



Colonial Virginia Aeromodelers

Chapter 1474
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March 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 8 March 2018 and April 12.

CVA events

We are working on the 2018 calendar. If you are interested in holding an event, talk to me.

The policy is that an event does not go on the calendar until someone has been identified to run the event. We will consider any event. The two criteria is that there is interest in the event and that people have volunteer to run it. If it is a sanctioned event, it must be run by a Contest Coordinator or Event Manager. See Alan's February training column for more information.

Swap Meets and Auctions

Hanover RC club swap meet is being planned as an outdoor event at their flying field on April 7.

NMAD

The National Model Aviation Day (NMAD) has been a great success for the last several years. Alan Fry has run the event in the past but decided not to run it this year. He is running a few other events. I think that it would be good for the club to keep the event going so we need someone else to step up and lead the group. Alan will help and will provide advice. If you are willing to lead or to help, please contact Alan or myself.

History of the club

At the February meeting there were questions about the history of the club. Carl Purgold wrote a document documenting the early history of the club and it is included at the end of this newsletter. If you would like a digital copy, please send me an email.

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

The meeting was called to order at 7pm by John Backes.

Fred Hill was nominated for secretary; no other names were submitted for the position. Fred Hill was elected secretary.

The minutes for the January meeting were amended to show that Steve Kolet did not purchase the quad. The amended minutes were ratified.

Treasurers Report – Jon Persons

There were 12 renewals since the last meeting.

The following expenses were paid:

1. Porta Potty
2. Renewal State Corporation Commission
3. Donation to Williamsburg Christian Church

The regular budget and mower budget financial status were updated.

Site Improvements – Bill Talbot

1. No site improvements
2. The wind vane propeller has fallen off and is in the process of being replaced.

Activities

The following activities were announced:

1. NNPRC Swap Meet – Feb 10th
2. Hanover Club Meet and Fun Fly – April 7th
3. Indoor Fly @ Boo Williams Sportsplex - Feb. 19th

There was a general discussion about the December Christmas dinner. There was a general agreement that the facilities at the Peking Buffet were less than desirable. It was agreed to look for a venue to rent and to have the dinner catered. Two venues were suggested; Legacy Hall in New Town and Port Anne Sub-Division Clubhouse. The idea is then to have the dinner catered by Two Drummers or Pierce Barbecue. A committee of Jon Persons and John Backes was formed to investigate locations and report back to the club.

Tom Treese suggested having a night flight before Day Light Savings Time. He will try to give as much notice prior to the event as possible in order to get the greatest attendance.

Safety

Alan Fry pointed out the AMA has a new safety book with a slightly different format. The discussion that followed pointed out that CVA follows the AMA guidelines and has specific club guidelines and best practices. These can be found on the Club's web site.

John Backes pointed out that with more people going to electric they should pay attention to the following points:

1. Larger size planes mean larger size propellers

2. Electric motors go to full torque right from the start
3. Switches set the wrong way, or incorrect fail safe will cause the propeller to go to full power

It was recommended that it is a good idea to have an external arming switch. Electric motors will continue to turn even when the blades are impeded. This is the most common cause of a fire as the ESC overheats. People changing from glow engines to electric seem to have the most problem with the new safe practices. It was pointed out that with 2.4 Hz radios reversing the throttle channel requires that the receiver be rebound to reestablish this fail safe. Many new transmitters come with a cut switch. Be sure and paint the tips of the propeller blades.

Training – Alan Fry

A new member Tim Mueller was introduced.

There was a general discussion concerning new radios and receivers for beginners.

Alan Fry pointed out that we can create a link to Heads Up RC on our web page so that all sales generated through this link will result in 5% of the sales going to the club. To accomplish this, CVA would need to get a PayPal account. Jon Persons and Alan will look into setting up a club PayPal account. It was noted that this PayPal account could be used to pay dues in the future.

There was a general discussion about the history of the CVA. While some information may be on the web site, Jon Persons has some history, and John Backes has another resource that he will post in the next newsletter.

Old business – none

New business – none

Show and Tell

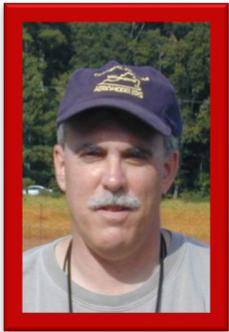
Avery is working on a plane from Western Michigan Park Flyers called a Highlander.

Bob brought several RN kits modeling Tri-planes he has built over the past 45 years. He discussed the ¼ scale Tri-plane that is almost complete that he built from scratch.

Fran and Steve showed the ¼ scale Fleet Bi-plane that they are renovating.

John Backes showed his Bat-safe Lipo charging box. Should any batteries catch fire while charging the box will contain the fire and minimize damage. He also discussed general safe battery handling and storage.

The meeting was adjourned at 8:00pm



Training: Alan Fry

Website of the Month

AMA has published a new Safety Handbook. It is a 12-page colorful brochure covering many aspects of safety in regards to our hobby. Topics discussed include propellers, lithium batteries, First Person View (FPV), and gas turbine operations, to name a few. I highly recommend you take a look. Here is the link:

www.modelaircraft.org/files/100.pdf

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- AMA Safety Code

AMA has released a newly revised Safety Code for 2018. It contains the same safety principles as the old Safety Code, but it is much shorter. AMA has stated that our club will receive a new laminated poster of the new Safety Code. The new Safety Code is shown below:

Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2018

A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and related AMA guidelines, any additional rules specific to the flying site, as well as all applicable laws and regulations.

As an AMA member I agree:

- I will not fly a model aircraft in a careless or reckless manner.
- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's *See and Avoid Guidance* and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.
- I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.
- I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.
- I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
- I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.
- I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.
- I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flight line, unless I am taking off and landing, or as otherwise provided in AMA's *Competition Regulation*.
- I will use an established safety line to separate all model aircraft operations from spectators and bystanders.

See you at the field.

Alan Fry
Training Coordinator

History of the Colonial Virginia Aeromodelers [CVA]

(Formerly, the **Newport News Aero Modelers Association** - [NNAMA])

The Colonial Virginia Aeromodelers flying club was originally formed as The Newport News Aero Modelers Association in 1980 by a small group of local flyers and a few former members of the Hampton Virginia based, South Eastern Virginia Radio Control Group [SEVRCG]. Several charter members of that initial group are members of the Colonial Virginia Aeromodelers, Tex Harrison, Ralph Moscatel, Randy Rogers, Julian Harris, and Ed Belford. The club operated from the City of Newport News Water Works property located across from Dozier Elementary School in Newport News, VA. The club operated from a 4-acre parcel (including the overflight area), owned by the City of Newport News and located across from Dozier Elementary School on Industrial Park Drive. The site also served as an auxiliary parking area for the Newport News City Park during large events.

The first President of the club was Dave Robelen, renown in the modeling world for his small “school-yard” design model aircraft such as the Pronto, Playmate, and the Parakeet, sold under the name of Tidewater Models. Dave was President from 1981 to 1983, and again from 1985 to 1986. The second President was Owen Perkinson, who served from 1983 to 1985. The third President was Chuck Coulter, who served from 1986 to 1987. During this period, the club conducted fun flys and some competition events. Carl Purgold had the first “Giant” Scale aircraft in the club, a INDY Models ¼ Scale Clip Wing Cub. The hobby was just beginning to flourish into the larger size models and four cycle engines were just starting to show up. Many of the hardware items we all utilize and enjoy today, were only a dream in 1987! Club dues were \$10 per year from 1981 to 1986, and a grand battle ensued when it was suggested to raise the dues to the staggering sum of \$15 per year to support several club events!

The fourth club President was Carl Purgold, who served from 1987 to 1990. It was during this period that the club became interested in finding a field it could call its own. The club voted to send the club officers on a quest for a potential flying site and report back. The first attempt at our own private flying field ended in disappointment. After the runway had been constructed on a farm in Gloucester County, the landowner was discouraged by effect the noise from the models was having on his neighbors and a nearby church. That experience led the club President, (Carl Purgold), to propose that the club make unprecedented commitment: To vote, up-front, the Maximum annual Dues amount the members were willing to pay for a first-class, private, flying site of their own. The club voted to approve a \$50 Annual Dues level if one could be found and secured. The site was to be larger than any previous local AMA site, and would have no restrictions regarding noise and a large over-flight area. It also must be located no more than a 45-minute drive away from the current Dozier site!

The club voted by 100% to “Advertise” for a Flying Site. Everything was laid on the table. The annual rent amount that the club could pay, and the acreage we required. The Club even offered a Reward of \$250 to anyone leading us to a signed contract on an acceptable flying site. The first offer was not long in coming. It was from a gun club

looking for a co-tenant to allow them to purchase more buffer land. This looked pretty good until we saw the terrain. It was very hilly and totally unsuitable for our purposes.

Then, in the fall of 1988, we received a call from a Mr. John Hofmeyer, who said he had seen our Advertisement in a Williamsburg store and had a piece of land we might be interested in leasing. He was a former model flyer, and at the time had his own full-scale aircraft. Club President Carl Purgold and Vice President Eddie Belford drove up to Charles City County and immediately knew when they saw it that the club had found the site they had been searching for nearly two years. That began a friendship between the Club Members and the Landowners (John and Norman Hofmeyer) that has lasted nearly two decades. With the help of the Hofmeyer family and the Branscome Corporation, the club was able to construct a flying field, with a picnic shelter, runways, and storage facilities, all at minimal, or no cost, to the club members. The club also acquired, in a petition to the Charles City County Board of Supervisors, a Conditional Use Permit to Operate a Model Airplane Flying Site on the Tomahund Plantation site. The CVA flying club now enjoys what is considered by many to be one of the Premier flying sites in the Middle Atlantic Region, with members from as far away as Virginia Beach, and Richmond, Virginia. The majority of the 75+ membership now reside in the Colonial Capital of Williamsburg, Virginia and the surrounding Counties. The rest is CVA history...

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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