

FARM Newsletter

AMA Charter 1654

August 2022

PRESIDENT'S CORNER

Dave Rothbart



I can hardly believe that half of 2022 has already passed. High winds, extreme cold, Covid 19, rain, extreme heat have limited the number of days available for RC flying. But hope remains eternal that the second half of the year will provide light winds and sunny skies. Due to high winds, of all people, our RC ace pilot Don Szczur had trouble landing at the Mocksville pattern contest.

At a recent meeting with Mrs. Rhynalds, we discussed the current and future status of the Farm. Diane is still in reasonably good health. She desires to remain in residence at Farm at this time. Her daughter remains a problem that has been difficult to solve. After living as a nomad for a period of time she has once again moved back into the double wide trailer behind the hay barn. There have been strict rules placed upon her again in order to remain there. Only time will tell if this arrangement has a successful outcome.

Due to the individual's she associates with, all Club items secured with locks must be re-secured prior to the last person leaving for the day. Take the time whether you opened the locks or not to make sure everything has been secured and the combinations reset back to "0".

The Farm Club first float fly of 2022 was a great success. Many thanks to Nic for CDing the event and organizing the food for club members and guests. The weather finally cooperated providing fliers with ideal temperature and winds for a successful day. The pilots kept Ralph busy retrieving downed planes from the USS Willy Wanker.

Thank you to all the members who volunteered from both Farm Club and CMB for supporting this event. Guests came from as far as Delaware to attend and fly with us. The people that Nic and I spoke to were eagerly looking forward to attending fall Farm float fly event.

At the Tuesday June 29, 2022, meeting the Farm shelter/ pavilion was named in honor of our founding father, Phil Coopy. I know that he is joining us in spirit to acknowledge the honor.

Looking forward to being with you at the field.

Fly Safe,

Dave

EDITOR'S NOTES – Upcoming Events

Jeff Killen

1. **Club Meeting, at the field, 7:00 PM, 8/23/2022.**
2. **FARM Charity R/C Float Fly #2, Lake Ritchie, 9 AM – 4 PM, 9/3/2022, CD: Nic Burhans npb6218@earthlink.net (Field closed to 72 Mhz, open to 2.4 Ghz)**
3. **FARM Club Day & Fun Fly #6, at the field, all day, 9/11/2022 - pilot training and flight check day, CD: Ernie Padgette**
4. **NEAT Fair, Downsville, NY, all day, 9/15-18/2022, www.neatfair.org**
5. **FARM Pattern Contest, at the field, all day, 9/17-18/2022, CD: Don Szczur dszczur@verizon.net**

SECRETARY'S REPORT

Jeff Killen

The July club meeting was cancelled. Thus, the usual content for this column for the month will be missing. See you next month.

FUN FLY #5 RESULTS

Nic Burhans

FARM 2022 Fun Fly #5 results:

1st Ken Bassett	5 Points
2nd Ralph Graul	4 Points
3rd Nic Burhans	3 Points
4th Dave Rothbart	2 Point
5th Ernie Padgette	1 Points

We had two additional spectators.

- The final 2022 FARM Club's (#6) Fun Day and Fun Fly is scheduled for Sunday, 11 September.

- CD for the 6th Club day events and Fun Fly will be Ernie Padgette.

WINGS OF Balsa

John Hunton

Wimpy

Mary and I were driving to Front Royal in our station wagon one weekend to visit her parents. Just outside

of Front Royal Mary said "Honey, wait! There is an airplane in the yard back there. It is too small to be a real airplane and too big to be a model." We went back. The airplane was an OQ2A target drone from WWII. It was fully assembled and kids were playing on it. As I walked into the yard a fellow came bounding out of the house and said " Yes, it is mine. Make me an offer." We chatted a while and I ended up giving him \$80 for the drone.

This OQ2A had been manufactured by the Frankfurt Aircraft Co. Marilyn Monroe had worked for them we heard later. It was powered by an eight hp Herkimer engine that drove a contra-rotating propeller system through a large gearbox. The wings were strut braced, either end of either wing could attach to the fuselage. The fin and each elevator half were interchangeable. There was a large hatch for a parachute on top of the triangular fuselage but the chute was missing. The landing gear was heavily bungeed for vertical descents under the parachute. The drone was radio controlled. All of the RC equipment was still in it, but the batteries were gone. "Wimpy" was stenciled on each side of the fin.

We ran the motor several times. Joel Fillebrown and I rigged up a 100 ft nylon rope with lamp cord to actuate the elevator servo and flew the drone control line more or less. It took two of us to hold the 13 ft. monster, but it flew well. The Drone was hung in Arlington Hobby Crafters for many years, then in our barn for many more. The temptation was there to make a snowmobile out of it, but this was never done, thankfully. One year I had a tax problem. The accountant asked if we had anything to donate. The drone came to mind. I had the OQ2A inspected by the president of the Remote Piloted Vehicle Association. Saying that he only knew of six other similar drones in existence he valued it a \$25,000.00. Holy moley! The donation helped considerably on our taxes. The airplane now hangs in the Fort Monroe Casemate Museum near Norfolk.

Architecture

Tony Musolino had an architect's office in the opposite end of the group of stores from the Master's Workshop. In 1959 I got a summer job there for \$1.00 per hour. Good experience for school. After graduation I went back to work for Tony. I got registered in 1963 in Virginia, Maryland and DC. In 1968 Tony and I got into it and I left to go to work

for Marriott. I was Coordinating Architect for their Los Angeles hotel. After those two years Musolino called back and offered me a partnership, which lasted until 1974 (Musolino and Hunton, Architects). We did lots of schools, shopping centers, apartments, etc. in Northern Virginia. Tony Musolino and a developer friend bought a Cherokee 180. The developer's foreman and myself were invited to join in the ownership as a work benefit. Neither the developer nor Tony ever flew, so the foreman and I had a great time with the Cherokee.

Hugh was visiting one fall and we went to fly the Cherokee. The battery was completely dead so we decided to fly to Hyde field in Maryland to get a new battery. Hugh propped the motor and we got it going. The ceiling was about 500 feet. We were flying low. The Cherokee had an autopilot, which was slaved to the artificial horizon. Wanting to show off the autopilot to Hugh I shoved the knob in not realizing that the gyro was laying to one side because of the dead battery. The Cherokee rolled smartly to the right. I got the wings back to level but was fighting the autopilot. We finally got the autopilot disengaged and the panic was over, but that was close.

Luscombe

Hugh found a nice Luscombe 8A in Louisiana for \$1800. I bought it. I flew "Shrimpy" up to Virginia during a very cold November weekend. The only heater for the cabin was a small hole in the firewall, which ducted in air from an exhaust pipe muff. Heat through the little hole was good while you were climbing, marginal while cruising, and non-existent when descending. One could warm one toe at a time at the little hole. I invited cousin John Neal to fly with me one day, he showed me how to make the Luscombe turn, climb, or dive just by leaning backward, forward, or to the side. I knew he knew the Luscombe and invited him to become a partner.

Gullwing

Things were going great in the architecture business, I was a partner and was making good money. I wanted to move up to something bigger than the Luscombe for the family to travel in. A Gullwing Stinson was advertised in Trade-A-Plane News. I went to see the plane with son Clay and daughter Martha. The big Stinson had a newly overhauled Lycoming R-680-9 in it so it was thought that the motor would be good for years. The covering was

somewhat raggedy having a coat of enamel over the original dope. The airplane was white with a tacky red trim stripe. The previous owner was not a pilot, he used to taxi the big plane around. The last time he taxied it he ran into a fence giving the engine a "sudden stoppage" and tearing a hole in the bottom of the fuselage. The price was right and the decision was made to buy the Gullwing. I was not qualified to fly the "complex" airplane (controllable pitch propeller). A friend, Tom Selby, agreed to ferry it. The seller arranged a ferry permit for the Stinson. The day of the ferry flight was excellent weather wise. I rented a Cessna 172 to take Tom Selby, another Gullwing owner, Tom Pendergast, and myself to Medford, NJ. The Gullwing was ready to go with duct tape on its belly and tanks topped with gas. Tom Selby asked tom Pendergast and myself to keep a close watch on the Gullwing's belly and, since the radio was inoperative, to waggle our wings if anything was remiss. As Tom Selby taxied out and took off the old Gullwing just looked magnificent taking gracefully to the air.

Months before I had been in the front yard in Annandale when I noticed a column of thick black smoke billowing up several miles to the east. An oil tanker truck had been traveling east on route 236 and, intending to turn right to go left on the beltway, took the loop turn going too fast. The tanker turned over on the guardrail and the oil caught fire. The ensuing conflagration killed the tanker truck driver and severely damaged the 236 bridge over the beltway. I drove to the scene and got out of the car to watch. Over the din of the ambulance, fire truck and police sirens I heard the unmistakable sound of a radial aircraft engine approaching. Out of the clear September sky came a bright blue Beechcraft Staggerwing. I found out later that Tom Selby was the pilot of this Staggerwing. Tom was flying his airplane to Fredericksburg where, while working on the Beech landing gear, it fell on him doing considerable damage to himself and to the classic airplane.

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Printer: None
Manassas, VA

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 2nd Tuesday of the month. Please mail all input to:

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