

The CVRCA Flyer

A Publication of the Central Virginia Radio Control Association

Web Site www.CVRCA-lynchburg.org

January/February 2009

Club Officers:

President:	Gary Cowden	Board Members:
Vice President:	Bob Wallin	Jimmy Booth
Secretary/Treas.:	Tom Hunnicutt	Jim Fowler
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

CVRCA Board Meeting Notes:

Date: Meeting date: January 31st (1:00PM)

Attendees: Gary Cowden, Robert Wallin, Tom Hunnicutt, Mark Gryder, Jim Fowler, Sam Richardson, Jimmy Booth, Gene Patzsch

Purpose of meeting - To conduct the general business necessary to administer the affairs of the Association

- Call to order and comments – President

Old Business

1. Discussion of reconfiguring the field. It was recommended that we move the safety barriers back to allow more room for landings, move the benches back, and move the spectator fence back. Gene presented a Google Earth map of the field with the proposed new location of the safety barriers, tables, and spectator fence. Also Gene presented pictures of a design for new tables. It was decided to move the safety barriers and see how it was accepted by the membership. Mark and Gene volunteered to build two of the proposed new tables so all the members could see the new designs and give their comments and suggestions.



2. It was voted on and passed that Sean and Evan Cowden would continue the mowing for this year.
3. The club needs to purchase a new mower, since the club had one stolen. Gary and Mark will be responsible securing the club a used mower. Funds are in the budget for the acquisition.

New Business

1. Twenty three members have not paid their dues; reminders for payment of dues will be placed in the news letter.

2. It was voted on and approved that the club will have a get together at the field, Saturday, March 14, 2009. It will be a *clean up day, food, and flying, FUN FOR ALL.*
3. It was discussed and approved the club will have an air show on Saturday, May 16th. It is hoped we will have lots of volunteers to make it a success.
4. It was decided that the club would periodically have workshops for tuning engines, using monokote, and other workshops that may be of interest to the club members.
5. The board felt that the Sad Patch would be continued but at a meeting of all club members. So we would like members to bring there nominations to the next club meeting.
6. It was discussed the status of the club as a non-profit organization. Tom Hunnicutt will investigate how we can be assured we have status or need to renew it.

Reoccurring Business

1. Tom Hunnicutt presented the treasurer's report and it was accepted by the Board.
2. Tom will investigate placing part of the club's money into a savings account drawing more interest.

Safety First:

Make sure your aircraft is mechanically restrained before starting the engine or connecting the batteries on electrics.

For Sale:

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

Calendar of Events:

February 21st: Swap Meet at Harrisonburg

February 28th: Building Workshop at the home of Gene Patzsch

March 14th: Field Cleanup, Fun Fly and Cookout.

May 16th: Spring Airshow

This'n'That:

Fun Fly/Spring Field Cleanup

Hey! CVRCA members, we will hold our Spring Cleanup on Saturday, March 14th. More details will be coming. We will have a few well-organized cleanup tasks in the morning followed by a noon time cookout and then *flying!* Save the date, we hope to have a fine day!

Building Workshop

Does covering drive you crazy? Ever wondered how to properly setup your plane or what glue to use when? Then the builders' workshop is for you! Gene Patzsch will be hosting a hands-on workshop where covering and building techniques will first be demonstrated, and then you get to practice. There is no cost but registration is limited to members who are current with their 2009 dues. Contact Gene Patzsch at gpatzsch@comcast.net or Gary Cowden at garyandnancy@netzero.com for registration and details.

Note from Gary

Hello fellow CVRCA members. I hope that your year is going well. For those of you who attended, you already know that the New Years Day flying event was fantastic. The weather could not have been better and the food was wonderful. While the weather has not cooperated as well during the recent weeks, we are hoping to have similarly good fortune on March 14th when we plan to do a bit of field cleanup and then eat and fly. Set that date aside if you can, we hope to have a very good day, more details will follow.

The 2009 board met for the first time in January. We think that we have the club's business well in hand and hope to put some attention to flying activities. Already, you will see that some changes have been made at the field and we have a builders' workshop planned. If this event is well received, more will follow. After some discussion, the club decided to schedule a spring airshow. This event is important for the club as it raises club funds, gives back to the community, and increases awareness of the club. Picking the date is always tricky as we have to steer clear of the holiday, Mothers day and graduation. No doubt, the May 16th date will cause some people problems but unfortunately, no date will be perfect. I hope that you will consider participating. There is lots to be done and we need folks to fly. Remember that most of the people who attend don't care that we are not professionals, they just like to see things in the air. More details will follow as the date draws a bit closer.

There has also been some discussion around the idea of setting up a club function around flying off of water. I know that some of us have some float planes, most of us do not. As it turns out, setting up a float plane is not really difficult. So we need to hear from you. If we were to setup such a club function in the area, would you participate? Let us know what you think.

Thanks for being a member and participating in the sport. If you have any questions, ideas or concerns regarding the club, be sure to share them with one of the board members, we are here to serve you.

Happy Flying!
Gary

Trip to K/C Hobby Shop in Archdale, NC

Recently, a few of us decided to go to a hobby shop to see what's new and to pick up a few needed items. Joe Radle, his friend Kenny, and Don Horn made the trip to K/C Hobby Shop in Archdale, NC. It is a trip of a little over 100 miles and takes a couple of hours from Lynchburg. K/C Hobby is a well-stocked shop catering to RC planes, helicopters, cars and other hobby items. They have numerous completed and used planes on display, many for sale at reasonable prices. It took us a couple of hours to really look through the shop and select all the goodies that we needed. Kirby Cranford, the owner, and his staff are knowledgeable and friendly. We enjoyed our time visiting the shop and

especially, the great meal and the restaurant next door, The Pioneer Family Restaurant.

All in all, it makes a great trip for flying buddies to trade stories and supplies!

K/C Hobby Shop
10948G N. Main Street
Archdale, NC 27263
1-336-434-3842
kchobbyonline.com
email: kchobby@northstate.net



These pictures may give you an idea of the size and scope of this great shop.

Kirby has offered to free shipping on orders over \$100 that do not include large kits or ARF's. He does not charge tax for VA residents. You may contact Kirby by phone, e-mail, or pay him a visit. I'm sure you'll enjoy the trip.

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.

Give me a Break! © 2008 J.B. Radle

My dear fellow modelers, I have something that bugs me tremendously! That is, the state of affairs as applies to, "Model Airplanes"!

I shall build my case as a modeler with 60 plus years of model airplane experience. WHAT THE HECK HAS HAPPENED TO OUR WONDERFUL HOBBY SPORT!? I would have used stronger words, my friends but I know this may go out to families with young children, and furry little animals.

Way back in the years BCA [Before Cyano Acrylate] there were glues that had fumes too, but they were not harmful unless you poured some in a paper bag and sniffed them until you passed out, which some folks did along with some of the plastic model glues of the day. These small tubes once came with the plastic model kit when you bought it. It was either packed inside or the hobby shop owner gave you a tube along with the kit. Once the little varmint kids of the day learned to sniff the stuff to get a dangerous high, your parent had to accompany you to the store and you could not buy a lose bottle of the stuff. You had to buy a plastic kit as well.

The point is, back then, the glues were more dangerous than the airplanes. As for the airplanes, they were free flight, or with the invention by Jim Walker, U-control. The free flight models were the largest with sometimes a 72 inch wing span for the gas powered jobs. There were many successful rubber band powered models as well, and of course, the Tow line glider which was a fair sized 36 to 48 or even 72 inch span, or hand launched gliders made of balsa wood.

In those days a Play Boy was the name of a model Plane not a porno magazine, and its wing sat atop a pylon and it had an ignition model engine most likely an Arden, or an Ohlsson & Rice and it had a spark coil, an in-flight battery box, and a timer to shut off the engine after a 10 to 20

second engine run. If you forgot to pull out that timer before you launched that model you'd more than likely lose it or have one heck of a trotting hike to follow and retrieve it.

These were the good old days of model aviation folks. A flying model airplane kit cost anywhere from \$2.95 to \$4.95. A model engine might run as high as 15 dollars, and to start the ignition type engines you needed two large doorbell batteries of 1.5 volts often taped together and wired in parallel. You flipped the wooden Top Flite, or thinner bladed Power Props by hand. They backfired a lot and you would bust your knuckles. The "Chicken Stick" and electric starters hadn't been invented yet. The best you could do was learn to be very fast or wear a glove. Sometimes they would catch fire and panic blowing would usually put out the faint blue flame, if you noticed it in time.

Over the years things naturally started getting bigger. Little kids were the ones that model airplanes were aimed at, but as those kids grew up, many of them stayed with the hobby and some of them thought up ways to make bigger and more powerful model airplanes. Then some idiot got the idea that he could control his model with a radio. That was the threshold that was crossed where now model airplanes really lost the idea of being a relatively small and easily purchased item. Many kids looked at the new sizes of planes, and the cost of the planes and engines, and now a radio and the unreliability of the latter, and decided that baseball and girls were a better investment of their meager budgets.

There began a cry, "Where are the Juniors?" New blood coming into the hobby was sorely lacking, and unless your dad was either rich or in the hobby, fewer and fewer folks took the romantic bait of the Hero pilot searching the skies for the Red Baron. And to heap insult upon injury, the beloved backbone of the model airplane competitions that existed back then and the adults that ran those contests began to ignore the "Builder of the Model Rule". This rule simply stated that to enter a contest one had to build the model completely by one's self from a kit with the going standard of prefabrication.

Okay, so you could buy a model with ribs and parts that could simply be punched out of the balsa and plywood sheets rather than cutting them out with a razor blade or hobby knife yourself. But the very idea of teaching kids to build and then fly their model Airplanes was losing its appeal. Kids who flew models built or purchased by their dads began to win all the trophies and the real kid model builders decided it wasn't worth it. More and more Contest Directors ignored the BOM rule, and fewer and fewer kids showed up to pay their entry fee and be outclassed by some little snot who couldn't tell a stab from a prop nut.

All too soon the builder of the model rule was entirely abandoned. Prices went up, models got bigger and bigger. The clubs that were now formed had to have large fields and dues had to be paid. Gone for the most part were the kids out flying gliders in the streets and ball fields, and Free flight, what was left of it, got so expensive and required so much room, one needed to know a farmer with at least 60 or so acres of land and one needed to put radio pulse devices and carry expensive locator equipment to even find their models after a 10 minute max flight.

Perhaps U-Control was the one type that kept prices down and did not require a large flying field to participate in. Unfortunately the Radio Control flyers began to look down on the U-Control fliers and a class snobbery started. "Oh you mean you fly, U-Control? Oh, are those the little models that fly in a circle on pieces of string? Isn't that nice!" A grown man playing with toys? Hmm?

Better Radios, and larger and larger "Model Planes" followed. Gas and glow engines were no longer large enough to power the new behemoths. Folks started modifying chain saw engines, and perhaps a few Go kart engines as well. One Quarter Scale Model Airplanes hit the fields. Some clubs outlawed smaller models. "If it ain't quarter scale, we don't want you flying it with our more expensive and much more sophisticated types. A new snobbery within the snob class. Okay, what's next?

Enter the Turbo Jet Engine, and "Model Airplane" speeds over 200 MPH. Now models have hit those speeds in the U-Control speed events and had done so for years. A speed pilot had to do 12 timed laps and he had to do a Mexican hat dance around a pylon with a yoke on top that he had to keep his hand in from after take off to about a total 15 laps and that plane flew on steel cables in a 120 foot radius circle. Not so in Radio control though. Weights of 50 pounds and more were flying around at 200 MPH plus and if you blinked or sneezed and you lost sight of your "Model Plane" you had a missile up there that you'd better find quick or you had the potential to kill someone.

Did I say Quarter Scale? How about one third scale!? Piper Cub models with a twelve foot wing span began to appear. Then "Model Airplanes" Of 40% and 50% the size of the full scale airplane appeared! As long as someone doesn't sit in it and fly it, it can be and is classified as a "Model Airplane". Holy Mackerel der Andy!!!

There is a reversal trend now, thank the Lord! We are beginning to see Electric Powered models and many of these can be flown indoors in a gym or a skating rink. They can fly outdoors also on a dead calm day and some of them are really tiny. Often a ball field will suffice with the new park fliers that are coming out and while you can get a larger electric trainer equal to a .40 or .46 glow powered, aka Nitro powered model many are much smaller. Prices for these types are very reasonable considering you get a plane that, in many instances, comes ready to fly with only basic assembly required, and battery charging that takes about 20 minutes or so and can be done right at the field. These models come complete with radio transmitter, and required batteries, and the receiver and servos and all controls are already installed.

Has sanity at last returned to "Model Aviation" with this new trend? I think not entirely but now folks can get a model, learn to fly it on their computer before they ever go out to the flying field and they can use the old ball field once again. Kids can fly them, and don't need to join the AMA [Academy of Model Aviation] and pay yearly dues to get an insurance policy for these small not very lethal, "Model Airplanes"

They are fun, they are relatively inexpensive, and more likely than not, these youngsters will enjoy this facet of the hobby just for the sheer fun of it, and never go to a contest, or even join a club. They will just hang out with a few, like minded friends and have a good time of it.

This has been a full circle, but it has ballooned out quite a bit for sure over the years and almost come back to the starting point. That's a good thing, right!?

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