I being considerate of others?

Have I finished the checklist and know I am ready to fly?

Are there any equipment or safety concerns I have not addressed?

Do I have other planes or equipment under my feet I could stumble on?

Have I alerted everyone that I am taking off?

Am I ready to have a great time?

Go through this checklist before you fly, and go through it again after any accident or plane modification.

Happy flying!

-Lee

See you at the field.

Alan Fry
Training Coordinator



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Safety Officer: Cliff Casey

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