

FARM Newsletter

AMA Charter 1654

November 2021

SAFETY OFFICER'S CORNER

Ernie Padgette



“Well, that didn’t go as expected. Just like last time!”

As I write this, less than eight weeks separates 2021 from 2022. There is still time to accomplish a few things; time to correct a few things and maybe even time to get a few more maidens in before the year ends. I guess I should have said “maiden flights” rather than “maidens”. I have just been rather pointedly reminded by my lovely bride, who paused beside my computer and was reading over my shoulder, that my days of counting successful maidens are now behind me. Either that or she will introduce me to chapter 4 of “Amateur Surgery for fun and profit”. “Jealousy thy name is woman”. Yes, I know that isn’t the actual quote from Hamlet, but it

is an often recited misquote and so very often accurate.

It has been said we should endeavor to bring a little sunshine into other’s lives. A little joy; a little wisdom and a lot of laughter. Well, this year, I have certainly accomplished that goal. Or at least a good part of it. Let’s face it: I’ve made a lot of people laugh this year. And, I must admit, I’ve even amused myself a bit. 2021 hasn’t quite gone according to plan. It started okay. In January and February, I was busy working on a number of projects. Planes I was determined to fly this year; planes I had flown but never fully trimmed out to full potential; planes I needed to repair or modify. I had them all on the mental list and was working to get them ready for flying season.

But then, in March, the wee-wee doctor explained the bladder cancer had returned after an absence of a few years. Not a big thing. He cuts it out; I have a few uncomfortable days; and it’s back to business as normal. As I have reminded him several times: All he has to do is keep the cancer under control long enough for something else to kill me first, and he’s golden. A bit of discomfit and back to work getting ready for flying season. Which did seem to be a bit retarded this year. It rained; it was too cold; it was too windy. The full gamut of reasons not to fly. Wash, rinse, repeat. But as we started to get toward the end of April, the weather started to improve.

I’d put together a really cute little fan jet; a 70mm Freewing Yak 130. It was red; it looked nice, and it was fast. And it sounded really sweet. (No, Sweetie; I’m talking about a red model airplane. The redhead was long before I even met you). The plane is pretty small for a 70mm fan jet; but it makes up for it by being heavy. For example, many of my much larger 80mm and 90mm EDFs are powered by a 6S, 5,000

mAh lipo battery. This little bird uses a 6S, 4,000 battery. So; almost the same weight in a much smaller plane. A smaller plane with short stubby wings. IOW; the wing loading is pretty darned high. That means, typically, the planes in this category tend to fly better at higher speeds and don't like to go slow at all.

So; comes the maiden flight. I'll skip to the end, which wasn't very far from the beginning. I stalled it. The wings started that wobbly bit, and the plane did the lawn dart thing. The nose of the plane shortened up a few inches and resembled a lightning bolt. All sorts of different directions and angles. I set the remnants aside and moved to the next project. Lesson learned: Planes with high wing loading need to have some speed or they won't fly. Let the speed drop and they fall out of the air. Got it.

By the middle of May, we were getting some good flying days. Which was, of course when I had to interrupt my flying to spend a few days in the hospital and get acquainted with a whole new set of doctors, these being cardiologists, and a brand-new set of limitations on my ability to simply live my life and enjoy myself. One little heart attack and people start acting all excited. They want you to do things you don't want to do; and God help you if you decide you want to continue any of the fun things in life. Again, I'll skip ahead to save the long-winded explanations. I had a heart attack. This was one of those sudden, unanticipated, and unpredicted artery blockage deals. Actually, a couple of deals. The kind where you're doing great one minute and dead, or very nearly so, the next. There was, apparently, very little actual damage to my heart. Two artery stents and I'm fine. I was lucky.

And I'll summarize the doctor's instructions for you: If you eat, drink or smoke it and you like it; STOP IT. If you don't like to eat, drink or smoke it, DO IT. No fatty foods, no cigarettes, no alcohol and NO SEX. Don't do anything that gets you excited (Well, there goes the politics and porn stuff. The more I think of it, they do both seem to be very similar.) and don't get upset over anything. Now how the heck am I supposed to listen to that list of crap and *not* get upset? I suppose I could give all that up, but what's the point? And why the heck didn't anyone tell me to give up smoking wacky weed, injecting or otherwise ingesting crack, meth or any of the stuff I've never

even dreamed of doing? No one even mentioned what I consider to be the really bad stuff people do to themselves. Nope; just stop all the stuff you've been enjoying forever and do what they tell you to do. I talked it over with my mother and she agreed with me. She suggested we sit and drink a few brews and discuss things. I reached an accommodation with the doctors. They're going to watch me carefully and I'm going to enjoy life, however long it may be, and try to be reasonably good. And if they think I'm giving up sex, they can take that idea and stuff it up... well, that could be considered sex, couldn't it?

Anyhow, while I was recuperating, I started taking a long look at the little red jet. And a plan began to form. This was one of those "I just want to do it to see if I can do it" things. If I glued part A to part B, and then applied steam to both parts before I used some braces to... Eventually, I got the twisted stuff un-twisted and the bent parts un-bent, and half of a very large tube of Foam-Tac later, it didn't look too bad. An inch shorter, maybe; and not quite as smooth as it had been; but it didn't look all that bad. And, the CG seems pretty close. So, I put the plane in the air and it flew very well. I made several flights with it and, all in all, I was happy with the result.

And then, after a dozen or so successful flights, came the day. I took off; careful to keep the speed up and not turn too sharply. I got the flaps and gear up and immediately decided to make a series of landing approaches. The first two went quite well. The third time, I had the speed up, and simply turned it too sharply. Lesson two: When you turn a fan jet sharply, you cut off the air flowing into the intake ducts. That cuts the available power at the same time you're knocking the speed down with the turning motion. And the plane will fall out of the air. Which it did. The plane did a digger, pretty much straight in. I'll admit that surprised me, since I had the plane moving pretty quickly. But it happened. My mistake; my fault.

The damage was pretty much a duplicate of what had happened the first time. The long (well, not as long as it had been originally) nose was shortened by a few inches and resembled a zig zag shape. Fortunately, it was nothing a new airframe couldn't fix; although a new fuselage was pretty close to the price of the RTF version I had originally purchased. Decisions, decisions. It's always a question of time

and energy and I decided this was one that could wait for next spring. I'll tear it apart and save the bits for the next one. Again, lesson learned; although this time at a different level of understanding. A plane with high wing loading will have a tendency to fall out of the air if you don't keep the speed up. And some planes have higher wing loading than others. An EDF doesn't have a propeller to keep air flowing over the control surfaces. Turning sharply, which I seem to have a tendency to do, cuts the speed. With an EDF, that can also cut off the air flowing into the intake ducts. And that may not work out well.

While I was pondering over my options with the little red jet, my urologist suggested I make room in my schedule for a repeat surgery. The bladder cancer had returned. And so it was back to the hospital, chemo and all that. The chemo hit me quite hard this time, and I spent a week doing nothing; and not even much of that. A week of lost time, just when I needed to be doing some serious flying and making preparations for hunting season. And, some follow up chemo treatments that may seriously impact all my plans for the fall. Dang! Ah well; it is what it is, and life is still good. Once again, I find myself in a quandary. There is a lot of fun to be had in this life. Things to learn and things to do. Fun to be had. This year hasn't gone according to plan, but I've accomplished a few things and learned a few more. Or at least I hope I've learned them. There *will* be a new little red jet for the spring. We'll see if I've learned enough to keep the next one in the air.

See you at the field; thanks,

Ernie Padgette

EDITOR'S NOTES – Upcoming Events

Jeff Killen

1. Club Meeting, virtually, 7:00 PM, 11/23/2021
2. Joint CMB and FARM Christmas Party, at Outback of Warrenton, 12/4/2021, 6:30 PM

SECRETARY'S REPORT

Jeff Killen

The club meeting was held virtually on October 26. About eleven members were present during the

zoom call/meeting. Notes from the November club meeting will be provided in the December newsletter.

News

Dave Rothbart began the meeting at 7:05 PM. He thanked Nic Burhans for his work in supporting the STEM meetings at the October AirFest.

NOTICE: If you have not received the COVID vaccination, you must wear a mask and remain at least 6 feet from others. This applies to your presence at the field and at the Christmas Party.

Don Szczur announced that he is available for a buddy box training day. Just pick the day.

Ernie reported that the Phil Coopy plaque should be ready any day now.

Christmas party planning meeting with the Outback folks will occur on Nov. 12 at noon, Dave Rothbart and Nic Burhans attending.

Board of Director Nominations for 2022

The following flyers were nominated for the Board of Directors:

Dave Rothbart
Nic Burhans
Jeff Killen
Ernie Padgette
John Gilbert
Charlie Koustenis
Ralph Graul
Carl Hampton
Ken Bassett
Gordon Collyer
Don Manson

Board Member Reports

Treasurer - Nic Burhans reported that we have \$4934 in the bank and we have 63 members currently. We are about \$1000 ahead of projections for the year (probably because we missed having 2 float flys-security deposits roll forward to next year). We will likely have the pattern contest in the fall. Don't forget to renew your AMA and club memberships.

Secretary – Jeff Killen noted that the November newsletter will be send out just after the November club meeting. This allows us to add any additional nominations for the 2022 board of directors.

Show and Tell

Nic Burhans – Green Sea Pattern Contest report – The event was a nice time with wide participation from around the east coast. 16 pilots flew in the two-day event. Our own Gerald Hood and Don Szczur both flew and placed in their classes.

Presentation

Nic Burhans gave us a detailed report on the October Air Fest events.

Tuesday-Thursday we supported the STEM program for 5th and 6th graders, which was over 1100 students. Supporting from the club were Dave Rothbart, Ernie Padgette, Gordon Collyer, and Kirby Nelson. We showed the kids how to fly, Ingenuity, a math test. The Boy Scouts pulled in to help, busing in their boys.

On Friday evening, there was flying until dark. We had 3 tethered balloon glows and a sailplane pilot flew after being towed to altitude. There was also 3D flying.

On Saturday, we did buddy boxing at 9 AM, with 28 kids. Five persons expressed interest in more help from the club. Our flying time was scaled back, being 1 hour shorter than last year. Kwang flew IMAX, large warbirds, jets. Full scale flying also happened. Weather was an issue all day, with the clouds lifting later in the day. The warbirds flew a final pass, about 20 planes. It was a good event, with lots of folks attending.

FARM OFFICERS for 2021

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