

The CVRCA Flyer

A Publication of the Central Virginia Radio Control Association

Web Site www.CVRCA-lynchburg.org

November, 2008

Club Officers:

President: Jim Fowler
Vice President: Gary Cowden
Secretary/Treas.: Randy Krotke
Field Marshall: Mark Gryder

Board Members:
Jimmy Booth
Gene Patzsch
Sam Richardson

CVRCA Flight Instruction Team:

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

Meeting Minutes: NO OFFICIAL MINUTES TAKEN

Meeting Highlights:

Meeting started around 7:00 p.m., Nov. 6, 2008. There were about 11 people present and no visitors. The minutes, as posted in the Sept. Newsletter were approved with no changes.

Action Items:

1. Call Board meeting to finalize the wording of the proposed by-law changes-- Fowler. This was done but with a lot of discussion about the wording at the Nov. regular meeting.
2. Repair shed - Patzsch & Krotke. This was done.
3. Plan to minimize chance of mowers being stolen—Gary. Gary suggested we paint the mowers pink. No one objected. Gary will also keep mowers at his house for the winter.

4. Look into theft insurance—Horn. Done. Don contacted VA Farm Bureau. They came back with a rough estimate of \$200/year. This includes yearly membership fee to Farm Bureau. The building would be covered for \$3,000, and the contents for \$4,000. This is based on the shed being “insurable.” When we are ready to insure it, VA F. B. will come out and look it over. No motions were made and no further action was requested.
5. Post small flags at the field to show proposed changes to the field layout.—Patzsch. This was done. These changes would result in making the parking lot and spectator area parallel with the runway. It would also provide more runway room in the grass, which we could roll and get as smooth as we want. This would move the spectator area back a few more feet from the runway. Someone made the comment that they know someone who is a regular spectator and if he had to be a few feet back more than he is now, he would not come back. That was the end of this subject and no motions or further action requested.

Editor’s note: I find it interesting that last Spring & Summer, making more runway was a really big issue! Also, if it is so important for a spectator to be close to the runway, they could join the club and watch from the pits. A big thanks goes to Gene Patzsch for all of his hard work in research, measuring, painting lines, and planting little flags for a new layout.

6. Revise proposed budget – Krotke. Done. Copies should be available at the dinner/meeting.

Almost all of the rest of the meeting was about the proposed by-law changes. The proposed as well as the current by-laws were e-mailed to the membership on 11-10-08.

The main goals of the proposed by-law changes are to have the board run the day-to-day stuff by having a minimum of 4 Board Meetings per year. The membership will have a minimum of 1 meeting per year to vote on by-law changes, budget, new officers, spending outside the budget, and field regulations. Other meetings could then be used as “social” and flying activities.

We will vote on the by-law changes at the December Christmas Dinner. To be approved, it will require a 2/3 majority of the members present. This “meeting” is to be held on Saturday, Dec. 6, 2008 at 6 p.m. at the Colonial Restaurant on Rt. 29 at Rt. 24. This is a few miles south of Lynchburg on Wards Road.

Other highlights of by-law changes

- There can be 4 or 5 officers. The secretary/treasurer can be 1 person or split between 2 people.

- The Board of Directors will be the officers, past president, plus however many board members it takes to equal 7 people. That way, there will be no tie votes. An item will require a minimum of 4 votes to pass.

A motion was made to accept the officers and board members as recommended by the nominating committee. Passed. The new officers and Board are as follows:

President: Gary Cowden
Vice Pres.: Bob Wallin
Sec/Treas.: Tom Hunnicutt
Field Marshal: Mark Gryder

Board Members:
Jim Fowler
Sam Richardson
Jimmy Booth

SAD Patch: Awarded to Mark Gryder and Matt Farrand for a mid-air collision during combat.

Club Happenings:

*Christmas Dinner and December Meeting:
Saturday, December 6, 2008 at the Colonial
Restaurant, in the back meeting room. From
Lynchburg, go south on Wards Road to the Rt. 29/Rt. 24
intersection. Colonial Restaurant is on the south-bound side
across from Yellow Branch Elementary School.*



Getting the “Bug!”

By J.B. Radle

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My dear fellow modelers, I have been having a devil of a time trying to capture the essence of that elusive little creature we refer to as, “The Bug”. Most modelers, worth their balsa dust, will know that I refer to the, Desire to Build and Fly Model Aircraft.

It would seem that, generally speaking of course, this desire is inherent in the addicts of the model aircraft community who happily skip pell-mell through days, months, and years of fascination with the hobby / sport and never seem to have any problems conjuring up the want, and or need to build and fly, regardless of the specific or sundry and varied types they might employ in this endeavour.

Now whilst the afore mentioned is the norm there are times when one finds oneself, unable to become motivated and therefore flounders about and wonders why, and searches for ways to instill this desire, or may even seek assistance in a remedy for a temporary malaise in this area of rather enjoyable deportment and activity. I would go so far as to suggest that there are those who can get seriously depressed when for some reason the desire, [The Bug] is lost and regardless of the varied and strenuous efforts on their parts they cannot recapture the rapture of focus required to continue in these most joyous of pursuits.

Though I have searched the magazines, the books on building, and the “How to collections, I have never seen anything, not a smidgeon of information, devoted to this obvious problem and coming to this realization I have been appalled. How is it that with all the information available on so many facets of the modeling hobby / sport, not the

slightest attention has ever been given by anyone, to something so basic as the fundamental desire to engage? Is this deliberate or is this a denial born of fear and ignorance? I at once determined to get to the bottom of this phenomenon, find a cure, and trumpet my colossal discovery to the multitudes and thus save mankind from this hideous, consequence.

Like knights of old in quest of the Holy Grail, I threw myself into my own personal think tank! I contemplated, mediated, gravitated, pulsated, renovated, rejuvenated, percolated, stimulated, and yes, at times, I think I even hallucinated in my Herculean efforts to find a cure! Oh, I hit on the usual ideas one might hear from a lesser mortal, to wit: “Go see an aircraft Movie!”, “Read a book about aircraft and aircraft stories!”, “Thumb through the magazines, the catalogs, the plans books, photos of aircraft, try videos, try the flying field, attend a contest, a swap meet, go to the airport, go to a hobby shop, sit in your workshop, talk to your friends and find out how they solve this problem, write a list of planes you’d love to build, fondle your AMA card, a piece of fuel tubing, an old tail wheel, sleep with a set of plans under your pillow, your bed, carry some covering material in your shirt pocket, put a few drops of glow fuel on a swab and inhale the aroma!” I even contemplated sniffing a bit of glue, but I realized all I’d get is a headache and most likely, arrested. I was at a quandary, I tell you, my friends. I was lost, forlorn, abandoned, deserted, devastated, frustrated, dehydrated, demotivated, and drowning in my own failure to grasp the precious nectar and essence of the reality that would buoy me up once again to the heights and allow me to face the world of modeling that had deserted and left me in the lurch. There were times that I felt I could almost grasp it, like when the name of that actor or actress you are trying to remember is on the tip of your tongue and you can taste it almost but not quite and your mind seems to have broken a gear tooth and if it would only just jump over that one lousy stumbling block you’d be there and the sun would shine and you would have that name, that cure, that realization and your being would soar, and the birds would sing, and the trees would bloom, and the bees would buzz...screw the bees! Swat them before they sting you, but you must go on, you must... there is no one else..... you are exhausted, and spent, and your mind won’t recover for some time now, but then sleep comes and lulls you off and you have a temporary release from this oppressive agony.....then when you have reached the bottom.... When there is no lower plateau to which you can descend..... when all is lost and a split second before you give up and you are that close.....EURIKA!

Cobwebs vanish, you blink your eyes, you see the light, it was there all the time, you fell over it, it slapped you in the face and you ignored it, now you are laughing, you realize how foolish you have been, how deep you went and never saw the bubbles rising all around you with the answer. You shake your head in amazement, you are dumbstruck, **BUT YOU CAN NOW SHARE THE CURE! YOU HAVE DONE IT!** [In this case, of course, it is I who am reveling in the revelation of my achievement.] I can tell you and I shall and right now, without any further delay, without so much as a pre amble, or, set up, or notification, or that so much heard of, ado! Here it is! Brace Yourselves! It is so clear! **YES! YES! IT IS PURELY A GIFT!**

My friends, it is , very truly, very simply, a gift that is given to certain people and to those people only. Not everyone mind you, and you cannot buy it, gain it, cajole it to be yours, or otherwise attain it on your own or by your own volition. If it is fleeting and

doesn't last, it was never really yours. You cannot hunt it down! You have only the ability to accept it once it is offered. Consider yourselves lucky if it comes your way. If you temporarily lose it, and it was really yours, don't worry, it will return and when it does there will be much rejoicing. Now, I offer you this: Enjoy the hobby / sport! When and if it leaves temporarily, do not lament as it is refreshing itself and will return in a much better intensity and your happiness will be enhanced beyond your wildest imaginations. In the mean time, enjoy your friends, your aircraft, your plans, rambling through your kits and engines, radios, motors, batteries, rubber supplies, covering materials, hi start and launching apparatus and just revel in the gift!

From the editor:

Please plan on attending the Christmas dinner/meeting, as there will be some very important votes that could very well determine the future of CVRCA. Since the average attendance at the regular club meetings is 12, (usually the same people) it appears that most members just want a place to fly and don't care about much else. The proposed By-Law changes will not have any impact on those members. But I see a possible situation where more members will sit back and let someone else do it. Just look at the sad turnout for the past Spring Airshow, and the cancellation of the Fall Airshow, due to the lack of participation from the membership. If many more members disconnect from club activities, there will be no contribution to the surrounding community.

When CVRCA loses the field at Truck Body Corp., for whatever reason, where will we turn to find a new field? Many other R/C clubs have a great flying site thanks to their city or county. These clubs are the ones that benefit their local communities by providing and participating in local events. Much more than a flying show, or two. When we look to the city of Lynchburg or Campbell county for help with a flying site, what will CVRCA say when asked "what have we done for them?"

If you would be interested in taking the Newsletter Editor position, please contact, cvrca_editor@yahoo.com

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