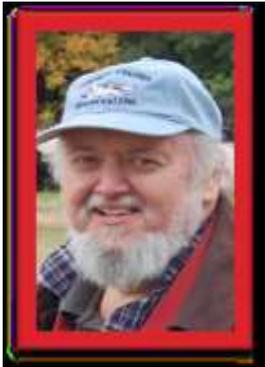




Colonial Virginia Aeromodelers

Chapter 1474
Newsletter Volume XXII • Issue 1

January 2022
Editor: Alan Fry



Presidents Column: John Backes

The January meeting is tentatively planned to be held at the flying field at on Saturday January 1st at 1:00. Rain date will be Saturday at 1:00. The guestbook will be used to provide updates.

Upcoming Meeting Schedule

January meeting - Jan 1st

February meeting – No meeting

March meeting - Saturday March 12 @ 1:00 Rain date Sunday

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

January 1st

Following the tradition that we starting in 2000, we will have a January 1st event as long as it is safe to drive. This is often one of the best attended events of the year. CVA will not be providing food but bring something to share if you like (Ham biscuits, cookies, etc.)

Your plans

In the November newsletter, I asked if you were getting bored and suggested that you might want to try something new. What have you decided? If you are willing, please send me a note explaining your plans so that I can include it in the next newsletter. My plan is to build a couple of quads with the new HDZero (Shark Byte) digital video system. It will be a challenge because there will be a lot to learn. The components are in short supply now but production is ramping up. I have most of the things that I need for the first build but am waiting for the camera that I want to use to be available. The system is rapidly evolving with new components being regularly introduced. My second build will use at least a different video transmitter and I am waiting to see the selection of cameras that are available at the time before making a decision.

Club Membership

It is time to renew your club membership. Club membership for 2021 expires at the end of the year. The fee for returning members is the same whether you renew now or wait until May or June. Remember to make sure that your AMA membership is current.

Activities

The outlook for the coming year is much better that it was at this time next year. We will begin planning for a full schedule and then modify if needed.

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

Editor's note: The December meeting was cancelled. Below are the minutes from the November meeting.

CVA Meeting – November 13, 2021

The meeting was called to order at 1:35pm by John Backes. A total of 14 members were present. The meeting was held at the CVA Field. The minutes of the October 2021 meeting were approved.

Treasure's Report – Jon Persons

Income

There was one renewal and one new member.

The Warbird Event generated \$130 in pilot fees and \$212 in raffle for a total of \$342.

There were expenses of \$123 so the net was \$219.00

The following bills were paid:

Randy Rogers \$69 for gas etc.

Tex \$123.04 for food, Warbird event.

United Sites Services – 180.20

The operating fund and mower account totals were reported

Site Improvements – Randy Rogers

The old mower has been fixed.

Cliff filled in the holes in the driveway at the field.

Activities

January 1st event and monthly meeting at 1:00 pm at the field.

February 5th NN RC Club swap meet.

Safety – Cliff Casey

No report

Training – Bob Juncosa

No report

Old Business

No updates to the remote ID from the FAA.

New Business

We would like to have a full event schedule for 2022. Start thinking and planning for the events that you would like to have. This will depend on people willing to step up to volunteer to plan and run these events. Please contact John Backes if you have an interest in an event or if you can volunteer to help with an event.

There was a general discussion of the radio frequency interference. Bob Juncosa is setting up a glider with special feedback equipment to monitor and see if the issue can be isolated and repeated. If you experience a loss of control of your airplane, please report it to Bob or use the guest book to report it. Please include as much detail as possible: radio, receiver, date and time, condition, how it was flying, area of the field, did your radio work afterwards.

Show and Tell

None

The meeting was adjourned at 1:51pm



Training: Bob Juncosa

Editor's note: Bob was tied up with holiday festivities and was unable to submit a new training article. Below is a repeat of the training article from the last newsletter.

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.

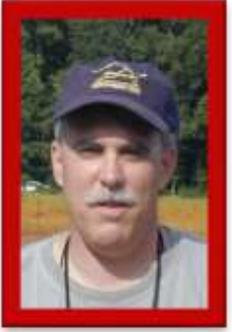
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Fly Safe, Be Safe



Newsletter Editor: Alan Fry

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