



# Colonial Virginia Aeromodelers

**Chapter 1474**  
**Newsletter Volume XX • Issue 03**

**March 2020**  
**Editor: Alan Fry**



## **Presidents Column: John Backes**

### **2020 Meeting Schedule**

All meetings (except for the Christmas Dinner) in 2020 will be held at the Williamsburg Christian Church on the second Thursday of the month, starting at 7 PM. The next meetings will be March 12 and April 9.

### **FAA Remote ID**

On December 31st the FAA released a Remote ID Notice of Proposed Rule Making (NPRM) which proposes remote ID of all unmanned aircraft systems greater than .55 pounds. This includes our RC airplanes. The proposal which is 319 pages can be found here:

<https://www.federalregister.gov/documents/2019/12/31/2019-28100/remote-identification-of-unmanned-aircraft-systems>.

Over 52,000 comments were submitted. This video (AMA Podcast 23) talks about what is next for Remote ID:

<https://www.youtube.com/watch?v=YubkPZ3GJSU>

All of the information that I have been able to gather is that it will take approximately 18 months to adopt the final rule. There will be a 3-year period until full compliance is required so it will be about 4 ½ years until we feel the full impact. Art Grant sent me a couple of emails that are summarized below. I agree with him:

“I recommend that those club members who have submitted comments ensure our two Senators know our concern. Each member should forward their comments to Warner and Kaine. This can be done online. I have done this already. If they use this means, they should probably select “small business” as the category for their concern (it’s a pull-down menu).

Sen. Mark Warner

<https://www.warner.senate.gov/public/index.cfm?p=contactpage>

Sen. Tim Kaine

<https://www.kaine.senate.gov/contact/share-your-opinion>

The Senate Committee of jurisdiction is the Commerce Committee. The process would be that, if there are enough constituent inquiries, one of Warner's and one of Kaine's staffers would contact the Commerce Committee to find out what is going on. Consequently, the Commerce Committee would have increased incentive to get more involved with the FAA on this issue, thereby helping AMA government relations. The more Senators who get involved and are not members of the committee, the greater the pressure on Commerce Committee members, giving them the sense, this is greater than only a small-time local issue."

### **Swap Meets and Auctions**

Hanover RC club swap meet is being planned as an outdoor event at their flying field in on May 2<sup>nd</sup> from 9AM to 5PM. It is \$10 to have a sales area. They are also flying that day with a \$5 landing fee. Spectating/shopping are free.

### **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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### **Secretary's Report: Fred Hill**

CVA Meeting – January 13, 2020

The meeting was called to order at 7:00pm by John Backes. A total of 15 members were present. There were no additions or corrections to the January, 2020 meeting notes, the minutes were approved.

### **Treasure's Report – Jon Persons**

The following income was reported: 7 renewals, 1 returning member, and 1 new member

The following expenditures were paid: Porta Potty.

The General Fund, Mower Fund and PayPal accounts were reported.

### **Site Improvements – Bill Talbot**

A member is needed to head up the fence repair at the field. Anyone interested in heading the up the committee should contact John Backes.

### **Activities**

Newport News RC – swap meet February 15th

### **Safety – Cliff Casey**

John Backes read the Academy of Model Aeronautics National Model Aircraft Safety Code

## Academy of Model Aeronautics National Model Aircraft Safety Code Effective January 1, 2018

A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and related AMA guidelines, any additional rules specific to the flying site, as well as all applicable laws and regulations.

- I will not fly a model aircraft in a careless or reckless manner.
- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's See and Avoid Guidance and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.
- I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.
- I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.
- I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
- I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.
- I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.
- I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flight line, unless I am taking off and landing, or as otherwise provided in AMA's Competition Regulation.
- I will use an established safety line to separate all model aircraft operations from spectators and bystanders.

Randy Rogers volunteer to check and update the fire extinguisher and first aid kit at the field.

### **Training – Alan Fry**

Bob Juncosa continues to be available to help anyone who needs training. When Daylight savings begins, he hopes to make one night a week available for training.

### **Old Business**

Randy Rogers reported that a \$255 was made to FISH. They responded with a thank you note.

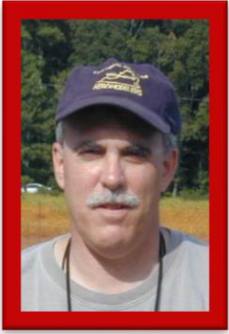
### **New Business.**

A motion was made and approved to make a \$200 donation to the Church.

### **Show and Tell**

No items

The meeting was adjourned at 7:50pm



**Editor's note: Alan Fry (Former CVA Training Coordinator)**

Effective immediately, Bob Juncosa will be the training coordinator for CVA. Bob has many years of experience with RC airplanes and I'm sure he will do a great job. I would like to thank Bob for volunteering to take over the Training Coordinator role. Although I have enjoyed being the club's Training Coordinator and writing the Training articles for the last 9 years, I'm sure Bob will bring a much-needed fresh perspective to the position.

Speaking of volunteering, I'm reminded of a previous training article written by another former CVA training coordinator named Steve Klute (Thanks Steve!) that is shown below:

And so the "theme" of this, our final sermon is about volunteering to help the club. Don't stop reading! Think first what would happen if no one volunteered to do anything other than fly. Think of how the grass would quickly grow knee-high. Think of how the bills would not be paid. Think of how events we know and love would cease to exist. There would be no training (yes we have four current members who have given hours and hours to the training of new pilots...and there were others before them). There would be fewer new members to enjoy the sport and hopefully help with the work. The Mall Show would stop. Generating the donations we give to charity would cease as would the associated events. Now think of all the things our club President does for the club (if you don't know, come to some meetings) and our Vice President, and Secretary and Treasurer. Look who does much of the behind-the-scenes work in running many of our major events...driving all the way from Norfolk to do it. Think about the work done by another of our key members, also from over in Norfolk, in putting out the "Pilot Talk" each month for years. Think about the effort it takes to be the club "Web Master". Think about the volunteers (some not flying anymore) who found the land and made the deal to use it, who put down drain pipe and graded the dirt, and seeded and physically "made" the nice runway we now enjoy. And there is more, much more, and other people who help. Thanks to all of them our club stays active and respected in the area and respected by AMA. And it is thanks to them, as well as many others who came before them, that we even have a flying field at all. We should all stop and think about what these volunteers have done and are doing for us, and we should ask "what can I do for the club"? During the past three years we have talked in this column about many "fun" and interesting things, and perhaps the theme of the column this month is not about "fun things" but it is surely an important thing for the well-being of the club. One of the things we have noticed at the CVA monthly meetings is how many people suddenly have an interest in staring at the floor when our President asks for a volunteer! Lesser men would just say "the heck with it". Of course, there are also those who don't even come to the meetings!! End of sermon!



**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 are 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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**Safety Officer: Cliff Casey**

Fly Safe, Be Safe

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