



Colonial Virginia Aeromodelers

Chapter 1474
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May 2021
Editor: Alan Fry



Presidents Column: John Backes

Upcoming Meeting Schedule

May meeting – Saturday May 15 @ 1:00 Rain date Sunday @ 1:00.

June meeting – Saturday June 12 @ 1:00 Rain date Sunday @ 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. In the last newsletter, I indicated that we would be switching to Thursday evening but the consensus at the meeting was to remain on Saturday afternoon.

Sad News

Dorothy Hofmeyer, wife of Norman Hofmeyer, passed away last week. Norman and John Hofmeyer are the owners of the land where we fly.

Free/Cheap Planes and Equipment

In recent years, there has been a shift in what people are flying. There are many balsa airplanes, gliders and power systems that are going unused. We also have airplanes and equipment that were donated to the club by people that were leaving the hobby or by the family of pilots that passed away. There is also a large supply of balsa, monocoat and other building equipment. If you need something, put a note on the guestbook and see if things are available free or for minimal cost. You can also contact me directly and I will try to make a connection so that you can get what you are looking for.

Corn!

The farmer has planted corn this year and it is starting to come up.

Field Maintenance

The team that is cutting the grass has been doing a great job but it is always easier if we have more volunteers. It is especially helpful during the summer when people are going on vacation. If you can help, please contact Randy Rogers (rrogers72@cox.net) or Don Trump (hifinsword@yahoo.com).

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

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Secretary's Report: Fred Hill

CVA Meeting – April 10, 2021

The meeting was called to order at 1:05pm by John Backes. A total of 19 members were present. The meeting was held at the CVA Field. The minutes of the March 2021 meeting were approved.

Treasure's Report – Jon Persons

Income

5 members have renewed, one new member, and Bob Epp rejoined.

There was a thirty-dollar donation from Steve Kolet for Terry Brown's equipment. \$100 donations from Charlie LaFors and Chuck Lyons were made to the club from donated airplanes.

Tex Harrison closed out the fuel account and donated the proceeds (\$2328.86) to the Mower Fund.

The following bills were paid:

United Sites Services – for December and March \$323.21

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

Site Improvements – Randy Rogers

The field has been cut; holes on the field have been filled in with dirt. New garbage can lids have been made. The weather has improved.

Activities

Things have begun to improve with regards to Covid-19. A July 4th picnic is being planned for Saturday July 3rd. Stand by for upcoming details.

Fall events will be planned. Please contact John B. if you are interested in putting on any events

Satiety – Cliff Casey

No report.

Training – Bob Juncosa

No report

Old Business

No updates to the remote id from the FAA

New Business

There was a general discussion as to changing the meeting times. It was decided to continue to hold the meetings on the Saturday after the 2nd Thursday of the month. The meetings will be held at the field at 1:00pm. With a rain date on the following Sunday.

Show and Tell

Ed McMahon showed the Radiomaster X16S radio. It is an open system capable with multiple manufactures. It is customizable. It can be programmed on your computer and then downloaded for the radio. There are several price levels of the radio.

Don Trump showed three Dollar Tree foam board planes that his grandchildren ages 9-16 have made. He plans to have them out flying the planes this summer.



The meeting was adjourned at 1:41pm



Training: Bob Juncosa

“With or Without an Instructor”

One of my favorite sayings is, “Just because someone has a book and a knife, that doesn’t make them a surgeon.”

I usually use that saying in contexts other than RC but I do believe that it applies when it comes to being a self-taught RC pilot vs. learning with the aid of an instructor. So, buckle up. I am going to make the argument *for* using an instructor instead of going it alone.

Before I start, don’t misunderstand. There are a lot of fine pilots that are completely self-taught. One doesn’t have to use an instructor if they prefer otherwise. My point here is to make the case that with an instructor, new pilots learn faster, have fewer (costly) accidents, avoid early bad habits, and have a smoother time advancing beyond the training stage. Here goes...

Out of the Box

Luckily, we live in a day and age where books, videos, the Internet, and simulators provide a massive amount of information for the prospective pilot. Also, it is amazingly inexpensive to get into the hobby. All of that can be quite daunting though. It can be tough for the new pilot to wade through all of that information and figure out what applies to him or her and separate good advice from bad.

So right from the very beginning, an instructor (or at least someone with RC experience) can be beneficial. Such a person can prevent an enthusiastic newbie from plunking down too much money for far too advanced planes, radio gear, and other paraphernalia. In a lot of cases, clubs have plenty of training equipment to get the beginner started without them having to part with a single dollar, aside from AMA fees of course. The instructor can make sure that the student pilot will be learning on a safe, reliable, and appropriate plane.

Flight School

Without an instructor, the beginner may know little beyond how to move the control surfaces. At this point the new pilot is a blank canvas with no good or bad habits but with few if any skills. They would be truly winging it. Learning would start with moving the throttle forward and figuring it out from there. It would be through trial and error that turns would be made and the eventual landings. Light park flyers can survive plenty of bad landings but things would go much smoother and quicker if an instructor was there at the beginning to show and explain why the plane nose planted right after takeoff.

Viable and Safe Airplanes

Ready to Fly airplanes are generally viable right out of the box. However, it can be another story if the new pilot has acquired used plane. I have seen some horrific examples of what a student had expected to take to the air. Servos reversed, throws all wrong, poor linkages, trim way off, and balance not even close. Had a takeoff been attempted even by an experienced pilot, some of these planes would never have reached the end of the runway in one piece.

An instructor can go through the plane from spinner to tail and make sure that it is a viable flying machine. More importantly, that it is safe to operate. Not only can the instructor check out the plane but also teach the new pilot what to look for and what to do in the future.

Why, Not Just How

Without an instructor, the new pilot continually works out how to do things by trial and error. How to take off, how to turn, how to climb, etc. With an instructor, they learn why the plane reacts when inputs are made with the sticks. Now the maneuvers of the plane can be predicted, i.e. if the pilot wants to make the plane do X, he or she will have a better idea of what inputs to provide ahead of time because they have a better understanding of why a plane does what it does.

Good and Bad Habits

A whole article can be done on the bad habits that a new pilot can get into when they go it alone. Here are just a few:

- Not understanding the need for a preflight checklist
- Restraining the plane when starting
- Staying behind the aircraft
- Using the throttle as an on/off switch
- Throttle management (not flying full throttle for the entire flight)
- Rudder control is not just for steering on the ground
- A coordinated turn
- Why the tail dragger wants to head sideways on takeoff
- Safety in the pits and in the air
- Pilot etiquette
- Pinch the sticks, not thumbs!! (nah, just kidding. Whatever works for you.)

Best Practices

Flying is much more than getting your airplane into the air and back down in one piece. Like most things, proficiency comes with the practicing of exercises or drills. An instructor can provide those exercises that teach proficiency in things like:

- Maintaining altitude throughout the circuit around the field
- Dealing with cross winds
- Basic aerobatic maneuvers
- Techniques for lining up for landing on the centerline of the field

When Things Go Wrong

Without an instructor, the new pilot must deal with unanticipated events as they come. No one initiates a dead stick on purpose. If one happens during training with a buddy box, the student is not left to handle it on their own. The instructor takes over, recovers the plane, and then explains the process.

The most valuable part of flying on the buddy box is having the instructor take over the plane when the plane has gotten away from the student. The instructor can explain what the student did to get the plane in that situation and what it took to get the plane back under control. Otherwise, the student will most likely have some repairs to make and not fully understand what caused the mishap in the first place.

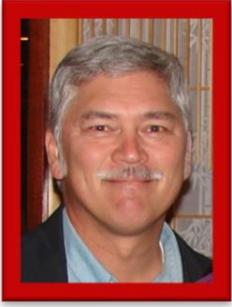
In closing, with all the aids that we have today, uninstructed learning to fly is easier and has a better chance of being successful than ever before but that doesn't mean that the eventual outcome will be the same with or without the instructor. I believe that beginners that are trained through instructors end up being better pilots.

Now of course, all of what I have said depends on the quality of the instructor. Bad teachers make for bad new pilots so choose your instructor wisely.

Happy Landings

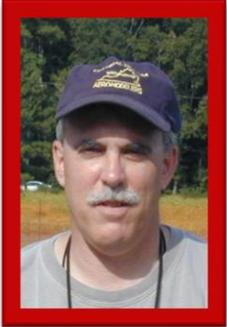
Bob Juncosa

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Safety Officer: Cliff Casey

We all need help from time to time.
Try accepting it and go on with a better day.
Fly Safe, Be Safe



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