



April 2017

FIELD MARSHALL'S CORNER

Ernie Padgette

This article, if such it may be called, has its genesis in experiences I encountered (suffered through might be a better description) during my very early days with the FARM Club. I was having fun, enjoying life, learning to fly (Thanks to Bill McMullen), paying attention to everything people said and trying to learn about this hobby. Believe me, I was paying attention; or at least what passes for paying attention for some one of my advanced years and genetically limited IQ. And yet, every time I turned around, I was struggling with an issue, trying to figure something out. Fortunately, some kind member was always around to help, and with their assistance the problem was eventually solved. And I heard, time and time again, the familiar refrain "Ernie, everyone knows that". Well, I'm not everyone; and possibly not even like anyone; but I do remember repeating, time after frustrating time; "Well, if everyone knows it, why didn't someone tell me"?

Eventually, that led me to suggest the "Tips and Tricks" articles which occasionally appear in our newsletters. Unfortunately, not very many people bother contributing to the "Tips and Tricks" articles; probably because they reason there is no sense in writing down something "everyone knows" already. Well, trust me; not everyone knows. There's at least one among our number who still has a lot to learn. The actual primary stimulus to this, my first attempt to contribute to our collective knowledge, or at least our collective consciousness, began about three years ago. It was like this....

I had a new plane. Big surprise, huh? Actually, almost all of my "new" means "new to me; someone else had it first, did all the work and absorbed all the depreciation factor and was kind enough to pass it on to me for a pittance; a small fraction of what they paid originally, and even that was before they invested their sweat and toil and worked out all the bugs". That's because I am essentially a tight wad. Listen carefully and you will hear me squeak when

I walk past. Anyway, I had this new plane. It was a fuel P-51; an ARF Dan Jones had kindly put together for me. Well, I guess he actually put it together for him; but it wound up in my hands after Dan did all the work and invested most of the funds. Dan does great work; I'll consider buying anything he has for sale. The plane is a stick and covering model, around 60" wingspan, OS .46 2-stroke. It also has flaps. (Pay attention here; that's a hint at later relevant content). Mike Wiczalkowski had installed the OS for me, so I invited (begged, whimpered, groveled) him to do the maiden flight for me. And he agreed; oh, silly boy!

So there we were, at CMB, on a beautiful, clear day with a gentle wind from the left and a new airplane to fly. We decide not to use the flaps until we had the plane trimmed out (Later relevant content again). Mike lifted off with no problems, did a couple of laps, started getting the trim settings worked out, and the engine quit. Mike was high up, just past the upwind end of the runway, running downwind, and had to make a choice of making one 90 degree turn and probably going long or trying to make another turn and probably landing 'way too short. He chose long and glided in perfectly. He glided perfectly; and the plane kept gliding perfectly, and glided and glided until... Mike was about ten feet in the air, well past the end of the runway, with the plane flying perfectly and getting lower and slower, when it suddenly tip stalled to the left. I mean that puppy snapped faster than it would roll on high rates and went in upside down. Fortunately, the farmer was growing Soybeans and they were about three foot high and thick enough to catch the plane and gently lower it to Mother Earth. No damage whatsoever!

We checked the plane over, started the engine, twisted all the knobs, alternately scratched our heads and nether regions, because the engine was running fine, and decided to try it again. With exactly the same result, at about the same place and length of flight. Here we went again. At this point, please re-read the preceding paragraph again. That will save me re-typing it. Because the exact same thing happened again. The exact same thing; right down to the Soybean thing. Man, that thing could whip over quickly! And again, no damage.

At that point, Mike decided he had used all his luck for the day, and he was all done. And I decided I needed some time to think. First problem was the engine. That's easy. Just get Charlie Koustenis to look at it. Okay; problem solved. The tip stall problem was more interesting, and I started reading. Obviously, the answer was to land faster; so the plane wouldn't tip stall. So, the next weekend, I was flying at the FARM Club with the P-51. I had Charlie look at the engine and he agreed it was running well. So, off I went into the wild blue yonder, flying high and... And, at about the same time, and at an equally inconvenient location and time, the engine quit. I kept the nose down and glided in pretty fast, with no problem. Sure, the plane had a long rollout, but that didn't bother me. Well, the long walk wasn't fun; but at least I still had the plane and all I had to do was fuel it up and go again. What did bother me were the obvious signs of an impending tip stall; even at the higher speed.

This time, Charlie laid his hands upon the plane, said some mumbo jumbo magic words and shook the plane and said "clunk". I told him "No, it didn't go "clunk"; that's what I'm trying to keep it from doing; the engine just stopped". Then Charlie shook the plane again and I heard something go "clunk". Charlie explained what a clunk is, and that the clunk had simply gotten stuck at the top of the fuel tank; and so the engine was running out of fuel very quickly. Okay; that solved that problem. With the clunk now in the proper position, I flew four or five times; always being careful to keep the landing speed up. Emphasis on "up"; as opposed to "slow and last flight".

Over the next week, I did a lot of reading and thinking about tip stalling. And I came to understand that the trick is to make sure the wing root stalls before the wing tip. That will make the plane stall straight forward, instead of tip stalling and snapping to the side. I read about some small vortex generators that could be glued to the front of the wing, to create turbulence and make sure the wing root stalls first. And, as I was reading, the little voice I hear in my head now and then said "Kill the B!+(!)"! Sorry, wrong voice; different subject.) So, the little voice said "Know what else will disturb the flow of air across the wing root? The danged flaps will do that!!"

The next week, I flew the Mustang half a dozen times, with the flaps set at around 10 - 15 degrees. No problems. I could land nice and slow, no sign of tip stalling and I didn't have to hold my breath as much. So, as I was sitting in the pits, someone mentioned the plane seemed a lot steadier on landing. I started going through the somewhat convoluted logic behind my recent epiphany about exactly how and why the flaps worked to solve the problem; but he stopped me with one simple comment.

He looked at me and said "Duh! *Ernie; everyone knows that!*"

So I guess my point is simply this: How about we have a slightly more formalized, certainly a lot more frequent, sharing of information between the members of the group? I don't mind learning from experience; I really don't. But do I really have to make every single mistake by myself, before someone else looks at me and says "Duh! Ernie; everyone knows that"? Tell you what; you share tips with me and I'll share tips with you. That's what teammates are for. You tell me what you know about airplanes and I'll tell you (most of) what I learned on a long leave in Bangkok. Deal?

PS: Ideas don't always come from the most experienced flyers. Last fall, John Gilbert was watching me remove the rubber bands from my all too familiar SPAD. John asked what I was doing with the rubber bands. I explained I was putting them back inside a large plastic bottle, which contained baby powder to absorb any fuel residue they might have picked up. He looked at me and said "Hmmm... I just use them once and throw them away. You can buy a large bag of #64 rubber bands for \$3.00 at Staples, so how much can you save in a year of flying? Maybe a Nickel"? Hmmm indeed. Thanks,

Ernie Padgette

EDITOR'S NOTES – Upcoming Events

Jeff Killen

- 1. Club Meeting, at Warrenton Community Center, 7:00 PM, 4/25/2017**
- 2. Fun Fly #2, at the field (and AM Pilot Flight Check Day, 1:00 AM, 5/7/2017**
- 3. Monroe Pattern Contest @ Monroe, NC, All Day, 5/6-7/2017 jplyler1@bellsouth.net**
- 4. CMB Buddy Box Day, at Lenn Park, 10 AM - 3 PM, 5/13/2017**
- 5. Spring Pattern Contest, at the field, All Day, 5/19-21/2017, CD: Don Szczur**



HOBBY HANGAR
Specializing in Radio Control Models
Cars • Boats • Airplanes • Helicopters
14014-D Sullyfield Circle Chantilly Va. 22021
(703) 631-8820 FAX (703) 631-8808

Winter building projects from March meeting.



Keith Crabill's XR61 from Precision Aerobatics.



Bill Towne's Adjust O Jig, Steve Horvath's SST 40



Dave Rothbart's Ryan STA

SECRETARY'S REPORT

Jeff Killen

The March club meeting was held on March 28 at our usual location in Warrenton. Eighteen members were present, including five of the club officers. There was one new members present, Devon McGrath. Devon is an accomplished young flyer, and has flown at international meets with Joseph Szczur.

Dave Rothbart gave a few words of praise thanking two teams of flyers who helped with cutting grass and working on the mowers on March 25. The teams were (Grease Monkeys) Bill Towne, Charlie Koustenis, Keith Craybill, and John Gilbert, followed by the (Bush Hogs) Nic Burhans, Ernie Padgette, Mark and Don Manson.

Old Business

There was no old business.

Bill Towne and Jeff Killen had no reports in their areas.

Nic Burhans gave a treasurer report. Leader club status request has been submitted to AMA. Rental fee, insurance, and security deposit has been submitted to Lake Ritchie for our events this year. We currently have \$3337 in the bank.

Winter Building Projects

John Hunton – Handley Page Hereford
Bill Towne – Adjust o Jig building tool
Steve Horvath – Hobby Shack SST 40
Ernie Padgette – Sig Ultimate Profile bi-plane
Nic Burhans – Tiger Moth (re-work from swap meet)
Dave Rothbart – Ryan STA
Keith Crabill - XR61 (Precision Aerobatics)
Kirby Nelson - glider
Charlie Koustenis – Piper Tri-pacer – Sterling Kit - 1958

Show and Tell

John Hunton – weight on the right wing-tip – it does work as proclaimed in AMA article
Nic Burhans – wood working show, laser cutters, prices falling from 3 different companies

50/50

Bill Towne won the money.

Presentation at April Meeting

One of the docents from the Udvar Hazy Air and Space Museum will talk on working on engines from the Dauntless Dive Bomber.

FARM OFFICERS for 2017

President Dave Rothbart 703-327-0476
Vice President Bill Towne 540-428-1053
Secretary Jeff Killen 703-369-0807
Treasurer Nic Burhans 540-349-2733
Field Marshall Ernie Padgette 540-439-6085
Safety Officer Keith Crabill 703-929-5602
Member at Large. Charlie Koustenis 703-378-6214

FARM Newsletter Staff

Editor Jeff Killen

Printer: UPS Store
Manassas, VA

The FARM Newsletter is published monthly by the Fauquier Aero Recreation Modelers, AMA charter #1654. It is mailed to FARM members and to other clubs on an exchange basis. Articles related to all types of aviation are welcome. Opinions expressed in the newsletter are those of the individual author and do not necessarily reflect those of FARM Inc. Publishing deadline is the 2nd Tuesday of the month. Please mail all input to:

Jeff Killen

10297 Woodmont Ct.
Manassas, VA 20110-6164
703-369-0807

E-Mail: killenjeffrey@gmail.com

Our web site is: <http://www.farmclubrc.com>

FAUQUIER AERO RECREATION MODELERS

Jeff Killen
10297 Woodmont Ct.
Manassas, VA 20110-6164



**The crew (Grease Monkeys and Bush Hogs)
helping with mowers and the field on 3/25.
Thanks Guys !**