



**December 2021**

## **SECRETARY'S CORNER**

**Jeff Killen**



For the September club meeting, we met at the Culpepper airport, at a hangar where Mike Dale is restoring a WW1 aircraft. This is the Nieuport 28-C1. About 8 of us made it out that night.

Here are a few comments and pictures on what we saw that night. Mike gave us a 40 minute explanation of the work so far. The work by the mechanics has resided in the hands of three guys: Bill Hadden, Tom Woodburn, and Dan Damien. Tom has about 30K flying hours. And Bill worked on the Wright Flyer project for the 2003 one hundred year anniversary event. Dan is a wiring specialist and also a plane builder. These guys have been working on the project over the last 8 years, but only one day a week.

The starting point for the project was a kit consisting of 750 lbs of aluminum tubes, and a large metal engine cowling.

Mike described the team as “three very patient guys”. One reason for this is that the kit had many inaccurate shapes among the tubing. Lots of revisions were made along the way, including:

- Adding dihedral to the wing
- Changing the airfoil section to a Clark Y
- Building a new rear wheel
- Changing all engine gaskets once received
- Adding a retractable step to aid getting into the cockpit
- Designs around the engine to ensure adequate air cooling
- Adding a transponder for FAA reasons
- Adding brakes for the two main wheels
- Building for maintenance access
- Invented a locker bolt

Other observations and comments:

- When the engine mount was off by 1/8” it had to be re-welded
- Jigs were used to bend metal to shape. Ken Hyde lent his stretch/bond machine for this purpose.
- Flying: visibility is poor on the ground
- Engine: a Rotec 150 HP rotary, 9 cylinder motor, using no magnetos. The original one rotated the whole cylinder bank to run, but in this restoration the motor does not rotate.
- The engine will not be run in the plane until AFTER the covering is complete. Oil spray is expected and must not be allowed to contact the frame under the covering.
- A backup battery voltage meter is used in the plane.
- Wing struts are made of wood

- Cockpit instruments: altimeter, tachometer, airspeed indicator, compass, oil pressure, oil temperature
- Safety is key in this rebuild; performance will be less than the original aircraft
- Bill H. has been in/out of the cramped cockpit around 50x
- After covering the frame, painting will be done quickly. The goal is to do this work in a few months.
- The end is in sight on this project.

Mike fielded questions after his talk. One comment was about the size of the rudder, which appeared smaller than a picture of the aircraft on the hangar wall. (picture on next page). Is the rudder smaller than the size in the picture ? Answer: No, it is the correct size.

Another question was about the pitot tube which is about 3 feet long. Is this like the original ? Answer: Yes, it is.

Here is a picture of the group who attended the event, minus your faithful secretary (Jeff) who took the picture.



*Jeff Killen*

**EDITOR'S NOTES – Upcoming Events**  
**Jeff Killen**

1. Club Meeting, virtually, 7:00 PM, 1/25/2021

**SECRETARY'S REPORT**  
**Jeff Killen**

**2022 Board of Directors**

After collecting the ballots received by December 5, the following members were voted in to serve as the 2022 Board of Directors:

- |                |                   |
|----------------|-------------------|
| Dave Rothbart  | Ralph Graul       |
| Nic Burhans    | Gordon Collyer    |
| Jeff Killen    | Charlie Koustenis |
| Ernie Padgette |                   |

A brief board meeting was held on December 14 to determine officer assignments for 2022. The assignments are:

- President – Dave Rothbart
- Vice President – Ernie Padgette
- Treasurer – Nic Burhans
- Secretary – Jeff Killen
- Safety Officer – Gordon Collyer
- Field Marshall – Ralph Graul
- Member-at-Large – Charlie Koustenis

**News from the November Club Meeting**

The club meeting was held virtually on November 23. About ten members were present during the zoom call/meeting.

**News**

Board of Directors nominations were opened. No new nominations besides those received in October were offered. Thus we have a slate of 10 candidates for the vote.

Christmas Party – The party is on for FARM and CMB members. To date, 22 have signed up to attend. Gift exchange is still on, but no separate ladies exchange will be held.

**Old Business**

Bill Towne is maintaining the tractor batteries on trickly charge over the winter.

Nic Burhans update our treasurer data. We have 23 renewals for 2022 so far; 40 flyers have not renewed. The renewals have provided \$3000 of income. Bank balance is currently \$6054. We are in good shape, but need the remaining renewals to come in.

Float Fly dates in 2022 are June 25 and September 10 with Nic serving as CD. The pattern contest is

set for September 17 and 18. Don Szczur will CD this event.

The Fredericksburg club is looking at June 2-5 for a invitational “tournament of champions” like event.

The only other board member report was from Ernie Padgette. The Phil Coopy memorial plaque is not yet in; we will dedicate this in the spring.

### **Presentation**

Carl Hampton gave us a nice pictorial based talk on his attendance at the NEAT Fair he recently attended.

### ***NIEUPORT Type 28 REVIEW PICTURES*** **Jeff Killen**



FARM OFFICERS for 2021

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Vice President . . . . . Bill Towne 540-428-1053  
Secretary . . . . . Jeff Killen 703-369-0807  
Treasurer . . . . . Nic Burhans 540-219-9646  
Safety Officer . . . . . Ernie Padgett 540-439-6085  
Field Marshall . . . . . John Gilbert 703-582-7144  
Member at Large. . . . . Charlie Koustenis 703-378-6214

The FARM Newsletter is published monthly by the Fauquier Aero Recreation Modelers, AMA charter #1654. It is mailed to FARM members and to other clubs on an exchange basis. Articles related to all types of aviation are welcome. Opinions expressed in the newsletter are those of the individual author and do not necessarily reflect those of FARM Inc. Publishing deadline is the 2<sup>nd</sup> Tuesday of the month. Please mail all input to:

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