

FARM Newsletter

AMA Charter 1654

May 2021

MEMBER-AT-LARGE CORNER

Charlie Koustenis



The field is green and growing and has been rolled with a roller purchased this year by the club. Thanks, Ralph Graul, for a great job.

All we need now is for the weather to cooperate about temp, wind and rain.

This delay in flying should have you going over your airplanes making sure all is ok and ready to go, nothing is more aggravating than showing up at the field and then something does not work.

On a sad note, we had one of the founding members of the FARM club pass in April of last year. Phil Coopy had moved to Florida after retirement but continued flying and building. He was a giant scale scratch builder. He also was a car guy building hot rods from scratch. He was a great guy always willing to help club members with plane problems. RIP, old friend.

That's about all the news I have this month till we get more flying in.

Stay safe.

Charlie Koustenis

EDITOR'S NOTES – Upcoming Events

Jeff Killen

1. **Club Meeting, virtual via zoom, 7:00 PM, 5/25/2021**
2. **Fun Fly #3 at the field, all day, 6/6/2021**
3. **Shenandoah Pattern Classic, all day, at Harrisonburg, VA CD: Don Click, dclick1@verizon.net**

SECRETARY'S REPORT

Jeff Killen

Our club meeting in April was held virtually on April 27. I counted 15 flyers on the call.

Dave Rothbart began the meeting with some thank yous. These went to Carl Hampton, our zoom meeting guru, and also to Charlie Koustenis for working on mowing the field. Ralph Graul lent a hand with a flat tire in one of the mowers.

Old Business

For Fun Fly CDs, we need a CD in May. Ernie Padgette agreed to take that job. But now we need a CD for the same June event.

New Business

Bill Towne noted that the CMB tractor governor has a problem causing the motor to race. We need to

work on the John Deere tractor; for the hill, use the Murray mower.

Nic Burhans updated us on financials. We have \$6884 in the bank, with 62 club members. We are about \$230 ahead for the year.

Nic attended the Green Sea pattern contest recently. Weather was marginal, but flying was possible late Friday and early Saturday. Sunday was a bust with fog and rain moving in. Eleven pilots flew with a good mix of classes.

Secretary and Safety Officer had no report.

Field Marshall and Member at Large were absent and thus had no report.

Presentation

Thayer Syme gave us a nice talk on various computer aided design (CAD) software options available for drawing plans for our models. One of the good ones was ViaCAD12 from Apple. He also cited PhotoShop and Pixellator programs. He also noted some options for scanning plans.

WINGS OF Balsa #8

John Hunton

With McCausland's help I build a Rudder Bug with a Lorenz receiver. My first RC flight was on the VPI drill field. The red and yellow Rudder Bug took Mac's hand launch just fine and started climbing. I turned the model to keep it close. It was flying along just fine when it disintegrated. I had flown the model into the flagpole.

We had many good flights with the re-built Fox powered Rudder Bug. We would have to run as fast as we could run, throw as hard as we could throw, then sometimes it would make it into the air. Hugh and I flew the control line stunt circuit. At an Andrews field meet an East Coast flier, Hank Spielman, did a loop with his stunt model after the motor quit. Hugh and I thought that this was just the greatest. Hugh started experimenting and found that in a modest wind he could continue to fly with a dead motor. He could do loops and eights on the downwind side of the circle.

At a contest in Hagerstown, MD. A storm was brewing up and they stopped the meet. The wind was brisk. I put Hugh up with a short tank and he started stunting dead stick...loops, eights, verticals, etc. Suddenly Hugh came down. I asked why he quit. As the storm approached he was getting electrical shocks through his lines. Good reason.

At a meet at Andrews field we saw Hal DeBolt fly. What a treat it was to see him fly. He won trophies in all classes of speed and stunt but refused to take any of them. I never won a trophy in the several years of contests at Andrews field. Many years later my older son John won a nice trophy there flying free flight.

One summer vacation from VPI I designed a model intended for full time control line dead stick flying. This model had the same planform as the superb Veco Chief, but construction was to be ultra light since there would be no motor in it. Remembering the strength of geodesic construction from an earlier design, all surfaces: wing, flaps, empennage and fuselage were all built-up using geodesics, very unusual in those days. The finished framework was covered with Japanese tissue. This model just weighed ounces. I had to figure what weight to put in the nose to make the model balance. A dope bottle that could carry various weights was considered, then the obvious came to mind. A motor would be put up front, a Fox .35. Of course, this motor could never be run or the model would shake apart...or would it?

The ultralight geodesic was flown with the Fox running its first flight. I cannot properly describe just how different this model flew from any other that I had ever flown. The geo would cut a corner with seemingly no radius at all. It would just change direction without slowing down at all. Loops were done in a six to eight foot circle so quickly that it was a challenge to pull out at any predictable spot. You could take this model into a sharp wing over and fly it down the other side and wait until it seemed you were inches from the ground to snap up and level off. Square maneuvers were fantastic. We could do square eights on top of square eights. There were three second generation powered Geos quickly built, one by Bobby Dent, I think one by Hugh, and one other. We had great fun with these great flying models. The concept of wind flying was published

in Model Aviation magazine, the basic control line geodesic design was published as the Habu in Model Aviation, the structural concept was manifested in the Geophysical combat design published with Larry Driskill and the ultralight fun fly model Jumpin Geo in Model Aviation. A flying friend, Mr. Albritton, made many Geos for his two sons and many friends. JE Albritton went on to become a legend in model aviation. He set records in speed, won many stunt trophies, got into international team racing and represented the US for many years, and now competes at national competition levels in RC pylon racing.

East Coast Contests

Many of the Balsa Beetles started going to contests which were frequently held along the East Coast. A dedicated DC speed flier, Andy Oliveri, was at a meet in Chambersburg, PA. He fired up his McCoy .60 powered DeBolt Speed Wagon and started for the center of the circle, halfway out he started back to the plane to make a change in the needle valve setting, then changed his mind and went out for the control handle again. Andy's partner, figuring that Andy was ready to fly by this time, and not bothering to look, started running and launched the speed job. All Andy saw was his control handle jump off of the ground and come toward him. As the handle passed by Andy he grabbed it out of the air and turned around. Fortunately he had gotten the handle right side up so he started flying the model and scrambled back into the center of the circle to start his speed run.

A contest was held at Congressional field, MD. It was a combined free-flight and control line affair. I entered one of my super light Geodesics in combat. The standard combat models were much faster than the Geo, but I could turn a very sharp corner. Somehow I made it through some early rounds and got into some hot competition. I got up first and the screaming flying wing came after me. My Fox 35 was putting along. I went into a wing over and the combat model followed. I went straight down the far side of the wing over and pulled sharply out at about two feet. Sure enough my opponent fell for the trap and did not start his pullout until much too late. He flew right into the ground. Most of the time things tend to go wrong, this time everything went right. I placed in several events, including combat and stunt, and tied for the high point trophy. I tied with Roger

Barron. On the coin toss I won the trophy. Hopefully Roger got a duplicate trophy some time later.

Roger Barron flew free flight with his dad. We knew that the elder Mr. Barron did most of the building for Roger and he also did all of the engine work. They could afford the best engines and had beautiful models for all classes of free flight. We kids were just jealous of the strong father-son relationship that we saw which few of us had, so it was seen as a real victory to tie Roger for high point. I just remember one time when Roger's father had started his motor and was setting it for him, Roger said, "Shall we scream her this time Father?" Well we really screamed laughing at that. There was a meet outside of Baltimore called the Maryland State Championships. Several of the Balsa Beetles attended. I was flying a McCoy 60 powered speed job, with Charlie Rothstein launching, which had done 127 mph. A very big man had a Dooling powered speed job that had done 126. something. The big man started going to smaller props for succeeding attempts and his speed went slightly down. He never bettered the 127 mph, but that was really close. The trophy was the biggest I ever saw. There is a small store near our Rixeyville home that is owned by a Robin Boggs. Her father visits occasionally. He used to fly speed. He is a very big man, the same one.

MANAGE THE MODEL AIR FORCE **Jeff Killen**

As I walked around the garage today, I realized its time to take stock of my flying resources. On a note pad, I jotted down each model I could see. I was surprised to find that I had 21 planes or pieces of planes scattered around the room. Wow ! It's time to take charge and get control of this flying menagerie. I have 5 in flying condition now.

How can I begin to do this ? I can start by looking at my task bar at the bottom of my display on this laptop. Why not build a spreadsheet with each plane listed on the left, and then put major characteristics of the models in each column moving to the right ? Things like name, wingspan, power source, radio (Tx and Rx), servos, battery, flying status, and special notes. From there, I can better decide which project to tackle next.

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