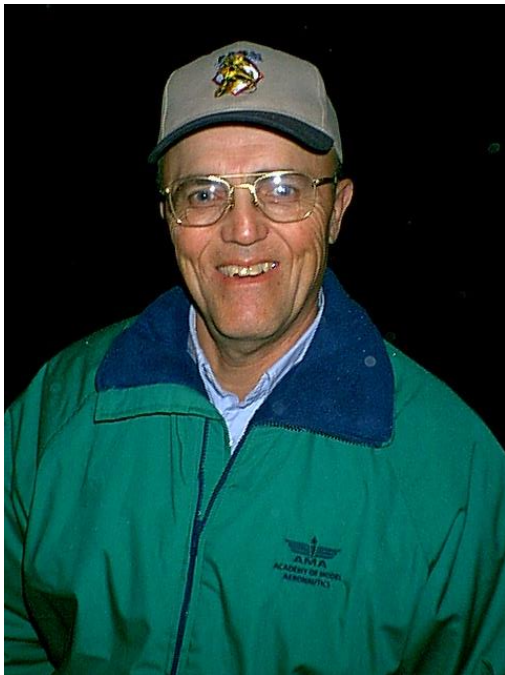




**October 2018**  
**TREASURER'S CORNER**  
**Nic Burhans**



By the time you read this the 2018 Culpeper Airfest will be history (one way or another, depending on the effects of Tropical Storm Michael as it passes by). However, I want to thank team leaders Dave Rothbart, Bill Towne, and Ernie Padgett for coordinating FARM members to help in the RC portions of this event. Who are those FARM Club members, you ask? They were Ken Bassett, Joe Beaudin, Paul Beck, Keith Crabill, Gene Flynn, Gary Foveaux, John Gilbert, Ralph Graul, Brian and Hank Mausolf, Kirby Nelson, and Vince Tabacco. (There were also several members of the Culpeper Model Barnstormers, who sponsored the RC portion) Thank you to all you FARM members for your help and support.

On a more serious note, the FAA Reauthorization Act of 2018 was passed by Congress and signed into law by the President.

Now that this legislation is enacted into law, there will be a transition period which means we will still operate under elements of Section 336. AMA is not sure what the change time lines will be.

While some of the Reauthorization changes are positive, and include provisions that AMA has championed, other changes AMA does not support. AMA will continue to advocate for resolutions that do not harm our hobby.

AMA sends a thank you to all of you who wrote/mailed Congress, which opened doors for AMA to petition for changes to the Bill.

**OK, How the New Bill Could Affect Our Hobby:**  
The FAA Reauthorization Act of 2018 includes the following positive provisions and improvements:

- The five-mile airport notification rings are removed, which was a burdensome and often misinterpreted mandate.
- Congress more clearly defines community-based organizations (CBOs) and tasks the FAA to recognize CBOs.
- CBOs, like AMA, are given a more prominent role in shaping future regulations.
- Congress codifies elements of AMA's safety programming into law, including the use of first person view.
- There are no prescriptive Remote ID equipment mandates, which allows AMA to work with the FAA and others in Washington on a reasonable approach and threshold for this potential requirement.
- Congress allocated \$1 million every year to help support education campaigns such as Know Before You Fly, which AMA co-founded.
- Congress recognizes the distinction between members of a CBO, like AMA, and those "outside the membership, guidelines, and programming" of a CBO.
- Congress tasks the FAA to consider different operating parameters for this non-CBO community.

At the same time, the legislation includes several problematic provisions for AMA members.

- These issues must be addressed through legislation or regulatory changes:

- The bill does not stop irresponsible drone operators – it only harms our safe and long-standing model aviation community, which has posed no new risk.

- The bill removes the model aircraft definition and instead adopts a one-size-fits-all approach to regulation that lumps all hobbyists, toys, and the recreational community into one category – everything is simply unmanned aircraft systems (UAS).

- With no justification, AMA members can no longer fly above 400 feet in class G (rural airspace [FARM]).

- This will harm or kill our sailplane, turbine, aerobatic, and large model aircraft communities, which accounts for over 30% of AMA operations.

- The 400-foot altitude cap also now excludes AMA and the USA from participating or hosting many world aeromodeling events sanctioned by the FAI through the AMA and NAA.

- This bill will curtail events, harm charities, and stifle youth involvement in STEM education. All of AMA's language to protect middle school and high school STEM aeromodeling use will need to be reinserted.

- The legislation includes testing mandates, which raises many concerns. Federal and state regulations could hinder youth from participating in the testing requirements.

- The bill opens the door to restrict our operations to flying sites.

AMA will be keeping us all apprised of the changes as the FAA regulation changes affect our hobby.

At this month's meeting we will start taking nominations for the 2019 FARM Club Board of directors.

Also, it is time to think about membership renewals. FARM Club and, for most of us, AMA renewals are due by the end of December. Attached (email only) is a copy of the 2019 FARM Club Membership Renewal Form.

*Nic Burhans*



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## ***EDITOR'S NOTES – Upcoming Events***

**Jeff Killen**

### **1. Club Meeting, at the Warrenton Community Center, 7:00 PM, 10/23/2018 (2019 Board Nominations)**

## ***SECRETARY'S REPORT***

**Jeff Killen**

The September club meeting was held on September 25 at the Warrenton Community Center. There were 11 persons present, including 5 officers.

### **Old Business**

Ernie Padgett noted that he had clothing items available for purchase. Some items were sold at the Float Fly.

Nic Burhans reported on the Float Fly. The weather was OK early, but some wind developed later in the day. 31 pilots flew, and 48 lunches were sold. Comparing input monies to expenses we ended up ahead by \$425.77. We had some flyers come from Baltimore and Chesapeake, VA. At the end of the day (we flew until 4 PM), we had food left over for use at the Learn 2 Fly day on Oct. 7. We sold \$31 worth of T shirts from our FARM clothing items.

The Culpepper Air Fest preps are coming along. At 0830, we will support dedicated buddy boxing for the Girls in Aviation group. This is an international group who will be having groups meet around the country on the same day. After their 30 minutes with us, other buddy box flyers will begin at 0900. T-28s will fly before us. A donor dinner is available at 6 PM on Friday night, with some special flying demos. Price \$250

### **New Business**

The 2019 Board Nominations will be received during the October and November club meeting.

Dave Rothbart reported on the FAA Re-Authorization Act. He contacted congressman Barbara Comstock and learned that she voted for the act. But this is not what modelers would want.

### **Officer Reports**

Nic Burhans reported that we have \$3573 in the bank currently. All bills have been paid. We should be in the black by the end of the year. Also, we won't be in the red for November; this was a possible concern about this earlier in the year. We still have 13 flyers who have not paid the special assessment. Eight flyers still need their solo check out flight. We have 86 members now.



Jeff Killen reported for the Secretary position that we have received some good articles for the newsletter from Don Szczur and John Hunton.

The Field Marshall (Ernie Padgette) had no report.

Vice President Bill Towne mentioned the buddy box support we will provide at the Culpepper Air Fest will be limited to 3 minutes per person.

### **Presentation**

John Hunton gave us a talk on highlights from the Wolfgang Langewiesche book Stick and Rudder, written in 1944.

### **Show & Tell**

John Hunton – R/C Motion (Tenergy) – sounds like 4-5 different planes. Uses on-board battery. Sound is synced to the throttle stick.

John Hunton – flying wing with ducted fan. By wing-wing of Japan. Cost just \$20. 3 channels, flaperons and throttle

Nic Burhans – 3 items

- USB to min USB converter, but with 32 GB of data, just \$14
- Mini drone – 1.25 “ x 1.25”, 4 motors, indoor
- Mini camera, transmit pictures to FPV goggles. Add this to a drone
- Drone view, add to any plane or car

Ernie Padgette – A Tell report on his grandson Harley who is now 21 years old. He is working toward being a medical technician corpsman. He goes to Japan in January.

### **50/50**

Ernie Padgette won money, but donated it back to the club to support the Christmas Party.

## **JOHN MULLER**

### **Charlie Koustenis**

On September 16<sup>th</sup>, long time member John Muller died peacefully with his family by his side.

John was raised in New York, served in the Army and went to school for electrical engineering.

He worked as a master carpenter. He moved to the northern VA area in the 1970's and started his own construction company building custom high end homes. When he retired he started in the R/C hobby and enjoyed

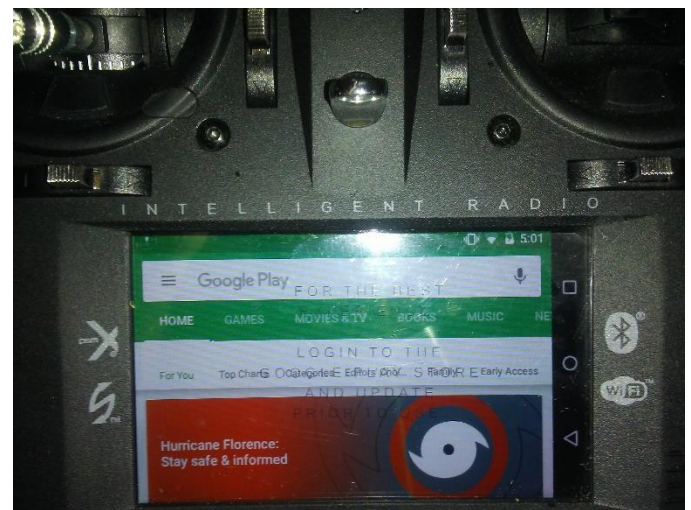
it to the end. John had moved to northern California in the spring of 2016 with his new wife Susie to be close to her family. John was 83 years old.

## **DX-18 TRANSMITTER**

### **Don Szczur**

I just spent a bit of time familiarizing myself with this radio and learning some of the features. Last summer I basically imported my Allure settings from my DX-18, re-bound to the plane and flew in the NATS. Its been pretty busy lately, but took some time to highlight some of the features of the radio that I really like.

The touch screen is very nice. It allows very easy access to programming and features. It has a similar "feel" to the touch-screen smart phones. The radio is set up with Android operating system. I won't get into too many of those details, as Jay Smith did a really nice article in Model Aviation (August 2018 edition). [www.modelaviation.com](http://www.modelaviation.com)



I use the radio for pattern flying but also have some other planes set up on the radio such as the Radian glider.

While opening up the wifi enabled link to update the software (something done periodically since the radio was recently released) I came across some hurricane updates on the google site right there on the Tx screen! Basically, since its on WiFi (or can also connect through Bluetooth) the transmitter is like having a mobile device build into the Tx. Check emails, Facebook and download music for freestyle. Pretty neat.

Here are some of the settings for my Allure Pattern plane. One of interest is the throttle to rudder mix (Picture 2). This is something that I programmed in for the glow Allure. It's not needed for the Contra Allure, since that plane has two counter rotating propellers which cancel out

P-factor and spiraling slipstream as well as the right left (upright) and left thrust (inverted) issues. I have spend a lot of time over the last month flying both Contra and Glow airplanes and each has its advantages. I won't get into those details here but setup for the Glow has a bit of left rudder on down lines with low throttle to keep the fuselage pointed straight. Peter Goldsmith and Mike McConville taught me that trick when I was preparing for the Las Vegas Tournament of Champions some 20 or so years ago...prepared for the TOC right here at the FARM club!



One of the biggest questions I get is how do you setup the radio between flights?. I almost always go into "sleep" mode between flights, and flying sessions for that matter. This allows quick start up for the next flying session with the simple press of the on-off switch. After each flight I go to the sleep mode, as well as after the last flight of the day. Seldom do I turn off the radio completely unless I won't be flying it for a while (like, for more than 3 or 4 days).

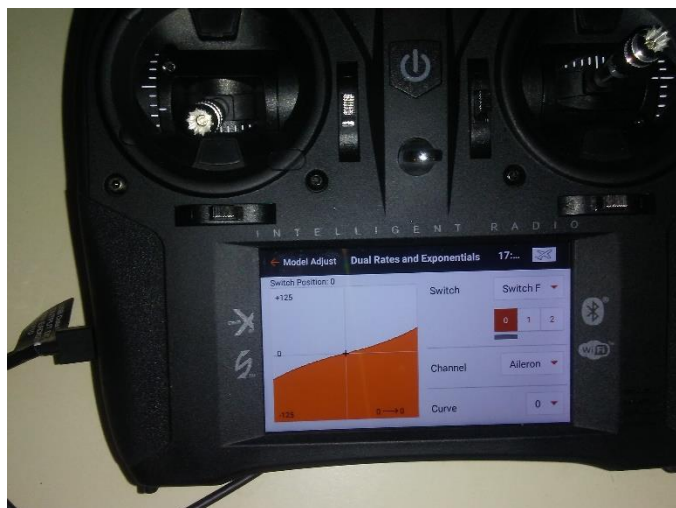
See you at the field. Don S.



Dual Rate and Expo settings. Basically three settings- one for regular flight, one for snaps and one for spins. Varying the amount of expo provides the same feel around neutral and keeps the airplane steady if switching rates while in the middle of stick inputs for wind correction, etc... this provides *less aileron for spin entries, but same feel around neutral at low and snap rate. Aileron rate will adjust to the spin rate- less aileron results in flatter spin, more aileron accelerates the spin rate.* Some more pictures of the curves (Picture 3 and 4).



Ernie Padgette with his new F-16 jet.



## **WINGS OF Balsa #2**

**John Hunton**

### **Plane Crash**

Harry McGinness was a new aviation cadet. Harry had just earned his wings. To show off his newly acquired ability to fly he flew a PT-17 out over his parents home on Great Falls Street and gave them a buzz job. Harry would cut the motor and zoom low over the house, then apply throttle to climb and do it again. The third time around he cut the power, flew low over the house, then he pushed the throttle forward. This time the motor backfired and stopped dead. Harry must have been flying fairly slowly for he did not make it far. He hit a tree, then the Shockley's brick garage outbuilding. The airplane flipped over and ended up with its nose in the ground and its tail up on the side of Shockley's house, the PT-17 buckled right in the middle of his cockpit. When Hugh came by from school Harry McGinness was alive but laying on the ground in obvious pain with no front teeth. I came by later, before the police, and took a piece of fabric as a souvenir. Paul Middleton got a wing fillet with blood on it, a great treasure to us. We heard that Harry McGinness recovered from the crash.

Grandpop built a Cleveland model Curtiss Hawk, the kit with the closely spaced ribs, and painted it in full bird colors. Later he built a superb model of the Harvard that his son George flew. These two models sat on top of Ma's china closet for decades Hugh and I always admired them. George Thompson built kites and airplane models. He was interested in aviation. George joined the Army Air Corps, took flight training, and ended up an instructor in T-6s, amassing some 10,000 hours of flight time. After the war George was living near Pittsburgh, PA. Hugh and I had a chance to visit and took a ride in his Stinson Gullwing V-77. What a flight. The small local airport was carved into the side of a mountain and it had a bend in the middle. Later, while George was living in California he restored a Staggerwing Beechcraft (his project is listed in the Staggerwing book). George was flying to the east coast for a meeting (he was a patent attorney), flew into weather and crashed fatally near Glenville, West Virginia. The accident report showed he contacted the ground at a 30-degree angle at a high rate of speed. As far as I know the wreckage is still in that remote area. Before WWII George built a Megow Quaker. To test glide the Quaker in the confines of the front yard George tied a string to the tail. When the model would get to the limit of the yard George would snub up on the string and the Quaker would land vertically, but gently.

Richie Barkley married May Thompson. They built a small house right next door to us. Their only child, Beth,

got into search and rescue later in life. A book was written about her titled "Search and Rescue". The book is excellent reading and will bring tears to anyone's eyes. Richie and May were a model aviation team. Richie built and May covered the models in that era of silk and dope. May's work was flawless. Hugh and I could not imagine how May could cover so well. Richie was a free-flyer. We saw a Goldberg Zipper and a Foote Westerner (built with George Thompson). Richie then turned to tethered flying, probably for convenience. He built a Stanzel Shark, then a DeBolt Bipe. I remember Richie flying the Shark, which was controlled by G-Line, at a local contest. There was some wind so every time Richie would take off the Shark would begin climbing into the wind and dive on the other side regardless of what he would do with the 10 ft "control" pole. He would always crash before completing the required number of laps. Richie had the fastest model at the meet by far, but he did not win.

At the meet that day, which was well before Jim Walker introduced UControl, a Mr. Potter was flying a tethered free flight. Potter's method of control was to use a fishing pole to let as much line out as the wind would allow, take the model off and let it bank in toward him by relaxing the line. When he wanted up control Potter would lift the wingtip. For down control he would let the inner wing drop.

Further down Route 7 toward Alexandria was the area now known as Fairlington. Back then Fairlington was just a big field where the free flight modelers would gather. George and Richie would take Hugh and myself to Fairlington occasionally. One memorable day we arrived to the field to see an Aeronca C-3 hanging in a tree. I wrote about recollections of this event in an NVRC newsletter and a member, Bert Brooks, told me at the next meeting "Yes, that was Mr. Chamberlain. He had taken off from Congressional Field without knowing much about how to fly and he spun the C-3 in over there in Virginia. He was lucky enough to land in a tree". Bert went on to tell about his experience in a similar C-3. One day he took off from Congressional Field. On climb-out the crankshaft broke (a notorious problem with the Aeronca two cylinder engine) and the prop parted. Bert glided silently back into the field. Bert said that the FBO did not hear him land and was very surprised when Bert walked into the operations shack.

(Next Time, Speed Building)



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**Bob Burnett wins the Float Fly raffle prize.**

