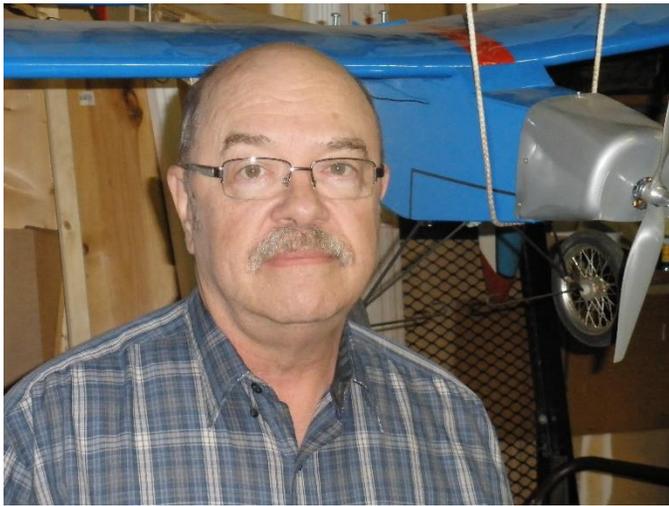




July 2018

SECRETARY'S CORNER

Jeff Killen



The Birdmen saga continues:

In 1911, the Wrights continued to be embroiled in patent protection lawsuits. Most of this appears to be directed toward Glenn Curtiss. Somehow there was a competition between the Wrights who were focused on wing warping versus the Curtiss method of roll control using ailerons. These fights tended to isolate the Wrights from others who could help them. Manufacturing and license problems also attacked them. In late 1911, Orville test auto-stabilizing devices for 3 weeks back at their old haunt, Kitty Hawk, NC.

Competition continued among various flyers and their supporters. William R. Hearst offered a \$50K prize to the first person to fly from the Atlantic to Pacific ocean in less than 30 days. One flyer who attempted to do this was Cal Rodgers. Despite his best efforts, he failed to make the flights in the required 30 days. The main difficulties in those days had to do with unreliable equipment, weather, and the required logistic teams needed to follow the plane and its pilot across country. He began his effort in early October 1910, and by

November 6 he crash landed in Pasadena, CA. After fixing the airplane, he made it to Long Beach, CA (the end of the run). Hearst acknowledged Rodgers' valiant attempt, but would not give him the prize money.

Another cross country effort (although just have of the country) was made by Harry Atwood in October 1910. He flew 1266 miles, St. Louis to New York in just 12 days. He also landed on the White House lawn the month before.

Glenn Curtiss moved forward despite court battles with the Wrights. He turned his attention to water born aircraft which he called hydroplanes. He was able to get a contract with the Navy, and in June 1912, he produced a twin engine plane called the Flying Fish. Overseas buyers were also interested in his work, with Russia buying two of the Fish, and Japan buying three.

Flight training also began to be a viable business in these days with both the Wrights and Glenn Curtiss leading the way. The Navy was one of their best customers. As time went on, Curtiss aviators outperformed those trained by the Wrights. This only added to the antagonism between these two rivals.

In late 1911, Wilbur's health began to decline. By April – May of the next year, Wilbur found himself in a protracted struggle with his health. The cause of this struggle is attributed to possibly to something he ate, or typhoid fever. The end came on May 30, 1912. Milton, Wilbur's father, said a few notable things about his son upon his death. He lived "a short life, full of consequences. An unflinching intellect, imperturbable temper, great self-reliance and as great modesty, seeing the right clearly, pursuing it steadily, he lived and died." He was just 45 years old at the time he died.

Jeff Killen

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TIPS & TRICKS – Starting A Glow Engine Ernie Padgette

So there I was; about to fly my newly repaired, courtesy of some nice work by Charley Koustenis, Extra 300 plane. This was the plane that had lost a wheel while flying around, with predictable results upon landing, and Charley had repaired the landing gear, bought and installed a new set of wings and cut out the cowling for me. In its all too brief flying career, I'd been flying it without the cowling installed, to make sure the new engine stayed cool until it had started breaking in a bit and I was all through twisting on the engine knobs. After Charley handed the plane back to me, I'd carefully made sure the CG was right (it was, of course), and double checked all the control throws and clevises. Everything had been looked at and fussed over a sufficient amount, and now it was time to fly the bird. Glow driver connected and starter in hand, I started the engine... Or at least I *tried* to start the engine.

Ten minutes later, there I was; and the dangd thing simply wouldn't start. I tried all the normal stuff, except for adjusting the top end, because the engine had been running fine and I was sure Charley wouldn't have done anything to the engine while doing the repair work. There was no reason for Charley to have touched the engine adjustments while doing the repair work and installing the cowling; and Charley is a great believer in the principle of "If it ain't broke, don't try to fix it". I've attended the Koustenis School of "What it takes to get a glow engine running properly", and something just wasn't working. I couldn't actually see much of the engine with the cowling installed, of course; but I was confident everything under the cowl was fine and whatever the problem was, it wasn't anything Charley had done wrong. But, ten minutes later, I still hadn't been able to get the engine to make any noise; and I was fast running out of ideas and patience. I stopped and stood there staring at the plane; mentally going through the various things that could cause a problem and what I should be doing to fix it.

By now, the crowd had started forming and everyone asked the normal questions and made the normal suggestions; "fuel", "glow plug", "glow driver" and so forth. I already knew all those things were right; but because I didn't know what the problem was, I certainly wasn't going to start telling someone what the problem wasn't. One by one, I followed all their suggestions; confirmed the engine was drawing fuel; the glow driver worked; the plug was glowing hot; fuel would blow out of the plug hole; etc., etc., etc.,. And the engine still refused to even sound like it *might* start. I mean, it wasn't even close to *trying* to start. So, finally, there was nothing left for it but to remove the cowling; which wasn't

EDITOR'S NOTES – Upcoming Events

Jeff Killen

1. Club Meeting, at Warrenton Community Center, 7:00 PM, 7/24/2017
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.

anything on the list of what I consider to be a simple and easy procedure while at the field.

Making sure to keep all the screws, nuts and bolts well away from the green stuff, I pulled the spinner, propeller, fuel dot and, finally, the cowling. Everyone was carefully eyeballing the fuel plumbing; making sure the sucking parts sucked and the blowing parts blew. I'd already satisfied myself those things were correct, so I was trying to find something obviously out of whack elsewhere. Now, I'm an Old School shade tree mechanic, and I was looking over the engine while mentally going through the basics of what it takes to make any engine run; fuel, properly atomized; spark at the right time; air..... SON OF A B#@!\$!.... Trying not to sound *too* stupid, I simply said to the group "Hey, guys; how about I just ...". Everyone agreed, and I started putting everything back together. Twenty minutes later, and I had everything back in the right place and the engine started on the first try. And, I'd learned yet another valuable lesson; which, apparently, everyone else already knew: IF YOU USE A CARBURETOR COVER TO KEEP CRUD OUT OF THE CARBURETOR, MAKE SURE THE GUY INSTALLING THE COWLING REMOVES THE CARBURETOR COVER BEFORE HE FINISHES INSTALLING THE COWLING; BECAUSE YOU CAN'T SEE THE CARBURETOR WHEN THE COWLING IS INSTALLED. See you at the field; Ernie

Ca-60

John Hunton

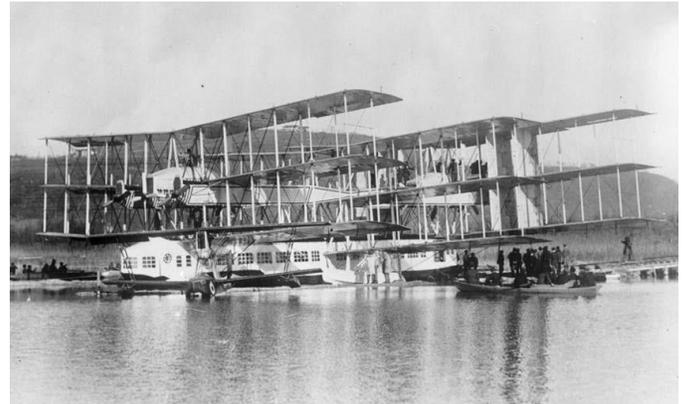
On a cool February day the serene silence of Italy's lake Maggiore was rudely broken as six 400 horsepower Liberty aircraft engines were started up and tuned for the first flight of Gianni Caproni's huge Ca 60 airplane. Mr. Caproni had designed and built successful airplanes for Italy during WWI, but this Ca 60 was his masterpiece. It was intended as a luxurious trans-Atlantic transport.

Caproni's test pilot, Federico Semprani, was at the controls of the nine-winged Noviplano (or Transaero). Mr. Semprani's first test was a high-speed taxi, after which he reported things seemed to be normal with the Ca 60 being responsive to its controls. Mr. Semprani lined up on the lake for the first flight of the Ca 60.

The Liberty engines roared to life and the huge (98.5 foot wingspan) seaplane started moving across the lake, gaining speed in earnest. Suddenly the airplane broke from the surface of the water, climbed steeply into the air, stalled, then slammed back into the water tail first, breaking into several pieces.

Mr. Caproni had not been there for the test flight, having had another obligation, but he arrived soon after the crash. Of course Mr. Caproni was aghast. Caproni blamed his test pilot for pulling up too steeply. Semprani said he could not help rapid climb. Others blamed a boat wake for causing the airplane to break from the water before sufficient flying speed was reached.

The fabulous Ca 60 was never to fly again.



Full-sized Ca-60 picture circa 1921.

Small scale test models of the Noviplano were made to determine where the CG should be to make the unusually configured airplane fly. Larger powered models were built and flew well. A final 33 inch span model was built and tested. It was discovered that the sheet balsa inter-plane struts caused the model to be difficult to turn. Differential thrust and rudders in the propeller slipstream resolved that problem and the model is a delight to fly.



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The chefs from our last Float Fly at Lake Ritchie.