

FARM Newsletter

AMA Charter 1654

April 2021

FIELD MARSHALL'S CORNER

Ernie Padgette



What happened to Winter?

Wait a second! What happened to winter? You know, that time of year when we get the new planes ready to go and do repairs to the old favorites. Well, that didn't happen. When hunting season ended in early January, I had plenty of time. I had a list, and I'd checked it twice. I knew exactly what I wanted to get done and even an idea of how long it would take. I had some damage (more wear, actually) to repair to a couple of my "go to" planes; and I had several new (a couple of 'new to me' and a few actually new) planes to get ready for spring. The end of January got here while I was still resting and recuperating from the rigors of hunting season. Didn't I used to recover faster? Regain energy more quickly? I was still doing rehab after my shoulder surgery; and although I can

now use the left arm a lot better, it still isn't quite there, yet. Don't I remember healing faster? What's taking so long this time? A week down in North Carolina helping teach an Instructor's and Pistol Course took some energy out of me, but this is the kind of thing I've been doing since forever.

I managed to get a couple of my favorites repaired and ready to go for the new season, but by then it was somehow the end of February. Am I slower these days? Or just getting lazy? Sure, I got some stuff done with my list of community service projects, but that is basically a full time thing these days, so it isn't like that is anything new. Okay, time to kick myself in the posterior and get on with it. Okay; today is the day. But I'm a bit tired, and I was up late last night. Tomorrow is soon enough.

So now it was the middle of March (Didn't I read something about that, back in school?) and I still hadn't done enough to let me look in the mirror and like the guy I saw there. So, I was finishing up a couple of projects involving helping out a couple of Izaak Walton League of America chapters here in Virginia and doing some computer work. I was concentrating on rewriting a section of a grant request when I found my mind wandering a bit. I was realizing a lot of my problem in getting things done is simply energy, or the lack thereof. The biggest thing I miss about my youth is being younger; able to run full bore all day long and most of the night. Day after day after decade. Not any more. And then I heard it. It was a faint noise; low in pitch and more of a murmuring than a voice. I started to turn my head before I realized the voice was my own. "You're getting old." My inside voice; the one I hear when my thoughts take form. "You're getting old". That did it. Enough of this crap! I may not be able to run full bore, but I can still move!

So, I got the new FreeWing Avanti S all ready for it's maiden. I checked everything twice, made sure the CG was spot on (though just a touch heavy on the nose for the first few flights) and even painted up a pilot and a back seater to make it look nice. The gear went up and down flawlessly and the flaps were mixed in with just a bit of down elevator. All ready to go.

Here we go; first flight for my new EDF jet. High rates to get the nose gear up out of the grass, $\frac{3}{4}$ throttle, straight down the middle. She rotated, and I relaxed the elevator, brought the gear up and dropped to low rates. I brought her around and grabbed some altitude before starting to trim her out. Two clicks of up; two clicks of left aileron and she was on rails. I rolled her over and it took just enough down elevator to remind me we were running just a tad nose heavy. All great. Beautiful job. Okay; let's leave lots of time to make two, even three landing approaches without having to force her down in a hurry. I headed upwind, flipped the gear down and brought her around onto base leg. Or at least I got about half way around. That's when she stalled in the middle of the turn, rolled left and plowed in. Or at least that's what I thought happened. Mainly because that's what the assembled multitudes seemed to think happened and I didn't have a better idea. The logic seems to be the added drag of the gear slowed her enough to cause the stall when I leaned her over, even though I thought I had plenty of speed. Maybe I raked her around too steeply. Maybe something failed. Maybe Zeus struck her down. Maybe; but my money says I turned too quickly and the gear was still coming down.

Don and Dave helped recover the debris. I put all the still useable parts in a spare sandwich bag and the rest into a very full green garbage bag. Les was nice enough to hike back out into the field after we realized the motor and fan assembly was no longer located within the fuselage. He found the fan assembly around forty (40) feet *before* the main crater. Oh, well. It turned out Motion RC still sells the Avanti S and I had the replacement on the way before late afternoon. ***Onward!***

Thanks;

Ernie Padgett

EDITOR'S NOTES – Upcoming Events

Jeff Killen

- 1. Club Meeting, virtual, 7:00 PM, 4/27/2021**
- 2. FARM Club Day & Fun Fly #2, at the field, all day, 5/2/2021, Pilot training and Flight Check Day**
- 3. Joe Nall, Triple Tree Aerodrome Woodruff, SC, all day, 5/7-15, www.tta.aero**
- 4. Monroe Pattern Contest @ Monroe, SC, All Day, 5/15-16/2019, CD: Tim Pritchett, tjpritchett@aol.com**

SECRETARY'S REPORT

Jeff Killen

We had a virtual club meeting on March 23. I counted 15 members on the call. Dave Rothbart began with a "thank you" to Carl Hampton for his continued support of our zoom meetings. Ralph Graul did some prep work in front of the pond; this was for Charlie Koustenis to follow up with the next Saturday. Thanks guys !

There was no old business.

New Business/Officer Reports

Bill Towne noted that next Saturday will be the mower prep day (aka the work monkey crew). Chainsaws will be needed later for Charlie; Dave Rothbart has one to bring as well.

Dave Rothbart said that we will get a runway roller for the club, and use it for CMB as well. We can store it at the field. He also noted that we will have outdoor meetings at the field in June, July and August.

Nic Burhans gave us a few schedule updates. There will be no spring float fly, but the fall one will occur on schedule on 9/9. The pattern contest will occur on 9/18. The Airfest at Culpepper Airport is back on for 10/9 preceded by the STEM days on 10/6-7. We have a new member, Jay Zompanti. The renewal charter has been submitted; the leader club renewal was accepted, and federal taxes have been filed. We should have our FAA and AMA cards with us when we fly.

On the money side, we have received a refund from the Community Center for months not used in 2020 (it is still not open). We now have \$8055 in the bank, with all bills paid, and we are doing well financially (being \$18 ahead of budget for the year). We have 62 members in the club currently.

Jeff Killen, John Gilbert, and Charlie Koustenis all had no reports.

Dick Sutton put up a request for a pattern training plane on the web site. He also asked about a Virginia rule for registering planes over 55 lbs. in weight. This is the rule.

FUN FLY #1 RESULTS

Nic Burhans

- The FARM Club's Fun Day and Fun Fly #1 were held today.

- Dave Rothbart was the event CD under sunny skies and windy conditions.

- We had three members who only participated in the Fun Day and received 3 total points each for singing in.

- We had seven members who participated in the Fun Day and the Fun Fly and received points:

--- 3 points for signing in, 8 points for being the Fun Fly CD, 5 points for flying in the Fun Fly, and Fun Fly placement points (reverse order number of the number of participants)

- The 11 April 2021 Fun Fly results:

1st place – Ken Bassett (7 pts.)

2nd place – Vince Tabacco

3.5 place – Charlie Koustenis

3.5 place – Dave Rothbart

5th place – Doug Cash

6th place – Nic Burhans

7th place – Les Broaddus (1 pt.)

- Our next FARM Club Fun Day and Fun Fly will be held on Sunday, 2 May.

SHOW AND TELL

Dave Rothbart – Nieuport 28 from SG models– 68” wing, 55” fuselage, 13 lbs. 20 cc gas motor with rear exhaust. ARF, but wood, no foam, Futaba Rx, high voltage servos.

Nic Burhans – four planes:

1. ASW28 sailplane, ARF, has been flown, needs trim
2. AT6 (bought from Dave Rothbart), change to racer style cockpit (obtained from Bill White estate)
3. Cap 232 Alitalia version

Bill Towne – Telemaster Sr. fuselage, 82” wing, clipped from 95”, less dihedral, converting to electric using Rimfire 55

John Gilbert/Bill Towne – Thunder Tiger Right Flyer 40c, being electrified (Hobby Lobby kit from the 70s)

Gordon Collyer – Calypso Mk 2, Hanno Pretner design from the 80s

Ken Bassett – ModelTech TX (fuselage), 90 2/c converting to 20 cc GLE motor, 8.5 lbs, 67” wing, 45” fuselage, fiberglass over wood

Carl Hampton – small plane, started at age 14, Schoolboy by Ken Willard, Top Flite kit, weighs 7 oz w/o battery, Cox .010 - .020 engine

Vince Tabacco – Confederate Air Force hat (from donations). Nice sown thread graphics.

FARM OFFICERS for 2021

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Eight Amigos helped with the mowers, on 3/27.