



January 2020

PRESIDENT'S CORNER

Dave Rothbart



Thank you for once again electing me to be your President of the FARM Club. This will probably be my last year as your president. It's time to infuse new blood with new ideas and a fresh look toward the future of our club and hobby.

At the current time every indication is that Mrs Rhynalds is going to continue to reside at the Farm. Her granddaughter is living with her and probably wants to remain in this stable environment with friends and school. We still need to be looking for alternative locations if the situation changes. Her health remains stable and the workload of maintaining the Farm is manageable. All of Captain Don's planes in the hanger have been sold with one Pitts waiting to be shipped to the new owner.

The new year comes with a number of challenges and changes to our hobby. Foremost is the FAA regulations which will have an impact on our planes as well as us personally. To this day I cannot

understand why the FAA cannot differentiate between line of site flight fixed wing planes vs Drones/ UAS aircraft. Fixed wing vs multi-head rotor vertical takeoff vehicles with camera or waypoint to guide it beyond line of site. Within a few years our planes will need to have a Remote ID that will broadcast your location, altitude and who you are. Big brother is slowly eroding our privacy to a new level.

Based upon a survey of some of the club members attending the Christmas Party at Northside 29 Restaurant, it was a success. The festively decorated private room gave us a warm environment to conduct our party. Members were allowed to pick any entree off the menu which included salad, soft drink and coffee. The club paid separately for several appetizers to kick off the event. A beautifully decorated chocolate cake was brought for desert. Best of all Bill was able to order his favorite adult beverage throughout the evening. Although there were several more deserving individuals I was awarded the Crasher award along with the accompanying box of emergency items needed in the event of aircraft incident with terra firma. The Scotch may be missing when it is turned in for the 2020 Crasher award winner recipient.

Membership is the heartbeat of our club. As the years pass there has been a declining number of new people entering the hobby. The hobby itself has changed dramatically in a number of different ways. Every facet from construction to equipment, to type of vehicle has been affected over time. Farm Club members have embraced these changes to a large degree. But without membership the Club will continue to shrink. One idea I am going to present to the board is "members bringing in new members". If you bring in a new member you will receive a \$20 discount against the follow year's dues. The Boy

Scouts is another avenue that would bring in young pilots. As always, I am open to new ideas that will help grow club membership.

Looking for good flying days, again.

Dave Rothbart
President

EDITOR'S NOTES – Upcoming Events

Jeff Killen

1. **Club Meeting, at Warrenton Community Center, 7:00 PM, 1/28/2020**
2. **Newport News Swap Meet, Newport News-VA, 9 AM, 2/15/2020, rustvk716@gmail.com**



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SECRETARY'S REPORT

Jeff Killen

Since I gave the Christmas party report in the December newsletter, there isn't much to report on for January. I will therefore just give you a quick update on my Calypso project which I introduced last month. (Current picture is on last page of this newsletter)

Work done so far:

- Wing mounting fore and aft
- Built new hatch for area below the old tank
- Remove old engine and tank
- Mount new electric motor, and ESC
- Build one 3" servo conversion cable
- Remove old throttle servo and control wire
- Radio check out
- Check wheels and lubricate
- Straighten landing gear track
- Glue tail crack near stabilizer

Work that remains:

- Check wing mounting (it is off currently)

- Check weak area in fuselage just aft of servos
- Add screws for support to fore and aft wing mounts
- Canopy work:
 - o Remove old damaged one
 - o Replace with new one from Nic (Thanks !)
 - o Build an engine cover from old canopy
- Miscellaneous clean-up of monokote
- Check weight and balance, add lead as needed

Results of the board election for 2020 were announced. See the last page of this newsletter to see the new slate of board members.

WINGS OF Balsa #5

John Hunton

Balsa Beetles (continued)

The Balsa Beetles made a control line field near Haycock road. We cut the brush and dragged the area for a nice level dirt circle. A memorable flight at this field was when Ivers Hannold was flying a nice scale Aeronca Champion. Ivers decided to do a loop. He pulled full up and did the first loop that any of us had done. On coming out of the loop the up line broke and the Champ went into the dirt never to fly again. Ivers (now Tom) went on to become a pilot and to work for Harry Diamond labs. Tom had a Meyers OTW biplane for many years. We all loved to visit Tom and fly but I don't remember any of us helping him Metal Prep his aluminum fuselage. The whole gang of us decided to go to Great Falls on day. Ivers liked to climb out of his car window at speed, climb over the top and come in the passenger window while the passenger took over behind the wheel. Ivers had a one wheel trailer on the back of his turtle shaped Ford this day. The car was mostly full and there were several kids in the trailer. I was sitting in the middle beside Tom. We were going up Great Falls Street at good speed. We had just passed Haycock road when Tom asked me to take over. I grabbed the wheel and put my left foot on the accelerator. Tom climbed out of the driver's side window and got on top of the car. He was sliding down the back of the car, intending to jump into the trailer, when near disaster struck. A car suddenly came up the narrow dirt road in the opposite lane. I had to swerve to the right to miss the approaching car. The one wheeled trailer heeled over to the left and Ralph Brumby flew out. Somehow Charlie

Rothstein Grabbed the diminutive Ralph and hauled him back into the trailer. I was fighting to maintain control of the car, which was swerving left and right because of the trailer. I could not find the brake with my left foot. Meanwhile, poor Tom was hanging onto the slick turtle deck with nothing to grip, sliding back and forth. Finally I got the car under control and found the brake. We stopped to see if everyone was still aboard. Tom was sheet white from his experience. We proceeded on to Great Falls at moderate speed with nobody in the trailer.

Recently I had the chance to go to a car show in Carlisle, Pa. with Bobby Dent and Tom Hannold. As we crossed the Potomac River at Point of Rocks, Tom looked out over the bridge and to the left and right. I guess memories came flooding back. Tom said in his quiet voice "I flew under this one". Tom spent most of his spare time later in life building a Midget Mustang. Tom was an AI and a perfectionist. He never finished the homebuilt. Tom later served as AI for the rebuilding of my Lycoming R680-13, but that comes much later.

When O&Rs cost \$30.00 the Thor seemed like a bargain. The motor came disassembled for \$9.95. I wonder if anyone ever got one to run. Mine did not. Control line speed was the thing in the late 1940s. From my first McCoy 60 on the only thing I ever asked for at Christmas was a McCoy 60. I would even like for Santa to bring one now. What a motor.

Drone Days

Control line stunt seemed like the event for many of the Balsa Beetles. The contemporary O&Rs just did not have the power to do a wingover or consecutive loops. The Drone Diesel did. We all got Drones. Through Mr. Hinman we got to meet Jack Bayh of Micro Diesels who introduced us to the Hot Rock stunt model. When we put Drones in the Hot Rock we had a good combination. Conventional props just would not work on the low RPM Drones, so we carved our own 11 inch diameter by 12 inch pitch props. Now we could do loops and begin to learn to fly inverted. The big rule for beginners to inverted flight was to remember that if you ever got into trouble to pull full down to go up and come out. Joel Fillebrown had a unique happening. He was concentrating on the "full Down" escape mechanism so much that when he was gaining speed upright, but down low to go inverted, he pulled full down.

Disaster. I found that if you did a wing-over and pulled out inverted you had much more speed and better control instead of going over the top of a loop and starting inverted flight going slow.

We were flying Drones at Falls Church High School one winter day. We would warm the motors up on Mom Neal's stove so they would start, then run across to the school before they cooled off to be able to start them up easily. I was preparing to go inverted and went up for a wing-over. At the top of the climb a sudden noise, then the plane came tumbling down. The diesel had pulled loose from its mount, swung on the fuel line through the outboard wing and passed through the wing just taking out ribs, not the leading edge or trailing edge. Repairs were easy to make.

Our Mother had a 1941 Crosley convertible with a 7 hp air cooled engine. We painted the top with it off of the vehicle and found that it had shrunk so much it would not go back on. Hugh and I went flying with Bobby Dent at the National Cemetery in Falls Church in the dead of winter. The pond at the cemetery was frozen over, Hugh was playing on it while Bobby and I were flying. The inevitable happened. Hugh fell through the ice. Hugh was freezing, but Bobby and I finished our flying then drove the three miles or so home with Hugh in the back seat turning blue. I don't know if he has forgiven me for that yet today. We would occasionally fly control line from the back of the Crosley at Falls Church High school.

During model airplane club meetings at school we got into CO2 powered cars which were run with eyelets on a long string down a hallway. We started having competitions with the cars. Bill Hinman found that the bigger hole he could knock in the end of the CO2 bottle the faster the car would go. Bill came to school one day with a puncture tool made from a spring loaded window shade. He could pull the spring out about five feet and drive a nail right through the end of the capsule, knocking a huge hole in it. Bill's car would zip down that string in a flash. We had some spectators who would occasionally put a piece of gum on our string. When the CO2 car would hit the gum it would knock the eyelets off and it would take off free flight down the corridor. CO2 car races did not last long. We flew some CO2 powered airplanes, but found that if we holed the

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capsule and tossed it up in the air with a stabilizing spin, that it would climb out of sight. This got expensive though. One of our club members, Norman Bild became a Naval test pilot.



< Calypso repair project by the Editor is coming along nicely.