

FARM Newsletter

AMA Charter 1654

September 2020

VICE PRESIDENT'S CORNER

Bill Towne



Hope all you guys are staying safe and well. Weather has been challenging with lots of rain and wind this month. Personally, I have been suffering a severe ankle sprain the last several months so have not been able to fly or mow. It is getting better every day so hope to be back at the field mid-September. The Boys reported a problem with the Scag mower, starting but not running. After checking the electrical schematic, I found out there are two 20 amp fuses in the system one for starting circuit and one for the running circuit. John Gilbert and I came out to the field and checked the fuses. Sure, enough the running fuse was blown. We put in two new fuses and the Scag is back in business. Just in case the fuses are located behind the control panel top left-hand side. New fuses are now in the bag with the keys if needed.

During this Covid 19 stay at home, I decided to complete a project from 1977. While stationed in Aberdeen, Scotland working on commissioning and

starting up the machinery on the Brent oilfield platforms, I started a tall ship model the Cutty Sark. This famous tall ship was built in in Scotland 1869 and its claimed to be the fastest tall ship ever built. It “flew” across the oceans in the tea trade from China and then the wool trade from Australia. Its fame was eclipsed in just ten years with the advent of steam ships and the opening on the Panama Canal which would be difficult to sail through. The ship was named “Cutty Sark” after the nickname of the witch in Robert Bruns’s 1791 poem Tam o’ Shanter. The witch wore a short night dress or the Scottish word “sark” and is of course the ship’s figurehead. See lots more on Wikipedia and U-Tube.

Back to 1977, I was typically working two weeks offshore and then one-week in Aberdeen. I was only able to work nights on this project after the kids went to bed. I had completed the hull but had to crate it up after the job was finished and I moved back to Houston. It has been in the crate for the last 43 years travelling around the world with me, but I was please to find out this May it was still in great shape. See out of the box picture below. As you can see from the recent picture above, I have completed the decks and masts and I am starting the rigging which takes a lot of time and patience. Not sure I will finish before the vaccine is available. See pictures below.



(Out of the box after 43 years)

Hope to see you at the field soon!

Bill Towne

EDITOR'S NOTES – Upcoming Events

Jeff Killen

- 1. Club Meeting, virtually, 7:00 PM, 9/22/2020**
- 2. FARM Pattern Contest, at the field, all day, 9/19-20/2020**
- 3. Mocksville Pattern Contest, at Mocksville-NC, all day, 10/3-4/2020, CD: Tim Pritchett**
- 4. Fun Fly #1 make up day, at the field, all day, 10/4/2020, CD: Les Broaddus**

The FARM Club wishes to thank Kwang Ko and Hobby Hangar for its support of the club over these many years. You will be missed !

SECRETARY'S REPORT

Jeff Killen

Clarification to the August newsletter: It should be noted that although the president was absent at the August meeting, this absence was not voluntary. The president was attempting to attend the meeting, but was prevented from doing so by traffic conditions enroute.

The club meeting was held at the field on August 25. Five members were present. Due to deteriorating weather conditions, the meeting was started around 6:50 PM.

The group present decided to hold the September, October and November meetings virtually. The risk of using the community center was considered too great to hold in person meetings.

Discussions were held regarding next year's officers and whether or not to have the club Christmas party.

Final decisions on these items will be published as soon as we know.

Nic gave us an update on the FAA rulings regarding our hobby and registrations. FAA IDs must be renewed at a cost of \$5. We do not have to register each plane flown (if under 55 lbs.) Your registration number must be on each plane.

Remote ID – Nic updated us on this item too. No ruling has been announced. The FAA and AMA are meeting weekly to review all the comments received from modelers. They will first address clubs inside the controlled airspace, and later those clubs outside of controlled airspace (like FARM).

The only officer report was from the Treasurer. Nic reported that we now have 66 members. Paul Beck recently renewed his membership. The club has \$5536 in the bank; we are \$561 ahead of projections for the year.

The pattern contest flyer (for next month) is out.

The next Fun Fly will be held at the field on September 6.

Hobby Hangar sidewalk sale day is now set for August 29 (but was later moved to September 5).

FUN FLY #6 RESULTS

Nic Burhans

- The Fun Fly results:
- 1st place – Don Szczur (9 pts.)
- 2nd place – Neal Remy
- 3rd place – Ken Bsett
- 4th place – Ralph Graul
- 5th place – Dave Rothbart
- 6th place – Les Broaddus
- 7th place – Nic Burhans
- 8th place – Paul LoChirco
- 9th place – Ernie Padgette (1 pt.)

WINGS OF BALSA

John Hunton

The only hobby shop in the area was Corr's in downtown Washington, DC. Coor's was a long bus ride away. It was prudent not to forget anything on

a trip to Corr's. Bobby Dent and I were flying at Madison Elementary School one afternoon. A stranger stopped by driving a black Buick convertible. This was Ray Burt. Ray enjoyed watching us fly and talked with us about models. He came back to Madison several times finally bringing out a nice Pirate control line model to fly with us. He had just gotten out of the Navy and had decided to settle in nearby McLean and open a hobby shop in Falls Church. The Falls Church Hobby Shop became the center of activity for all of us modelers. I was one of Burt's first employees, working for a few hours on the way home from school and on Saturdays. Most all of the local modelers worked for Burt at one time or another. When the slot car craze hit, we set up a track in the basement of the hobby shop and had a good time. Burt always said, however, that model aviation was the constant for the shop.

At an air show at Hybla Valley airport they were going to fly a biplane into a lightly built house. They auctioned off the biplane before the crash. Burt and Bobby Dent had placed the winning bid so they brought the pieces home. Apparently the motor still ran. They later sold the remains of the biplane off.

For the opening of Idylwild airport in New York (now JFK International) the CAP wanted to put on a model aviation show, so they invited modelers from all around to compete. The CAP flew the Balsa Beetles to New York in a DC-3. The pilot, Captain Dickey, let us all take a turn at the controls. The contest was only for speed events, the Fittons and Babcocks winning the trophies. Patty Fitton flew speed, the first woman I ever knew to do so. We were into DynaJets at the time. Bill Hinman was flying a Berkley Squirt at about 120 mph when the lines broke. The jet flew into a crowd and hit a policeman, the only person that did not duck. Fortunately the man was not hurt seriously. The serious accident occurred when we were watching an Air-Sea Rescue demonstration. An L-4 was doing "S" turn on a simulated search mission in front of thousands of people when it stalled and spun in. The demonstration became real as the helicopter sped to the crash to extract the L-4's occupants and expedited them to the hospital.

Hugh and I felt that the future of stunt competition was with the DeBolt Stunt Wagon type model. We

were wrong, for the slow and smooth approach won while the fast and exciting approach lost. But we had fun flying our Stunt Wagons. Hugh and I used to build "whip" models to fly in our front yard. We discovered that if one balanced a whip model properly it would fly inverted as well as upright. This concept was published by Bill Winter many years later.

The Jet Bicycle

Having a Dyna-Jet and a bicycle, and with most of us being too young to drive, we put two and two together and created the Jet Bicycle. Several of us Balsa Beetles got into the Crosley and drove to Seven Corners to get well away from our parents. We were taking turns driving the bellowing jet through a quiet neighborhood when we noticed several mothers with screaming babies in their arms shaking their fists at us. We decided to move to Arlington Boulevard, a major highway, where there was a steeper hill to make the Jet Bike go faster. It was Maxie Walther's turn to drive the bike. We fired up the Dyna-Jet and pushed Maxie off. Maxie was really going when a police car passed us and took off after him. The cop pulled in front of Max to stop him, but he did not realize what was going on and just pulled around the cop and kept going. When the policeman finally stopped Maxie he was really mad. He threw the jet bike into his trunk and took off for the police station. We had a hard time following the cop in Puttsie.

At the police station they booked us all. Driving an unlicensed vehicle, driving without a license, resisting arrest for Maxie. They took our photographs and put us into a holding area. I guess it was Bill Hinman who called his dad and got someone from the VFW to come by and see what was going on. Meanwhile a Warner Pathe movie news crew got wind of what happened and came by the police station (there was no TV news in those days, they ran Warner Pathe newsreels along with previews and a comedy before every local movie). The movie crew got the police to let us out long enough to demonstrate the Jet Bicycle. Since it was my bike and Dyna Jet the fellows let me drive it for the demonstration, so the Jet Bike and Puttsie made the movie news. Meanwhile the VFW got there and pulled some strings. We got off with a stern warning. So much for the Jet Bicycle.

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