

The CVRCA Flyer

A Publication of the Central Virginia Radio Control Association
Web Site www.CVRCA-lynchburg.org

May, 2008

Club Officers:

President:	Jim Fowler	Board Members:
Vice President:	Gary Cowden	Jimmy Booth
Secretary/Treas.:	Randy Krotke	Gene Patzsch
Field Marshall:	Mark Gryder	Sam Richardson

CVRCA Flight Instruction Team:

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

Meeting Minutes:

Meeting Date: 5/14/08 at 7 p.m.
Called to order by: Jim Fowler, President
Member present: 10
Guests: David Blackwell

Next meeting: June 11, 2008, at 7 p.m. at the Field

Action items from May meeting:

1. Find better backing for Information Board that will hold up to heat/cold.
2. Discuss ordering t-shirts.
3. Look into alternate materials for the Info Board. Sam will look into getting old magnetized chalkboard. Gary and Don will look into Celotex or carpet as a background.

Jim Fowler welcomed the members and called the meeting to order. Jim asked if everyone received the April newsletter. The minutes from the April meeting were summarized and accepted as published in the newsletter.

PREVIOUS ACTION ITEMS:

Jim opened the floor for discussion of action items from the previous meeting.

1. Randy has sent the club roster to Jim Caldwell for posting on a secure area of the website, and an abbreviated roster to Don Horn to publish in the newsletter.
2. Randy sent Ms. Twiddy a letter about the Air Show.
3. Don Horn added the abbreviated roster (Name/phone number) to the April CVRCA Flyer.
4. Don also included requests for help at the Air Show in the April Flyer. He also included the advertising flyer so that others could print and distribute the ads.
5. Todd was not present so we were unsure if he had contacted Angela Hatcher to help with advertising the Air Show.
6. Registration forms were not available for the Show except on our website.

OLD BUSINESS:

Spring Clean-up

A total of eight (8) people helped with Spring Clean-Up and things were accomplished quickly.

New landscape timbers were placed. Weeds were sprayed. Quite a few trees were taken down. Lime was spread on the field. The fence, poles, Frequency Board, shed doors each got new coats of paint. All in all, it went well and quickly. The field looked great for the Air Show.

Info Board

Discussion centered on the difficulty to keep things affixed to the Board. The heat/cold/sunlight warps things and the pins work their way out so that items fall off the board.

Corkboard is very expensive and doesn't hold up to the heat/cold. Several suggestions for alternate materials were made: a metal strips so that magnets would hold items (these could be spaced appropriately for 8-1/2 X 11" paper); Celotex, a construction material for insulation, can be used with pins; indoor/outdoor carpet could be affixed to the back and then staples or pins could hold the items. Gary, Don and Sam are to look into methods for affixing items to the board.

Website:

The website looks so good. A suggestion was made that the Forum Section could be improved with spaces between posts to help the readers keep things straight.

Bush hogging:

The weedy area was bush hogged at a cost of \$175. A discussion on this being done on a schedule of twice a year was tabled for a future meeting. It has been suggested that twice a year for this service should keep those weeds/bushes/briars back enough that eventually the grass will take over again. If we decide to bush hog the field again this year, it is suggested that it would be best to do just before the Fall Air Show.

Air Show:

The Air Show was quite a success. The wind was a big negative, knocking out several teams from flying. A couple of out-of-towners who had planned to fly were unable to come because they knew the wind would be too strong. The concessions went very well. Judy Richardson, Hannah Richardson, and Jenna Krotke kept things moving smoothly and worked non-stop during the event. Robert Gryder helped with selling the little planes. A big thanks also goes to Mark Gryder for supplying the plane and to Eric Welfare for operating the buddy-box for new flyers.

Mark Gryder worked/ran all day long trying to keep something in the air and keep things on the ground organized. Thanks to Mark. (It was suggested that delegation of some of those responsibilities would be wise.)

Also, a big thanks to Tom for running the PA, Sam for organizing the concessions, Will for the photography, Jim Caldwell and Jim Fowler for general support.

The raffle was a big success. Jesse Engledove won the fuel. Gary Cowden won the Kaos. Mr. Saunders Firebird Commander. A child named Lee won the Aeroscout. Jim Fowler won the ½ off membership.

The flight simulator was a real hit and made it possible for novices to try their hand at flying. More people were anxious to try to fly with the buddy-box because they felt a little more comfortable after trying out on the simulator.

The scanner in the Impound area was a great help to ensure that all the radios were off when not in use and no one was on an unauthorized channel.

The day brought in lots of visitors and a total of \$290 profit. The raffle breakdown was as follows:

Kaos: \$115 tickets sold. Cost to club: \$100.

Firebird Commander: \$60 tickets sold. Donated by Fred Lindsay.

Aeroscout (donated by Tower Hobbies), the ½ off membership and the fuel: \$34 tickets sold. All donated.

Gene Patzsch donated \$10 from sales of equipment.

\$209 net from Raffles. Profit: \$109

\$171 profit from Concessions.

\$10 donation.

Total of profit: \$290.

NEW BUSINESS:

Suggestions for future Air Shows:

- More support from members. Flying, working, and attending are all important. You don't have to be an expert flyer to participate. Spectators enjoy seeing all skill levels. (They especially want to see crashes!)
- Make sure that flyers are there early enough to fill out the registration forms. It makes it hard if flyers show up just as they're ready to fly because the announcers can't keep up without the registration forms.
- Make a tape that plays the announcements that need to be repeated frequently, such as Food Available, Flight Simulators, Raffle Tickets Available.
- Having people available to answer spectator questions is very helpful.
- Having planes/helis on display near the spectator area helps the spectators wanting to participate.
- Continue the Flight Simulator and Buddy-Box for novices. That was a huge success.
- We need more help in the concessions so that people can take breaks occasionally.
- Keep the announcer supplied with material so that the spectators will stay interested and informed and entertained.
- The small gliders were a big success because the smaller kids had fun and stayed busy with those so that their parents could enjoy the show.
- Transmitter –Impound needs some physical improvements to keep the radios better organized *and cool*. The larger tarp helped.
- Make sure that a scanner is available in the Impound area. It was a big help.

Jim read a note from Randy in which he thanked everyone for their help in making this a successful Air Show. He noted that "it was a good show because of the following key points: 1) no one got injured; 2) we all had fun; 3) we entertained and involved the crowd; 4) we made some money. I thought the spectator sign up of flying time went over well and I would like to expand upon that during the next air show. A special thanks to Mark for supplying the plane and Eric for flying the people. There were times when the event organizers felt overwhelmed and I think for future air shows we may need more support from club members on various tasks."

Runway:

There was a short discussion on the need to level and possibly resurface the runway. Anyone with any suggestions or ideas, please contact Mark Gryder at 384-1280.

Sad Patch:

Jesse Engledove

Minutes Summary:

There was a short discussion on meeting procedures on reading the minutes-summary at each meeting. It was decided that asking if everyone received the newsletter with the minutes and call for corrections/additions to the minutes without a summary being read.

Visitor:

David Blackwell introduced himself and got information about joining. He is interested in helicopters.

The meeting was adjourned.

End of minutes.

Safety First:

All flyers seemed to follow the club rules during the Air Show. There were no injuries or damage to personal property. Thanks to all participants for your cooperation in keeping us safe.

For Sale:

- Glow Fuel by the gallon. Contact Gary Cowden. 993-2862

Club Happenings:

June meeting at the Field on June 11 at 7 p.m.

This'n'That:

Mowing: Mowing is no longer mandatory. You may mow *IF* you contact Gary Cowden by Wednesday of your preferred week. If the field marshal determines that mowing is needed, the first one asking to mow on a particular week will be allowed. The club pays \$50 for a complete mowing, with checks sent out once a month. If no one volunteers for a particular week by that Wednesday, and if the field needs mowing, the Cowden sons will mow the field. To schedule yourself for the week you prefer: Contact Gary: 434-993-2862.

Fly-In/Swap Meet:

There is a Fly-In/Swap Meet scheduled for Expoland R.C. Club on Sunday, June 8 beginning at 9:30 a.m. CVRCA members "are invited for a day of fun, good fellowship and great flying," Drinks and food will be available. Follow I-64 to exit 91 between Staunton and Waynesboro. Follow Expoland signs.

Open House:

Central Carolina R/C Modelers and K/C Hobby of Archdale, NC, are having an Open House on Sunday, May 25 from 10 a.m. to 3 p.m. Air show and Raffle. For more information contact: Ronnie Garris (Event CD) at 336-861-1217 or K/C Hobby at 336-434-3482

Intra-Club Fun Fly Series starting June 1st at RRCC - Charlottesville

We are coming up on June fast and we have been slow to get the info out to the clubs and pilots so I hope your calendar isn't filled up.

On June 1st we will be holding the first Intra-Club Fun Fly Series (really more like a Fly in). The events are open to all AMA pilots who wish to come and have some fun flying. The format is Open flying in the morning and afternoon with a enough time between 11:30 and 1:30 to conduct two fun competitions which pilots of any skill level and type of aircraft can participate, a parade of aircraft and maybe some demo flying.

There will be some fun awards, food and beverage (cheap!) a raffle possibly some demonstration flying. Arron Swindle from Valley RC will be announcing and offering up his words of wisdom.

Please pass this information along to your members and friends - all AMA pilots are welcome to participate and there are no fees. Bring your Big Birds, War Birds, Helis, Combats, electrics and those absurd craft that shouldn't even fly.

If you have any questions please contact me at jcampbellwhite@embarqmail.com

Cam White
RRCC

How fast is it flying? By Gary Cowden

Ever wondered how fast your airplane travels through the air? Well, there are a few ways to figure that out. You could invest in a radar gun. That would be fun, but a tad expensive. Or, by measuring the amount of time that it takes to travel a known distance, you can calculate the aircraft's ground speed, which on a relatively calm day, should be about the same as the air speed. So let's give that a try.

Step 1: At our flying field, the paved part of the runway is 250 ft. This gives us a fixed, known distance.

Step 2: Using a stopwatch and a helper or two, measure the amount of time that it takes to fly your plane from one end of the runway to the other.

Step 3: Using the table below, convert the time that you captured in step 2 into the ground speed of your aircraft.

Time	MPH	Time	MPH	Time	MPH
8.5	20	3.9	44	2.5	68
7.7	22	3.7	46	2.4	70
7.1	24	3.6	48	2.4	72
6.6	26	3.4	50	2.3	74
6.1	28	3.3	52	2.2	76
5.7	30	3.2	54	2.2	78
5.3	32	3.0	56	2.1	80
5.0	34	2.9	58	2.1	82
4.7	36	2.8	60	2.0	84
4.5	38	2.7	62	2.0	86
4.3	40	2.7	64	1.9	88
4.1	42	2.6	66	1.9	90

There are a few things to watch out for. First, if the air is not calm, results will be off by the factor of the wind speed and direction. Second, it is best to do this with two helpers so that you can concentrate on flying your aircraft. Finally, position your helpers at the ends of the paved surface but well back so that they are not at risk of being injured from a fast aircraft. The first helper should start the

stopwatch when he sees the aircraft pass over the end of the runway. He will then stop the stopwatch when the second helper signals (a hand wave is good) that the aircraft has passed over the other end of the runway. So, as an example, let's assume that you observe that it takes 4 seconds for your aircraft to travel from one end of the runway to the other. Then, on a calm day, you can deduce that your aircraft is traveling at roughly 43 mph.

Editor's note: On a windy day, you might try timing your flight over the runway in both directions and then average those times. (Add the two times together and divide by 2.) Then check it against the chart.

Action Items:

- 1. Gary, Sam and Don are to research a better method for maintaining items on the Information Board.**

If you have comments or would like to contribute an article and/or pictures to the newsletter, please contact Don Horn. E-mail: cvrca_editor@yahoo.com