



Colonial Virginia Aeromodelers

Chapter 1474
Newsletter Volume XXI • Issue 10

November 2021
Editor: Alan Fry



Presidents Column: John Backes

The November CVA meeting is tentatively planned to be held at the flying field at on SATURDAY November 13 at 1:30. Rain date will be Sunday November 14 at 1:00. The guestbook will be used to provide updates. No flying will be permitted during the meeting.

Upcoming Meeting Schedule

November meeting – Saturday Nov. 13 @ 1:30 Rain date Sunday

December meeting - No meeting.

January meeting - Jan 1st

February meeting – No meeting

March meeting - Saturday after normal meeting day @ 1:00 Rain date Sunday

April meeting - Saturday after normal meeting day @ 1:00 Rain date Sunday

Activities

CVA – Fall Picnic – Saturday, November 13

New Year's Day – Jan.1

Getting Bored?

The RC hobby has dozens of different aspects. If you are getting bored, then maybe it is time to explore another aspect. I have been mostly flying First Person View (FPV) quads. I am enjoying them because they required learning new flying skills and also understanding how the flight controls work and how to use the computer to modify those controls. I recently asked someone why they like the Electric Ducted Fan (EDF) models. He said that it required learning about their flight envelope and also learning a lot more about motors, ESCs, batteries and chargers. He said that he was having a lot more fun because of the new challenges. Gliders is also another area that you might want to explore. Since there is no crop in the field, I have noticed that there are many more thermals because the color of the ground is much more uneven. If you would like to explore some new area but don't have enough knowledge, please contact me and I will attempt to hook you up with a member that has skills in that area. We have a very wide and diverse skill set in our club.

Activities

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 – October 9, 2021

The meeting was called to order at 1:00pm by John Backes. A total of 11 members were present. The September 2021 meeting notes were approved.

Treasure's Report – Jon Persons

The PayPal account has been closed. The balance on \$38.17 was transferred to the general operating fund.

An income of \$320 was generated from the Cub Fly.

There were 3 renewals.

The following bills were paid:

Cliff \$40.16 for weed wacker parts

Randy Rogers \$58.40 for gas etc.

John Backes \$109.99 for website

Lease payment to Tomahawk for \$131.00

Tex \$132.64 for food for Club Fly

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

Site Improvements – Randy Rogers

There is a problem with the older mower. Don Trump and Cliff Casey are going to work on it to see if it can be kept working or if a replacement is needed.

Activities

The Warbirds over Williamsburg is to be held on 10/15/21

The Club Picnic will be held on November 13th. The monthly meeting will be held at the same time.

Newport News RC Club will hold their swap meet on February 5, 2022. Contact them if you are interested in renting a table.

Safety – Cliff Casey

No report.

Training – Bob Junosca

No report.

Old Business

The upcoming meeting schedule will be:

November 13th

December- no meeting or Christmas dinner

January 1st

February – no meeting.

New Business

The budget for 2022 (October 1 2021- September 30, 2022) was proposed.

A motion was made and approved for the 2022 budget.

Show and Tell

There have been multiple incidences of pilots losing complete control of tier plane for no apparent reason. There is a concern that there is inference with the 2.4 GHz WIFI signal, perhaps from the construction site. No conclusion was reached. If you have a problem, please report it. Be sure to include the nature of the problem, date, time and location on the field where the incident occurred.

Alan Hall showed his Flying Balls quadcopter. He and John have been experimenting with using them as soccer balls to try and score in a team like competition.

The meeting was adjourned at 1:40pm.



Training: Bob Juncosa

Training: Bob Juncosa

“Wind? What wind?”

“If the leaves are moving, I fly. If the branches are moving, maybe. If the tree trunks are moving, that’s a building day!”

-R.D. Juncosa

Sure, we would all love to fly in nothing but calm air or at worst, a 5mph “gale” right down the center of the runway. For anyone with that as their worst-case scenario, they are missing out on a lot of flying days. I have flown in several areas of the country and up north the flying season is already short because of the cold so unless you are willing to lose even more flying days, you fly in the wind. Here are some tips when flying when the wind is up.

Headwinds and Tailwinds

If there is any wind, the best kind is when the wind is coming right down the runway. Personally, I prefer a little headwind as compared to a dead calm day. Planes fly because of air speed, not ground speed. With a 5+mph wind in the plane’s face, the plane is already starting with some airspeed before leaving the ground. All the control surfaces already have air flowing over them so they are more effective as the plane starts rolling. Take-offs are straighter, and if you are into that sort of thing, shorter. Your climb out is smoother and you can be at a higher altitude when it comes time to make your first turn. With a headwind, the effective lift is contributed by your ground speed *plus* the wind speed.

As you make that first turn, keep in mind that the wind is now hitting the side of your plane as it is tilted away from the wind. Depending on the plane and the strength of the wind, you may have to adjust your aileron input accordingly. This effect is less noticeable in a high wing trainer than in a low wing sport plane. As one that flies a Fokker DR1 Triplane, it is not uncommon to have to apply *left* aileron when making a *right* turn to prevent the plane from rolling over.

On the downwind pass, the plane will naturally pick up ground speed at the upwind throttle setting. That is a good thing. Remember, it isn't ground speed that keeps the plane in the air. Now the lift of the plane is provided by the ground speed *minus* the wind speed.

On the base leg, with your plane banked into the wind, a lot of surface area is presented to the wind. Be mindful of the potential to drift farther away from the field.

Light to moderate headwinds make for the best landings. The plane can have slower ground speed because of the additional contribution lift from the wind. This increases the effective length of the field. You will have more time to react and make adjustments as you execute the picture-perfect text book landing.

Crosswinds

As they say, this is what separated the men from the boys. You have to bring you're A game when flying in healthy crosswinds. In this case, all the wind wants to do is put your plane in places you don't want it to go.

Even before taking off, the wind is pushing against the side of your airplane, trying to "weather vane" it into the wind. That is exactly what will happen if your WWI plane with a tail skid is sitting on a paved or textile runway.

Trike or tail wheeled planes will generally stay put with a crosswind but that will all change once you start your take-off roll. A trike geared plane will track pretty well because that nose wheel will remain in contact with the ground right up to the point of rotation. A tail dragger however will have its tail come up well before the plane is going fast enough to fly. Without proper rudder input, that crosswind will have a much easier time of turning your plane into the wind. Be prepared for that.

When flying in turns that are perpendicular to the runway, you will be flying with either a headwind or tail wind. Be prepared for speed and altitude changes in these turns. When flying down the runway, the crosswind will be pushing your plane either towards you or away from you.

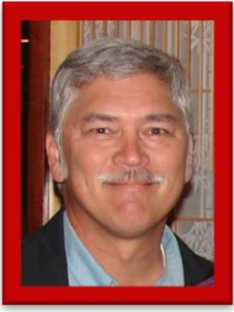
Now for the crosswind landing. This is a subject for an article all on its own but for now, effective use of the rudder is practically mandatory. By definition, a landing should occur with your wings level but if you are an "aileron & elevator" flier, your plane will have to be banked in order to counteract the crosswind. With your plane being close to the ground at this point, it is now vulnerable to the effects of gusts. The proper use of the rudder can keep you down the runway while also maintaining level wings. Again, be mindful of the wind that might cause your plane to drift sideways, either towards or away from you.

Flying with wind is all a matter of degree. Embrace the opportunity to improve your skills when the wind is up but certainly don't overreach.

Happy Landings.

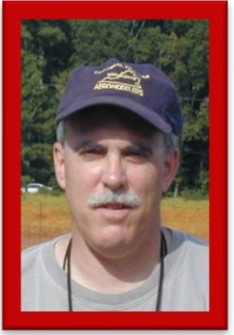
Bob Juncosa

bob.juncosa@gmail.com



Safety Officer: Cliff Casey

Fly Safe, Be Safe



Newsletter Editor: Alan Fry

<p><u>President:</u> John Backes (757) 876-1241 jb753@cox.net</p>	<p><u>Secretary:</u> Fred Hill (864) 441-1120 fred_hill07@yahoo.com</p>	<p><u>Safety Officer:</u> Cliff Casey (757) 342-4358 rccasey@verizon.net</p>	<p><u>Activities:</u></p>	<p><u>Newsletter</u> Alan Fry (757) 229-7698 Alanwfemail- CVA@yahoo.com</p>
<p><u>Vice President:</u> Randy Rogers (757) 784-7181 RRogers72@cox.net</p>	<p><u>Treasurer:</u> Jon Persons (757) 603-1929 mrpersons@hotmail.com</p>	<p><u>Field Marshal:</u> John Hofmeyer (804) 829-2555</p>	<p><u>Field Maintenance:</u> Randy Rogers (757) 784-7181 RRogers72@cox.net</p>	<p><u>Training:</u> Bob Juncosa (585) 414-3328 Bob.Juncosa@gmail.com</p>