

FARM Newsletter

AMA Charter 1654

November 2019

FIELD MARSHALL'S CORNER

Ernie Padgette



2019 was a mixed bag for me.

This year has been a bit of a mixed bag for me. While it has certainly had its bright spots, it has also had some lows. The plan for 2019 was pretty simple, although perhaps a bit aggressive; have a lot of fun, do a lot of flying, continue learning the intricacies of Pattern Flying, and finally get perhaps a half dozen or so of the planes that are on my “waiting to get ready to fly” list into the air at long last. So; how did that plan work out? Not exactly as planned.

Remember those beautiful spring days in March, April and May? Those days that give you a chance to ease gently back into the swing of flying? Well, that didn't happen. This spring probably had the fewest good days for flying in my memory. Rain, wind and

cold seemed to alternate in a recurring pattern that could make even me wonder about global climate change and resulted in the fewest flying opportunities in some years. By the time the weather finally cleared, my plan was a couple of months behind. And like the old saying goes “It's hard to make more time”.

I did get to do quite a bit of Pattern practice once the weather started cooperating; but not so much chance for any other flying. I normally go through around two to three gallons of glow fuel in a year; sometimes a bit more. This year I've used less than a half-gallon of fuel; most of my flying has been electric. Well, that's not too bad; it's still flying, right? In fact, I think I made around three of four flights with my SIG Hog Bipe, and a couple with my Fazer, and that was it for fuel planes.

The Pattern flying had lots of good notes; I'm slowly figuring it out. Having Ken and Don whispering in my ear really helped. One thing I learned was that when you're trying to do slight heading adjustments while inverted, it helps if you don't have to spend even half a second thinking “I want the plane to go to the right, so I should use left rudder”. Sometimes, half a second can be a long time; often *too* long when the next maneuver is coming up fast. And no, going the wrong way on the rudder and then hitting it hard in the correct direction doesn't help worth a darn. Next year I have to spend a lot more time working the rudder while inverted; because I clearly have a bit to learn in that area. But I'll learn eventually.

I did manage to get three “new” planes in the air for the first time. Again; mixed bag. Why you ask? Because two of them were turned back into pieces parts. The first was an AvantiS EDF. I got it all ready to go; did a no sweat maiden flight, made several more fun flights and then let my thumb slip off the

elevator stick about ten feet up while trying maybe too hard to do a perfect landing flair. Did you know it's really hard to cartwheel a plane without doing serious damage to the pointy end? Well, that's another lesson I learned. But I did manage to put all the pieces back together and it wasn't too ugly when I was done. In fact, the "after repair" maiden flight went really well. Maybe one click of aileron trim and the plane was back flying just as well as it did before I field modified it. I made a few more flights with the plane, really enjoying the speed and roll rate. I mean this thing was *quick*. Of course, you had to stay heads up with it all the time. And that's where the trouble began.

I hadn't been using the flaps, mainly because I didn't really have complete confidence in having the rest of the plane fully trimmed out. But I finally decided it was time to use the flaps and slow the landings down a bit. On the fateful day, I delayed flying for an hour or so, because the visibility was a bit dodgy; one of those "can't really see the plane all that well even though it looks clear", hazy kind of days. I finally decided I'd just keep it in tight and went for it. Now, understand I sometimes have difficulty in concentrating on more than two things at a time. I took off, pulled it around parallel to the runway, keeping the throttle on the high side because I had the gear and flaps down, took the flaps off, rolled it left away from me and retracted the gear. Which was about the time I decided it was well past time to throttle back because this puppy was going away from me at a rather high rate of speed. I throttled back, made an easy turn to the left and realized the visibility was even worse than I had thought. Well, I suppose that happens when the plane gets father away, right? And for me at least, foam really doesn't show up all that well against a dull background.

I brought it back in, quite a bit to my left and started turning parallel to the runway again. Inverted, of course; although I didn't notice that part right away. Remember that old saying about "When inverted, up is down and down is expensive"? Well, it was. And this time, the plane wasn't going to be fixed. Okay, I dropped it. One less plane in the inventory. Yeah; I screwed up. I failed to keep the plane in close, lost orientation and that was that. That I can accept. I made a mistake. My fault. Lesson learned and move on.

For the past five years or so, I've had a pretty nice little plane hanging in the Bealeton Airport Hangar; a 60' wingspan WWI French Nieuport 17; electric powered. Enough with the EDF jets for a while; time to fly a nice slow biplane. I got it together, checked everything over twice and headed for the field. The ground handling was pretty poor. It took a couple of tries before I managed to put enough right rudder in to keep it straight long enough to get off the ground. Which is right about the time the plane decided to try to make a hard turn to the left. Full right rudder wasn't doing much, so I used all the right aileron I had. I managed to very slowly bring the plane around parallel to the runway. This thing was *evil* with a capitol E. Putting the sticks at neutral resulted in a pretty hard left turn. Rolling the plane 30 degrees to the right was just enough to keep it flying straight. And keeping it out of the dirt wasn't all that easy either. It took everything I could do, just to get it to turn onto final and sort of lined up. I got the plane down without breaking anything, but it wasn't easy. Everyone and his brother pitched in to look the plane over (For which I am grateful, BTW). The majority opinion, although not the only opinion, seemed to be that the warp in the top wing, and the warp in the lower wing, didn't matter; as those were being more than counterbalanced by the warp in the left and right ailerons. The right aileron was warped down and the left aileron was warped up. A lot. Result: A whole lot of left and not much right. More than enough to keep me occupied, anyhow. Bill Towne and I (Well, mostly Bill; but I helped. Thanks, buddy!) did some torqueing and heating stuff which seems to have cured the worst of it. More on that story another time. That little exercise not having gone according to plan, I decided to bring out another biplane; this one somewhat bigger; a WWI Fokker D.VII. A little less than 1:5 scale; again, electric powered. Now, I had two of these planes; one fuel and this one electric. I flew the fuel version last year. No problems; it was a pussy cat. It flew great; maybe a couple of clicks on the ailerons or rudder and it was hands off with no problem. So, this one should fly the same way. Right? I mean, *Right*?

I got it together, paying careful attention and checking everything twice; then had both Gordon and Bill double check everything. Control movement directions, end point, trim and CG were right on the money. Ground handling was just a bit tricky, but off it went, right to left. Fifteen feet in the air and it

started rolling left. I put on full right rudder, then quickly put on full right aileron as well. No effect. The plane did a complete 180 in about one second flat and headed back toward the shelter. Well, that wasn't happening! I cut the throttle, fed in left aileron and let it do a half spiral into the dirt. A complete and total write off. We picked up the pieces, put them on the bench and went through everything. The control surfaces still moved in the right direction, the battery hadn't shifted, and everything still worked. Except, of course, the wings had a lot of new holes and were no longer attached, and the fuselage had broken in about half a dozen pieces, with various things hanging off here and there. I have no idea what went wrong and that isn't a good thing. No one else had any ideas, either.

So there you have it; a recap on a less than stellar season of flying. I did some things really well and I did some things I should have done better. I lost one plane due to my own mistake; loss of orientation due to poor visibility and lack of attention on my part. I had one plane that was a real handful, but I still have the plane and we may have exorcized its demons. Time will tell. And I lost a second plane and have absolutely no clue what went wrong. And that isn't a good feeling. And you know what? I'm really looking forward to flying a few more times before cold weather and hunting season close down this year of flying. And next season will be better. I hope.

Ernie Padgett



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EDITOR'S NOTES – Upcoming Events

Jeff Killen

1. **Joint CMB and FARM Christmas Party, at the Northside 29 restaurant (on Rt. 29 in New Baltimore, RSVP to Nic), 6:30 PM, 12/7/2019**
2. **Vote for 2020 Board of Directors by 12/7/2019. Vote by email, snail mail, or vote at the Christmas party.**

SECRETARY'S REPORT

Jeff Killen

The October 2019 FARM Club meeting was held on October 22 at the Warrenton Community Center. Five board members were present, along with two others.

Old Business

Bill Towne brought up one matter of old business. The scag mover deck still needs a hole patched. Can anyone do this ? We could try a plate with screws.

No one came to the children's festival; we will try again next year.

An interment ceremony was scheduled for John Mueller at Stonewall Memory Gardens on Lee Highway for November 6, at 1 PM. Friends were invited to come and make comments.

The Christmas Party will be held at Northside 29 restaurant, on December 7, at 6:30 PM. RSVP to Nic Burhans if you plan to attend. CMB will join us.

Dave Rothbart is thinking over rule that apply to for-sale items on our web site, from members and non-members.

Nic Burhans gave a report on the Air Fest. Things went well. We had the static display and buddy boxes (kids loved it). The STEM days 2 days before the show also went well. On Friday night, there was an air show. The sponsor wants us back next year along with two others (Manford Radius, and the Harrier aircraft).

New Business

The FAA has published word that there will be no drones at the World Series games. Our field is in unlimited air space, so flying at 700 to 1200 feet is OK.

Officer Reports

Nic Burhans gave the following Treasurer's report.
In the bank currently: \$4773
Members currently: 79
Float Fly profit: \$138
If all renewals are in by 12/31, we will have \$9000.
Field rent has been paid which covers thru January '20

Board of Directors Nominations for 2020

Nominated were Dave Rothbart, Bill Towne, Nic Burhans, Jeff Killen, Ernie Padgette, Charlie Koustenis, Duane Beck, and John Gilbert.

Presentation

Duane Beck gave a talk and showed us several of his glider fleet. Nice job Duane. Planes shown were Explorer 2, Super Fr3ak, and Ava.

Show and Tell

Ernie Padgette – Neuport 17 by Pere Dorme 3 – Possessed as he described it. Crooked wing and ailerons found.

50/50

Nic Burhans won the money.

NOVEMBER MEETING NOTES

Jeff Killen

Here are a few highlights from the meeting held on November 19. More complete notes (Show/Tell and other pictures) will be given in the December newsletter.

Nic Burhans gave a treasurer's report, noting:

- 7 members still need to qualify to fly solo
- We have 80 members now
- 27 members have renewed for 2020
- 3 members have said they will not renew
- **21 folks have signed up for the Christmas party. Please support this event !**
- We have \$6265 in the bank now
- For the year, we should end with \$9200
- Little shed at the field is gone; our roller is also gone
- T shirt inventory is \$477

No additional 2020 board nominations were added at this meeting.

New Business

Dave Rothbart brought the subject of advertising on our club web site. Several points were discussed. Dave will do a summary and bring the subject back for board approval.

2020 BOARD OF DIRECTORS BALLOT

Jeff Killen

Please select 7 choices from those listed. Return to me before the Christmas Party on December 7, by snail mail, email, or at the party.

1. Dave Rothbart
2. Bill Towne
3. Nic Burhans
4. Jeff Killen
5. Ernie Padgette
6. Duane Beck
7. Charlie Koustenis
8. John Gilbert

Pictures below from Duane Beck's glider talk.



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

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Editor Jeff Killen

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FAUQUIER AERO RECREATION MODELERS
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At the October club meeting, Ernie Padgett explains the trouble he had flying this show/tell model.

