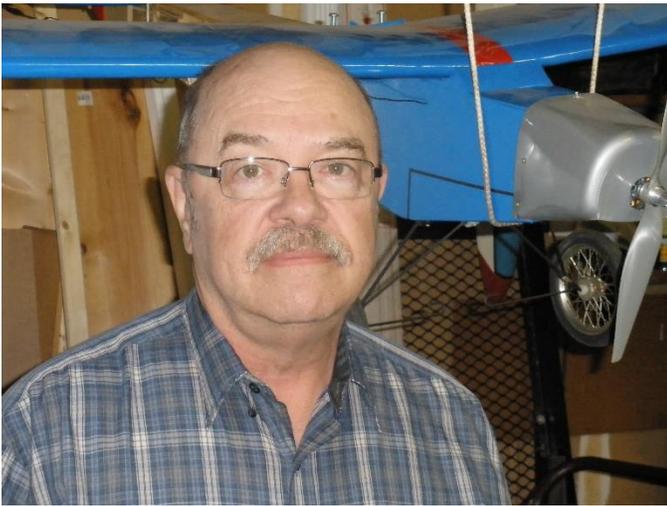




July 2017

SECRETARY'S CORNER

Jeff Killen



The Birdmen saga continues:

Flying was becoming a fascination for the nation. It was so new and novel. One of the air races held in New York in 1910 saw about 1 million folks out watching to see the airplanes pass by. And these were just timed races, not heats where you could watch two or more planes neck-and-neck battling it out for the lead. Still, the fascination was there. Bands were assembled to play the national songs of the flyers competing in the events. Another indication of progress in the adventure of flight was the increasing altitudes reached by contestants in the events. By the end of 1910, an altitude of 9714 feet was reached by one of the Wright team flyers (Ralph Johnstone).

At about this time, the emphasis seems to have shifted to flying for exhibition shows away from flying to race. One curious development was the inclusion of two women flyers: Harriet Quimby and Linda Arvidson. Quimby connected with John Moisant in Belmont Park, NY and learned to fly. Glenn Curtiss taught another lady, Blanche Stuart Scott to fly, and she quickly became one of his exhibition show pilots.

Eugene Ely was a farmboy who became a pilot for Glenn Curtiss. Through the influence of a navy captain, Curtiss arranged for Ely to fly one of his machines (the Hudson Flyer) off the deck of a navy ship (the USS Birmingham) outfitted for the test. The test was held in late 1910, in Hampton Roads, VA, and was a success. Ely flew 5 miles in 5 minutes, in rain, and fog, and nearly got lost. But he managed to put the plane down on a beach near a yacht club. A navy captain (Washington Chalmers) was able to promote the success. Later Curtiss engaged the Navy to develop more fully the concept of naval aviation. This work began in San Diego, CA, at North Island.

Also late in 1910, Ralph Johnstone was flying an airshow in Denver, CO. He was doing a spiral maneuver, and at about 500 feet, a wing collapsed. His plane spiraled into the ground, killing Johnstone. Up to this time, 3 men had died in aircraft, all of them Wright designs. Johnstone fell out of his plane, as there were no seatbelts. It is curious that no one in the world of flying had yet seen the need for such a basic piece of safety equipment. Finally, in the final days of 1910, John Moisant succumbed in an accident. It seems he added a 35 gallon fuel tank to his plane, at a place that affected the weight/balance of the plane. Moisant was thrown from his plane. Although he survived the impact with the ground, he did not make it to the hospital alive. A few days later, another prominent aviator of the time, Arch Hoxsey was killed in a daredevil stunt. His death was mourned by Theodore Roosevelt, who had flown with Hoxsey some time before.

1911 began with another round of airshows. On January 18 in San Francisco, Eugene Ely performed the first ever landing of an airplane on a ship with 75,000 folks watching. He landed downwind on the USS Pennsylvania, with his wife attending. After lunch and greetings from the captain of the ship, Ely got back in his airplane and took off from the ship, completing the 2nd airborne launch from a ship.

The Wrights, for their part, were facing challenges. Glenn Curtiss seemed to have overtaken them in some ways. Wilbur, the aeronautical genius, was being

consumed with many business details. But this was not his forte. The Wrights were focusing on sales, while Curtiss was dreaming up new ideas. One of these was a hydroplane. On January 26, 1911, Curtiss flew his hydroplane design off the water in North Carolina, completing 3 flights. But the Wrights were soon to follow this path, making a sale to the navy (cost \$5000) of an aircraft combined with flight training.

As 1911 unfolded, the Wrights continued to be embroiled in lawsuits where they expected to be paid by others taking their ideas and developing them without paying for the privilege. Also, those working for the Wrights as airshow pilots found them difficult employers to satisfy. Wilbur had been in Europe until August of this year; he returned tired and overworked, and was at times even at odds with his brother.

In my last installment to this series (December 2016), I promised to get to an important event in 1912, and reveal it in this writing. Well, since I did not get to 1912 this time, I guess you will have to wait until next time. Sorry about that ! I will return in December to continue the saga of "Birdmen".

Jeff Killen



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EDITOR'S NOTES – Upcoming Events

Jeff Killen

- 1. Club Meeting, at Warrenton Community Center, 7:00 PM, 7/25/2017**
- 2. Fun Fly #5, at the field (and AM Pilot Flight Check Day, 1:00 PM, 8/6/2017**

SECRETARY'S REPORT

Jeff Killen

The June club meeting was held on June 27 at the club field. Ten members were present, including six of the club officers.

Nic Burhans gave us a report on the recent Float Fly. We had 17 member and 15 non-member pilots attend. Lunches sold totaled about half of the number from the last Float Fly. A LCAA event was happening the same day which may have hurt attendance at our event. Overall, for the event, we finished ahead by \$3.23 (that's better than nothing!)

Nic continued: We have \$2768 with all bills paid, so we are in good shape. With the remaining fun fly events, he expects to be ahead about \$200 for the year.

Officer Reports

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

Presentation

Charlie Koustenis gave us a detailed talk on engine operations for our models.

50/50

Dwayne Beck won the money and donated it back to the club.

FUN FLY RESULTS

Mike Dale

Here is the latest 2017 FARM Fun Fly results update:

---- FARM's Fun Fly #4 on Sunday, 9 July 2017:

1. Charlie Koustenis
2. Nic Burhans
3. Keith Crabill
4. Dave Rothbart
5. Ralph Graul
6. Bill Towne

TIPS & TRICKS

Ernie Padgette

So, I am now the officially designated conservator of all RC knowledge. Either that, or I've been suckered into writing a periodic column for this newsletter. Whichever, I am now left holding Felix's Little Bag of Tricks. Or at least, holding the bag. So here's the next rendition of "Tips & Tricks".

So there I was, flying along, minding my own business, enjoying my little Twister II, doing a few rolls, when Charlie yelled from the Peanut Gallery: "The builder's warranty is long expired on that thing, Ernie". That comment kind of puzzled me; since I wasn't anywhere near any of the hard surfaces, and thought I was, for me at least, arguably in control of the plane. So, after I landed, I asked him what he was talking about; since I thought the builder's warranty expired right after the check flight. His riposte came back loud and clear "I keep expecting to see bits and pieces fly off that thing the way you're flying it". "Well, Charlie" I answered; "I'm trying to figure out how to get it to roll faster. I have the high rates turned up to 125%, and I can't go any higher on the rates". Another flyer chimed in "If you want the plane to roll faster, slow down. You're running standard servos and when you're running near full throttle, standard servos don't have the power to deflect the ailerons against the Windstream. So, either upgrade the servos or slow down when you want the plane to roll fast". Charlie gave me that "pity" look and added "Slow down. Otherwise, something important, like one of the wings, is going to come flying off pretty quick". Okay; I learned something. Fly slower or buy stronger servos if I want the plane to roll faster. Charlie and the other flyer looked at each other and said, at the same time; "I thought everyone knew that".

If you use threaded metal pushrods and threaded metal clevises, you probably know that a small nut is usually used to snug up against the threaded end of the clevises. I always thought the idea was the nut keeps the pushrod from rotating and loosening or tightening on the threaded part of the pushrod. It turns out that's not what is happening. Without the nut, and especially on a fuel engined plane, the threads on the metal clevis and the threads on the metal clevis would be free to vibrate against each other and wear at a pretty rapid rate. Eventually, the threads on the pushrod and clevis would become worn. That would result in slop, and eventually slip, in the fitting; and nasty things can happen. Courtesy of Charlie Koustenis.

If you're flying electrics, you use an arming plug. To electrically connect the motor and battery, the plug is inserted in the arming switch. No plug, no power.

Apparently, keeping track of the plug is harder than you might imagine, because quite frequently you see electric flyers (those are the ones without oil on their clothes and the superior smirks on their faces) rummaging through their pockets, looking on the ground, dumping out their toolboxes and looking upset. Dave Rothbart uses dental floss to tie his arming plug to something inside the cockpit or battery area. When he's ready to fly, he simply pulls the arming lug out, inserts it into the arming switch, and replaced the canopy cover right over the dental floss. Courtesy of Dave Rothbart

Bill Towne was helping me retighten and tack down the edges of the Monokote on one of my planes. I was having trouble getting some of the areas to stick back down. Bill uses Denatured Alcohol to clean the areas to be stuck back down. I told him I usually just use Rubbing Alcohol to clean those areas and he told me "Rubbing Alcohol contains a small amount of oil. Denatured Alcohol doesn't. Why would you put oil on two surfaces you're trying to stick together"? Kind of makes sense, doesn't it? Courtesy of Bill Towne



Charlie Koustenis gives his engine presentation at the June club meeting.

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FAUQUIER AERO RECREATION MODELERS
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Full Size plane with WW2 markings flies by during the June club meeting.

