



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 11 June and 9 July 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

11 June 2009

Show and Tell

I usually have a note at the bottom of my column for show and tell. It is at the top again this month for more emphasis. I want a large part of the meeting to be show and tell. Please take the time to think of anything that would be of interest to other members. Remember, we have many

members that have only been in the club for a year or two and they might be interested in things that are old hat for you. This time I would like to emphasize **tools and techniques**. Please bring some of your favorite tools or be ready to explain techniques that you have learned to make things better and/or easier.

Upcoming Events

June 6 – Warbirds over Williamsburg IV – Open to any warbird. This is the 65th anniversary of D-Day.

June 13 – Very Low Pressure Fun Fly – See list of events elsewhere in the newsletter.

July 11 – Air Cover – Keeping at least one plane in the air for 7 hours (last year we did 6 hours). We need lots of club participation. Last year we had 17 pilots and that was barely enough in the morning. Contact Buck Morning.

August 1 – Shoot for a Cure – Last year over 20,000 paintballs were shot. Do you have an old plane that is too good to throw away but not good enough that you will ever fly again? Let it go out in a blaze of glory. We need donations of old servos, receivers and engines to use on the target airplanes. It is all for a good cause. We have donated over \$500 to CHKD or St. Jude’s for each year that we have held the event. Contact Carl Rannigan or myself for information.

August 15 – Something Different – Anything except a tractor engine, monoplane with conventional tail. It is time to start working on your “something different”.

Electric Planes are different

There are a lot of things that are different than the regular glow or gas powered planes. The most important difference can cause you physical pain or pain in the wallet. With the glow or gas powered planes, the prop will only turn after you do a series of carefully planned actions to get engine to start. With the electric, they can start immediately once they are plugged in and armed. Most of the time, the instant start is good. But it can also start when it is on your work bench and you are doing the radio setup and reverse the wrong channel. It can also start when you are carrying it to or from the flight line and inadvertently move the throttle stick. Both of these situations may cause you physical pain and/or pain in the wallet. Something that is not as obvious and can cause pain in the wallet occurs after the plane tips over on landing or crashes. You must put the throttle to the lowest position or the plane will keep trying to turn the prop even though it is stalled by being in contact with the ground. This will cause the components to quickly overheat and will frequently burn out the motor or speed control. With the glow or gas, throttle position after the engine has stopped does not matter. If you do not close the throttle on the electric, full power will be going to the prop and it could burn out components or worse yet, start spinning as you pick up the plane.

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Minutes

C.V.A MINUTES May 14, 2009

The meeting was called to order at 7:00 pm at the Williamsburg Christian Church. There were 21 members present. The President announced the minutes of the April 9, 2009 meeting as published in the last newsletter. A motion was made and seconded to accept the minutes. A vote was taken and it passed unanimously.

The treasurer reported on the club finances.

Site Improvement: John Backes read notes from Tom Treese on field condition. The field has been real wet and Tom asks that you park between the bleachers. The mowers were also serviced. Dave Heape reminded us that when the ground is soft and people are driving at the field to not park beyond the shelter table near the grill. Bob Marsh also commented on how good the new mower is at driving over the ruts.

Activities: Joe Musika commented on how successful the electric fly was. Jon Persons volunteered to act as cook for the upcoming spring picnic. Bob Felberg passed around a sign-up sheet for volunteers for the Warbirds over Williamsburg on June 6th. Joe also reminded us of 2 events coming up, the jet rally at Fentress field on May 23 & 24, and our own VLP fun-fly on June 13.

Safety: Carl Rannigan commented on how using a chicken stick and heavy gloves when starting your airplane is a safe practice. Cliff Casey mentioned there is a fire extinguisher that needs to be replaced.

Training: Steve Klute said there is one new student in training now.

Old Business: There was no old business discussed.

New Business: Carl Rannigan is still looking for teddy bears for the Cub fly. The pilot bear he had been using is no longer available. He is looking at different suppliers for aviation themed bears. Carl also passed around a get well card for Ken Howard Sr. that all members present signed. The club had a good laugh when President John Backes pulled out the exact same card that Carl had for us to sign.

Show and Tell: Joe Musika brought a copy of Aviation History magazine and spoke about an article on Winkle Brown, a top British test pilot in WWII. Gary Clifford showed an electric "Chipmunk" with a cowl that he made from an empty motor oil bottle. Jon Persons showed his modified new Twist 40. Jon made reinforcements to the wing saddle area, to prevent the all too famous fuselage snap that can happen to a Twist 40 on a less than hard landing. Harry Ashworth showed a bargain he got from the NNRC swap meet, a Something Extra. Carl Rannigan showed his "Merlin" from Megatech. Carl has repowered the plane using a new motor system. Anthony

Morning showed wing bags he made from an insulating material called Reflectix as seen in Fly RC magazine. Les Britt showed the video that he and his wife made of the 2009 mall show. And like the last mall show video it was a classy production. Copies were available to club members with a \$5 donation to the club.

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

Buck Morning
Secretary

Activities

The annual Spring Picnic had a healthy turn-out, with lots of folks, plus planes. We all consumed lots and lots of burgers, and dogs, and everyone seemed to enjoy them selves. In fact, I noticed there were more families in attendance then we'd had in awhile. I thought that was a nice touch to the day! And a thank-you to Jon Persons, for doing the cooking, nice job!!!

Our next event, Warbirds over Williamsburg, will be over by the time you read this article, but it will be followed by the Very Low-Pressure Fun Fly, on June 13th. Buddy-boxes are permissible for new members, in this event.

That's all the activities for this month.

Let's hope that the weather will continue to hold for us because, next month is Air-Cover, July 11th, and 1 August is the Shoot for a Cure.

More information on these 2 events later.

Joe Musika
Activities Coordinator

DATES TO REMEMBER

13 June 09
Very Low Pressure Fun Fly

11 July 09
Air Cover

Safety

No Safety items for this month.

Training Corner

I have always liked those little tricks that can help you remember things and keep you out of trouble. Maybe that's because I am not smart enough to keep myself out of trouble without them.

Years ago at work, I looked stupid when I spelled the name of the town "Tucson", as in Arizona, incorrectly in a report (it is also the name of a submarine we built). Then I realized that if I just always thought of it as "TUC-SON" I'd always get it right and it worked perfectly for years.

Another little trick is the old saying "letter 'I' before 'E' except after 'C' ". That one usually works except that there are some exceptions that I usually don't remember. But, at least I *usually* get it right and the ones that I still get wrong, most other people don't know either, so I can slip by without looking...you guessed it...too stupid!

A plumber once told me that he could always remember which way to tighten threaded pipes, etc. by remembering the expression "Righty – tighty; lefty – loosey" or something similar! That one still troubles me because I don't think I want a plumber working for me that can't even remember which way to tighten a bolt or fitting!!! The same guy also over-tightened and broke the couplings on the line to my ice-maker and I had to go back and fix it myself.

So why did I spend four paragraphs babbling about things that don't seem to pertain to flying at all? Just to help you remember the following little trick.

I will say right away that this trick is not original to me. It was suggested to me by Dave Heape. I don't know where it originally started, but it is sure worth remembering. It pertains to being sure that your ailerons move in the right direction!

We have all heard stories about guys getting this wrong and rolling their plane on take-off and putting it right into the ground. It is easy to do because the natural instinct when it starts to roll is to correct it. But, if the ailerons are reversed, all you do is give more input in the wrong direction! And, in many cases, we are not quick enough to realize the error and to fly it around and to land using reverse inputs.

And so the trick is: When you do your radio range check prior to flying each day, wrap your little finger around the right stick on your transmitter and point your thumb up into the air. Then

just be sure that as you move the stick to either side, the corresponding aileron points up just like your thumb! **Thumb to the right...right aileron up. Thumb to the left...left aileron up.** A simple little trick that works every time!

So, the lesson this time is; be sure to use and benefit from any and all little tricks, and, as always... remember to try something new each time you fly!

Steve Klute
Training Coordinator

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