



Colonial Virginia Aeromodelers

Chapter 1474
Newsletter Volume XXI • Issue 09

October 2021
Editor: Alan Fry



Presidents Column: John Backes

Upcoming Meeting Schedule

October meeting – Saturday October 9 @ 1:00 Rain date Sunday @ 1:00.

NOTE: The October meeting is one week earlier than it would normally be scheduled to avoid conflicting with the Warbirds event.

November meeting – Saturday November 12 @ 1:30 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.

Upcoming Events

CVA Warbirds – October 16

HRRC Toys for Tots – October 16

CVA Fall Picnic – November 12 same day as the meeting

Election Results

The elections were held during the September meeting. All Officers are the same as last year:

President - John Backes

Vice President – Randy Rogers

Secretary – Fred Hill

Treasurer – Jon Persons

Budget

The budget will be submitted for approval at the October meeting.

CVA Webpage Pictures and Videos

The CVA webpage has a button on the top that links to a page with pictures and videos. I suggest that you check it out.

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 – September 11, 2021

The meeting was called to order at 1:00pm by John Backes. The meeting was held at the CVA Field, a total of 15 members were present. The minutes of the August 2021 meeting were approved.

Treasure's Report – Jon Persons presented by Randy Rogers

Income

There was one new member that joined the club.

The following bills were paid:

Randy Rogers was reimbursed for \$174.05 for gas and parts.

United Site Services was paid \$151.58 for the current month.

The operating funds, mower funds and PayPal accounts were reported.

Considering getting rid of PayPal – more trouble than it is worth.

Site Improvements – Randy Rogers

Still trying to diagnose the problem with the older mower.

Activities

The following activities are planned:

Cub Fly – September 25, 2021

War Birds – October 16, 2021

Picnic – Will be held in conjunction with the November 13th meeting.

Safety – Cliff Casey

No report

Training – Bob Juncosa

Things have been quiet with training.

Old Business

No old business

New Business

The October meeting will be held October 9, 2021

Nominations for the following offices are as follows:

President – John Backes

Vice-President – Randy Rogers

Treasurer – Jon Persons

Secretary – Fred Hill

No other nominations were tendered. The motion was seconded. The nominations were passed.

Show and Tell

Gary Timsen (804) 384-6491 is looking for a Hangar 9 Fokker D.VII 64” airplane. If anyone has any information on a plane that maybe available, please contact him.

The meeting was adjourned at 1:23pm



Training: Bob Juncosa

“Dead Stick!”

“The three most useless things to a pilot are the sky above you, the runway behind you, and the how much fuel you had in your empty tank.”

-Anonymous

It will happen, guaranteed. That spinning thing at the front of your plane will stop spinning. Now what?

As part of the training for full scale flying, when an incident occurs, the mantra is “Aviate, Navigate, Communicate.” The same holds true for RC.

Your first order of business is to AVIATE; get your plane under control and flying. You might think that it is most import to preserve as much altitude as you can. Seems reasonable. After all, the higher you stay, the longer you can be in the air and the farther you can go to land safely. Certainly, altitude is a nice thing to have but the *most* important parameter to maintain is airspeed, or more specifically, minimum airspeed.

Once that prop stops, so goes one of the four aerodynamic parameters of flight, thrust. Thrust converts to airspeed and airspeed converts to lift. Without trust, that contributor to airspeed is gone. How dramatically you will lose airspeed and lift will depend on your plane and how much drag it has. I have some particularly “draggy” planes, namely the Sopwith Pup and Fokker Triplane. When their engines stop running, it is as if they threw out an anchor. My first maneuver? Push the stick forward and get that nose down. No matter what else you do or how much altitude you have to sacrifice, never let the airspeed drop below the minimum that it takes to keep the plane flying. Why? Because if you don’t, your plane, by definition, will stall. Now your only recourse is to get that nose down and gain enough airspeed to get the plane flying again. You will have lost far more altitude this way and more than likely hit the ground before you have recovered from the stall. Maintain your airspeed. You may not land where you want to but you will be landing in a controlled manner and that will greatly reduce the damage.

The next phase is NAVIGATE. Your plane is under control but you have a relatively short time to evaluate your options. You generally have three. In the order of least preferable, they are:

1. Immediate Landing

Given your altitude and the minimum required minimum airspeed, you are too far away from the field to get there. At this point your only considerations are to minimize the damage to the plane and the length of the walk it will take to reach the scene of the accident. Maintain level wings and try to plop the plane down flat right at the point of impact assuming the terrain is not suitable for a landing. Good luck and God’s speed.

My Experience: It was with my Giant Aeromaster earlier this year. I had just taken off, reached the far end of the runway and was maybe 20 feet in the air when the engine quit. (A wire for the ignition broke away from the switch.) There was no way I could make a 180° turn and land back on the runway. I had two choices, stay straight go into the tall corn or turn 90° and plop it down on the grass in the quad racing area. I chose the latter. I broke the prop and splayed out the landing gear, both easy fixes. I suspect that had I gone into the corn, the prop and landing gear would have been fine but I would have had some covering to fix.

2. Too High

Too high? How can you be too high? This would be the case where you are right over or close to the field but too high to bring the plane straight in. Stay calm and plan how you are going to bleed off the altitude. That may be a simple case of having to fly back to the field or actually circle once or twice to get the plane in a position to land.

My Experience: A perfect example of this was when I was recently flying Bill's big Cub. I had just passed over the field. At the far east end and at least 50 feet in the air, the engine quit. That was too high to just turn and land. I would have touched down far too long. I made a 180 plus another 360 descending turn to get the plane low enough to come in for a pretty good landing at the center of the field.

3. The Right Position at the Right Time

This situation is rare. You are at the right position at the right time to be able to just bring it right in. You are just high enough and in the right position where the natural glide slope of the plane will get to just the right position on the runway. Be sure to buy a lottery ticket on your way home.

My Experience: Twice. Once with the Sopwith Pup and the other with the Fokker Triplane. In both cases I had just taken off but unlike the time with the Aeromaster, I was higher and out beyond the edge of the field. Before the speed bled off, I did 180s and pitched nose down, hard. Even though it looked like things were not going to end well, that gave me the airspeed I needed. In both cases I greased the most perfect landings to the cheers and adulation of the throng that had gathered. (Ok. So maybe I exaggerated just a little. 1-2 people isn't exactly a throng.)

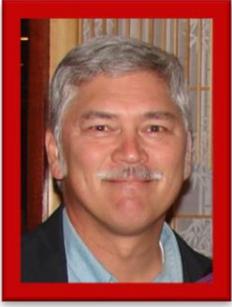
Be sure to COMMUNICATE as soon and as often as you can. Announce "dead stick" so that all the other pilots will give you complete access to all the airspace you need and an empty runway to aim for. This will also alert any pilots that aren't flying to watch the events unfold so that they can help you retrieve your plane if necessary. Also, announce your status and intentions during the process. In the case of the Cub, I announced that I would be landing from the east, letting everyone know that I was not going to bleed off that altitude by flying back across the field and attempting an up-wind landing.

One last point about upwind or downwind landings. Let's face it. Most of us do not fly in even moderate winds. There is usually little true difference between landing up or down wind. My advice is to not worry about the direction of your landing. Remember, airspeed is key. Sure, you'll have to maintain more airspeed with a downwind landing but that is far riskier than trying to fly to the other end of the runway and executing a turn back upwind.

Happy Landings, no matter where they may occur.

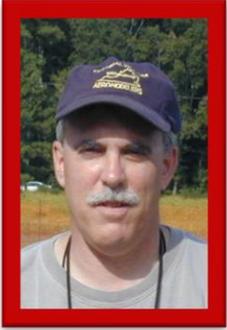
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Safety Officer: Cliff Casey

Fly Safe, Be Safe



Newsletter Editor: Alan Fry

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