



Training: Bob Juncosa

Hello to all CVA members! As you can see, Alan has passed the Training reigns to me. Since I am relatively new to the club, I'd like to use my first article in the newsletter to introduce myself and give you some of my RC history. After all, some of you will be trusting me as your instructor and with your planes!

Like many of us, my interest in planes runs long and deep. As a 10 year old, the ceiling of my bedroom was the scene of an incongruous dog fight of plastic airplanes of all different types and eras. Soon after I was building and flying .049 powered control line planes while making bicycle trips to the RC field longing for the day when this part of the hobby was affordable to me. In the meantime, I honed my building skills on many of the Gillows stick and tissue kits.

In 1977, after college and a move to southern California, RC was finally within reach. I learned to fly on a Falcon 56 from the very skilled instructors in the Valley Flyers RC Club at the Sepulveda Basin, just off the end of the runway at Van Nuys Airport.

In the early 80s, marriage and raising three kids put a halt to my flying and limited my building. Twenty five *years* later and a move to Rochester, NY, I was back into the hobby. I refreshed my flying skills on an Eindecker-looking ARF while building the first of my big planes, a 1/4 scale Sopwith Pup.

During the 15 years I was in Rochester I held several board positions in the Rochester Aeromodelers Society (RAMS) including Secretary, Communications Director, and Safety Director. I was also a member of the training corps. I was almost always called upon when anyone had a tail dragger and/or biplane.

I think it is important to know what an instructor's approach to training is. Some instructors a very formal and rigid while others are much more laid back and go only as far as getting their trainees to where they can get their planes up and back in one piece. I am definitely somewhere in the middle. Formality is required in some areas, not in others.

I feel that the instructor has to adapt to the trainee more than the other way around. We are all different and all with different skills and temperaments. My job is to figure out how to best connect with each trainee and get them to a complete level of proficiency so that they can get what they want out of the hobby.

Towards that end, hope that you will look to me for a variety of your training needs, such as:

- New pilot training
- Refreshing of skills or adding new skills
- New plane checkout and maiden flights
- Building and repairing skills

I am in the process of establishing a fleet of training planes and radios from donations by club members. I'll let you know as each comes on line. I also hope to establish one evening each week dedicated to training. Keep an eye out for more details.

We all need help now and again and I'm happy to do what I can.

Bob Juncosa

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