



Colonial Virginia Aeromodelers

Chapter 1474
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November 2024
Editor: Fred



Presidents Column: Randy Rogers

Upcoming meeting Schedule:

Saturday November 16, 2024, 1:00 PM. Rain date Sunday November 17, 2024

December Christmas dinner meeting on Thursday evening December 12, 6:30 PM

At Peter Chang On 1230 Richmond Rd.

The January meeting will be held at the field On New Years Day at noon . weather permitting. Rain day will be the next good day weather cooperates. All are invited to come get the first flight of the new year

Let's talk about February

Contact Me

Randy Rogers

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Secretary's Report: Harold Francis

The meeting started at 1:00 pm, led by Randy Rogers, at the field.

Attendance: 20 members were present.

The minutes from the September 2024 meeting were approved.

Treasury Update by Jon Persons

Income: 4 new members, total of \$148.00

Mike Masla, Dave Willis, John Kopsky, Edward Owens

Bills paid out: Tom Treese, \$71.50 for tractor parts

Debit payment for gas (2)

9/16 \$55.78

10/7 \$29.68

Debit Payment to SB Cox (porta potty)

Fiscal year 2024 Financial Report & Budget was presented

by Treasurer Jon Persons

Site Enhancements:

No Report

Safety:

No report

Training:

No Report

Old Business:

No old business

New Business:

President Randy Rogers looking into Club Christmas Party

No club meetings for December 2024, January 2025, February 2025

Lawnmowers need new starters

Night fly will be held October 18 at the field

New Applications require club approval

Meeting adjourned



Training Officer: Steve Sober

I have volunteered to be CVA's Training Coordinator and am at work digesting the wealth of material the club has produced on the subject. My goal is to ensure we continue our tradition of helping and providing easily available RC flying instruction to anyone who seeks it from us. To that end, our instructors: Don Trump; Bob Juncosa; Tom Treese; Steve Kolet; and me, Steve Sober, have reviewed our training documents and have a modernized and highly simplified version to present to students. It is meant to be an outline of minimum skills for a first successful flight, a "GUIDE TO CVA PRIMARY TRAINING PLAN" and it is below. It is based on the idea that we teach people to take off and land well, knowing there is a lifetime of experience left ahead for the rest of flying. We plan to follow up with a much more detailed guide which will provide a foundation for learning to fly independently. We are also looking at updates to other training material. This is ongoing work and will be updated as we go.

We have at least three students now. Harrison Davies has made complete flights with buddy box but without any active assistance. Walt Silva and Michael Masla are making substantial progress with every flight.

If you are available and would like to be included as a training resource, please let me know. If you have comments or suggestions, please, PLEASE, let me know!

After you have read the new Plan, your thoughts and suggestions would help fill a more advanced plan aimed at teaching students to fly independently. So, I leave you this month with a question. How much more training should students have before being considered ready to fly alone without assistance?

See you at the field and hopefully at Peter Chang's!

Steve Sober

GUIDE TO CVA PRIMARY TRAINING PLAN

The object of this plan is for a student to complete a flight while buddy boxed, but without requiring any assistance from the instructor, a Primary training "solo". Aerobatics and maneuvers not mentioned should be used for fun as the instructor feels appropriate. They are not necessarily taught to be done with precision, intermediate training will cover more precise flying. Any can be introduced at instructor's choice and instructor is free to modify this plan at his discretion. Instructors tell students what they are going to do, then show/demo it, then have students do it. Instructors offer critique and tips to improve performance as student practices. When satisfactory performance is achieved, move on to the next Step. All maneuvers should be done in both directions. There's still a lot more to learn before becoming a well-rounded pilot able to fly without assistance. There is a wealth of material on our website Training pages.

GROUND SCHOOL 1. A basic review of how to fly with RC and checkout of airplane to be used.

GROUND SCHOOL 2. Discussion about field safety, including field layout and etiquette, with an emphasis on good communications with other pilots. Students could be allowed to taxi to get a hands-on feel for the left stick.

STEP 1. Fly the Pattern. The object is for the student to fly straight lines, then turns and laps at approximately the same altitude without intervention by the instructor. The student should be comfortable with controlling the airplane, get used to right and left turns, and master roll control coming and going. The laps should be beyond the runway at first. As skill increases pattern passes can be made, at altitude, eventually over the runway.

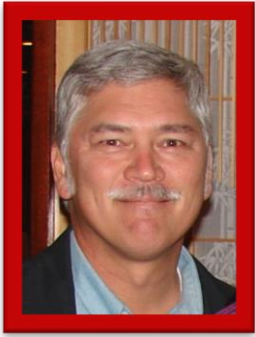
STEP 2. Figure Eight. Looking for increasingly better control of altitude and bank angles in the turns. Planes should stay parallel to and centered on the runway. The student learns to control banking and how to quickly transition from left to right bank. The lobes of the figure eight should be symmetrical.

STEP 3. Preparation for Landing (Step 5). Stalls and dead sticks can be introduced. Starting at a high altitude, learn slow flight. Progressively reduce the throttle while trying to maintain altitude. Keep slowing until the controls get mushy with full up elevator and the plane stalls. The idea is to show how control authority decreases with decreasing air speed and to show how slow is too slow. Work towards landing approaches, getting lower as the student improves, then lower altitude and reduced throttle from both directions over the runway, then wave off.

STEP 4. Takeoff, assuming student has mastered ground handling in taxi during previous sessions. This could be extended into an oblong figure eight. During earlier flights, the instructor will pass control to the student at successively lower altitude on each takeoff in order that the student gets the feel of climbing out from takeoff. Practice fast taxi without takeoff. Try takeoff when ready and in both directions. This could be done after Step 1 is completed.

STEP 5. Landing. Now comes the hot seat!

STEP 6. Solo. Instructor and student to decide when to unplug the buddy box, but unassisted flight with the buddy box should be a final Primary goal. When ready, takeoff, fly and land without the buddy box connected. Instructor stands at side and offers moral support and advice if needed.



Safety Officer: Cliff Casey

Fly safe, be safe.



Newsletter Editor: Fred Hill

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