

FARM Newsletter

AMA Charter 1654

August 2017

PRESIDENT'S CORNER

Dave Rothbart



This is the story of a general aviation pilot who did not use as defined in the Student Pilot Flight Manual his headwork nor air discipline which resulted in serious consequences. Although this individual has a relatively low number of GA flight hours, has excellent flying skills and flight knowledge. He is a former member of Farm Club where he and a friend flew large aerobatic planes.

The event began the afternoon of May 21st, 2017. Farm Club was hosting the Spring Pattern Contest. Upon completion of the pattern contest my plan was to drive over to Maple Field Airport where Hobby Hanger was holding an open house. An interesting group of planes were to be flown along with an assortment of Kwang's jets and Charlie K's giant scale cub. The other reason for going over was to grab lunch if still available.

Sunday's as usual have GA plane incursions throughout the day at Farm Club. A Fairchild R40-404 paralleled the outside of runway about 11:30 to warn us that he was coming in for a landing. Unlike most GA pilots this one gave us plenty of time to react to his impending landing. This is where the first oversight was made. The pilot made

the decision to make a down wind landing. When I questioned him about the landing his response was that the winds were low and it was no big deal. The flag, wind sock and the trees all indicated differently.

His plan for the afternoon was to take Captain Don for an airplane ride. Captain Don was the pilot's instructor before he received his certificate. That meant that he flew numerous takeoffs and landing off of grass runways. Once again the pilot ignored the field conditions at Farm Club by taking off down wind.

After a chat with the pilot I left for the Hobby Hanger event. While munching on a burger I saw the Fairchild come from behind the flight line on an angled pattern across the field and then make a weird slow looping turn. All the RC pilots were on the ground at that time so the runway was available. I might also add that there was a significant number of RC planes, people, cars and trailers easily visible from the air which were adjacent to the runway. I don't remember if the pattern the plane took was once again in a down wind configuration? In any case the view of the plane became obstructed by a parked trailer behind the runway. I then heard a person yell that a plane had crashed off the runway behind us.



A number of us began running toward where the plane might be located. The hay was so high that it wasn't until we were almost to the crash site before we could see the plane upside down in the field. My greatest concern was the possibility fire with the pilot and passenger trapped

inside. The plane had been fueled just before flying to Rhynald's Landing.

I helped the pilot get out of the over turned airplane. To my astonishment Captain Don was still hanging upside down by his seat belt on the other side. A group assisted in gently releasing him from his seat belt and providing first aid to a deep gash on his head. Still alert Captain Don was placed on the underside of the wing until the emergency squad arrived.

My hats off to the rescue squad who arrived a short time after being called to the scene. After a period of time assessing his injuries it was determined that Captain Don be flown to INOVA Shock Trauma for treatment.

So what caused this accident to happen? It turns out that the pilot had never landed at this location. Normally when landing at a new location proper protocol is to fly over the field several time to get the lay of the land. Once again the lack of headwork and attitude seeped into the pilots thinking. He evidently misinterpreted the color of the hay field rows as the runway.

Luckily both pilot and passenger survived the crash. So why am I writing about this event? A week never goes by when oversight, assumptions, distractions, etc. occur leading to the loss of an RC plane as well as potential danger to members. Safety is our first and most important function when flying our aircraft. Let's use this experience to relight our commitment to a safe environment.

Dave Rothbart



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EDITOR'S NOTES – Upcoming Events

Jeff Killen

- 1. Club Meeting, at the field, 7:00 PM, 8/22/2017**
- 2. CMB Pattern Contest, at Lenn Airpark, all day, 8/25-27/2017**
- 3. Fun Fly #6, at the field (and AM Pilot Flight Check Day, 1:00 PM, 9/10/2017**

SECRETARY'S REPORT

Jeff Killen

The July club meeting was held on July 25 at the club field. Eight members were present, including five of the club officers.

Nic Burhans gave us a report on our current status. Our membership now stands at 93. We have \$2754 in the bank, and expect to end the year about \$98 above our starting point. We received a "thank you" letter from the Fauquier County Food Bank for our donation from the last Float Fly event. A flyer has been sent out to all clubs within 350 miles of us for the next float fly event.

Check out the Model Aviation article in the August issue on page 14. We are back in limbo for now, with regard to registration, and FAA rulings changes.

The Culpepper Air Fest will be held on October 14, with the 15th being a rain date. Decision on the rain date will be made the prior Thursday. We will provide a static display, and buddy box flying. Participants from our club will receive a free lunch, and a hat.

The **September club meeting** will be held at the Culpepper Airport in Mike Dale's hangar to see his latest building project, a Newport.

Dick Sutton commented that the FARM server transition for our web site is now complete.

Keith Crabill commented on flight simulation software (Phoenix and Real Flight), both of which he owns.

Reminder: We are pushing all members to "bring something to show and fly" at the outdoor meetings.

Officer Reports

Other than the Treasurer report above by Nic, there were no other officer reports.

Flying Demonstration

Dave Rothbart showed us his tri-motor (electric) model known as Convergence. It does STOL maneuvers, but can also fly normally once two of the three motors tilt 90 degrees to face forward. Interesting model !

50/50

There was no 50/50 drawing at the meeting.

FUN FLY RESULTS

Nic Burhans/Mike Dale

---- FARM's Fun Fly #5 on Sunday, 6 August 2017:

1. Nic Burhans
2. Bob Burnett
3. Ken Bassett
4. Charlie Koustenis
5. Ralph Graul
6. Bill Towne
7. Ernie Padgette

TIPS & TRICKS

Ernie Padgette

And looking into my bag of tips and tricks, I see a suggestion from Dave Rothbart. Removable wing halves can be tough to carry, and even tougher to store, without damage. The job can be made a lot easier if you cut a piece of foam rubber PVC pipe insulation to the same length as the two combined wing halves. Split the insulation lengthwise. Join the two wing halves together, then fit the insulation along the joined wing half edges. The insulation helps keep the two wing halves joined together as a unit, and makes it easier to carry and store the wing halves without damage. Thanks, Dave.

Ever have trouble finding a binding plug when you needed one? We all have plenty of spares, but finding one can be problematic at times. Simply slip a spare inside the battery tray of your transmitter, and you'll never be without a spare. If you have the transmitter, you also have a binding plug. Now, accidentally leaving the transmitter at home is one I haven't been able to cure. At least not yet.

If you have a suggestion for our Tips and Tricks column, let me know. I'll give you full credit for the idea. Unless, of course, it's a really good idea. Thanks; Ernie P.

Ralph Graul provided me a DVD with many pictures from the USAF museum. Here are a few of them.



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Looks like a B-25 Mitchell, from the USAF Museum.

