

# FARM Newsletter

AMA Charter 1654

*April 2019*

## **FIELD MARSHALL'S CORNER**

**Ernie Padgette**



So there I was; sitting at the FARM Club field minding my own business, enjoying the nice weather, getting ready to fly my SIG Fazer, having a good time. And then Dave (Or maybe it was Don; they sound a lot alike when discussing the subject) says “Ernie, you should try flying Pattern”. And he says it in the same tone of voice in which you or I might say “If you like root beer, you should try Dr. Pepper”. Thinking back on it, it reminds me of the time my friend Clint said “Sure, you can hunt brown bears with a 30-30”. And the results were similar; things got complicated very quickly.

Now, I already knew about our FARM Club pattern crew. They’re all friendly and helpful, just like most of our flyers; they just talk about things in a somewhat different depth. And they fly a lot. And

almost always, they’re flying the same exact airplane. Well, I already had several airplanes and one more shouldn’t be a problem, right? And I’ve always wanted to explore the intricacies of horizontal stabilizer incidence, throttle curves, control surface coupling and flight mode switches, so I said “Sure; why not”? Kind of like when I told Clint “Well, I have a 30-30 already; so I think I’ll try hunting those brown bears”. Never mind; different story.

First order of business was getting a new airplane for Pattern flying. Don said I could fly almost any plane in Pattern; it’s the pilot that makes the difference, not the plane. But I noticed he wasn’t exactly flying a Cub. He has a really nice plane and it has the very best of everything. Now you guys know me and how I tend to approach things... slow and easy, right? Nothing excessive. So; I wanted to kind of ease into things. Well, Keith had a suitable Miss Wind biplane he had been flying. He was moving up and had bought a full Two Meter plane. There’s that language thing again. Full Two Meter? Is there a smaller Two Meter plane? (BTW; they’re called Two Meter planes because they’re two meters in length; 78 inches or six foot six inches. You ever try to sneak a six-and-a-half-foot plane into the house without your wife noticing it? Hint: Don’t leave it in the living room.) Keith made it easy on me when I bought the Miss Wind; I already had a couple of suitable batteries; and I was off to the races. I flew a couple of Club Class (that’s what they call Pattern flying with training wheels) Pattern events and still had the plane left. So I decided I would move up to Sportsman Class. And that’s where it started getting complicated.

After looking around at available used Pattern planes (My experience thus far indicates brand new and used planes of any type are virtually indistinguishable after the crash; so why not save a

bit of money, right?), I bought the one Dave was twisting my arm about; a really nice Vanquish. It was all ready to go, had everything it needed and Dave and Les offered to help me get it trimmed out. "Trimmed out" means about four or five hours of concentrated measuring and adjusting, BTW. Thanks, guys. So while they were working on that end of things, I started buying the odds and ends I would need. I would need some batteries, of course. Actually, at least four packs. And maybe a spare. A pack is two batteries coupled together. In this case, the batteries are five cell, 5000 mAh batteries. So I would need eight batteries in total. Maybe ten. And they are, if not expensive, then certainly very top end kind of batteries. And since you're dealing with really good batteries, you need a really good charger, correct? Now I suppose I could have scrimped by with a charger that only cost a few hundred dollars; but I had noticed the guys who are serious about this stuff also have some serious chargers. So by now, I have more invested in this plane than I paid for my first six cars and my first two kids. And I'm supposed to put this thing in the air and do demanding and inherently difficult maneuvers with it?!?! Really?

The next step is to couple the batteries. Now I've known all about coupling since the end of grammar school, but that didn't help me any. This is another type of coupling, apparently. And believe me, both are equally complicated and just as delicate. Okay; the batteries have to be coupled together. This one into that one and that one into the plane. Simple, right? Well, yes; but you also need spark arresting connectors, to avoid pitting the contact surfaces, at the higher voltages used. What?? Okay; spark arresting connectors. Where do I get those? Well, you call this one guy who sells them, and give the secret code he'll sell them to you. Who knew a pair of spark arresting connectors cost as much as some of the batteries I've been using to fly my smaller foamies? Okay; that will take care of the batteries. No, not actually. That's just the battery for the motor. What about the receiver battery? Receiver battery? I don't have any receiver batteries. All my planes fly off one battery. Well, this is an expensive airplane and you'll have a lot of time invested in it. You don't want to lose it because you flatten the battery and lose control. So you have to run a separate battery for the motor and receiver. Ummm... Okay. So where do I get one of these receiver batteries? Tower Hobby? No, you have to call this other guy and say

the code word and he'll sell you a receiver battery with the right connector. There's a wrong connector? And while you're talking to him, you really need a carbon fiber propeller. It will fly the plane better than the twelve dollar propeller you have on the plane and it will only cost \$80.00 or so. And it's delicate, so be careful with it. Did I mention sharp? And he also sells the cool plane covers that will keep the sun from hurting your plane. Unless, of course, you are going to buy a portable shelter to provide shade for the plane. And it will provide shade for you, too; but mainly for the plane. And you'll need a comfortable, collapsible chair. And a cooler. And....

Despite all this, I really am looking forward to flying Pattern. We all know that Pattern flying looks really, really hard. And, as Don often says, it's even harder than it looks. Well, that I knew. What I didn't know, or fully appreciate, is that the technical end of getting the plane ready to fly is just as hard. Pattern planes fly better than any other type of model plane. And flying Pattern is still really hard. And therein lies the challenge. Who can resist a tough challenge? See you at the field.

Thanks;

*Ernie Padgette*

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

**Jeff Killen**

- 1. Club Meeting, Special Membership Meeting, at Wright Experience (7099 Glenn Curtis Lane, Warrenton), 7:00 PM, 4/23/2019**
- 2. Hanover RC Swap Meet, Mechanicsville, VA, 5/4/2019, 8AM-2PM, [www.hanoverrc.org](http://www.hanoverrc.org)**
- 3. Monroe Pattern Contest @ Monroe, SC, All Day, 5/18-19/2019, CD: Tim Pritchett, [tjpritchett@aol.com](mailto:tjpritchett@aol.com)**
- 4. FARM Fun Day Picnic & Fly #2, at club field, All day, 5/5/2019 (Pilot training and flight check day)**
- 5. CMB Buddy Box Day @ Lenn Airpark, 10 AM to 3 PM, 5/4/2019, CD: Nic Burhans**

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## FUN FLY RULES SUMMARY

Nic Burhans

- The 2019 FARM Fun Fly Season is about to start !

- This year's Fun Fly events are scheduled for:

#1 Sunday, 7 April; CD Nic Burhans

#2 Sunday, 5 May; CD Dave Rothbart

#3 Sunday, 2 June; CD Ernie Padgette

#4 Sunday, 7 July; CD Terry Terrenoire

#5 Sunday, 4 August; CD ???

#6 Sunday, 15 September; CD ???

These are rain or shine events for the date scheduled. Fun Fly event cancellation is up to the CD the day of the Fun Fly.

[ \*\*\*\* Note: We are still looking for CD's for the August and September events. \*\*\*\* ]

- On the day of the Fun Fly, the morning will be general open flying, field briefs for those that need them, training flights for those that want them, and SOLO check flights for those that need them.

- The Fun Fly events will start at 1:00 pm.

- At the end of the Fun Fly the field will again be open to general flying.

-Each Fun Fly's "flying" will consist of at least two elements which can be "taxied/flown" as individual evolutions or consecutively in one evolution. The final two plus elements of what is to be "taxied/flown", how they are to be scored, and the day's final placements are up to each Fun Fly's CD.

- Fun Fly points awarded schedule:

---- CD points: 8 (eight) points awarded for each event CD'ed.

---- Participation points: 5 (five) points awarded for each FARM Fun Fly that a member attends and flies in.

---- Placement Points: These will depend on how many FARM members attend that day's event. These will be awarded in reverse order of the number of participants.

Examples:

- For four (4) participants:

First place gets 4 points

Second place gets 3 points

Third place gets 2 point

Fourth place gets 1 point

- For twelve (12) participants:

## SECRETARY'S REPORT

Jeff Killen

Here are a few notes from the club meeting held on March 26. We had 13 attending, with 6 of these being our club officers.

### Presentation

Hank Mausolf finished his talk from the January meeting on his varied career with flying full size aircraft and models. Highlights were:

- Beginning as a C/L stunt pilot
- R/C with escapements, and non-simultaneous reeds, proportional, Kraft 75 (42 year old radio), AMA pattern flying, and finally RC Scale.
- His own design, Palomine
- Plaque from 1972 where he was a CD

Hank also gave us some insight to what the recent 737 Max crashes were about.

### Old Business

There was no old business.

### New Business

We have a new club member, Bill Noel.

Dick Sutton our webmaster worked with Go Daddy to fix broken link checks.

### Officer Reports

Bill Towne – The field has been rolled. There was a weekend (3/24) for mower maintenance (see picture of the crew in this newsletter). Les Broaddus will handle instructor work for new member Bill Noel.

Nic Burhans - Treasurer's report - We have \$6464 in the bank currently. We have received state corporation papers, and returned them on 3/27; cost \$25. Our estimate of year end money is \$7K. A new roster is out via email.

First place gets 12 points  
Second place gets 11 points  
....  
Eleventh place gets 2 points  
Last place gets 1 point

- What does this point schedule mean to you:  
----- You can claim 8 points just for being a CD at a FARM Fun Fly event.  
----- You can claim up to 30 points if you attend and fly in all six of the FARM Club Fun Fly events.  
----- The number of points you accumulate from flying in the Fun Fly events will depend entirely on the number of participants and your individual flying skills the day of each Fun Fly event.

- What are we going for:  
----- We want maximum FARM member participation in the Fun Fly events and fun flying days for all FARM Club members.

- Incentives:  
----- The Club will be providing a lunch at noon time of each Fun Fly day.  
----- No prizes are to be given out at the end of each Fun Fly event.  
----- However, prizes at the end of the year (at the Christmas Party) will be based on your 2019 accumulated points (CD, participation, and placement points) as follows:  
First place: \$50.00 gift card.  
Second place: \$40.00 gift card.  
Third place: \$30.00 gift card.  
Fourth place: \$20.00 gift card.  
Fifth place: \$10.00 gift card.

- Three things to do:  
----- Mark your calendars with the 2019 FARM Club Fun Fly dates.  
----- Decide if you want to be one of our five remaining 2019 Fun Fly event CD's and let me know by email at [npb6218@earthlink.net](mailto:npb6218@earthlink.net) that you want to be a FARM Club Fun Fly CD and which Fun Fly day [s] you can CD on.  
----- Commit to coming out to the FARM Club field to fly, have lunch, generally have fun days flying, participate in the Fun Flies, and have a chance at some of the end of year 2019 Fun Fly prizes.

We need you to come out and have flying fun with your fellow FARM Members!!!

### Show/Tell

Duane Beck – ISBT Smart Charger, 5 cell distribution to other smaller RX batteries – Arden board (French) for control deflection of ailerons, with LED display

John Hunton – 3 planes-\$25 cost each with TX, Plans-Cleveland Condor, Article-Caproni Ca-60, 4 channel gyrocopter from Latvia (\$104)

Gene Flynn – 3D Extra 260, 78” wingspan, 12 lb, 6 oz weight, MKS 4.1 HP motor 35cc rear exhaust-heat deflected from cylinder-no spinner-96 octane gas, lots of lightening holes, wing tips (side force generators)

Nic Burhans – grab bag of goodies – article on Monokote procedure, magazines (drones & park pilot), drone & Tx (miniature), Inductrix drone FPV hovercraft and flying wing (control board required per plane)

### 50/50 Drawing

Plate and hat were won by Ralph Gaul.  
Money was won by Nic Burhans.  
Aerobatics book was won by Charlie Koustenis.



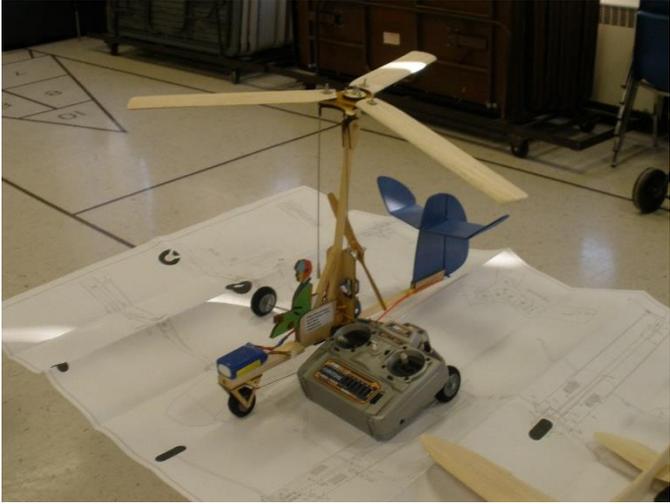
Gene Flynn's nice 3D Extra 260

**FARM OFFICERS for 2019**  
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**John Hunton's 4 channel gyrocopter from Latvia**