



Colonial Virginia Aeromodelers

Chapter 1474
Newsletter Volume XXI • Issue 08

September 2021
Editor: Alan Fry



Presidents Column: John Backes

Upcoming Meeting Schedule

September meeting – Saturday September 11 @ 1:00 Rain date Sunday @ 1:00.

October meeting – Saturday October 9 @ 1:00 Rain date Sunday @ 1:00.

We will still be holding the meetings at the field for the next couple of months.

Check the guestbook for scheduling of the meeting if there is a possibility of rain.

Corn Gone

The corn was cut this last week! The glider flyers missed a good thermal day. There were thermals picking up the leaves from the corn and taking them in columns up a couple of hundred feet.

Upcoming Events

NNPRC – Sept 11 – Fly-in and swap meet

CVA Cub Fly – September 25 – Only cubs allowed during the event. Entry fee is a small teddy bear less than 10 inches. Bears will be for sale for \$10.

CVA Warbirds – October 16

CVA Fall Picnic – TBD

Elections

The elections will be held during the September meeting. Nominations from the floor will be accepted prior to the election.

Budget

The budget must be submitted for approval at the October meeting. If you have any suggestions for changes to the budget, please contact an officer after the election.

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 – August 14, 2021

The meeting was called to order at 1:31pm by John Backes. The meeting was held at the CVA Field, a total of 11 members were present. The minutes of the July 2021 meeting were approved.

Treasure's Report – Jon Persons presented by Randy Rogers

Income:

There was one renewal. A twenty-dollar donation was made by Steve Kolet.

There was a sizeable donation made by the estate of Winston Shepherd.

The following bills were paid:

Tex was reimbursed for \$132.30 for food.

United Site Services was paid for July and August.

The operating funds, mower funds and PayPal accounts were reported.

Site Improvements – Randy Rogers

Thanks to all who have been keeping up with field maintenance. Everyone agreed that the field looks great.

Activities

The following activities are planned:

Newport News RC Club is having a picnic and swap meet on September 11

Cub Fly – September 25, 2021

War Birds – October 16, 2021

Picnic – October/November – date to be determined

Safety – Cliff Casey

Be sure to use the pilot box when flying. This is an AMA safety rule. Being out of the box can lead to a very dangerous situation.

Be careful with the tall corn. If you have to go look for your plane use a buddy system and take a pole with you to help the spotter guide you.

Training – Bob Juncosa

No changes in the training schedule

Old Business

No old business

New Business

Elections will be held next month. Tex will be in charge of the nominating committee. If you are interested in running for a position, please contact Tex.

Show and Tell

Tom Treese demonstrated Esky Wireless Key finder that can be placed in a plane and used to help locate a lost plane.

Don Trump Demonstrated a gyro for the nose wheel, to help keep a plane straight on the runway during takeoff.

Ed McMahon showed off his Yin-Yang plane which he made from foam board. The plans can be found in the AMA magazine.



The meeting was adjourned at 1:23pm

Editor's note: Ed McMahon sent an email to me with the following information that may be of interest to members of CVA. Thanks Ed!

A few in the club are using the OpenTx system in the Radiomaster Tx16s transmitter that has the capability to adjust flying parameters in real time and announce the values of these parameters. This allows the pilot to adjust throws (rates) and expo values while flying in addition to the usual trims. The problem is that when adjusting expo with a slider, for instance, you can have the Tx announce "expo" if the slider changes by 3 or more units, and then announce the value of the slider, but the computer in the Tx is so fast, the value announced is an "old" expo value, not the new value where the slider stopped.

I have a simple addition to fix this, so the actual final value is announced. Let's say the logical switch L01 is set to detect (turn on) when the left slider (which had been set to adjust the expo value via a Global Variable GV1) changes by more than 3 units. L01 uses the function $|d|=>x$ where the first parameter is LS (the left slider) and the second parameter is "3". Then a Special Function, say SF1, is set to "Play Track" "expo" whenever L01 comes on. Usually, SF2 is set to "Play Value" "GV1" to announce the new value of expo, also when L01 comes on. The fix is to make sure L01 stays on for a short time instead of being instantaneous by setting the Duration value of L01 to 0.5, and adding L02 to be the EDGE function which will trigger when L01 turns off. Then change SF2 to play when L02 comes on, not L01. Here are the entries for this example:

L01	$ d =>x$	LS	3	--	0.5	--	
L02	EDGE	L01	0.0	--	--		
SF1	L01	Play track	expo				1x not at start
SF2	L02	Play value	GV1				1x not at start

Editor's note: Dare County Radio Control Flyers is an RC Airplane club located down on the outer banks near where the Wright brothers did their thing years ago. They asked me to add a link to their website on our CVA website. I did so, and the link to their website can be found by clicking on the "CVA Links" button on the CVA website homepage. If you have a moment, you may enjoy browsing the Dare County Radio Control Flyers website.



Training: Bob Juncosa

"The Pre Flight Checklist"

"The younger you are the easier it is to remembering the little that you know. The older you are the harder it is to remember all that you knew."

-Bob Juncosa

No matter how often we have packed up and headed to the field and how often we have prepared our planes for flight, we all too often forget something. The consequences can be minor or catastrophic. In my case, the worst example was a few years ago. My 13 year old ¼ scale Sopwith Pup, a pride of my collection, snapped its wings in flight and nose-dived into the corn field. I had assembled that plane at the field probably more than 100 times before without mishap but this time, I omitted a step and in it went.

Preflight check lists may not solve all problems but it is certainly worth reviewing how they are helpful. I have divided the list into two sections. The first is what you can do before you leave for the field. The other is what you can check while in the pits.

Pre-preFlight

- Fuel
The fuel should be fresh and correct for the planes you intend to fly. Having just nitro fuel when you are flying a gasser won't do you much good.
- Flight Batteries
Make sure that they are in good shape and properly charged. Use one of the many simple battery checkers for this. Check to see that you have all the right batteries for the planes you intend to fly. Don't forget any adapters that may be needed.
- Receiver Batteries
A battery checker can make sure you still have plenty of capacity for flying. Be especially careful with NiCd batteries. If not recycled periodically, they can develop a charge "memory" that can significantly reduce their capacity.
- Other Electronics
Make sure the batteries for you transmitter, glow ignitor(s), and starter are also up to snuff.

- Rubber Bands, Fasteners, and Other Bits

If you have any planes with wings that are secured with rubber bands, make sure you have enough and that they are in good shape. Rubber bands will absorb fuel fumes and become brittle after just a few flights. The time to find that out is not in the air at the bottom of a high-G loop. Remember to bring all the fasteners like nylon bolts, screws, cotter pins, etc. Make sure you have your wing tubes, struts and elevator connecting rods.

- Field Gear

It's a bummer if you get to the field and find out that your flight box, tool box (with the right tools inside), and plane hold down bits didn't make the trip.

PreFlight

Now that everything is at the field, it is time to make sure that you are ready to fly.

- Range Check

In the old days, this was very important because it was a way to be sure that you had exclusive use of your "long antenna" channel. For the "short antenna" crowd, this isn't a factor. However, range is highly dependent on antenna placement and orientation so for a new plane, it is a good idea that you do a range check. If you have telemetry setup, you essentially have real time range checking all through your flight.

- Got fuel? (in the tank)

- Mechanical Integrity

Check that the:

- Wing bolts are secure (and there!)
- Clevises are secured to the servos and control surfaces
- Struts and braces are doing their job
- Wheel collars are on and tight and that the wheels spin freely
- Props are secure

- Control Surface Test

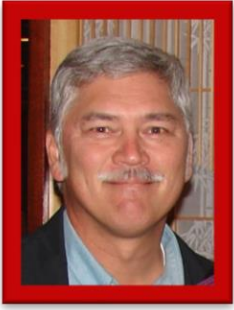
I do this every flight of every plane every time. Check that the transmitter is set to the correct plane. Power up the plane and check all channels to be sure they not only move but move in the right direction. For electrics, do not check the throttle unless in the proper area of the pit.

Today, the range of complexity for R/C aircraft is extraordinary. For the simplest, you can practically go from opening the box to in the air in ten minutes. On the other side of that spectrum, it takes quite a while to get a turbine power plane ready for taxiing after a very rigorous check process. No matter where you are on that scale, applying just a little discipline in your preflight process will go a long way in ensuring that your planes go home in the same condition that they were when they arrived at the field.

Happy Landings

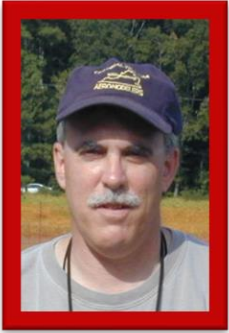
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Fly Safe, Be Safe



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