



# Colonial Virginia Aeromodelers

**Chapter 1474  
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**November 2020  
Editor: Alan Fry**



## **Presidents Column: John Backes**

**The November CVA meeting is tentatively planned to be held at the flying field at on SATURDAY November 14 at 1:00.** Rain date will be Sunday November 15 at 1:00. The guestbook will be used to provide updates. No flying will be permitted during the meeting.

## **Upcoming Meeting Schedule**

November meeting - Saturday after normal meeting day @ 1:00 Rain date Sunday

December meeting - No meeting

January meeting - Jan 1st

February meeting – No meeting

March meeting - Saturday after normal meeting day @ 1:00 Rain date Sunday

April meeting - Saturday after normal meeting day @ 1:00 Rain date Sunday

## **FAA Registration**

The FAA requirement is that all RC pilots register. Because of legal challenges, most people that registered earlier had their expiration date extended. Some recreational fliers might have FAA registrations that expire soon. The earliest expiration date is December 12, 2020. You are now eligible to renew your registration within 180 days of your expiration date. To renew your registration, visit:

<https://faadronezone.faa.gov/#/>

Your registration is good for three years and costs \$5. Please be aware of FAA scam sites charging more than \$5. CVA will not enforce registration.

## **Activities**

We will not be having any formal activities until the Coronavirus threat has lessened considerably.

## **Training**

Bob Juncosa was doing most of the training but has decided that he does not have sufficient time to be the main trainer. If you are able to help with training, please contact me.

## **Budget**

The budget was submitted and approved at the October meeting.

## **Show and Tell**

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

## Contact Me

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## **Secretary's Report: Fred Hill**

CVA Meeting – October 8, 2020

The meeting was called to order at 6:00pm by John Backes. A total of 10 members were present. The September 2020 meeting notes were approved.

## **Treasure's Report – Jon Persons**

There was one renewal.

Donation of 100.00 from Chuck Whitechurch.

The following bills were paid:

Randy Rogers \$48.97 for gas for the mowers.

Porta Potty \$146.91

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

## **Site Improvements – Randy Rogers**

The field has been cut multiple times. Thanks to all who have helped with the cutting. No other improvement projects have been worked due to the weather.

## **Activities**

As of now all future Club activities are on hold due to the Covid-19 pandemic. This includes the Christmas Party.

Since we are reluctant to hold meetings indoors, the following changes have been made to the club meetings:

The November meeting will be on Saturday the 14<sup>th</sup> at 1pm.

## **Safety – Cliff Casey**

There was a discussion of the dangers of electric motors and how they start up at full power. Care should be taken when attaching the battery. In a crash be sure to throttle down to prevent overheating the ESC and starting a fire.

## **Training – Bob Junosca**

Additional trainers are needed, if you can help please contact John Backes.

## **Old Business**

No old business

## **New Business**

The following meeting schedule was proposed for the next 6 months:

Month	Day	Date	Time
November	Saturday	11/14	1pm
December	No meeting		
January	Friday	1/1	1pm
February	No meeting		
March	Saturday	3/13	1pm
April	Saturday	4/10	1pm

Rain dates will be the following Sunday.

A motion was made and approved to move the meetings to the above times.

The budget for 2021 was proposed and approved.

A motion was made to give the church \$200.00 for the use of the meeting room.

Jon Persons received an application from a seven year old for the club. There was a general discussion as to the minimum age for a club member and whether a parent needs to be a part of the application. The discussion was tabled for a future meeting.

## **Show and Tell**

Bill Talbot showed his Great Planes Ultimate 160



There was a general discussion about motor sizes, balancing and general cost of the plane.

There was a general discussion about recertifying large scale planes and the importance of checking batteries that have been stored for long periods of time.

The meeting was adjourned at 6:34pm.



## **Training: Bob Juncosa**

### **“The Humble Figure Eight”**

When it comes to a list of what new pilots need to know, there is of course the optional takeoff followed by the mandatory landing. Typically, new pilots then focus on mastering the standard “boxing” of the field in right and left-hand circuit patterns. But then what? Sure, a loop might be the next easiest maneuver to try but for my money, there is no single maneuver that teaches flying skills better than a properly done figure eight.

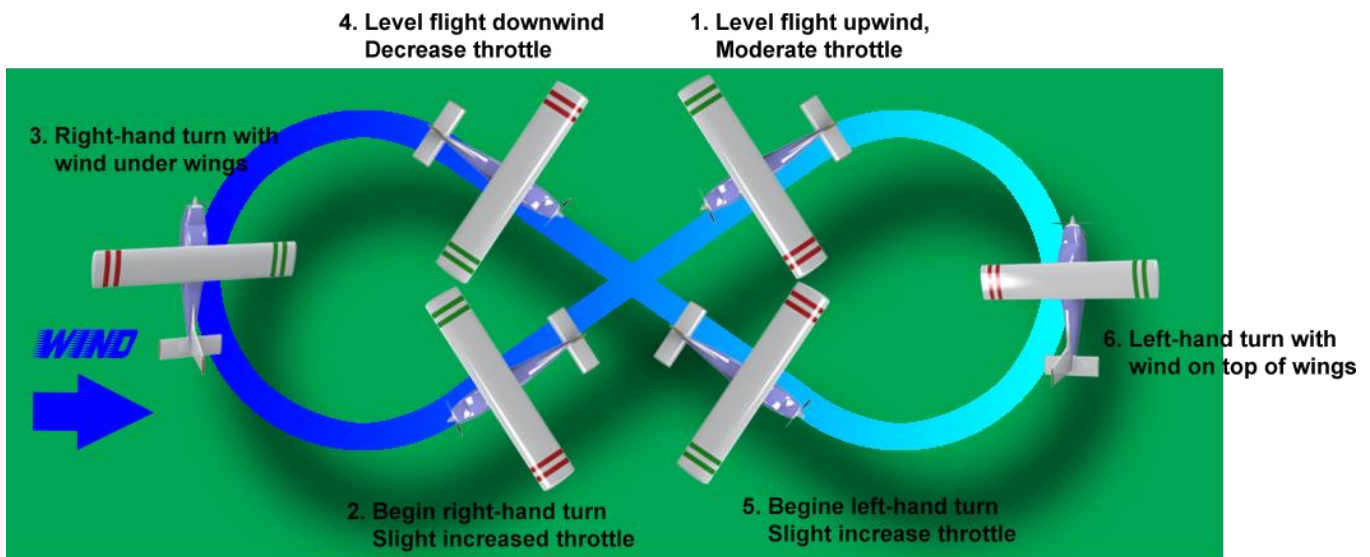
Here’s why:

- The pilot must fly in both upwind and down wind conditions.
- The pilot must fly both right-hand and left-hand turns.
- The pilot must (should?) use of all four axis of control (throttle, aileron, elevator, rudder).

Before we go any further, let’s define what constitutes a proper figure eight. The entire figure eight is done at the same altitude and at the same speed. The right hand and left hand lobes are the same in shape and size. Lastly, the crossing point of the figure eight is at “show center” of the field (or in front of the pilot, whichever applies).

For the purposes of this example, let’s assume that the wind is going from left to right, you are starting your figure eight headed upwind and from the far right corner of your pattern. Here are the steps:

- Put the plane in level flight and head towards the center of the field at moderate speed.
- Cross the dead center of the field.
- Make an upwind right-hand coordinated turn with rudder, aileron, and elevator. (A little throttle may be necessary.) At this point, the wind will be hitting the underside of the wings and pushing you downwind in the direction of your turn.
- As you swing through the turn and begin the downwind leg, you will need to decrease your throttle. If not, with no changes to the inputs of the other axis, your plane will rise in altitude and decrease the radius of the turn. This is because the plane’s airspeed has increased and the control surfaces have more effective.
- Level out and cross the same center point of the field.
- Now you have to execute a downwind left-hand coordinated turn. (Again, a little throttle may be necessary.) Now, the wind will be hitting the top side of the wings pushing you downwind and against the direction of the turn.
- As you complete your left-hand turn, you’ll be headed up wind again so should find that you will need to increase your throttle to the original starting amount.
- Finish your turn and cross the dead center of the field.
- Repeat as desired.



In the above example, all the upwind turns were right-hand turns and all the downwind turns were left-hand turns. To take full advantage of the training benefit of a figure eight, be sure to do as many figure eights by either starting up wind with a left-hand turn or starting downwind with a right-hand turn.

So, if you haven't done one yet, give the humble figure eight a try. Think about adding it to your standard repertoire. It is a graceful maneuver that takes up a lot of airspace so it looks good, especially with smoke on! It is a fun low risk maneuver and as I said at the start of this article, it is a great learning and practice maneuver. I do figure eights on pretty much every flight I make.

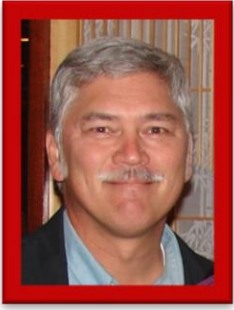
In closing, please do not hesitate to comment on these articles and especially let me know what you would like to see in future articles. If you have any training tips, pass them along. I'll be happy to put it into article form, with full credit to you of course.

Wind

Happy Landings

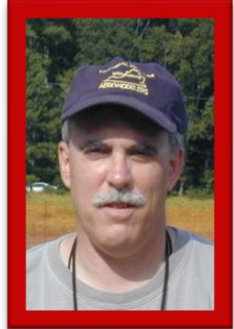
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**Safety Officer: Cliff Casey**

Fly Safe, Be Safe



**Newsletter Editor: Alan Fry**

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