

The CVRCA Flyer

A Publication of the Central Virginia Radio Control Association

CVRCA Website: <http://www.virginny.com/cvrca>

November 2007

Club Officers

President:	Gene Patzsch
Vice President:	Gary Cowden
Secretary/Treas:	Randy Krotke
Field Marshall:	Mark Gryder
Board Member:	Jimmy Booth
Board Member:	Mike Dinu
Board Member:	Sam Richardson
Newsletter Editor:	Randy Krotke

CVRCA Flight Instruction Team

Team Leader:	Jimmy Booth
Team Airplane:	Todd Beard, Gary Cowden
Team Helicopter:	Sam Richardson, John Clark

For Sale

Mostly stock Raptor 30 V2, ready to fly less RX.

- TT .39 engine with Century torpedo muffler
- Futaba 401 gyro/9254 tail rotor servo
- TT tail rotor servo boom mount with CF pushrod
- Hitec 5475HB digital servos on all other controls
- TT carbon fiber main blades
- Stainless steel flybar w/light paddles
- Various extra parts: tail boom, supports, belt, other misc parts
- \$500.00 For an extra \$50, I will include a JR FM RX with whip antenna. No TX included.

Contact Pete Castine pcastine@jetbroadband.com

Realflight G3 with exp pack \$85, call Randy

For Sale (continued)

- Lanier 35% Giles 202 \$450.00
- Giant Scale Planes .com 30% Staudacher \$450.00
- Two Sachs 3.2 (53cc) Gas engines/elect ign \$250/ea
- One Futaba 8 UAP transmitter w/case on ch22 \$120
- One Moki 2.10 big glow engine w/ muffler \$200.00
- One 3W 80B2F twin cyl. gasoline engine no ignition
- \$550.00 Contact **Todd Beard** meflyrc@yahoo.com
- For Sale, T.T. Raptor 30 V2, T.T. 39 eng., Ready to fly; All support equipment included, contact Brandon 528-9113

SAITO FA-100 FOUR STROKE, NEW IN THE BOX, \$200.00. Gene Patzsch

Calendar of Events

Dec 15 – Christmas Dinner, 6:00PM (Colonial)

Forward from the Club Secretary

With the promulgation of the new dues structure a major challenge for us during 2008 may be to maintain our membership level. During the previous 6 years with the club I have seen membership levels increase each year. In my crude and amateurish mind this has been the number one indicator as to the whether the club is moving forward or becoming stagnant. Is this the best indicator? What if many of the members are non-active? What if they never supported the club or any events? Is it time I revisit my indicator hypothesis?

Think about what can be done to keep current members and attract new members. Think about it before you gossip about another club member. Think about it when a visitor shows up at the field and you are so wrapped up in your own little world that you don't even say hi. It may not be all that hard to keep and attract members.

For what it's worth, I have already received 2008 dues for 2 individuals and I haven't even sent out renewal notices yet. It looks like we're off to a good start !

Summarized Meeting Minutes:

Call to Order:

The November meeting was held at the Parks & Recreation building.

Gene Patzsch welcomed the club members and got things going.

Gene asked if everyone received their October newsletter. The summarized minutes as posted in the newsletter were approved with no comments.

Gene opened the floor for discussion of old business.

Old Business:

Status of the Public Information Board:

Mark reported that the board is up and running.

Status of the 2008 Officer Nominations:

Gary Cowden stated during the October meeting (via an email) that he had little interest in keeping the VP position for 2008. Consequently, during the October meeting, Fred Lindsay was nominated and accepted as VP for 2008. Since then, Gary has had a change of heart regarding relinquishing his officer position. He privately expressed to Fred that if Fred did not necessarily want the job he (Gary) would take it. Fred felt like Gary has been doing a good job at it and if he really wanted it, it was fine with him.

Fred nominated Gary for VP, and this nomination was seconded. Since there were no other nominations, voting was not necessary.

Nominations for 2008 board/officers are now closed.

This concluded old business.

New Business:

Discussion of Mowing Plan for 2008:

The mowing plan for 2008 is as follows:

- \$50 to any member(s) who mows/trims the entire field
- Field Marshall determines if field requires mowing each week
- Payments will be made at end of month for that month's mowing.

- Cowden kids will be "prime contractor" with any members who want to mow are to contact Field Marshall (Mark Gryder) to sign up for "slots".

- Club supplies mowers/fuel/trimmer.

- Field Marshall is responsible for setting up schedule and publishing.

The 2008 mowing plan was voted in as stated.

Spring Air Show:

Spring air show dates voted in as May 3, 2008 with rain date of May 4, 2008. In addition, there will be a spring cleanup sometime prior to the spring air show. Mark Gryder is organizing both events.

2008 Membership Dues:

Dues increase voted in - \$75 normal, \$37 junior, \$37 senior, all pro-rating remains as it was for 2007.

Christmas Dinner:

Gene reminded everyone that the Christmas dinner is scheduled for 12/15/07 at 6:00PM at the Colonial Restaurant on 29S. This will not be a buffet. We will be ordering from the menu. Dinner prices range from \$4.50 to \$11.50.

Winterizing:

Gene brought up winterizing the "picnic area/covered area" at the field and putting in a wood stove to enable warmer winter flying. Gene asked everyone to keep an eye out for used wood stoves and volunteer if the club wanted to make this happen

Thank-You Notes:

Gary wants to make a "list" of folks to send thank you letters from the club to during the Christmas season. Gary volunteered to write the letters if the "club" will provide the "list"

Website:

Jim Fowler brought up having a new web site. Jim Caldwell volunteered to look at web site hosting options and be the "web site guru". Jim will report during the January meeting

New Member:

A new member contact was handed off from Sam to Gary for action. No details were recorded.

SAD Patch nominations: None

50/50 raffle: Not Administered

A motion was made to adjourn the motion was seconded and the meeting adjourned.

End of Minutes

Interesting items from the Club Secretary:

Google Earth

Have you heard of Google Earth? It is a virtual globe that maps the earth by the superposition of images obtained from satellite imagery, aerial photography and GIS 3D. And the best part: There is a free version available (with limited functionality). And the second best part: If you zoom in on Lynchburg you can see an installed waypoint for CVRCA in the correct location. Take a look at the image on the next page. I captured this directly off of Google Earth.

Lithium Batteries

I hope that you don't have to be convinced on how great Li Ion batteries are. They are awesome. Virtually all top pilots use them. You do need a special charger and load tester as well as voltage regulators, but once you make the switch you'll be very glad you did. Sell all your NiCads and Nimhs and move on without looking back. These batteries are 1/4 the weight of NiCads. You can save over a pound in a giant scale airplane. With Li Ion, there is no memory problem like the NiCads have so there's no need to discharge. Also, Li-Ion batteries don't discharge all by themselves like Nimhs and NiCads do. You can charge up your plane in the fall, and in the spring the battery is still fully charged. Another obvious advantage: capacity. Two-cell Li Ions are at least 1900 mAh. I feel that the advantages of Li Ion cells far outweigh the disadvantages.

G4-Sure

Great Planes has just released G4. For those that don't know, G3 (G4's predecessor) is widely regarded as the best R/C flight simulator. The cost for the new G4 is \$199. For those that have a registered version of G3 you may apply for a rebate. The recommended system requirements are quite significant so make sure your PC has enough horsepower before ordering. The simulator allows you to fly airplanes and helicopters and is a great thing to have on cold, windy days.

Check it out here:

<http://www.towerhobbies.com/products/realflight/gpmz4420m.html>

Perspective

Everyone has heard the old adage that things are what you make of them (or something like that). I would like to share with you 2 things of have heard during 2007 about our flying field that illustrate the truthfulness of the adage. Person A: Why should I pay \$75 for the "privilege" of flying on an old dump site? Person B: We need to do whatever is necessary to retain our little slice of heaven. Take the time to ask yourself what you feel about our flying field. Are you appreciative that you have a place to fly or do you take it for granted?

Closing Notes from the Club Secretary:

With the end of the year quickly approaching and our final meeting for 2007 in the history books, I would like to take the time to summarize some of our accomplishments during 2007. I apologize if I left something out.

2007 Accomplishments:

1. Made Dave Wingfield an honorary member
2. Installed club sign (thank you to Powell's)
3. Added 4 Intro Pilot's to the Club
4. Hosted a field day for the Special Needs Scouts
5. Performed an RF study at the field
6. Had a spring cleanup
7. Performed a study and approved Sunday morning flying for 4 strokes & electricians
8. Manned the Mall Community Booth during 1 weekend
9. Hosted an AMA TAG event
10. Had a Helicopter workshop at the field
11. Fall air show and Day in the Park
12. Sent a gift to Christine Hansen
13. Hosted an event with the Governor's School Adventure Camp
14. Provide pilot training to several airplane and heli pilots
15. Completed a Public Information Board

2007 New Members:

1. Tyler Britt
2. Ron Neumann
3. Jim Fowler
4. Fred Lindsay
5. Jeremiah Guelzo
6. Will Jenkins
7. Stephen Gray
8. Bill Bowen
9. Jeremy Funderburk
10. Nathan Rathe

And finally, please check out the helicopter and airplane forum on the last page.

Image from Google Earth



Model Helicopter Forum



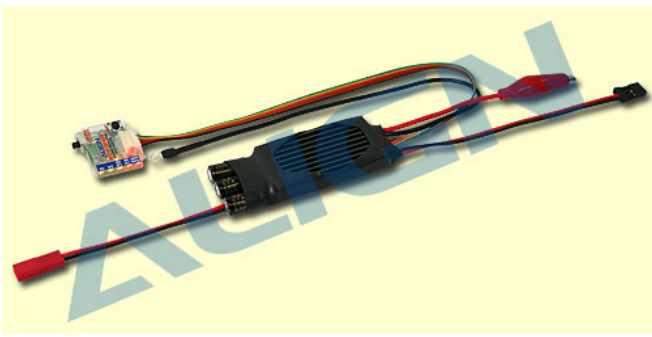
With all the hype and great performance of the new electrics a lot of pilots are wondering what direction to go for their next model. The electrics certainly have a lot of nice features but there are some downsides too. You do have to charge the batteries and the power output degrades as the flight progresses. The batteries are expensive and can be damaged in a crash. By the time you invest in all the charging equipment, batteries and other up-front costs of EP powered helis you could have a nice glow machine for less ... but then you have to buy fuel.



For most of the pilots that fly the new electrics, it's not so much about cost as it is convenience. They like the fact that you don't have engine tuning issues or a messy heli to clean up after flying.

Currently I fly a Raptor 60 V2 and a Hirobo Scedu Evo 50. Although very intriguing, I have not made the leap to electric heli's yet.

The gem shown in the picture below is a nifty little device recently released by Align. It is called a 2-in-1 voltage regulator. Designed for use with nitro heli's, it is powered by a 2-cell Li ion battery and has 2 outputs. One output goes to the receiver and powers it and all the servos. The other output goes to the glow plug. Thus a glow igniter is not needed. The glow juice stays on for 15 seconds or until the engine starts. The switch body contains several LEDs to indicate battery voltage.



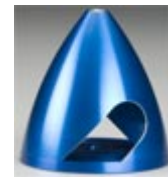
Model Airplane Forum



The above image is a model airplane whose design has been around for a long time and has almost reached cult status in many circles. Do you know what this plane is?

How many Electric ARF model airplanes do you think Tower Hobbies carries? 50, 100, 150? Well, I counted and was amazed to find 224. What do you think this number was 3 years ago? This is an area that is really growing.

I have always been a big fan of aluminum spinners. They look good, are easy to install and do not get marred up when the torquemaster slips on it. Well, things just got better because TruTurn has just released an assortment of anodized aluminum spinners.



Hot New Item: O.S. ENGINES 81FS "A" SERIES 4-STROKE. Packing more power into 60-size planes! The 81FS mounts easily in the same space as the FS-70SII with no modifications. A rubber O-ring on the muffler's multi-positional manifold helps prevent oil leakage. The specially designed lubrication system eliminates the need for crankcase ventilation. The 60RA carburetor is equipped with a venturi that reduces the chance of fuel leaking out onto the cowl, while also creating more positive air/fuel flow.

• Displacement: 0.809 cu in (13.26 cc) • Bore: 1.091 in (27.7 mm) • Stroke: 0.866 in (22.0 mm) • Weight w/muffler: 19.63 oz (556 g) • Practical rpm range: 2200-12,000 • Output: 1.3 hp @ 11,000 rpm • Includes: 60RA carburetor

