

FARM Newsletter

AMA Charter 1654

January 2022

PRESIDENT'S CORNER

Dave Rothbart



I hope everyone had a wonderful Christmas 2021 Holiday season. So what's in store for the 2022 Farm Club members? As was the case during the past two years Covid 19 variants will have the last say in all scheduled activities.

So as of this time the Board of Directors has approved two float fly's. A pattern contest is scheduled for this fall. Meetings will continue Zoom except for the April meeting which will be conducted in person at the Warrenton Community Center. The entire meeting will be devoted to show and tell with emphasis on new builds. The June, July and August meetings will be conducted at the Farm Club field. If there are enough CD volunteers, we will have fun fly's per the club schedule.

The Club Christmas party was canceled due to unforeseen circumstances. The Outback restaurant sustained serious fire damage just days before our

party. Our dinner orders were placed in advance by Nic to simplify the process. It was reported by management that one Farm Club member tried to salvage his well done steak order.

So back by popular demand, I was prepared to deliver the yearly summary of airplane memorable moments. Due to the cancellation of the party I am providing my crasher notes for your reading pleasure. The crasher award along with survival kit was presented to our 2021 winner, Paul LoChirco. A picture of Paul and Charlie, our 2020 winner is on our club home page.

Dave Rothbart
President

EDITOR'S NOTES – Upcoming Events

Jeff Killen

1. Club Meeting, virtual, 7:00 PM, 1/25/2022
2. Newport News Swap Meet, Newport News VA, 8-noon, CD: Todd Smith or rctreeopflyer@gmail.com, 2/5/2022
3. West Potomac HS Indoor fly-in, 8 AM – 3 PM, CD: Joe Franco or jfranco@fcps.edu, 2/12/2022
4. Valley RC Swap Meet, Weyers Cave VA, 9 AM – 1 PM, vrcfc.com or k.grapes41@gmail.com, 2/12/2022

SECRETARY'S REPORT

Jeff Killen

The December club meeting was to be held as party at the Outback restaurant. But, as Dave noted in his lead article, the event was cancelled because of a fire at the venue. A scaled down board of directors

meeting was held on December 14 to cover a few items of business. Some of these are covered in Dave's article; a few remaining items we discussed are provided here.

We sorted out the results of the voting for the new board of directors for 2022. Here is the list of flyers and their offices for the year:

President – Dave Rothbart

Vice President – Ernie Padgett

Treasurer – Nic Burhans

Secretary – Jeff Killen

Safety Officer – Gordon Collyer

Field Marshall – Ralph Graul

Member at Large – Charlie Koustenis

Other news:

- Renewals for 2022 are about half done
- We should be receiving a payment of \$600/mo from Mitre corporation for use of the field
- We discussed a possible small foamy day of flying in perhaps May on a Saturday/Sunday
- Charlie K will get with Bill Towne to take over aspects of the mower maintenance. Ralph G will assist.
- Buddy box flying at this year's air fest was recommended to be on all 2.4 GHZ equipment.

CAP 232 RE-BORN

Jeff Killen

Some time ago (6-8 years?) I purchased an Eflite CAP 232 profile ARF model. This guy is an electric model, with a Park 400 brushless motor, running on a 1300 MAH 3S Lipo battery. Overall weight is about 13 oz. This model is clearly capable of 3D aerobatics with the right motor, as the control surfaces are huge.

You probably never saw me fly this baby at the field, unless you happened to be there the one time I tried to fly it. The model seemed nearly uncontrollable. But somehow I got it back on the ground without damage. As I rode home, I was disappointed, wondering "what am I going to do with this ?" So the model just sat in my hangar for years, untouched.

But, in the last few months, I have gotten in the mode of revisiting ailing models to get them flyable again, so why not give this one a try ? So I got a

workable radio checked out and took the model out to a field for a test flight.

The first flight lasted about 10-15 seconds, again because the model was nearly uncontrollable. But I noticed two things: a strong tendency to turn left, and difficulty controlling the model.

The left turn problem was easy to analyze. Lots of left rudder. So I just corrected that, centering the rudder. To deal with the overcontrol problem, I went to the aileron and elevator servos and set the control wire into one of the middle holes in the control arm, reducing the throw. Another important change was getting a larger elevator control horn, and then putting the control wire in the last hole away from the elevator (see photo below).



So after these corrections were made, I went out for another test flight. This was another short one, maybe 30 seconds. The takeoff and flying were much better as far as steering went. So the rudder correction had helped. But the over control problem had a different feel to it. The problem was not overcontrol. Instead, the model porpoised up and down. What was the problem ?

Driving home, I thought about what I had seen. Then it hit me. What about weight and balance? Weight had to be close, as the model is an ARF with the correct size motor and battery. But what about balance ?



Take a look at the white square above the leading edge of the wing. This is a Velcro patch for holding the Lipo battery to the model. When I did a trial finger hold of the model at the CG with the battery attached at the square, the tail of the model hung low. Aha ! The plane was tail heavy !

I checked the weight of the battery, which was about 3.2 oz. For a 13 oz. model, that is about $\frac{1}{4}$ of the total weight of the plane, which is quite a bit. So I moved the battery toward the front of the plane, just behind the motor. Then I re-tried the finger hold test at the CG. The model hung nearly level in my hand. I had found the problem. So I moved the Velcro square and permanently moved the battery to just behind the motor. (see photo below).



Yesterday I got out early and did another test flight of about 3 minutes. This time, the model flew almost perfect. Only a bit more nose weight or perhaps adjusting the neutral point of the elevator will complete the adjustments.

I think the thing that fooled me was thinking there was no need to carefully position the location of the battery based on its weight, and how it would affect flight if it was incorrect. So my CAP 232 has been re-born, and will be a fun little bird to fly. Live and learn !

See the last page of this newsletter for a picture of my next ailing model project.

FARM OFFICERS for 2022

President.	Dave Rothbart	703-327-0476
Vice President	Ernie Padgett	540-439-6085
Secretary	Jeff Killen	703-369-0807
Treasurer	Nic Burhans	540-219-9646
Safety Officer	Gordon Collyer	540-547-4117
Field Marshall	Ralph Graul	540-729-1586
Member at Large.	Charlie Koustenis	703-378-6214

FARM Newsletter Staff

Editor Jeff Killen

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:

Jeff Killen
10297 Woodmont Ct. E-Mail: killenjeffrey@gmail.net
Manassas, VA 20110-6164
703-369-0807 Our web site is: <http://www.farmclubrc.com>

FAUQUIER AERO RECREATION MODELERS
Jeff Killen
10297 Woodmont Ct.
Manassas, VA 20110-6164



My next ailing model/re-birthing project ? !