



Colonial Virginia Aeromodelers

Chapter 1474
Newsletter Volume XXI • Issue 01

January 2021
Editor: Alan Fry

Editor's Note: As of now, a February issue of the newsletter will NOT be published.



Presidents Column: John Backes

There will not be a February CVA meeting.

Upcoming Meeting Schedule

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 Remote ID

The FAA remote ID rules were released recently. A summary of the rules on the AMA website is here:
<http://amablog.modelaircraft.org/amagov/2021/01/01/summary-of-faas-final-rule-on-remote-id/>.

The rules become law 60 days after they are published in the Federal Register.

The rules have a 30-month period before they will be enforced (September 2023). The rules will not change anything about flying at the CVA field. We will have to register the field as an FAA Recognized Identification Area (FRIA) prior to that date.

Flying outside of a FRIA requires the aircraft to broadcast information. This can be built into the aircraft (Standard Remote ID) or with an add on Broadcast Module. The Broadcast Module is expected to cost \$25 to \$50 and can be moved between aircraft.

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.

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

Phone: 757-876-1241

Email: jb753@cox.net

Address: 8630 Diascund Road, Lanexa, Va. 23089



Secretary's Report: Fred Hill

CVA Meeting – January 2, 2012

The meeting was called to order at 1:00pm by John Backes. A total of 13 members were present. The meeting was held at the CVA Field. The November 2020 meeting minutes were approved.

Treasure's Report – Jon Persons

Income: 20 members have renewed. One renewal was made using PayPal.

A donation of \$500.00 from Winston Shepherd was in memory of his mother.

The following bills were paid:

Virginia Farm Bureau- \$40.00

State Corporation Commission - \$25.00

Mark Motter for badge materials \$158.04

United Site Services - \$161.62

Williamsburg Christian Church - \$200.00

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

The IRS and the Virginia taxes have been filed.

In order to renew your membership via PayPal, you need to be able get a hard copy of your application to Jon Persons. You can scan or take a picture of the application and email it to Jon.

Site Improvements – Randy Rogers

The field has been washed and is currently being dripped dried.

There are a few holes that need to be filled in with dirt or sand.

Activities

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

The hope is to be able to resume group activities in the fall.

Safety – Cliff Casey

No report

Training – Bob Juncosa

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

Old Business

No old business

New Business

There was a general discussion of the new FAA Remote ID Rules.

If you are flying at the field nothing changes. The club will register the area as a FAA Recognized Identification Area (FRIA)

All members are encouraged to sign up on the FAA site. The cost to register is \$5. The registration is good for three years. A link can be found in the President's column.

In the future planes/drones will be required to have a Broadcast Module in all planes
This module will need to be purchased and put into your plane. It can be moved from plane to plane.

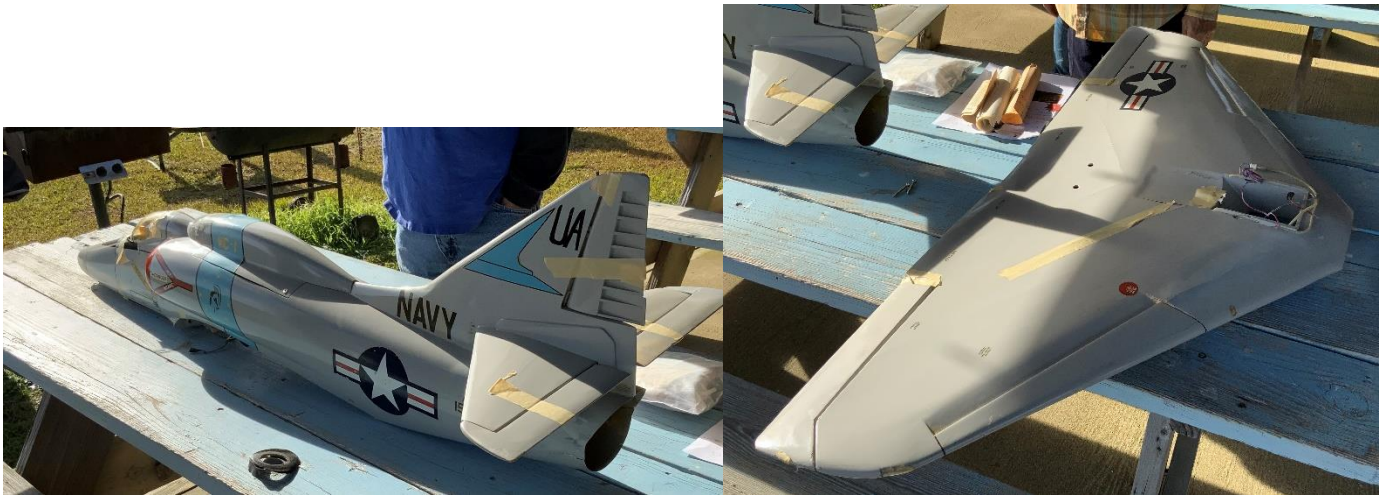
However, the field will be registered as a FIRA. This will allow members to fly at the field without a module.

Due to the lack of demand Tex Harrison will no longer buy fuel that can be repurchased by club members.

Show and Tell

Alan Fry was contacted by a plane owner that was downsizing his house. The plane owner donated the two planes to CVA. Here are the planes:

(Editor's note: Steve Kolet is now in possession of the following airplanes. Contact Steve if you are interested).





The meeting was adjourned at 1:34pm

Editor's Note:

Don Trump sent me the following email:

Alan, I thought I'd send you a link to my favorite website. I may have sent it before. If you're still putting them in the newsletter, this is one I really like. Post 1 on Page 1 is updated with the latest battery test information.

Don

<https://www.rcgroups.com/forums/showthread.php?1767093-Battery-Load-Test-Comparisons>



Training: Bob Juncosa

Editor's note: Bob is taking a well-deserved vacation from his training article duties. However, since his last month training article was outstanding like all of his articles, I decided to include it again in this month's newsletter. I expect Bob will have a new article for us in the next newsletter.

"Field Etiquette"

No, I'm not talking about saying please and thank you. As important as those things are, that won't be the focus of this article. Understandably, training tends to focus on flying skills but there are bits of etiquette that are often overlooked in the training of new pilots.

Let's start right from the beginning.

Starting Up

You are in the pits, your plane is secured nicely in a field stand, and are about to start up a monster multi-cylinder gas fire breather. Some of us are up there in years and assuming that our hearing is still within nominal limits, the unexpected roar of all that horse power can send us into cardiac arrest. So before you flip that beast over, look around, and give out with a courteous "Starting Up."

Taxiing Out

Whatever your plane is, now that it is started and running smoothly, it's time to head out of the pit area and onto the nearest taxi way. Look in front of you. See those pilots out there? They have their backs to you and can't see you coming but they sure can hear you. As you blip your throttle or push it up close to full throttle if you need make it through thick grass, that can sound a lot like a throttle that was accidentally hit. Let the pilots on the flight line know you are coming and in full control by saying, "Taxiing out!"

Entering the Runway and Take Off

By now you have moved alongside the other pilots on the flightline and have taken your position at a flight station. Another "Taxiing out" may be in order if you had to hold for a short period until the runway was clear. As you begin your taxi to takeoff position, be mindful of any pilot that might let you know that he has a situation that will require you to continue to hold. If all is clear, announce that you are, "Taking Off" so that the other pilots, starring skyward, are not concerned about your imminent throttle up.

Once Airborne

Now that you are in the air, your verbal responsibilities remain. Anything that is a deviation from the pattern should be announced. A good example is "Low Pass." Your plane will be coming lower and slower over the field and closer to the other pilots. The heads up will be greatly appreciated. The other pilots will be sure to stay well above you and they overtake your slower moving plane.

Emergencies

You have high priority in the case of an emergency. Clearly announce a "Dead Stick!" The other pilots should acknowledge it and state that they will be giving you all the sky you need and full access to the runway.

Hopefully, you will make it back to the field and just have a longer walk than usual to retrieve your plane. Announce, "On the Field!" Again, the other pilots should acknowledge with an "OK" tinged with jealousy because of the magnificent dead stick landing you just executed. If you don't make it back, still announce that you are, "On the Field" as you make your way to where ever your plane is. This time, the "OK" from the other pilots may be laced with empathy. In either case, be sure to let everyone know when you are "Off the Field."

Time to Come In

At some point, it will time to end the fun and come back in. Around the time you are entering the downwind leg, announce, "Landing!" This will give the others plenty of time to make sure they are well out of the way. It is not a bad idea that they acknowledge that they heard you. This will also give taxiing pilots the heads up that they should hold off of the runway. After your perfectly greased landing, let everyone know that you are, "Clear" once your plane is off the runway.

Other Courtesies

- If you plan on doing a lot of close in 3D maneuvers, let the other pilots know. Avoid doing them "show center" as that is prime sky that pretty much everyone will pass through. Move off to the far end of the runway or well off and high. There should be plenty of sky for everyone. Be mindful of routine traffic as they have priority.
- Gliders and other similar planes can require extra time on the runway and can take quite a while for them to reach altitude away from normal traffic. Give them the time and space they need.

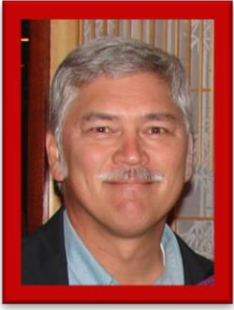
This isn't meant to be an exhaustive list and the actual wording of all of these exchanges isn't important. What is important is that everyone that might be affected by what you are doing know what you are doing. That makes for safer and a more relaxed flying experience for everyone.

Oh, and be sure to say please and thank you.

Happy Landings

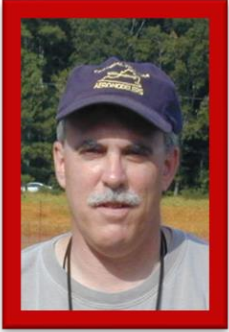
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Safety Officer: Cliff Casey

Fly Safe, Be Safe



Newsletter Editor: Alan Fry

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