

FARM Newsletter

AMA Charter 1654

May 2019

MEMBER-AT-LARGE CORNER

Charlie Koustenis



It's my turn to do the newsletter lead article. Here we go, Rain,Rain will it ever stop?? Good for grass - bad for flying. I'm just back from Top Gun located at Lakeland, Florida. We had great weather(mid 80's) and one short shower. If you've never been and you like scale airplanes, you must put this on your Bucket List! You will see the best of the best scale modelers and builders in the world, everything from WW1 to the latest jets, including military and civilian.

While we were in the Orlando area, there is one other place we checked out, about a 30 minute drive from the top gun location. It's called Fantasy Of Flight, a private museum owned by Kermit Weeks. He restores and flies all the planes. The museum is not open all year; you need to call for the dates they are open. I was fortunate to get a private tour arranged by a friend I went with. The tour lasted 4 hours and the tour guide was one of the employees that does restoration work. You can see Kermit on You tube. Just type in Kermit's cam. He has lots of videos and

you will see what I'm talking about. You need to include this on your Bucket List.

Let's talk about flying. As I get ready for a new year, there are a few things I do. Start with batteries. If you mark purchase dates on them, check the age (I always do this). If they are getting old, think about replacing them. A plane cost more than a new RX battery. Other things I inspect are fuel systems, tank and stopper. And while you're at it, if you have a gasoline engine, change the line inside the tank. This spring I found a control horn hole worn at the clevis allowing slop in the control surface. So check all your servo linkages.

In closing, I want to bring you up to date on the Evolution radial I had at a meeting this spring. It has seven cylinders for a total of 77CCs. It runs on glow fuel and glow plugs. It turned a 23/8 prop 5000 rpms after the conversion to ignition system and spark plugs. And still on glow fuel, it turned a 24/10 at 6200 rpms. I can't wait to fly my Corsair!!

Fly Safe, See you at the field.

Charlie Koustenis

HOBBY HANGAR

Specializing in Radio Control Models
Cars • Boats • Airplanes • Helicopters

14014-D Sullyfield Circle Chantilly Va. 22021
(703) 631-8820 FAX (703) 631-8808

EDITOR'S NOTES – Upcoming Events

Jeff Killen

- 1. Club Meeting, at Warrenton Community Center, 7:00 PM, 5/28/2019**
- 2. FARM Fun Day Picnic & Fly #3, at the field, all day, 6/2/2019**
- 3. Hollywood Pattern Classic, at Hollywood, MD, all day, 6/15-16/2019 CD: Archie Stafford at rpattern2012@gmail.com**
- 4. Field closed to 72 MHz; Open to 2.4 GHz: Club Picnic & Float Fly #1 @ Lake Ritchie, 9 AM, 6/22/2019, CD: Bill Towne**

SECRETARY'S REPORT

Jeff Killen

For the club meeting held on April 23, we were at the Wright Experience, instead of the usual location in Warrenton. Since I have an article due in a few months, I think I will withhold comments, and write something describing what we saw.

WINGS OF Balsa (continued)

John Hunton

Speed Building

Hugh and I developed a method of building rubber-powered models that we called "speed-building". We would lay covering paper down over wax paper over the plans, glue all of the parts to the paper, and then fold the paper over to cover the top. We used to fly our rubber models from Paul Middleton's second floor veranda. If a model made it across Great Falls Street, that was considered an excellent flight.

Mom Neal, our father's mother, had a son named John. That is why most people called me Heath. She called me Jack and later in school I told everybody my name was John. Mom Neal (or Mamma John) got her son John a very nifty sheet metal Supermarine racer which we all would play with when we went to her house. After the war Mom sold her small farm to the city of Falls Church to build their high school on. They moved her house just across the street and placed it on a new basement, which her second husband dedicated to a pool table. This was just great for us modelers, we would come to Mom's house after school and get out the models to take across to the schoolyard and fly. During bad weather we would just shoot pool.

Mom and Pop Neal had twin Graham "Superchargers" for

many years. These cars would be great classics if seen on the road now.

John Neal was five years older than I was and I was five years older than brother Hugh was. John was made an aircraft "spotter" during the war. His station was at Seven Corners. He would go up into a tower and record the time and type of any airplane that flew by. Hugh and I loved to accompany John when doing his job and of course it was a great pleasure to learn all of the aircraft types.

John became a private pilot later on. He got checked out in a Mooney Mite at Hybla Valley Airfield. On one occasion just after taking off he leaned forward to retract the landing gear. John inadvertently pushed forward on the stick and bounced the Mooney off of the field. John was out of runway, but there was enough prop left to get him around for a landing.

John was to join me much later in ownership of a Luscombe. Mom Neal would take Hugh and myself to Hoover Field, where the Pentagon now stands, to a public swimming pool. We would watch the DC-3s fly in and out of the airport. On several occasions she took us to the reflecting pool in DC where modelers would have tethered boat competitions. We got to the ellipse once where they were having a control line speed contest. The most popular model for speed at that time was Jim Walker's Fireball with clipped wings and all. One of the fastest models there was a flying wing by a fellow named Hill. An Atom engine powered the tiny model, but Hill had a long pole that he used to whip the model to amazing speeds.

On my seventh birthday I was given a Scientific Coronet free flight which was built by Richie Barkley and covered beautifully by May. I also got an O&R 23 engine. I never got the motor started in the Coronet at the field, but we sure had a good time gliding the model. That O&R would power many models in the future. Much later I took the Coronet to a contest at Hybla Valley Airport, but could not get the motor going well enough to fly. Jim Walker was there flying his Fireballs, four at a time, and doing the Saber Dance with one. Johnny Casburn was there too flying his Miss Behave.

The big attraction was the jets. This was the first time a pulse jet was seen in the area. The subject of great attention, however, was a Minijet, which would not keep running for long.

In grade school I met Bill Hinman. I had gone to a small one-room school (Mrs. Lovejoy's) for the first two grades and upon transferring to public school they advanced me to the fourth grade. Bill lived halfway up Great Falls

Street. We would stop by Bill's house in the afternoons and talk about airplanes and build models. Bill's mother was home in the afternoons, but mine worked and did not get home until later.

They delivered milk to our homes in those days. During the summer when I would stop by Bills I would get home late and the milk would have soured (Hugh and I hate buttermilk and derivatives to this day) and in the winter the cream would freeze pushing the paper cap up several inches above the bottle top. I used to catch it when the milk went bad.

Bill had a bad problem with stuttering. The downer about summers off from school was that they would send Bill away to some kind of school that never did him any good. Much later in life a doctor invented a "voice masker" that solved Bill's problem. One day Bill's dad called and said "Bill is going to be on That's incredible", a popular TV show at the time. Bill demonstrated the voice masker, which worked to perfection.

Bill and his wife Joanie would later start the Red Barron Hobby shop in Camarillo, California. When the shop caved in to the pressures of the mail order businesses Bill wrote a great article on why. Bill's letter was published in Model Aviation magazine and still brings strong comments.

Back to the 1940s. Bill came down with Rheumatic fever one summer and had to spend most of his time in bed. He still built models. Bill was doping a nice model yellow and blue in bed one afternoon when he tipped over a dope bottle. The dope leaked through the sheet and spread over his private parts. Bill started screaming for me to get him something to put on the painted area. I went to the bathroom and ran water over toilet paper and brought it to him. The wet toilet paper had wadded up into a small ball. When I tossed the wad to Bill there was little left to do any good, so he started screaming at me again and laughing through the pain. This time I wetted down a good towel and this brought some relief.



This drone is much smaller than the TX that controls it ! (from the March club meeting.)



A few of the old magazines from Nic Burhans grab box (from the March club meeting.)



Inside Gene Flynn's Extra 260 (from the March club meeting.)



Some of John Hunton's electric models

FARM OFFICERS for 2019
 President. Dave Rothbart 703-327-0476
 Vice President Bill Towne 540-428-1053
 Secretary Jeff Killen 703-369-0807
 Treasurer Nic Burhans 540-349-2733
 Field Marshall Ernie Padgett 540-439-6085
 Safety Officer Keith Crabill 703-929-5602
 Member at Large. Charlie Koustenis 703-378-6214

FARM Newsletter Staff

 Editor Jeff Killen

 Printer: No more ! Thanks UPS store.
 Manassas, VA

The FARM Newsletter is published monthly by the Fauquier Aero Recreation Modelers, AMA charter #1654. It is mailed to FARM members and to other clubs on an exchange basis. Articles related to all types of aviation are welcome. Opinions expressed in the newsletter are those of the individual author and do not necessarily reflect those of FARM Inc. Publishing deadline is the 2nd Tuesday of the month. Please mail all input to:

Jeff Killen
 10297 Woodmont Ct. E-Mail: killenjeffrey@gmail.com
 Manassas, VA 20110-6164
 703-369-0807 Our web site is: <http://www.farmclubrc.com>

FAUQUIER AERO RECREATION MODELERS
 Jeff Killen
 10297 Woodmont Ct.
 Manassas, VA 20110-6164



Hank Mausolf explains his own design (Palomine) which he kitted some years ago. (from the March club meeting.)