Colonial Virginia Aeromodelers

Chapter 1474 April 2021
Newsletter Volume XXI • Issue 03 Editor: Alan Fry

Presidents Column: John Backes

Upcoming Meeting Schedule
April meeting - Saturday April 10 @ 1:00. Rain date Sunday.
May meeting – Thursday May 13 @ 7:00 Rain date Saturday 1:00.

We will still be holding the meetings at the field for the next couple of months.
Check the guestbook for scheduling of the meeting if there is a possibility of rain.

Policies and Operational Procedures
We have recently updated the club's Policies and Operational Procedures document. **It is attached to the end of this newsletter** and also will be available on the club's website. Please review this document and contact me if you have any questions.

FAA Testing
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 is guaranteed 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. There has been some action on this but it will probably be mid-summer before the testing is available and there is no word on when it will be required.

Activities
We will not be having any formal activities until the Coronavirus threat has lessened considerably. With the current trend and increase in vaccinations, I hope that we can have events in the summer or fall. I am hoping that we can start with the 4th of July picnic.

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 – March 13, 2021

The meeting was called to order at 1:05pm by John Backes. A total of 21 members were present. The meeting was held at the CVA Field. The minutes of the January 2021 meeting were approved.

Treasure's Report – Jon Persons
Income
17 members have renewed. Two renewals were made by PayPal. Four new members have joined.
There was a fifteen-dollar donation from Ruth Gerwitch.
John Backes has a $100 donation for donated equipment and a Cessna that was donated and subsequently sold for $100.
Tex Harrison closed out the fuel account.

The following bills were paid:
John Backes reimbursed for $120 for the AMA Charter renewal and insurance.
United Sites Services - $161.62
James River Equipment - $645.84, this was for the annual mower service and to replace some belts etc. on the older mower.

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

In order to renew your membership via PayPal, you need to be able get a hard copy of your application to Jon Persons. You can scan or take a picture of the application and email it to Jon.

Site Improvements – Randy Rogers
The field is in the process of being dried out.

Activities
As of now all future Club activities are on hold due to the Covid-19 pandemic.
The hope is to be able to resume group activities in the late summer and fall. If you are interested in any events please contact John Backes.

Safety – Cliff Casey
A reminder was made to check your battery charging cables and to be sure that it is balancing the cells in your batteries properly.

Training – Bob Juncosa
Additional trainers are needed, if you can help please contact John Backes.

Old Business
No old business

New Business
A motion was made to take the remainder of the fuel fund and put it into the mower fund. The motion was seconded and passed.

The FAA new rules have been delayed due to the new administration. At some point in the future, you will be encouraged to take the test. However, so long as you are a member of AMA and CVA nothing will change as far as flying at the field.

Chuck Lyon was introduced as a new member. He is interested in building old school type models.

Show and Tell
Bob Juncosa showed his Antic plane that he has been building and rebuilding for years. He hopes to finish the project someday.

He also showed off his inclinometer that he has modified to measure the throws on a plane. If you are interested in one contact him.

Chuck Smith's wife had some of his equipment for sale at the meeting.

The meeting was adjourned at 1:41pm

Training: Bob Juncosa

"SAFE Technology"

FULL DISCLAIMER: This article is more of an editorial than instructional. This is my personal opinion that may not be shared by all experienced RC enthusiasts, so don't take this as gospel but rather just one man's perspective.

SAFE (Sensor Assisted Flight Envelope) Technology was developed by Horizon Hobby as far back as 2013. Although there are several flavors of SAFE (AS3X, SAFE Select, SAFE, SAFE Plus) this article will lump them all into the general category of computer aided flight technology.

The concept and intent of SAFE is quite ground breaking. It is a combination of sensors and software that resides in the airplane's receiver that assists the pilot in avoiding situations that are otherwise difficult to recover from, such as having a novice pilot have to deal with a plane that is suddenly inverted.

SAFE can be adjusted or selected to provide different levels of assistance ranging from keeping the plane within a reasonable flight envelop all the way to automatic recovery to level flight once the sticks are released. This is amazing technology to be sure but like all technology, there are places where it is indispensable and there are places where its use is counterproductive.

The most obvious place where it is very helpful is for the pilot that is trying to learn to fly without the benefit of any instruction. (This is highly discouraged and the subject for another article.) SAFE Technology has saved a lot of planes from going from the box to the trash bin on the same day. It is certainly capable of keeping planes intact long enough to get the new pilot comfortable with taking off, completing circuits around the field, and then landing the plane. In this scenario I suspect that most planes are damaged by the pilot trying to execute an otherwise reasonable landing in a place other than the runway.

So, what is the role of SAFE when learning to fly with an instructor? Here are my recommendations…

Phase 1 – First flights

When the student pilot is having their very first lessons on the buddy box, it is fine to engage SAFE. Even though the instructor can keep the plane out of trouble, having SAFE technology will reduce the number of times when the instructor will need to take over. During these sessions, the whole point is to get the pilot comfortable with circuits around the pattern with the upwind segment being right down the centerline of the runway. SAFE Technology will keep the control in the hands of the student longer than without it.

Phase 2 – Early Take-Offs and Landings

Once the student is capable of reasonably well-formed circuits around the field, they are ready to try their hand at take-offs and landings. SAFE technology allows this point in their training to occur sooner. The instructor needs to take over only when the plane is in the wrong place, not in the wrong attitude.

Phase 3 – First Solos and Uninstructed Flights

At this point the student should be reasonably proficient in taking off, landing, and circuits around the field. SAFE technology allows the student to attempt their first solo flights earlier. They can also try their hand at flying without the instructor being present at all.

Phase 4 – Beyond the Basics

In this phase, the student can get their plane up and back on their own but it is time for flying something other than boxes around the field and so instructed buddy box flying is still a good idea. Here is where I feel SAFE should be turn OFF. It is critical for new pilots to not just learn how to fly their plane when it is in the acceptable flight envelop but to be able to recognize when their plane has gone beyond those limits, what they did to get the plane in that condition, and how to recover from it. This is not possible when SAFE is engaged. When the student has reached this point in their proficiency, it is time to take the training wheels off and, in my opinion, they should stay off.

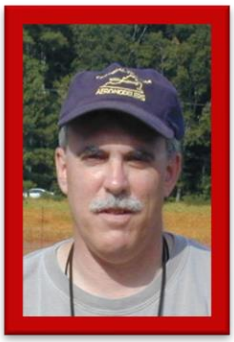
So, in closing, SAFE is an amazing advancement for our hobby. It has the ability to bolster the confidence of the new pilots early in their training. It can reduce the number of times when the instructor can take over. All good things. The downside however is that if over used or used too long, it can become crutch and limit the advancement of a pilot's abilities. Like all good tools, they have their place.

Happy Landings

Bob Juncosa
bob.juncosa@gmail.com

Safety Officer: Cliff Casey

Fly Safe, Be Safe



Newsletter Editor: Alan Fry

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

COLONIAL VIRGINIA AEROMODELERS
POLICIES AND OPERATIONAL PROCEDURES

PURPOSE. To provide a consolidated list of the policies and procedures governing activities at the Colonial Virginia Aeromodelers (CVA) flying site.

SCOPE. These policies and procedures apply to all members, guests, and visitors at the CVA flying site.

PILOT PROFICIENCY. CVA does not have a pilot certification program requiring demonstration of proficiency before a pilot is given the privilege of using the Club's flying site. Nevertheless, if a pilot is new or is returning after a long break in flying, the Club urges the pilot to ask for help. Both the Training and Safety officers are available to provide assistance. Flying alone is permitted. The Club, however, recommends all pilots should have someone with them while flying; injuries can occur and are best addressed when at least two people are present. Operation of aircraft is not permitted if the pilot is under the influence of alcohol or any substance that interferes with the pilot's operational judgment or effectiveness.

FLIGHT OPERATIONS AND POLICIES

General Policies.

- Aircraft will not be operated in a careless or reckless manner.
- When flying, all pilots will be separated by 25 feet. Up to four pilots may fly at one time, with each pilot standing in one of the four pilot stations. Exceptions to this rule are permitted during events or when all pilots agree to the exception.
- Communication with other pilots on the flight line is critical. Intentions should be loudly announced ("Taking off", "landing", etc.)
- "Dead stick" and landing aircraft always have priority on using the runway.
- Pilots should announce when they are going on to the runway and when they clear the runway.
- Pilots shall fly their aircraft only in designated club airspace. Flying over the flight line, pit areas, and spectator areas is prohibited.
- All model aircraft shall be flown at an altitude of 400 feet or less.

- Night flying is permissible at speeds under 100mph and only if the aircraft is equipped with lighting systems that show the aircraft's altitude and direction of flight.
- All pilots shall use radio equipment operating on FCC-authorized frequencies identified for use of model aircraft. (Note: Some frequencies may require additional licensing by the FCC.)
- Children under twelve are not permitted on the flight line unless under the direct supervision of a club member.
- Aircraft may not be operated if a Notice to Airmen (NOTAM) has been issued restricting flight at the CVA flying site. Because of the proximity of Fort Eustis, Langley AFB, Colonial Williamsburg and the Williamsburg Jamestown Airport, NOTAM's are periodically issued that govern the CVA flying site. The Federal Government uses the App, "B4UFLY", to provide information on airspace restrictions.
- The flying weight of all model aircraft shall be less than 55 lbs. unless granted a waiver by the Academy of Model Aeronautics (AMA). A copy of the waiver shall be available while flying at the CVA flying site.
- The use of metal blade propellers, gaseous boosts other than air, and fuels containing hydrazine or tetranitromethane is prohibited.
- The use of onboard pyrotechnic devices that burn or propel an object of any kind is prohibited.

Flight Operations--Main Runway.

Normal Operations.

- Four pilots – Normally a maximum of four pilots are allowed in the air on the main runway with each pilot standing in a pilot station. Exceptions to this rule may be allowed during events or with the agreement of all pilots on the flight line.

- Flight direction – If there is a consistent wind, the pilot should fly a traffic pattern with the takeoff into the wind with a turn away from the parking area, flight parallel to the runway and then a turn back to again fly over the runway. If the wind is not consistent or there is no wind, the first pilot establishes the traffic pattern.

- Taxi rules – Fuel power airplanes should be started in the pit area and restrained. Taxi out using either of the taxi ways to the left and right of the pilot stations. When returning to the pits, engines should be stopped at the green fence before entering the Pit Area.

- Helicopter or Multicopter flying – These aircraft may fly in the main flight area during Normal Flight Operations if they operate in accordance with the "racetrack". Further, if the multicopter is flying First Person View (FPV) in the main flight area, a spotter is required. A multicopter must fly in accordance with Unique Flight Operations (see below) if they are flying FPV without a spotter or not flying in accordance with the "racetrack" in the main flight area.

Unique Flight Operations.
There will be occasions for flying other than under Normal Flight Operations. Several of those occasions involve Unique Flight Operations. Pilots wishing to fly under these circumstances should request a short time window with the pilots in the pit area so that Normal Flight Operations are paused. Extra communication among pilots is expected. Examples of Unique Flight Operations include:
Pattern flying – This requires pilots to fly back and forth at a fixed distance and not follow the normal racetrack.

1) 3D flying – May include hovering and tight maneuvers that would be hazardous when other pilots are flying the racetrack.
2) Glider flying – The racetrack is not appropriate for gliders. These flights may be integrated into normal operations if all pilots on the flight line agree.
3) Helicopter or Quad (Multicopter) flying – These aircraft may fly during normal operations if they fly the traffic pattern. Otherwise, they should fly under unique operations and if the quad is operating FPV, then a spotter is required.
4) Combat – The group of participants will decide where the pilots will stand and define the flight and no-flight zones.

Exclusive Flight Operations.
Pilots wishing to have exclusive use of the field for a short time period should request that the pilots in the pit area pause Normal Flight Operations. This would be appropriate for:

1) Flight testing a new or recently repaired airplane.
2) Flying a large or expensive airplane.
3) Flying an unconventional aircraft.

Flight Operations-- Quad Area.

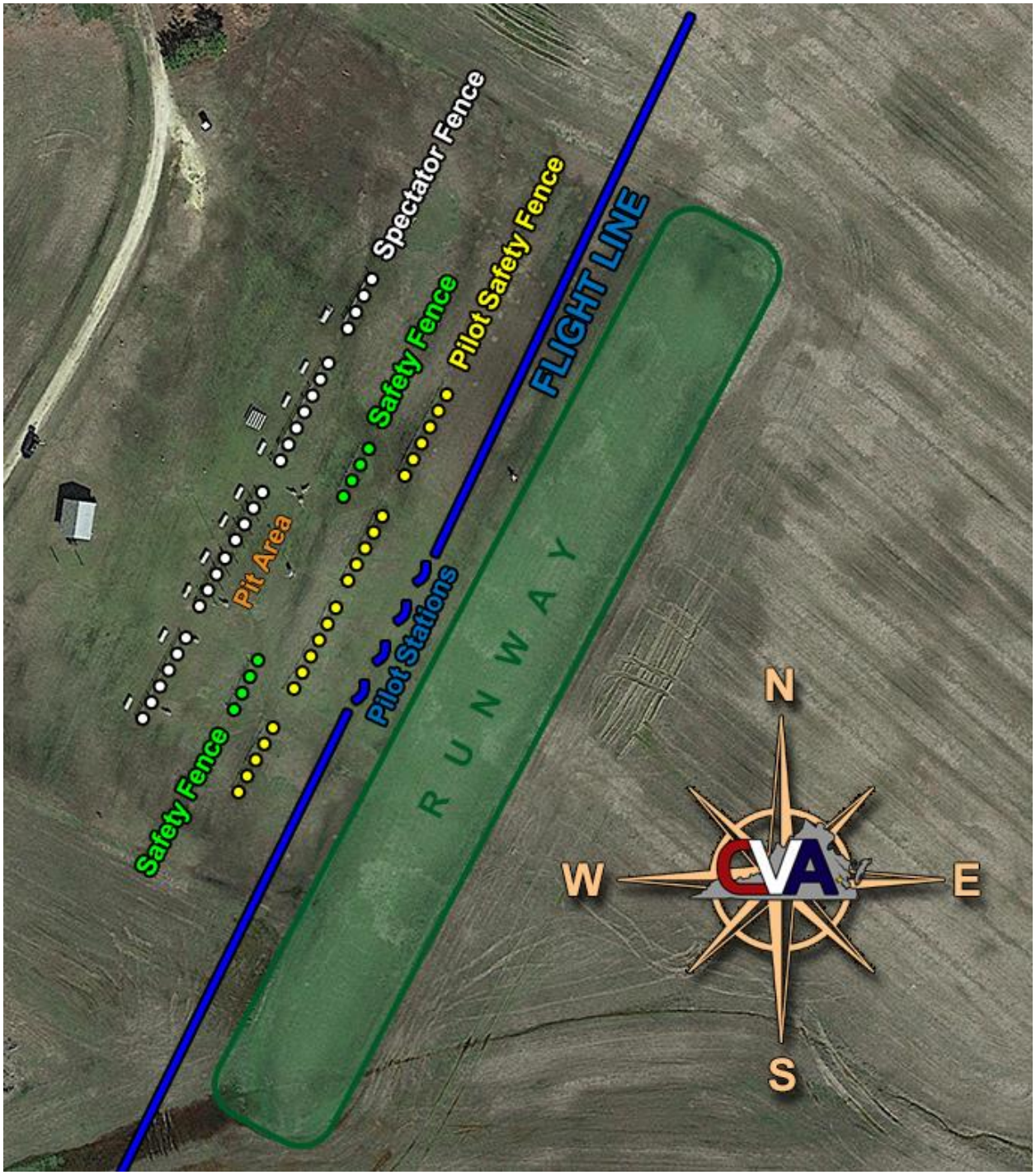
To the left of the parking area and pit area is a space for flying FPV quadcopters. Quads can fly concurrently with the airplanes on the main runway and do not count in the 4-pilot rule. Pilots should have a spotter and must stay away from the main runway if planes are flying.

ENFORCEMENT. Safety is everyone's responsibility. Failure to comply with these policies and procedures can result in serious injury or even death.

Any member observing behavior by an individual that is in violation of these procedures should *politely* inform the individual of their non-compliance, if they are comfortable doing so. The member may elect to informally advise a club officer of the incident.

Be alert. Be diligent. Be safe!

If you have any questions, please contact John Backes, jb753@cox.net, 757-876-1241


Spectator Fence
Safety Fence
Pilot Safety Fence
FLIGHT LINE
Pit Area
Pilot Stations
Safety Fence
RUNWAY
N
W
E
S
CVA