

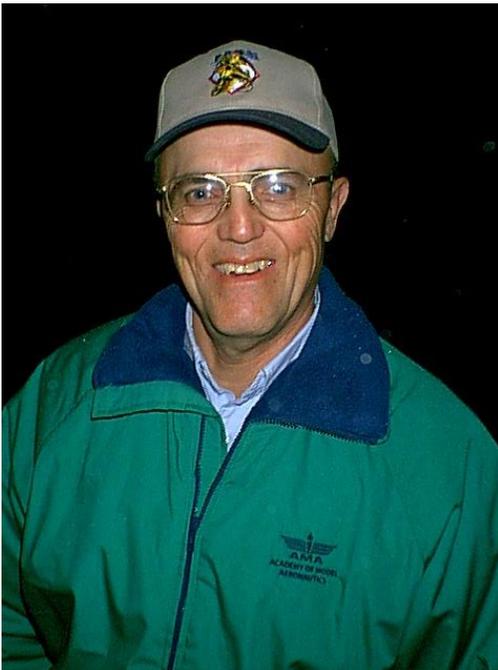
FARM Newsletter

AMA Charter 1654

October 2021

SECRETARY'S CORNER

Nic Burhans



We seem to be experiencing spring weather (all over again) with plenty of rain and wind. However, the last two weeks have been good to us, despite the weatherman's predictions.

FARM Club members again supported all the RC/Model Aviation activities associated with the 2021 Culpeper Airfest (number 21 after last year's cancellation due to COVID).

Since its inception as a community based, free Air Festival (Airfest), our members Mike Dale and John Hunton have ensured that the radio control model aircraft aspects of our area's flying activities have always been represented as part of the annual Airfest.

As the AMA's Sanctioned RC Contest Director for

the Airfest, I am a regular member of the Airfest Executive Committee, Air Operations Committee, and STEM Committee during the year of planning for the event.

Four years ago the Airfest was expanded to include a dedicated two-day STEM program for the annual fifth grade students in Culpeper County. With last year's Airfest cancellation due to COVID, this year's STEM program was expanded to three days to include those students that missed out last year. A total of 553 fifth grade and 592 sixth grade students were hosted at this year's event.

Our dedicated RC STEM presentation this year addressed all the various forms and aspects of flight with particular emphasis on the science related to Ingenuity's being able to fly on Mars. In a separate hangar, Mike Dale and his Newport crew put forth a spectacular audio/video and face-to-face presentation of their construction project for the students.

A big thank you to Mike Dale, Bill Hadden, Dave Rothbart, Gordon Collyer, Kirby Nelson, and Ernie Padgette for their help in working with the students answering all kinds of aviation questions.

Specifically requested by the sponsors, our Friday RC evening demonstration was before the balloon "glow" and Kwang Ko's three aircraft internally lighted 3D RC demonstration proceeded while Manfred Radius was towed to altitude for his night glider show. Of note, Manfred kept pushing for a higher altitude from his tow plane. This resulted in expanded time for our 3-D show, which forced stagger battery replacements to keep the sponsors entertained before Manfred's release. We were flexible and the RC 3-D team was again a show stopper.

The team of Ralph Graul, Gene Flynn, and Hank Mausolf gathered and put forth an outstanding static display of different RC model aircraft for Saturday's Airfest spectators.

Before the start of Saturday's air show, Dave Rothbart's team buddy boxed twenty seven students, ages 8 to 17, during the allotted hour and forty minutes for this presentation to the Airfest spectators. Of these, five families have signed up for possible follow-on buddy boxing at CMB and FARM.

Another big thank you to Dave Rothbart, Ken Bassett, Gordon Collyer, Ralph Graul, Gerald Hood, Charlie Koustenis, Paul LoChirco, Kirby Nelson, Ernie Padgette, and Terry Terrenoire for their buddy boxing expertise that put smiles on their student's faces.

As usual, Kwang Ko and his team earned the crowd's (and full-scale show pilots,) attention and appreciation for their continuous hour long 3-D, Scale, War Bird, Jet, and Foamy EDF formation flying.

The entire 2021 Culpeper Airfest RC model aircraft team did an outstanding job and again made a lot of friends for our hobby.

Remember to take your FAA TRUST test (www.modelaircraft.org/trust) before the end of the year, print/save the results, and have a hard or electronic copy with you when you fly.

Be Safe.

Nic Burchans

EDITOR'S NOTES – Upcoming Events

Jeff Killen

- 1. Club Meeting, virtually, 7:00 PM, 10/26/2021**
- 2. Staples Pattern Contest, at Aynor-SC, all day, 10/23-24/2021, CD: Marvin Marozas Mfmarozas@gmail.com**

- 3. NVRC Silent Auction, at Poplar Ford Park, Centreville, VA, 8 AM – Noon, 10/30/2021, Invrc.com/events**

- 4. Club Meeting, via Zoom, 7:00 PM, 11/23/2021**

SECRETARY'S REPORT

Jeff Killen

The club meeting in September was replaced by a visit to the Culpepper airport on the 28th. Mike Dale gave us an update on his project to build a Neuport 28 from a kit. Look for a full report on this meeting, along with photos, in the December issue of the newsletter.

WINGS OF Balsa (continued)

John Hunton

Things were not going well at school. I had lost motivation. The Korean war was under way. The second quarter of my junior year I flunked out. Needing something productive to do I took a course in aeronautical drafting at Columbia Tech in DC. I finished the six month course in two months. It was really fun to draw airplanes. There was an ad in the paper from General Electric. They needed draftsmen for their jet engine factory in Cincinnati. Upon showing the material from Columbia Tech I was hired on the spot. I became a tool design draftsman for GE. I was productive, had an income and a future, and was enjoying life very much. I got with some local modelers and flew speed. Gene Brown had a beautiful wife and a Mercury convertible coupe with straight pipes. We were building a nine foot Taylorcraft kit together. Then the draft notice came. If I had made six months at GE I would have been exempt from the draft, but no such luck. On being inducted I applied for the Army Engineers. Of course I got Artillery (coincidentally second son Clay was an Artilleryman in the Marine Corps some 30 years later). Basic training was at Camp Chaffee, Arkansas. Since I had learned to march at VPI I was made guide-on bearer. This was great duty since I could set the pace on speed marches. I brought another skill from VPI, guide-on twirling before any turn. At the big parade the General was heard to say "Just who is that asshole out there making like a windmill?" That ended the twirling. Firing 105 Howitzers was fun. Shooting M-1s and Carbines was

fun. Close order combat training was fun. Our company numbered 209. They kept nine of us at Camp Chaffee for Cadre and shipped the rest off to train on the nuclear cannon. The nine of us rented a house in town, so life as an instructor took on a commuter-businessman format. We had to keep a bunk and clothes at the post, so as I got promoted I would just glue on the new insignia on the outer sleeve of the display. I never got caught.

There was good model activity in Fort Smith. I built a Smoothie stunt model and did well in local contests. My big thing for the "special maneuver" was either dead stick looping or breaking balloons while laying on the ground. Fox Manufacturing Company moved into Fort Smith just as I was leaving. Duke Fox wrote a telegram asking me to come to work for him. It was tempting, but I had seen what having a degree meant at last, and wanted to go back to school now with the GI Bill. While in the Army I bought my first car, a 1949 Studebaker Champion.

Back to Tech

Back at Virginia Tech I started back into Aeronautical Engineering. It was still just too difficult. I took some aptitude tests. The tests all pointed to Architecture. I decided to try to find out what architecture was. Some classmates were into it. Architecture looked like great fun with the model building and drafting and all, so lets give it a try. What a difference it was in Architecture. Instead of being on academic probation every other quarter I was on the Dean's list. Architecture was the avocation, model aviation was the hobby, and this arrangement has worked very well for the rest of a lifetime.

During summer vacations I needed a job. Don Johnson ran a shop called "The Master's Workshop" in Falls Church. Don hired me on. The shop did everything from appliance repair to gunsmithing to patent models to welding, brazing, turning, drilling, milling, sawing, painting, and many other things. On my time I could do engine work on the McCoys. Don built a couple of speed jobs and had some innovative ideas like putting a wet sponge in the pan to cool intake air.

After the Studebaker came a 1951 Buick convertible with a straight eight engine. I was working on the

Buick in Bob Finnell's garage putting duals on it when she walked in. Mary was tall, beautiful and aloof. Our first date was a trip to the dirt track races in Jessup, MD. Hugh drove in his flame decorated Chevy convertible. As the racers came around the track large clouds of red dust would cover us. I was drinking beer and had to go to the bathroom every ten minutes, so it was a wonder that my relationship with Mary would continue, but it has for some 50 years now. No matter what else we have done the four wonderful children we have had has made everything worthwhile. Mary has been very supportive of my aviation and model aviation activities all of those years. Another love for both of us was the Buick. There was never a better sounding or looking car on the road than our deep maroon Buick.

Hugh and I made up an RC model with the Ruddervator system. The Ruddervator was a small offset wing, which used air pressure to drive an escapement instead of a rubber band. The first day we could test the model was very windy. In fact Hurricane Hazel was passing through. Deterred? Not us. We put the model up and actually experienced some controlled flight until the wind got to be too much. The model ended up in a straight down spiral dive and seemed to hit a house. We went looking for the wreckage and walked around the house several times not finding anything. Finally a piece of the model was seen sticking out of a gutter, then another. The model had hit straight down on a wooden box that was on top of the roof and it had filtered down on all four sides of the roof in small pieces. We took the long wing speed model to a meet in Hagerstown, MD. The dolly I had made up just would not work so I asked fellow Balsa Beetle Alan Rex (my mother married his father later on) to hand launch it. I had heard that the addition of 3% picric acid would add power to the fuel. I had bought a quart of the stuff (minimum purchase) at a chemical house in DC not realizing that it was a dangerous and unstable explosive. I also rationalized that if 3% was good 6% was better. Alan launched the model beautifully. The model flew well; in fact this is the only meet in which I beat Andy Oliveri. When launching the model Alan had guided it our in front of his face. After the flight we looked at Alan and all of his hair on one side, including his eyebrow, had turned bright yellow. We learned later that picric acid is also a powerful yellow industrial dye.

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