



Colonial Virginia Aeromodelers

Chapter 1474
Newsletter Volume XX • Issue 12

December 2020
Editor: Alan Fry



Presidents Column: John Backes

There will not be a December CVA meeting. The January meeting is tentatively planned to be held at the flying field at on Friday January 1st at 1:00. Rain date will be Saturday at 1:00. The guestbook will be used to provide updates. No flying will be permitted during the meeting.

Upcoming Meeting Schedule

January meeting - Jan 1st

February meeting – No meeting

March meeting - Saturday after normal meeting day @ 1:00 Rain date Sunday

April meeting - Saturday after normal meeting day @ 1:00 Rain date Sunday

Memorial Donation

Winston Shepherd made a significant donation to the club. His note said “This is a donation in memory of my mother. She so appreciated how nice you treated her. She loved y’all’s company,” Winston has been having some medical issues but is doing better and hopes to come out soon.

FAA Registration

The FAA requirement is that all RC pilots register. Because of legal challenges, most people that registered earlier had their expiration date extended. Some recreational fliers might have FAA registrations that expire soon. The earliest expiration date is December 12, 2020. You are now eligible to renew your registration within 180 days of your expiration date. To renew your registration, visit:

<https://faadronezone.faa.gov/#/>

Your registration is good for three years and costs \$5. Please be aware of FAA scam sites that are charging more than \$5. CVA will not enforce registration.

FAA Remote ID and Test

The FAA remote ID rules are expected to be released for comment around the end of the year. If you only fly at an AMA field, there will probably be little change from current procedure. Flying at other locations MAY be affected but we do not yet know what the rules say. The one thing that is very likely is that there will be 3 years before compliance is required. The one area that will affect everyone that registers with the FAA is a requirement to take a test. The test is 20 multiple choice questions and you are guaranteed to pass if you complete the test. If you get a question wrong, they will give you some information and then ask the question again. The follow video has more info:

<https://www.youtube.com/watch?v=smxN4Elgsh0&feature=youtu.be&t=1947>

Start at 33:15

Activities

We will not be having any formal activities until the Coronavirus threat has lessened considerably.

Training

Bob Juncosa was doing most of the training but has decided that he does not have sufficient time to be the main trainer. If you are able to help with training, please contact me.

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

Phone: 757-876-1241

Email: jb753@cox.net

Address: 8630 Diascund Road, Lanexa, Va. 23089



Secretary's Report: Fred Hill

CVA Meeting – November 14, 2020

The meeting was called to order at 1:00pm by John Backes. A total of 15 members were present. The October meeting notes were updated to show that the \$100 donation was from the estate of Terry Brown. There was \$300 that had been previously donated. The October 2020 meeting notes were approved.

Treasure's Report – Jon Persons

Income

One new member

The following bills were paid:

Randy Roger \$41.67 for gas for the mowers.

Porta Potty \$147.89

Donation to the Williamsburg Church for \$200.

The operating fund, mower fund and PayPal account totals were reported.

Site Improvements – Randy Rogers

No Report

Activities

As of now all future Club activities are on hold due to the Covid-19 pandemic. This includes the Christmas Party. The January meeting will be held January 1, 2021 at 1pm at the field.

Safety – Cliff Casey

If you are using lipo batteries, you should use a meter that can read individual cells. If you are having a hard time charging a battery there may be a problem with a particular cell, with the wiring harness, or even the connector to the charger. A battery meter can help to diagnose the problem.

Be sure to secure you plane. If you can't be next to the plane, disconnect the battery. We had a plane start and take off all by itself when it was left on the runway.

Training – Bob Juncosa

Additional trainers are needed, if you can help please contact John Backes.

Old Business

No old business

New Business

The President's column has a link to FAA registration site. All RC pilots need to register. The link is:

<https://faadronezone.faa.gov/#/>

There was a general discussion about FAA registration. More information will be provided in the December newsletter.

John Backes is working on a new member packet. He would appreciate input and suggestions. Please contact him if you have any.

Show and Tell



Bob Juncosa show his refurbished plane. It is a CAP-4 Paulistinha, which is a Brazilian made copy of a Cub. Bob has upgraded the plane and added his own personal touches.

The meeting was adjourned at 1:29pm.



Training: Bob Juncosa

“Field Etiquette”

No, I’m not talking about saying please and thank you. As important as those things are, that won’t be the focus of this article. Understandably, training tends to focus on flying skills but there are bits of etiquette that are often overlooked in the training of new pilots.

Let’s start right from the beginning.

Starting Up

You are in the pits, your plane is secured nicely in a field stand, and are about to start up a monster multi-cylinder gas fire breather. Some of us are up there in years and assuming that our hearing is still within nominal limits, the unexpected roar of all that horse power can send us into cardiac arrest. So before you flip that beast over, look around, and give out with a courteous “Starting Up.”

Taxiing Out

Whatever your plane is, now that it is started and running smoothly, it’s time to head out of the pit area and onto the nearest taxi way. Look in front of you. See those pilots out there? They have their backs to you and can’t see you coming but they sure can hear you. As you blip your throttle or push it up close to full throttle if you need make it through thick grass, that can sound a lot like a throttle that was accidentally hit. Let the pilots on the flight line know you are coming and in full control by saying, “Taxiing out!”

Entering the Runway and Take Off

By now you have moved alongside the other pilots on the flightline and have taken your position at a flight station. Another “Taxiing out” may be in order if you had to hold for a short period until the runway was clear. As you begin your taxi to takeoff position, be mindful of any pilot that might let you know that he has a situation that will require you to continue to hold. If all is clear, announce that you are, “Taking Off” so that the other pilots, starring skyward, are not concerned about your imminent throttle up.

Once Airborne

Now that you are in the air, your verbal responsibilities remain. Anything that is a deviation from the pattern should be announced. A good example is “Low Pass.” Your plane will be coming lower and slower over the field and closer to the other pilots. The heads up will be greatly appreciated. The other pilots will be sure to stay well above you and they overtake your slower moving plane.

Emergencies

You have high priority in the case of an emergency. Clearly announce a “Dead Stick!” The other pilots should acknowledge it and state that they will be giving you all the sky you need and full access to the runway.

Hopefully, you will make it back to the field and just have a longer walk than usual to retrieve your plane. Announce, “On the Field!” Again, the other pilots should acknowledge with an “OK” tinged with jealousy because of the magnificent dead stick landing you just executed. If you don’t make it back, still announce that you are, “On the Field” as you make your way to where ever your plane is. This time, the “OK” from the other pilots may be laced with empathy. In either case, be sure to let everyone know when you are “Off the Field.”

Time to Come In

At some point, it will time to end the fun and come back in. Around the time you are entering the downwind leg, announce, “Landing!” This will give the others plenty of time to make sure they are well out of the way. It is not a bad idea that they acknowledge that they heard you. This will also give taxiing pilots the heads up that they should hold off of the runway. After your perfectly greased landing, let everyone know that you are, “Clear” once your plane is off the runway.

--

Other Courtesies

- If you plan on doing a lot of close in 3D maneuvers, let the other pilots know. Avoid doing them “show center” as that is prime sky that pretty much everyone will pass through. Move off to the far end of the runway or well off and high. There should be plenty of sky for everyone. Be mindful of routine traffic as they have priority.
- Gliders and other similar planes can require extra time on the runway and can take quite a while for them to reach altitude away from normal traffic. Give them the time and space they need.

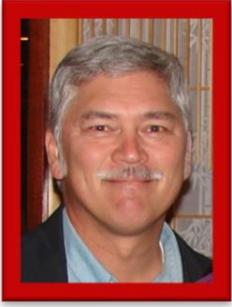
This isn’t meant to be an exhaustive list and the actual wording of all of these exchanges isn’t important. What is important is that everyone that might be affected by what you are doing know what you are doing. That makes for safer and a more relaxed flying experience for everyone.

Oh, and be sure to say please and thank you.

Happy Landings

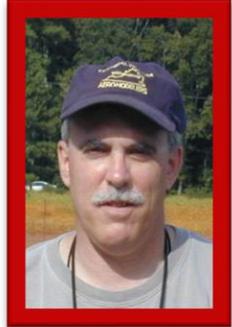
Bob Juncosa

bob.juncosa@gmail.com



Safety Officer: Cliff Casey

Fly Safe, Be Safe



Newsletter Editor: Alan Fry

<p><u>President:</u> John Backes (757) 566-1403 jb753@cox.net</p>	<p><u>Secretary:</u> Fred Hill (864) 441-1120 fred_hill07@yahoo.com</p>	<p><u>Safety Officer:</u> Cliff Casey (757) 342-4358 rccasey@verizon.net</p>	<p><u>Activities:</u></p>	<p><u>Newsletter</u> Alan Fry (757) 229-7698 Alanwfemail- CVA@yahoo.com</p>
<p><u>Vice President:</u> Randy Rogers (757) 784-7181 RRogers72@cox.net</p>	<p><u>Treasurer:</u> Jon Persons (757) 603-1929 mrpersons@hotmail.com</p>	<p><u>Field Marshal:</u> John Hofmeyer (804) 829-2555</p>	<p><u>Field Maintenance:</u> Randy Rogers (757) 784-7181 RRogers72@cox.net</p>	<p><u>Training:</u> Bob Juncosa (585) 414-3328 Bob.Juncosa@gmail.com</p>