



PILOT TALK



Colonial Virginia Aeromodelers Chapter 1474

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

President's Column

2009 Meeting Schedule

All meetings (except for the Christmas Dinner) in 2009 will be held at the Williamsburg Christian Church on the second Thursday of the month, starting at 7 PM. The next meetings will be 12 February and 12 March 2009.

Directions to Williamsburg Christian Church

The building is at 200 John Tyler Lane. At the intersection of Route 199 and Route 5, turn the OPPOSITE direction that you would turn to go to the field. Go 50 yards and turn right (left is Strawberry Plains Rd.). You can't miss the Church; it is on the right just past the Professional Park that can be seen from Route 199. Everyone needs to be warned that there is an additional fine of \$200 for going over 25 MPH and the cops are there a lot.

MEETING LOCATION

Williamsburg Christian Church

200 John Tyler Lane

7PM Thursday

12 February 2009

Goals

Last month I talked about goals and promised to tell you my goals for this year. I really did not carry through on the goals on the building side (again). I definitely have to give myself a grade of D on my building goals. I did not complete any of the building goals because I concentrated on my fly goal of participating in all CVA events. I switched focus many times, working to get

ready for the next event. I got 4 planes ready for the paintball and 4 ready for the Something Different (including repairing one that I crashed during testing one week before the event). By being behind schedule and rushing to get ready for the next event, I definitely had less fun. My goals are going to be more reasonable for this year. I will only have 3 goals for this year: 1) Complete and fly the Mojo 40; 2) Fly the U Can Do that I bought from Pete Rawlings last year and 3) Build a Senior Pattern Plane.

I give myself a B on my flying goals for last year. I will have the same flying goals this year: 1) Fly at 4 flying fields; 2) Participate in all CVA events and 3) Fly at 1 IMAA event not held at CVA and 4) Be well prepared, with lots a practice, for the Senior Pattern Event at NNPRC. Last year I flew at 3 flying fields instead of the goal of 4 but I did fly in several indoor events and at several outdoor locations with the electric planes. I did participate in all CVA events but did not fly in an IMAA event not at CVA. I did some practice for the Senior Pattern event but need to do more this year.

I hope that you will take the time to set goals for yourself for this year. Send me an email if you are willing to share your goals with the club.

3D Flying

3D Flying must not be performed over the runway if there are any other pilots present in the flight boxes, unless all pilots have previously agreed to the 3D flying. If other pilots are present the 3D maneuvers must be performed over the field beyond the far edge of the runway. Equipment failures can happen and when there is only one pilot, he can move out of the way. Pilots can not fly their airplane and watch another plane at the same time. Last year we had an incident were the rudder control cable broke and the large plane landed very close to the pilot box occupied by another pilot.

Swap Meets and Auctions

Hanover RC club swap meet will be at the Fairmont Christian Church, 6502 Creighton Road, Mechanicsville, VA. on March 22. Here is the link <http://www.hanoverrc.org/swapmeet.htm>.

Show and Tell

We are going to have a short show and tell at the end of each meeting. Did you get anything neat for Christmas? Bring it and show us!

Contact Me

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Minutes

The 8 January 2009 meeting was called to order at 7:00pm by the Vice-President at the Williamsburg Christian Church. The first meeting of the year had a great turnout with 31

members present. The President announced the minutes of the Nov 13, 08 meeting as published in the December newsletter. A motion was made and seconded to accept the minutes. A vote was taken and it passed unanimously. The President went on to announce the minutes for the December meeting which took place at our annual Christmas party. A motion was made and seconded to accept those minutes. A vote was taken and it too passed unanimously.

The treasurer reported on the club finances.

Site Improvement: Jon Person commented on the damage done to one of the pilot boxes. He said that he will volunteer to make repairs to the damaged pilot box. Bob Marsh asked that the club discuss the possibilities of redesigning the pilot boxes to offer the user more protection. President John Backes thought it was a good idea and suggested that Bob Marsh head up a committee to research pilot box designs. John went on to ask any club members that may have ideas on design to forward them to Bob Marsh for later group discussion.

Activities: Joe Musika commented on the Christmas Party having good attendance and the New Years Day fun fly having plenty of fliers even with the cooler temps. Joe also mentioned he hopes to have another electric fly in April 09. John Backes mentioned that he would like anyone planning to have an event this year to let him know soon so that events can be scheduled to avoid conflicts with other area RC events. Bill Van Cleave made the point that our mall show will be the third weekend in March this year.

Safety: Earlier in the site improvement column Jon Persons mentioned the broken Pit box. During the safety discussion John Backes gave his explanation on how the pit box was broken. After the explanation everyone had a good laugh.

Training: Steve Klute introduced Sterling Perry who just soloed. Steve also mentioned the club has 6 or 7 members in training now. John Backes informed the club of new member Carl Sommers making a buddy flight on Jan 1 to check out his trainer.

Old Business: Les Britt gave thanks to whoever gave the Amaryllis as a gift at the Christmas Party. Les says the plant is doing real good.

New Business: Bill Van Cleave gave his report on the donations to FISH of 5 bags of food and \$270 cash. The charity FISH also sent a letter of thanks to the club for their support. Bill Van Cleave read a thank you letter from the Williamsburg Christian Church for our donation to the church. Tex Harrison informed the club that the fuel cost will increase to \$16 a gal. A discussion was started about appropriate use of the web guest books. A motion was made to close the second guest book and create strict guidelines for use of the original guest book. The motion was seconded and a vote taken that passed unanimously. A committee was formed to set guidelines for acceptable use of the Web guest book.

Show and Tell: Pete Rawlings gave away an Astro-Hog wing he had been working on. John Backes showed a video from Joe Nall 08 by Higher Planes Videos. Bob Felberg showed his electric Great Planes YAK and gave info on watt consumption using a wattmeter. Jack Haverstick showed a great looking Hawker Hurricane from Hobby People. John Backes showed

his electric “Windsail” foamy from Hobby People. A good deal at under \$30 bucks. Bob Kramer showed his flight simulator “FS ONE” that he got for Christmas.

There being no further business the meeting was adjourned at 8:10 pm.

Buck Morning
Secretary

Activities

We are still trying to firm up dates on the 2009 activities schedule. We'll pass it on as soon as we have it. There will be an Electric Fly in the spring, plus a Warbirds over Williamsburg in June. Our main concentration right now is the Mall Show in March. We're going to need all the help that we can get. For demonstrations to the public, we'll need all the unfinished projects that you can bring for viewing and discussions with people. Set-up day is the 20th, the show is Mar. 21, and 22. Volunteers will be needed to help with staging, and running events, so sign up now!!

DATES TO REMEMBER

Mall Show

21/22 March 09

More info will come next month on both the schedule and Mall Show.

Sad to report that RC Report magazine, is now out of business. To my mind this was the best magazine in the industry, and our loss.

Joe Musika
Activities Coordinator

Safety

Cold Weather Operations

1) Dress warmly, Wear layers of clothing. Wear a coat with a nylon shell, a hat, and waterproof shoes that will keep your feet dry and lightweight gloves.

- 2) In cooler weather fuel becomes difficult to vaporize inside a cold engine. An electric starter will usually turn the engine over fast enough to vaporize the fuel.
- 3) Cold air is much denser than warm air so your summertime mixture setting will probably be too lean. You may need to turn the needle valve out 1/8 to 1/4 turn richer.
- 4) Batteries will not store as much electricity when they are cold as when warm. If you have marginal batteries in warm weather, don't use them for cold weather flying. Get some new ones.

Fly Safe, Be Safe

Cliff Casey
Safety Officer

Training Corner

Several months ago we re-ran one of Dave Heape's columns because it addressed an important issue and was so well written that there was no use doing a re-write of the same topic. This month, with Dave's permission we revisit another of his previous columns.

“Just from my general observation over the years, one of the most frequent causes of crashes by relatively new pilots is losing orientation of the airplane. While one could go on endlessly about what did cause the crash (including “**gotaglitch!**”), getting into trouble and not being able to figure out what the airplane is doing and then correcting it is very often the cause for crashes early in a pilot's flying. Just past the first several months after solo we all want to get a little more out of ourselves and our airplane. That is when lots of fun begins and some risks are taken. Now before anyone says that I am not an advocate for some risky (not to be confused with unsafe!) flying, let me simply state that if you don't push yourself, you will always just get it up and “tool around” like on a Sunday afternoon drive. Pushing yourself is fun, and will make you a better flier, but it comes with some risks.

Disorientation has gotten everyone at one time or another, so there is nothing to be ashamed of. However, the more you fly, the less you will become disoriented. And even then, it is going to happen sometimes. There are lots of ways to get re-oriented. One of them is to walk to your crashed airplane and then you know exactly how it is oriented; generally not ever piece going in the same direction. That is the wrong time to think about disorientation.

Several hints for trying to keep from getting disoriented: first, stay high when you are doing new and/or risky maneuvers; altitude is your best friend. Second, stay in close so you can see the airplane. Third, stay ahead of the airplane; know what maneuver you are going to attempt, how you want it to come out of the maneuver, and then what your next maneuver is going to be. Getting behind the airplane is probably the single greatest cause of getting disoriented. Finally, think about the things that you want to make the airplane do and visualize them in your mind. You would be surprised at how much mental training you can actually do without even having the airplane in the air.

Disorientation is going to happen from time to time but if you work at it, the resulting disasters can be minimized.”

Thanks again to Dave for the above....

I'd like to reinforce Dave's comment about the benefit of staying in close. As some of you know, I had a hard impact to my left eye two plus years ago and it resulted in a detached retina. The eye team botched the repair and now I can't see small things (like a plane in the air) with that eye. When I tried flying again, I quickly learned the benefit of staying in close...and it's cheaper than buying a bigger plane!

Remember to try something new each time you fly!

Steve Klute
Training Coordinator

Misc.

Apparently, some pilot didn't quite get the meaning of this sign.

Thanks Les



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