



**August 2020**

**PRESIDENT'S CORNER**

**Dave Rothbart**



Since September 2019 weather conditions have not been favorable for consistent RC flying. Its either been extremely cold, beastly hot, high winds, threatening thunderstorms, high humidity, a hurricane and of all things the Covid-19 virus.

The pattern season has been decimated by the pandemic. Due to weather conditions my practice schedule has been limited. Add to that equipment issues that have grounded the planes. Maybe it was a good thing that I was not faced with producing a competitive round at a pattern contest event.

The winter was consumed with restoring a Potenza Ventique. The plane was purchased without equipment but inflicted with multiple frame issues due to impacting terraferma several times. The idea was to use up servos, motor, etc and other components in inventory for the project. By the time I finished most of the equipment was new. The good news is the plane is a great flyer. With an Aura gyro

installed it can handle windy days quite nicely. It has become my go to plane when rough winds prevail (within reason). I must admit to making more than one trip to Koustinus Aviation for assistance.

The FAA continues to put out confusing information. Now they are focused on remote "ID Cohort". It is the latest off the wall release of information that continues to muddy the eventual requirements for drones. Can't someone drill into these folks' brains that we fly line of site fixed wing airplanes, NOT DRONES. It doesn't give me any confidence regarding the intelligence of our government FAA servants. It figures that the coronavirus would skip over these FAA individuals that should be permanently disabled by the invisible plague.

Now just because we have had limited flying weather doesn't mean that there has not been a plethora of exciting flying events at the field. Each one of these memorable moments has been recorded for posterity. If we have a Christmas Party this year, I already have legal page full of exciting stories to relive.

I the big news is the closing of Hobby Hangar at the end of August. Between online sales diminishing the stores sales, coronavirus virus and a desire to retire, our go to hobby shop will pass to a new owner. There is a possibility however that the new owner will retain an aviation section. Ernie almost went into cardiac arrest when he found out. His daily purchases will now have to be done online. I hope he has high speed internet service to keep up with his enormous purchasing activities.

After many years of searching, my wife finally uncovered an article written about my father. I thought it might be interesting to include it in this column. The interview was written for the hospital newsletter about my father who donated his time as

resident photographer for Good Sam Hospital in Tempe Az. This is the same hospital that my brother conducted his orthopedic surgery practice. Typical of my father he got the length of time married to my mother wrong.

## **The legacy of Milton Rothbart**

If the Cincinnati symphony had not folded during the BIG DEPRESSION, Milton Rothbart's life would have been very different from the reality. This gifted young violinist was offered a place with that prestigious musical institution, then under the baton of Fritz Rainer; but the orchestra didn't survive the depression and his dream of becoming a professional violinist (along with millions of other American dreams) shattered. His other dream was of becoming a photographer, however during that period it was necessary for him to be part of the family wholesale meat business. His hobby of photography turned into a full-time activity with the U.S. Navy during World War II, where Milton served several years in the Pacific theater. The Navy sponsored him at its Pensacola, Florida School of Aerial and Ground Photography. The musical artist had become another kind of artist despite the daily necessity of running the family meat wholesale business, which eventually became his. A complex variety of talents.

He was a quiet man who spoke of his family with pride, concern and love. After 40 years in a business that he ran successfully he retired. The sad occasion of losing his wife Jen of 28 years did start him in a direction that brought him great satisfaction. North Shore Hospital in New York interested him in a job as a volunteer in medical photography after he spent many days there while Jen was undergoing treatment.

He loved the quiet of his darkroom and enjoyed serving his community especially in hospitals, with his photographic talents.

He eventually moved to Arizona where one of his two sons lived with his family and is an orthopedic surgeon. His son's office became his personal gallery. He spent his last year's volunteering at Good Samaritan Hospital snapping great pictures for their bazaars, balls, luncheons and other special events.

His infectious smile showed everyone the love he felt for people.

*Dave Rothbart*

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

**Jeff Killen**

1. **Club Meeting, at the field, 7:00 PM, 8/25/2020**
2. **Hobby Hangar Sale Day, at the store, all day, 8/22/2020**
3. **FARM Club Day & Fun Fly #6 at the field, all day, 9/6/2020**
4. **NEAT Fair @Downsville-NY, all day, 9/17-20/2020, [www.neatfair.org](http://www.neatfair.org)**



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## **SECRETARY'S REPORT**

**Jeff Killen**

The club meeting was held at the field on July 28. Five members were present.

The president and vice president were absent, so Nic ran the meeting.

### **Officer Reports**

Nic was the only officer present with a report. The club currently is at \$5485. We should be OK for the year, per his projections. We are actually \$295 ahead of projections currently.

Nic is doing a roster check with all members.

### **Old Business**

Dick Sutton, our webmaster, is doing a general clean up of the web site.

Hobby Hangar will have a open house sale on August 22. The shop will remain open after Kwang's retirement, but under new ownership. Although plane items can still be purchased, it appears the new owner is focused more on RC cars.

Nic reported on AMA meetings. The FAA is looking at the many inputs received on the IDs question. Several organizations (AOPA, EAA, airlines) provided inputs, which were widely against implementing IDs. The sense is that it will be a while before any decision is made. One attitude evident is that clubs located in controlled airspace (we are not) should not renew their use of the areas they are in. There will be more meetings. The AMA has money available for clubs to help with moving to new fields.

### Show and Tell

Nic Burhans – Skycycle – an experimental plane from around 1945 (see below), one was built by Piper, Enya .60 motor. Scratch built, not yet flown.



Charlie Koustenis – UltraStick ARF – OS .91 4c motor. Landing flaps also. One big plug in the wing to collect all servo leads into one large connector. (see photo)



Jeff Killen – Calypso (re-born) – A follow up from last month's article. A few items remain to get this plane flying: install weights (5 oz), add pilot figure, wing mount screws for strength. Re-stripping the wing turned out well (photo below).



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