



Colonial Virginia Aeromodelers

**Chapter 1474
Newsletter Volume XXI • Issue 06**

**July 2021
Editor: Alan Fry**



Presidents Column: John Backes

Upcoming Meeting Schedule

July meeting – Saturday July 3 @ 1:30 Rain date Sunday @ 1:00.

August meeting – Saturday August 14 @ 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.

CVA Events

With the improving Covid situation, we will begin having events at the field.

July 3rd Picnic – CVA will provide hotdogs, hamburgers and drinks. You can bring a dessert or side dish but it is not required. We will need a few volunteers for this effort.

Cub Fly – September 25

Warbirds – October 16

Fall Picnic – TBD

The Recreational UAS Safety Test (TRUST)

When the FAA Reauthorization Act of 2018 was signed into law, it included a requirement for recreational UAS users to pass a knowledge and safety test.

“There is some information to read that deals with flying safely and legally, along with 23 multiple-choice questions. If you select an incorrect answer, you’ll be guided to the correct response until you get it right. After you finish, you’ll receive a TRUST completion certificate that you should print, save electronically, or take a photo of with your phone. This certificate is proof that you passed, and you will only have one opportunity to save it. To protect your privacy, the FAA dictates that taking the test is anonymous and no record is kept by anyone other than you, so losing your certificate means you need to retake the test.”

You can take the test at the following link - <https://www.modelaircraft.org/trust> .

CVA will not monitor completion of this test or FAA registration.

Show and Tell

We are going to have a short show and tell at the end of each meeting. Bring it and show us!

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Secretary's Report: Fred Hill

CVA Meeting – June 13, 2021

The meeting was called to order at 1:05pm by John Backes. A total of 13 members were present. The meeting was held at the CVA Field. The minutes of the May 2021 meeting were approved.

Treasure's Report – Jon Persons

Income

No income for the month.

The following bills were paid:

Randy Rogers reimbursed \$55.84 for gas

United Sites Services - \$ 164.49

A Lease payment of \$ 2277.50 was made

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

Site Improvements – Randy Rogers

There are several small projects around the field that Randy needs volunteers for.

1. Finish repairing and extending the fence
2. Several starting tables are in need of repair or replacement.
3. Mid-summer servicing on the lawn mowers.

Activities

The club picnic will be held on July 3rd. Hamburgers, hot dogs and drinks will be provided. Members are encouraged to bring a side dish or a dessert.

Safety – Cliff Casey

Tex led a discussion on working on the motor and propellers on your plane. Even when you do everything right – remove propeller etc., you can still injure yourself. Double check everything, go slow, and watch where you are standing, where your hands are and what you are leaning over.

Be careful when pulling out onto Rt. 5 to check for traffic coming in both directions. Often there is a car attempting to pass on the double lines when turning right.

Training – Bob Juncosa

No report

Old Business

No old business

New Business

There was a general discussion and agreement to hold the July meeting on the 3rd at the club picnic. The time of the meeting will be 1:30pm

Show and Tell

No items for show and tell.

Bob Juncosa talked about the positive experience he had when ordering a Bowman Ring from RMJ Machineworx at <https://rmjmachineworx.com/>

The meeting was adjourned at 1:27pm



Training: Bob Juncosa

"The First Flight Checklist"

The planes that make up our personal fleet can come from lots of different sources. Hand-me-downs, swap meet purchases, ARFs/RTFs, kits, foamies, and scratch builds just to name a few. Whether new or old, before any airplane takes to the skies under its new ownership, it is a good idea to go through the plane to be sure it is flight worthy before fuel is pumped into the tank or the motor is energized for the first time. Whether you are a new or well-seasoned pilot, going through a First Flight Checklist can prevent that first flight from becoming a harrowing adventure that might end badly.

- Structural Integrity

When I go over a plane for the first time it seems like I am giving the aircraft a rather personal physical examination. This especially applies to older planes that have not seen the light of day in many years. Feel around the entire structure. Flex the wings and control surfaces. You are looking for soft spots in what is supposed to be solid wood and weakened structures caused by cracked ribs, spars, sheeting or disconnected glue joints.

- Covering

Check the covering for holes, rips, tears. Make sure it isn't coming up from around any edges. This should also include any trim. Loose trim waving in the breeze can definitely change the flight characteristics of an airplane.

- Wheels and Undercarriage

Check that the undercarriage is securely attached to the fuselage. Make sure that the wheels spin freely and that they are properly secured such as with wheel collars.

- Linkages

Check that all control surfaces have their control rods (or cables) properly and securely attached to the control horns and the servo arms. Make sure the clevises are properly fastened and that they rotate freely in the hole in the servo arm or control horn. Make sure that whatever linkage is used to connect the servo arm to the clevis moves freely back-and-forth but does not move side-to-side.

- Fuel System (Nitro and Gas)

Make sure that the tank is clean, the clunk is secured to the internal tubing, and that the tubing is still flexible. Make sure that the fuel tank stopper has not degraded and still maintains a good seal. Make sure that all fill, drain, and carburetor lines are secured, clean, and flexible. Check that all fuel tank seams are good and that the tank can hold pressure and does not leak.

- Engine (Nitro and Gas)

Check that all bolts and screws that attach the engine to the mount and the mount to the plane are secure and tight. Make sure that the muffler is properly attached to the engine and that the fuel tank pressurization line is connected and in good shape. Check to see that the prop rotates freely and that the engine has good compression at top-dead-center. If a four-stroke, check and adjust the valve clearances as needed.

- Motor (Electric)

Check that all bolts and screws that attach the motor to the fuselage are secure and tight. Check to see that the motor rotates freely.

- Battery and ESC (Electric)

Make sure that the battery and ESC are properly rated for your plane. Make sure that all wires are properly routed through the plane and will not be pinched when the plane is assembled. Disconnect and examine all connectors. Replace them if any are charred or pitted. This is a sign of arcing caused by poor connections.

- Radio and Servos

Check that all servos are connected to the correct receiver channel, e.g. that the elevator input from the transmitter moves the elevator. Make sure that all servos are securely mounted in the airframe and that all arms have tight servo screws. Check to see that there are no interferences between the servo arms when they move throughout their entire range. Make sure that the receiver is securely mounted and that the antennae are straight and in the proper orientation(s). Check to see that none of the servo wires interfere with the movement of the servo arms or other linkages.

- Radio Batteries

If you are using NiCd or NiMh batteries, perform a discharge and charge cycle on them to be sure that they can hold their rated capacity. Measuring the voltage when fully charged alone is not good enough. Old batteries may have the ability to reach their rated voltage level but may have little capacity to sustain that level under load for any appreciable amount of time. Lithium batteries generally do not suffer from capacity loss and discharge memory but it is still a good idea to cycle them as well. Make sure that all cells can meet their ratings.

- Control Surfaces and Throws

Give a gentle tug on all control surfaces. If any hinges are bad or missing, it is better to have the control surface come off in your hand than in the air. With your radio set to the correct model, make sure that all surfaces move in the correct phase, e.g. right rudder input does indeed result in right rudder movement. Check to see that the amount of travel of each surface (the “throw”) is what the manufacturer recommends for normal flying.

- Propeller Balance

This is an oft overlooked item, especially with smaller planes but don't take it for granted. Out of balance props can result in inefficient thrust and excessive vibration that can lead to hard-to-detect damage to the internal structures. On larger planes, after balancing the prop, be sure to then balance the hub.

- Airplane Balance

Lastly, and maybe most importantly, check the balance of the plane and make sure it is set to the manufacture's location. If it isn't, try moving batteries and servos fore or aft if possible. This will move the CG without adding extra weight. If the balance is still not correct, add weight where it will have the greatest effect. For nose heavy airplanes, add weight as far aft as possible. For tail heavy planes, add the weight as far forward as possible. For forward weights, add them to any cowling only if you are sure that the cowl is very securely attached to the plane. The extra weight will increase the effects of vibration and may compromise the cowl mounting.

I hope that you will find these suggestions helpful. Feel free to add more items to this list for your particular situation.

Happy Landings

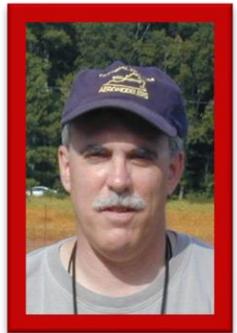
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Fly Safe, Be Safe



Newsletter Editor: Alan Fry

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