



# PILOT TALK



Colonial Virginia Aeromodelers Chapter 1474

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Visit the CVA Web Site at: [www.homestead.com/cvarc/](http://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 November and 10 December 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 November 2009*

### Christmas Dinner

The Christmas Dinner will be held Dec. 10 at the Peking Mongolian & Japanese Restaurant in Williamsburg. The website is [www.peking-va.com](http://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 5. Write the number of adults and children in the memo area. You may also pay at the meeting but **ONLY** if you have cash in an envelop with your name and the number of adults and children attending written on the outside or a check with the number of adults and children written in the memo area. If you pay your money and are not able to attend, we will make a refund.

We need to answer a couple of questions during the November meeting. First, will we be having the “bring a gift – get a gift” exchange and if so, what is the dollar amount? 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. In the past, the gifts were approximately \$15.00 value. 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.

The second question is “what charity should we support at the Christmas Dinner”.

### **What do you fly and why?**

Most members have several airplanes, so the question is “What do you fly and why”. How do you decide which plane to take to the field? If you bring more than one, which one gets the most use? Please send a short note to the email address below and I will include it in upcoming newsletters.

I flew 11 of my own planes this year but two got most of the flying. The most used plane was the Super Fly which is an EPP foam electric airplane. There are several reasons that it gets flown often. Because it is a one piece electric airplane, it is very user friendly. It is ready to fly when you get it out of the car, just plug in the battery. When you are done, just unplug the battery and you are ready to go, no cleanup or disassembly. For those reasons, I use it when I do not have a lot of time or when the weather conditions are poor. I also bring the Super Fly when the winds are high. If it crashes, you just reseal the battery and fly again. The EPP makes the plane very durable and also makes it so that you can be completely relaxed while flying.

The second most flown airplane was the Something Extra. It is a 46 size ARF from SIG with a 46AX. It is also a relaxing plane to fly and has good aerobatic capability. It fits in the car easily and is just a good everyday airplane. Send me a note with what you have flown and why.

### **Show and Tell**

We are going to have a short show and tell at the end of each meeting. You are invited to bring a new plane, a neat gadget or to show an interesting building technique.

### **Contact Me**

Phone: 757-566-1403  
Email: [jb753@cox.net](mailto:jb753@cox.net)  
Address: 8630 Diascund Road, Lanexa, Va. 23089

## Minutes

### C.V.A MINUTES October 8, 2009

The meeting was called to order at 7:00pm at the Williamsburg Christian Church. 29 members were present. The President announced the minutes of the Sept 10th meeting as published in the last newsletter. A motion was made and seconded to accept the minutes. A vote was taken and the motion passed unanimously.

The treasurer reported on the club finances

**Site Improvement:** Tom Treese commented on the wind sock replacements done with the help of Jon Persons. Tom also suggested the date of Oct 24 as the workday. After some discussion the group felt that date was good.

**Activities:** Carl Rannigan gave his report summary on the cub fly. John Backes and Carl Rannigan spoke on the upcoming BAGS giant scale event, and mentioned that CVA members were invited to come out and participate even if they did not have a giant scale plane. It was also mentioned that the club fall picnic was coming up and that last minute details were settled.

**Safety:** None

**Training:** Steve Klute awarded new member Wayne Spencer his solo certificate. Caleb Barger also earned his solo certificate, and his certificate will be presented to him at a later date.

**Old Business:** There was continued discussion on choosing a club logo. There were several examples of possible logos shown at the meeting from different members of the club. Tom Treese contacted the Peking restaurant for pricing and availability for the Christmas dinner. Tom reported that information back to the club. A motion was made and seconded to have the dinner at Peking. A vote was taken and it passed unanimously.

**New Business:** Carl Rannigan spoke on a possible replacement for Gordon Taylor as the raffle salesman at various club events. Gordon has done this task many years with club events. Carl mentioned that the club needs to have more members participating in the different tasks at club events. This will help with preventing the same person being repeatedly called upon to help with an event. Jokingly Gordon Taylor nominated Freeman Post as the next raffle salesman. President John Backes provided information on the 2009 budget and 2010 projected budget. A motion was made and seconded to adopt the budget. A vote was taken and it passed unanimously.

**Show and Tell:** Cliff Casey showed a mini chop saw that his got from harbor freight. Tom Treese showed the old windsock taken down at the field and a spare new windsock. Buck Morning showed Xerogear LED lights that can be glued to aircraft for night flying. Jimmy Cash showed his new Butterfly 3D plane he got from eBay. Joe Musika showed his Hanger 9 Piper Pawnee, a good looking scale ARF.

There being no further business the meeting was adjourned at 8:13PM.

***Buck Morning***  
Secretary

## Activities

The BAGS Fly-in, hosted by our club took place Oct. 10th and 11th. On the first day, less than a handful of pilots showed up. The weather was a determining factor. Rain was hitting all around the Williamsburg area, keeping people away. Fortunately, it was a 2 day event, and on Sunday came the sun, with 14 pilots and some very nice planes showing up. I counted 53 cars in the parking area at around 12:30pm. Lots of spectators stopped by. The raffle didn't do so great, but the food sales went over big. We don't hold the fly-ins to make money, but it is nice to break even. Thanks to all!

## DATES TO REMEMBER

***CHRISTMAS DINNER***  
***7PM 10 December 2009***

Unfortunately I missed the club's fall picnic on the 17th, due to a trip to Nag Heads. But I'm told that Mother Nature unleashed her rains again. About 2 dozen brave souls showed, so I'm told and again the good food was passed, and tall tales told, to entertain everyone. A special thanks to Jimmy Cash, for handling the culinary needs. As usual, a nice job!!!

Sunday, Oct. 24th was the scheduled workday on the club's premises. A lot of the work was done beforehand but there was still quite a bit to do that day. The shed got new doors, and that was a HUGE job. It was necessary to make the doors, since they could not be bought. They wound up weighing about 120 lbs. apiece. Whew!! The bleacher wood was retreated, the plastic fencing was replaced. All work done by 10 to 15 members. Thanks to all!!!

Christmas Party—(mark your calendars) will take place Thurs. Dec. 10th. at the Peking Restaurant located in the Kmart shopping center, off By-Pass Rd. Time 7PM. For more information, please read the President's column.

Until next month.

*Joe Musika*  
Activities Coordinator

## **Safety**

Cold weather is setting in and it's time to dress warmly and for wet conditions. Check & cycle your batteries and still get out there and fly.

FLY SAFE, BE SAFE

*Cliff Casey*  
Safety Officer

## **Training Corner**

During the last couple of months, we've talked about some of the causes of dead-stick landings. There are many potential causes and we will touch on just a few more this time. Remember that we have already covered fuel line leaks or holes, mixture adjustments, air or fuel vapor in the tank being sucked into the system, dirt of various sorts in the fuel system and the length of your flight as compared to the amount of fuel available in the tank.

This time we will talk about some things that can be going on inside your fuel tank. First, there are at least two and possibly three fuel hoses inside the tank. Pin holes and splits can occur in those lines as well as in the external lines. Also, if someone has already had the tank apart and replaced or changed those lines, that could result in the wrong diameter or length of line or one made of the wrong material being used. The line could be too large (loose on the fitting), it could be split, or could soften or stiffen if made of the wrong material. Remember that the pick-up "clunk" has to be able to move freely around the back end of the tank, and if the line has gotten stiff, it may not be able to do that. Also if the line is too short, or too long, the clunk may not stay in the correct place to completely pick-up all the fuel. Also, occasionally, if the plane is stored in a nose-down attitude, the weight of the clunk may bend the fuel line it is attached to such that the clunk gets stuck in the forward part of the tank with the hose being doubled over. It is also possible for this to happen as the result of a previous crash. Any of these conditions can lead to fuel starvation and a dead-stick landing. It is good practice to check once in a while to assure the clunk is moving properly. If the tank is out of the plane, you can hold it up to the light and watch the clunk move. If the tank is in the plane, you can usually hold the plane nose-up, move the whole plane around and listen for the clunk to hit the sides of the tank. If in doubt, ask an experienced pilot to help you.

The second line in the tank is usually the pressure line from the muffler. That line needs to be clear and with no leaks or kinks so that the pressure from the muffler can help push fuel to the

carburetor. If this line has a problem, it will be more difficult to keep the engine running correctly or even running at all.... and, it could even stall in the air.

And finally, who would think that a propeller could make an engine stop running? Well, there are at least two ways this can happen! Be careful if you use a prop that has already been in a hard landing or crash. A small crack may not be visible, but if it spreads at high RPM, and one blade breaks off, not only is it a safety hazard, but it can make the propeller so off balance that it will shake your plane apart. And, if you cut the throttle when that happens, you of course wind up with a dead-stick. The second way the prop can cause a dead-stick is if the nut is not sufficiently tightened such that the prop begins to slip between the drive surfaces and fails to provide enough flywheel action when the throttle is cut, as for landing, resulting in the engine stalling right when you need it most. This can also happen with some of the hard plastic props because they fail to have enough friction on the drive surfaces. We had this happen on an OS 91 when using one popular brand of plastic prop, even though we had the nut extremely tight. That problem was finally solved with a 5/16<sup>th</sup> I.D. by 1" O.D. rubber washer from Lowes right behind the propeller. The rubber provides considerably more friction on both surfaces.

Hopefully this discussion of some of the causes of dead-stick landings over the past three months will be helpful to new pilots and even perhaps to some more-experienced ones. As we have stated in previous columns, it can be helpful to consider each part of your plane, how it works, what it needs to be able to work properly, and what you can do to assure it is able to properly do its job. There is a very helpful article by Don Apostolico (Don's Hobby Shop) with a similar theme in the November 2009 issue of *Model Aviation* magazine. If you get a chance....check it out.

Next month we will move on to another topic. Until then...remember to try something new each time you fly.

*Steve Klute*  
Training Coordinator

**Misc.**

**FALL PICNIC – WEATHER WASN'T THE BEST BUT THE  
FOOD WAS GREAT**



**Editors Note**

*Mary and I wish everyone 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**