

FARM Newsletter

AMA Charter 1654

June 2019

SAFETY OFFICER'S CORNER

Keith Crabill



In the blink of an eye, here we are in the middle of June and the year and our flying season is half over. Unfortunately for me, life has gotten in the way and I have not seen most of you this year. I belong to three clubs and have only been able to fly at a club field four times so far this year. There is still plenty of year left and hopefully I will get a chance to get out and see everyone.

Even though I haven't been to the field, I have still been flying on my simulator regularly. I find if you practice with a purpose instead of just flying around, the simulator is a great way to learn new maneuvers and tighten up the ones you already know. From beginner to the most experienced flyer, simulators are a great tool to have and a lot of fun.

Inability to get to the field has also rekindled my love of RC helicopters. Luckily, my smaller ones can be flown just about anywhere. Just like everything else in our hobby, RC helicopter technology has

advanced a lot since I got started. There are quite a few great beginner helicopters out there. Everyone should give it a try. It will definitely improve your rudder skills.

There are a lot of RC events left this year for our club and others in the area. Get out there and check them out. Try something new. Invite a friend. Teach someone to fly. Most of all, have fun!

See you at the field,

Keith Crabill

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EDITOR'S NOTES – Upcoming Events Jeff Killen

1. **Club Picnic & Float Fly #1, at Lake Ritchie, 9:00 AM, 6/22/2019 (our field closed to 72 Mhz; open to 2.4 Ghz), CD: Bill Towne**
2. **Club Meeting, at the Field, 7:00 PM, 6/25/2019**
3. **Spring FARM Pattern Contest, at the field, all day, 6/28-30/2019, CD: Don Manson**
4. **Fun Fly #4, at the field (and AM Pilot Flight Check Day, All Day, 7/7/2019**
5. **AMA Aerobatic pattern (NATS), All Day, 7/15-20/2019**

SECRETARY'S REPORT

Jeff Killen

The May club meeting was held on May 28 at the Warrenton Community Center. Ten members were present, including five of the club officers.

Old Business

Duane Beck brought up the Crockett Park event; he can not attend this year. It was decided to try Terry T. and Les Broaddus as leads for this event.

On the new field search, Kirby Nelson is helping with meetings. Insurance concerns should be covered by AMA's 2.5 million dollar coverage. Consider Airlie as a site. Horsefeathers was mentioned, but this seems to be a private site. Nic B. noted control towers at hospitals have to be considered.

Officer Reports

Bill Towne was out of town and had no report.

The Secretary had no report.

The Field Marshall noted that we have had lots of rain, so not much flying has occurred.

Nic Burhans gave a treasurer report. We now have \$4865 in the bank; we should be in good shape thru the end of the year. We have 2 new members. The float fly in June should bring in some money. The pattern contest is also in June; Mrs. Rhynalds needs to be notified.

The FAA is compiling a list of AMA flying sites; there are 2400 on the list so far. This is in beginning stages; standby for more to come.

New Business

We are looking at having the Christmas party at a local restaurant. We could save \$400 on renting the community center. Date is Dec. 7. Ernie Padgett will look for a place to hold the event.

Talk

Charlie Koustenis covered a variety of topics including gas lines, fuel tanks, control horns, pull-pull cables, electric power, ignition systems, carburetors, marking the CG on the fuselage, and having a 2nd set of eyes to look over your airplane.

Show and Tell

Ron Coen – old Midwest Aerostar 40, replace a poor glow engine with an electric motor, lots of lead in the nose, 3S battery for power. (pictures below)

50/50

Ernie Padgett won a Futuba hat

Nic Burhans won the money.

Ron Coen and Ralph Graul each won an AMA hat.

Duane Beck won a knee pad.

TIPS & TRICKS

Ernie Padgett

For a while, I was wondering if we were ever going to be able to fly. Day after day, week after week, the story was the same. Either it was raining, or the wind was too high. And on the few good flying days we had, the field was soaked and unusable. So, I was really happy when we started to have a few good flying days here and there. I was looking forward to getting my Flexjet back in the air.

So, there I was; on a beautiful Sunday morning, a not too windy day, putting her through her paces. I'd made a couple of flights, and decided to go up again while everyone else was scratching their heads and various other bodily parts while pondering the mysteries of a large gas engine that kept running up and down, blubbering and hesitating, in the background. I'd already offered everything I could to the conversation ("It's not running right. Ask Charlie."), so I decided to go up again. The first two flights had been perfect and I was looking forward to pushing the Flexjet a bit.

Takeoff was fine. I brought her downwind, gaining altitude, and hit the retracts, then confirmed the gear was up and locked as I brought her upwind again, still gaining altitude. I started an easy 180 turn, nice and high with plenty of speed. About $\frac{3}{4}$ of the way through the turn, the plane simply headed toward the ground. I pulled; nothing. I throttled up; nothing. I had plenty of time to work the throttle, release the elevator and try it again. I don't think she ever responded to the throttle and I don't recall hearing the motor spool up. And she certainly never responded to the elevator. She never varied a degree from her self-selected course and went into the ground at around a 70 – 80 angle; with easily

predictable results. I started walking toward the open field; more than a bit unhappy and with no idea what had happened. As I got near, I was thinking “She should be right over there, beyond that group of bushes in the center of the field. Yeah; right about where that smoke is starting to come up”.

When I got to the plane, it was pretty much as expected. About a five inch deep hole with a large bit of ply sticking up from the bottom of the hole. When I pulled on the ply, it turned out to be buried another several inches in the dirt. The only salvageable part was the pilot’s seat. I’ve never seen a plane more completely demolished. Ralph followed me out with the fire extinguisher; luckily not needed as the delaminated battery, which was lying several feet from the main pile of garbage, simply smoked without actually burning; and another member brought the eponymous green garbage bag. Everything fit into the bag without having to bend or break anything. Lots and lots of small funny shaped pieces. Really small funny shaped pieces. There was no way to learn anything from the wreckage that would shed any light as to what caused the problem. And to this day I haven’t been able to come up with a cause any more likely than another. Obviously, there was an interruption in the power source; but why? Who knows? Sometimes this hobby is simply a means of avoiding the trouble of having to burn your excess money.

So; I had just lost a really nice, large EDF jet; one I had really liked. What to do now? Well, what would any of us do? Before leaving the field, I called Kwang at Hobby Hangar and confirmed he didn’t have another Flexjet in stock. But he did have a somewhat smaller E-Flite F-16; a 70mm beauty that runs on the same batteries. We maiden it on Thursday and life is good again. The E-Flite F-16 is a little smaller and lighter; and a real hot rod. Fast, and with a quick roll rate. Not the same slow flying ability as the Flexjet; not as stable; but still fun to fly. Re-assess; re-evaluate; formulate a new plan and move out.

I do have a couple of tips to pass along. Both involve CA; better known as Super Glue. When attaching Velcro to wood, for example when mounting a receiver, I’d noticed the sticky backing on the Velcro sometimes sticks well; sometimes not. I hadn’t thought much about it; I simply assumed the sticky

back wasn’t really adequate to the job and used Shoe Goo to reinforce the join and that’s how I mounted receivers, satellites and such. It was Les who pointed out to me that the sticky back on the Velcro is actually pretty good. It simply can’t stick to “fuzzy” wood; i.e., balsa. It sticks just fine to smooth wood; i.e., ply. Les showed me how he, when he wants to apply Velcro to balsa, simply coats the balsa in the area with a thin layer of super glue; forming a smooth surface to which the sticky back can adhere. I tried it and it works well! Thanks, Les.

Another good use of super glue I came up with on my own. That does happen occasionally. Maybe not too often, but sometimes. I was tightening a Velcro battery strap, one of the ones with a buckle, when it broke. Well, that’s a bit inconvenient; especially when you’re at the field and don’t have a spare with you. I took a careful look at how the strap is made and think I understand the problem. At first glance, the strap is stitched together at the point the hook and loop sides are reversed. But the strap isn’t actually stitched at all. Rather, the two pieces are overlapped and “punched” together with a tool resembling a multi-headed punch. I used a couple of strips of super glue, some wax paper and a small weight to glue the two pieces back together. It worked just fine. But to prevent the problem from occurring in the first place, I now use super glue to reinforce the joined area on any strap I’m going to use before putting it in service for the first time. See you at the field.



Ron Coen shows his Midwest Aerostar 40 at the last club meeting as Charlie Koustenis looks on.

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Electric motor and mucho lead in the nose of that Midwest Aerostar 40 by Ron Coen.