



PILOT TALK



Colonial Virginia Aeromodelers Chapter 1474

VOLUME NO. VIII ISSUE NO. 12 EDITOR: KEN HOWARD SR. DATE: 4 DEC 2008

President: John Backes (757) 566-1403 jb753@cox.net	Secretary: Anthony Morning (757) 253-7720 toonafish@netzero.net	Safety Officer: Cliff Casey (757) 229-2562 rccasey@cox.net	Activities: Joe Musika (757) 564-8957 jajlmus@verison.net	Newsletter/Badges: Ken Howard Sr. (757) 480-2697 kwhoward1@cox.net
Vice President: Bill Van Cleave (757) 220-2320 b72750vc@aol.com	Treasurer: Ivan Davis (757) 253-0244 deanie2@cox.net	Field Marshal: John Hofmeyer (804) 829-2555	Field Maint: Tom Treese (757) 258-9666 tmtreese@msn.com	Training: Steve Klute (757) 877-0182 swklute@verizon.net

Visit the CVA Web Site at: www.homestead.com/cvarc/

President's Column

Upcoming Meeting Schedule

December 11 – Christmas Dinner at Peking Restaurant, Williamsburg
January 8 – Williamsburg Christian Church

Christmas Dinner

The Christmas Dinner will be held Dec. 11 at the Peking Mongolian & Japanese Restaurant in Williamsburg. The website is www.peking-va.com. The cost will be adults - \$13.50; children (4 to 9 years old) \$10.50. 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 Ivan Davis, 127 Red Berkshire, Williamsburg, Va. 23188 by December 8**. Write the number of adults and children in the memo area. If you pay your money and are not able to attend, we will make a refund.

We will be doing the “bring a gift, get a gift” again this year. Gifts should be approximately \$15.00 value. For new members, under this program you can participate in the gift exchange if you want but it is not required. If you bring a gift, then you get a gift. The gifts will be in three categories: flying, women and children. You bring a wrapped gift and place it on the appropriate table. Later you will select a gift from the same category. Please note - the women can

participate in the flying or the women's category or both. The flying category is not limited to the men.

At the November meeting, it was decided that we support FISH for our charitable cause. Donations of food or money should be brought to the dinner but keep it in your car until after the dinner and we will collect them in the parking lot.

Membership Renewal

CVA membership for 2008 is good until the first meeting of 2009. You should not fly after that until you have renewed your CVA membership for 2009. The CVA membership application is available on the CVA website under "Join Our Club". Remember – RENEWAL COST \$95 this year, \$85 plus a one time \$10 maintenance assessment to rebuild the mower fund. AMA membership expires at the end of the year and you can not fly in 2009 unless you have a valid AMA membership. Take care of this now so that you can join us for the Seventh Annual CVA New Years Day Fly-In.

Activities

For the last several years, it has been policy that an event will not be added to the calendar until a leader of the event has been identified. Often the person bringing up the idea was the likely candidate for running the event. For 2009, I would like to see more ideas on possible events. So please feel free to bring up ideas of what you would like to see. We will discuss the ideas at the January meeting but you can contact Joe Musika or me with your ideas ahead of time. You will not be expected to run the event just because you brought up the idea. However, the events will still not be added to the calendar until someone volunteers to lead the event. Hopefully, your ideas will be so good that others will be anxious to volunteer.

Active Members (recycled from previous December columns)

As I stated in my first newsletter column, one of the main themes for the year is to have more active members. This means to have inactive members become active and for the active members to become more active. I believe the reason most people join clubs is camaraderie. I am convinced that the reason most people play golf is to have an excuse to spend a few hours with friends and it is not because they are angry at the little balls and like to beat them with clubs. I think that the same is true of R/C. Building and flying can both be enjoyable as solitary activities but are much better when we can share them with others. I know that is true for me. I enjoy the days when many people show up at the field. It is rarely so crowded that we have to wait more than a few minutes to fly and I get the opportunity to talk to people, to see someone's new plane and to see the progress that some of the new fliers are making. I also find that events that have 10 participants are almost always better than events with 5 participants. Please give me your ideas on what to do to increase participation. Call me, email me, stop me at the field or write to the address below. **I want your input!**

Show and Tell

We will not do Show and Tell this month.

Contact Me

Phone: 566-1403

Email: jb753@cox.net

Address: 8630 Diascund Road, Lanexa, Va. 23089

Minutes

C.V.A CLUB MINUTES Nov 13, 2008

The meeting was called to order at 7:00 pm by the President at the Williamsburg Christian Church. 24 members were present. The President announced the minutes of the October 9, 2008 meeting as published in the last newsletter. A motion was made and seconded. The vote to accept the minutes from the last meeting passed unanimously. The treasurer gave his report on the club finances.

Site Improvement: Tom Treese reported that the grass has been mowed and the beans have been harvested. Tom says now it is easier to find any items that may have come loose from airplanes like cowls, canopies, wheel pants etc. Tom also mentioned the Porta-Potty at the field has been replaced. John Backes mentioned that Tex Harrison asked him earlier about a possibility of enlarging our shelter area. Tex was concerned that during some of our clubs event the shelter area can get crowded. John suggested the club look at raising the wall panels and use of tarps as a means of getting more room without having a major construction project. John asked the members to think other ways to gain shelter area and that the club may try some of the ideas this summer.

Activities: Joe Musika commented on the club fall picnic being a success. There was plenty of food and there was some flying even though it was windy. A round of applause was given to Jimmy Cash for doing a great job with the food and cooking. Joe went on to mention the BAGS event was a good event. As a heads-up for upcoming local events Joe mentioned that the Hampton Roads RC club was having their Toys for Tots fun fly this month. John Backes mentioned the club Christmas dinner and that those planning to attend should pay Ivan in advance if possible. The club received a thank you letter from Children's Hospital of The King's Daughters for the contributions from our paintball event. John also mentioned that the Newport News RC club held their first paintball event at our field to raise money for the York County Food Kitchen. NNRC originally planned to do the event at their field but at the last moment it was discovered a special permit was needed. John offered the use of our field to their club for their event. They shot approximately 8,000 rounds of paint balls and had a successful event.

Safety: Joe Musika commented on articles appearing in RC REPORTS magazine dealing with safe use of electric flying models and how they differ from glow/gas setup and startup procedure. Ken Howard Jr. commented on ways to make the paintball events safer by possible use of barricades for the shooters to stand behind. John Backes agreed that it is something we should look into for future paint ball events.

Training: Steve Klute gave Jerry Limber his certificate for successfully soloing on Oct 10, 2008, congratulation Jerry. Steve went on to mention the club has 4 or 5 students in various stages of training working with Tom Treese.

Old Business: None

New Business: Bob Kramer gave a reminder about the upcoming New Years Day fun fly. John Backes mentioned the club is in need of a new webmaster, Jerry Limber has offered to take on duties as webmaster. John Backes mentioned the clubs donation to the church for allowing the club to meet there. After some discussion it was decided the past donation amount should be increased. A motion was made and seconded to increase the donation amount to the church. A vote was taken and it passed unanimously. John Backes mentioned it was time to choose a charity to contribute to at our Christmas Dinner. In the past the club has donated to the charity "FISH". Ivan Davis gave a short explanation on the FISH charity, a local church based food collection/distribution program for those in need. The club decided to continue to donate to the FISH charity this Christmas. John also explained the Give a Gift/Get a Gift program done at the Christmas dinner. The club agreed to do it again this year with a limit of \$15.00 gift cost. Participation in the program is not required.

Show and Tell: John Pearson showed a Balsa USA "Northstar" sea plane frame-up he did about 11 or 12 years ago he is now back to work on it and modifying it to take-off from the ground. Carl Rannigan showed a homemade custom muffler for his P-47 made from copper. John Backes showed his new electric autogiro "PT Profile" from Flying Balsa. Joe Musika mentioned there is a new EPP foamy out called the "Mega-fly" it is a 40" wingspan version of the popular "Superfly".
There being no further business the meeting was adjourned at 7:40pm

Buck Morning,
Secretary

Activities

Don't forget to get your Christmas dinner/party checks into Ivan Davis @ 127 Red Berkshire, Wmsbg, Va. 23188. The cost is adults, \$13.50, children (4 to 9) \$10.50. Have your checks in by Dec. 8th. Please write on the check the number of adults and children. This year it is on Dec. 11, at The Peking Restaurant, on By-pass Rd. Hope to see you all there!

Since the New Year is just around the corner, let's start thinking about 2009s events. We have a couple of interesting deals in the pipeline. It is also the time

DATES TO REMEMBER

*Christmas Dinner at the
Mongolian Chinese
Restaurant
7PM 11 December 2008*

*New Years Day Fly
1 January 2009*

for you to step forward with any ideas for the club. Surely some of you can come up with some fun ideas. Give it some thought, and bring your ideas to the first meeting of the New Year, Thurs., Jan 8th. Look in the PILOT TALK for directions to the meeting place. We look forward to seeing more members there.

The new schedules will be out once they are formulated and approved.

Keep in mind, we start the year off by meeting at the field, if weather permits, on 1 January 09 for the 1st flights of the year. The Mall Show will be coming up soon, so get your planes ready.

Happy New Year!

Joe Musika
Activities Coordinator

Safety

Think safety, and be safe.

Training Corner

One of the primary “complaints” and “fears” of the student and new pilot is **the wind!** And usually the fear is caused by the velocity of the wind. At first, anything above dead calm is cause for alarm. After a while, as confidence grows, we get used to anything in the 5 to 10 mph range. Still later, we learn to tolerate up to 15 mph with certain aircraft. Few of us like to fly when wind speed exceeds 20 mph. Good day to sit and chat!

There is another issue about the wind, however which can have an impact on our training and on the ability of the student pilot to succeed after his Solo. That issue is **wind direction**. As we all know, at our field, the wind is usually between SW and SE. It makes us all great at **left-to-right** takeoffs and **landings** since the field runs SSW to NNE. We get to feel comfortable with that. But, we also know that on some days, the prevailing wind is between NW and NE, and that causes takeoffs and landings to be **right-to-left**. That makes us learn a new trick...a trick that perhaps we did not get to learn prior to our Solo!! And just to add to the fun, there have been a few trees installed down to the right that just love to “grab” airplanes!

So, in this column, we will make a few suggestions for getting used to the right-to-left issue early in your flying career. It could save a plane or two.

Remember that you can learn a lot by simply **watching** how other pilots do what they do. More specifically, if you watch several pilots make right-to-left landings, you will begin to develop a “typical track” in your mind that represents the average of the tracks taken in each of the

landings. If you watch long enough, you may also see a couple of tracks that don't work!! Remember NOT to use them! I prefer to watch than to ask questions; because it is amazing how often people cannot put into words what it is they actually do. Also, my personal preference is to always keep open sky visible between the plane and the trees to the right until you are close enough to be sure you are clear of the trees. You will still have time to make a slight course adjustment before landing.

Also, don't forget the simulator if you have one or have access to one. Practice right-to-left landings early on. Our favorite trees will not be there, but the routine will help. If you don't have access to a simulator, you can practice "in your mind" what you would do and how it would feel. Even try holding your TX, closing your eyes, and going over and over how it should look and how you should move the sticks. This might sound a little "goofy", but it can help.

Finally, during your training, be sure to let your instructor show you how to do some right-to-left approaches (without landing) even if the wind is light from the south. You can only do this if no one else is flying and if approved by your instructor. Better yet, if you can find the "right" day, let your instructor help you on the right-to-left landings.

And finally, once you have a few right-to-left landings to your credit, find the right day and practice lots of "touch-and-goes". Soon you will feel just as comfortable from the right as from the left. Hopefully, these thoughts will assist you with this tricky little issue and until next time...

Remember to try something new each time you fly!

Steve Klute
Training Coordinator

Editors Note

Mary and I want to wish all a Merry Christmas and a Happy New Year

The official CVA FREQUENCY CONTROL POLICY is to place a pin in the frequency control board prior to turning on your transmitter, and to remove the pin from the board after each use.

FLY SAFELY