



February 2021

VICE PRESIDENT'S CORNER

Bill Towne



Wow, the first two weeks of February have been cold and snowy. It is much colder than for the last few years and I have already used my snow blower twice. I don't think I used it last year at all. I haven't really been doing any flying the last several months as Barbara and I have been basically locked down, not going out, getting groceries delivered, using the drive through at the Pharmacy, and contactless pickup at other stores. This is since the alarming rise in COVID-19 cases in Virginia starting at the end of October and peaking in January. Finally, people started wearing masks and hospitalizations are starting to come down this month. Also, vaccinations are now coming available, Barbara and I will get our second shots next week. I hope you all check with your local Health departments or Medical providers and sign up for your vaccinations as soon as possible.

With all this home time what have I been doing? I have three projects under way. A friend provided me with an electrified Pulse 125. I have a 20cc gas

version Pulse 125 and have really enjoyed flying it. The electric Pulse came with as Power Pole connector from the ESC but I wanted to change that to a EC5 which most bigger batteries are coming with. That being said batteries are expensive and I already had a set of 3 batteries with XT60 connectors. So, I bought an EC5 to XT60 adapter. I was very specific when I ordered it and said I wanted a female EC5 and a male XT60. I got the complete opposite. The manufacture said the boys in the back assembling the adapters do not consider the metal bullet and socket, they consider the plastic surround and of course the metal bullet plastic surround fits into the metal socket plastic surround so the metal bullet is the female! Live and learn, so I had to buy another adapter. The electric Pulse did not come with a disarming plug so I installed one of those as well. All that's left to do is to check the static amp draw with the chosen prop, check the CG, and check the directions and throw of the control surfaces.

The second project is working with John Gilbert on a NOS Tiger trainer ARF that a friend gave him. It was designed for a nitro engine but he decided to electrify it. After some E-calc and Motocalc runs John bought a Bad Ass motor and ESC. We did get the motor installed in the right place but still have to build a battery tray, magnetize the hatch, and mount the tail fins. We also feel we need to strengthen up the firewall and drill a bunch of holes for air circulation around the ESC. Should be a nice 40 size trainer when we finish.

The third project is building a Volmer VJ-22 Sportsman boat plane from a short kit. This is the float plane that was highlighted in two issues of the AMA magazine several months ago. I figured since I had built many kits and ARFs in the past this should be an easy project. The built-up wing and tailfeathers were no problem but building the boat fuselage out

of 1/16 balsa was not. Very tough bending fragile 1/16 thick sheets around the solid formers and I had a lot of splits to mend. The bottom of the hull had to be planked with 3/16 balsa strips around formers several inches apart. Getting the left side curvature to match the right-side curvature with different stiffness balsa was a trial. I have a lot more respect for the Master builders in our club now. With more patience I hope to get this in the air for our next Float fly.

I am looking forward to the COVID 19 Virus threat easing up and for better weather so I can get back to flying. Hope to see you at the field . . .

Bill Towne

EDITOR'S NOTES – Upcoming Events

Jeff Killen

- 1. Club Meeting, virtual - via zoom, 7:00 PM, 2/23/2021**
- 2. NSRCA D2 Judging Seminar, virtual, 9AM-all day, 3/20/2021, CD: Don Szczur, dszczur@verizon.net**

SECRETARY'S REPORT

Jeff Killen

The January 26 club meeting was held virtually via zoom. I counted 16 present on the call.

Dave Rothbart began the meeting with some “thank yous”. First was to Carl Hampton for filling in for Ernie P. at the last minute for a presentation for the evening’s meeting. Ernie had to take a trip to FL to be with his mother who had the COVID; we wish him and her well.

We discussed the passing of Bill White. Dave gave us a fee details of his life. Bill was an Army veteran, a bit like Gomer Pyle. A car crash ended his Army career, at which point he became a car salesman. He also sold R/C equipment on eBay. For a while he lived in Annandale in a condo, but later purchased a house in Remington. At this location he had a shed with HVAC; this became his man cave. Bill met Dave at a R/C flight school. Bill liked fast planes, and was a part of the Flying Aces. Bill received a Stinger model from Dave. Bill found us the FARM rescue boat, and also the SCAG mower we are still

using. In his last days, Dave and Charlie K. visited Bill at the Fauquier hospital. Bill was a neat guy, and will be missed.

Board Member Reports

Vice President - Bill Towne reported that the batteries for the mower are at his home on charge. Also, John Gilbert has not yet had a back operation. He is getting close to soloing.

Secretary - Jeff Killen – No report.

Member at Large – Charlie Koustenis – No report.

Web Site – Dick Sutton – Use the web site to notify others of FOR SALE or WANTED items.

Treasurer – Nic Burhans – We had 66 members now. One from last year is leaving the area, so now we are at a count of 65. We have 8 members who have not yet renewed. We had \$6904 in the bank as we began 2021, and now have \$8024. The 8 renewals account for \$575 not yet received. For the year, we are about \$100 ahead of budget. Our deposits (2 x \$500) for Lake Ritchie events have not been sent as we are awaiting state approval to hold these events. We donated \$165 to the food bank last year; they had a weak year due to the pandemic. The Warrenton Community Center owes us \$188 for meetings we cancelled last year. Over all, we are doing well, with our main 2021 expenses being field rental, and cutting the field grass.

Other Reports

Bob Burnett – There are about 200K AMA members currently. Of new members last year, about 70% of these were drone pilots.

Jay Marsh – Area 4 VP – He is trying to get DC/RC flyers to use other club fields due to their restrictions.

General – We have a new member (Lauren) for FARM.

Tom Cirula, a docent at the Edvar Hazy Smithsonian museum in Chantilly, will be coming to give us another presentation soon.

Presentation

Carl Hampton gave us a talk on hinges for our models, and also an electric motor study complete with spreadsheet data.

Show and Tell:

Dave Rothbart – Newport 28 from Legend Hobby. Has 26 cc motor, with rear exhaust. Charlie K will help Dave build it. Charlie plans to use a foam wing.

Don Szczur – Multiplex trainer (Dave Rothbart guess), 25 years old, maybe from the United Kingdom. Model is all white, with a OS .45 motor.

- The meeting adjourned at 8:20 PM.

WINGS OF BALSA

John Hunton

The Balsa Beetles held a couple of contests with the help of the VFW. We cut circles at Lee Highway and Shreve Road, now route 66. We cut three circles at Falls Church Air Park, now Loehman's Plaza. At the Air Park meet I flew stunt and stuffed a McCoy 60 into an all-metal class B Invader. There was to be a "last one flying" event after the meet, I decided to fly my nice Barnstormer stunt model. Heck, the trophy for that event was as big as for any other event. After a few models went down or could not get up it was down to Bill Hinman and myself. Bill was flying a profile model. On a close pass we heard a little click, then Bill's fuselage started sliding out on his outboard wing. Nice trophy.

We were not finished with jets yet. Bill and his dad made up a sleek all-metal jet. At its first flight we found that the metal jet, metal lines and the ground made excellent conductors for everyone touching the jet. The model "T" coil was turned on for spark ignition and at least five of us screamed in pain and started running and dancing around. I don't think we ever flew the all-metal jet airplane.

Geodesics

A stunt type model was designed for a Torpedo Green-head. The wing was my first experiment in geodesic construction. This wing could flex a lot in bending but would stay perfectly rigid in torsion. This model flew well and it was the forerunner of a series of geodesic designs to come in the future.

I was, of course, going to be an aeronautical engineer. Off to VPI. After three years and two quarters I had not seen an airplane. Statics, fluids, dynamics, English, chemistry, physics all became too much. Studies began to interfere with model building. I started a small hobby shop in the basement of a local Western Auto store. Some of us built speed jobs at school and flew them in the central drill field. Nobody seemed to mind. We flew Jimmy Paul's Hell Razor speed job at night just by feel. I made up a McCoy 60 powered model with an extra large wing just to serve as an engine test bed. This model flew well and was much more reliable than the mini models we thought were so important to build. Bob McCausland launched the large model one day and I had a little too much up in it. The speed job flipped inverted and I recovered it. The whole flight was flown inverted at 113 mph.

I roomed with Mac. He had the bad habit of never cleaning out his ash tray. He would stuff cigarette after cigarette into the ash tray until the debris got so deep that the next cigarette could not hit bottom and be snuffed out. This would start the whole pile of old cigarettes burning, the ash tray would crack and smoldering, smelly butts would go everywhere. Later on Mac built several nice RC models. He married an airline stewardess.

I was flying the Barnstormer on the VPI drill field one day and decided to see how many loops I could do. Of course, the lines got wrapped up and the model got stuck on up elevator. I went to switch hands with the U-Reely and it slipped. The U-Reely started bouncing across the field behind the looping Barnstormer, which started climbing. Finally, the handle got off the ground and the whirling assembly kept going up. The model got so high that we could not hear the motor running any more and the airplane was just an occasional glint in the sun. Soon we saw the model start to come down. It would drop then stop, drop then stop, drop, then stop. What was going on was the U-Reely would bottom out and bounce up. The model would start gliding again then the handle would pass it and bottom out again. The whole mess ended up in the top of a very tall tree.

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< **USAF Jet by Ralph Graul from the January 2020 club meeting.**