



September 2022

VICE PRESIDENT'S CORNER

Ernie Padgette



The third time isn't always a charm

(How to turn a simple thing into something complicated)

Initially, it seemed like a pretty simple thing. It was early spring and the weather was getting better. Time to fly! The Culpeper Model Barnstormers, our sister club, was going to be hosting a group of scouts; or at least I think they were scouts. They could have been Civil Air Patrol cadets. Either way, it would be one of those "Show them about the hobby and maybe we'll pick up a couple of junior members. If nothing else, we'll be doing a good thing for the young folks." things. The idea was to buddy box those who were interested, show them how airplanes actually fly and show them some of our favorite planes. I was

asked to bring one of my EDF jets. Pretty simple, right? And then it wasn't.

I decided to bring my E-Flite Viper. A really nice flying EDF, capable of both fast and slow flight and fairly aerobatic. I hadn't flown it since last year, so I decided I would bring it out on Wednesday before the Saturday event, and make sure the plane was ready. Shake the rust off the plane and myself. So, I dragged the plane down from its ceiling hanging spot, charge the batteries and went flying. First flight started pretty well; easy take off, gear up and flaps off and fly around a bit. EDF's tend to be a bit power hungry, so I decided to make the first flight a short one, so I could avoid one of those "Yeah, I know there's a bad crosswind; but I have to get this puppy on the ground right now" situations.

I lowered the gear and did a low upwind pass to make sure I had three down and locked. As I did, I thought that it might be a good idea next time to put the flaps down before the gear, just to avoid any chance of things going wonky. Yep, everything looked fine, all the wheels in their proper spot, no problems. I made, I thought, a pretty gentle turn to go downwind before turning onto final. As I rolled into the turn, the plane looked quite solid. I wasn't turning any sharper than I had already done several times earlier in the flight. As I came out of the downwind turn, the wings did that shaky wing wobble thing; the one that is the plane's way of signaling "I'm going to do a high speed stall now, and there's nothing you can do about it. And I'm going to roll over and head toward the dirt while you throttle up, try to roll the plane upright and do all that pilot stuff that simply isn't going to matter at all at this point". And that's exactly what happened. EDFs are a little slow to throttle up, but you'll be happy to know the plane actually did start to gain speed about half a second before it tore a pretty good hole in the turf. It wasn't too bad:

Nothing a brand-new airplane couldn't fix. But with the supply chain the way it's been lately, that probably wasn't going to happen before Saturday. Or any time in the next two months, actually. Strike one.

Okay; no big deal. Other than the hit to my wallet, this wouldn't slow things down; because the Flex Jet was all ready to go. Bright and early the next day, I was back at CMB. I had the Flex Jet all ready to fly, and the useable remnants of the Viper safely stored in a sandwich bag. The Flex Jet is a bit bigger than the Viper but shares some common elements; mainly the ability to go slow and fast depending on your wishes. The takeoff was fine, nice and easy. Gear up and I flew the Flex Jet around for a few minutes and lined it up to land. I brought her in on a perfect descent, one of those landings that you always want; a real greaser. Just as I was starting to flair, I realized I was too focused on the landing and not so much on the "where" part of it. It may have been the size difference in the planes, but I was lining up too far out, on the far edge of the field. The left wing missed the rubber pylon we keep on the edges of the field to remind you where the edge is, and to make sure there is a penalty involved in getting it wrong. Unfortunately, the left landing gear didn't. The left gear broke away pretty cleanly, as did the rear stabilator. Well, at least it could be repaired. It didn't look like it would take more than a few hours of work. But that wasn't going to happen by Saturday. Strike two.

Okay; Saturday came and went and I used a prop plane to do the demo stuff. By the following Monday, thanks to some help by Kwang, I had the Flex Jet ready to go again. Again, a nice easy takeoff, gear up and a few minutes of easy flight. Gear back down and I brought her in. A nice easy descent, everything on the money and then I realized I had done it again. Same pylon, same place, but I realized it a few seconds earlier than last time. Too late to power up, but I get the nose back up and the throttle firewalled. Which carried the plane about five feet past the pylon before she stalled and dropped into the tall stuff at the edge of the field. The nose gear didn't like the abuse and will require a new part or two, but it can be salvaged. No other damage, but it was still strike three.

So, there you have it. Three totally avoidable mistakes in a period of five days. One plane turned

into trash can filler material and one damaged, repaired, and damaged again. I'd say, "lesson learned"; but I'm not sure that would be a correct statement. We'll see. God, I really like this hobby. It helps to keep me humble. Thanks;

Ernie P.

EDITOR'S NOTES – Upcoming Events

Jeff Killen

1. **Club Meeting, via zoom, 7:00 PM, 9/27/2022.**
2. **Joe Nall in the Fall, Triple Tree Aerodrome at Woodruff, SC, all day, 10/1-8/2022, www.tta.aero**
3. **Culpeper Air Fest STEM Days/static displays, 8 AM – 3 PM, 10/4-5/2022, CD: Nic Burhans npb6218@earthlink.net**
4. **Culpeper Air Fest static displays/air shows, 7 AM – 4 PM, 10/8/2022, CD: Nic Burhans npb6218@earthlink.net**
5. **Green Sea Pattern Contest, at Green Sea, SC, all day, 10/15-16/2022, CD: Tim Pritchett tjpritchett@aol.com**

SECRETARY'S REPORT

Jeff Killen

The August club meeting was held at the field on August 23. A small group of six were in attendance.

Officer Reports

Secretary (Jeff Killen) – no report

Member at Large (Charlie Koustenis) – no report

Web Master (Dick Sutton) – no report

Treasurer (Nic Burhans) – We have \$5047 in the bank currently. Membership total stands at 59. The AMA is doing a membership sale which reduces the cost of renewal. The Float Fly event on 9/3 and the Pattern Contest 9/16-18 are set. This could be a small event with only 6-7 persons pre-registered for now. The Air Fest STEM days are on 10/5-6, with the flying on 10/8. We will support buddy box

flying. Eventually we will move to all electric trainers for buddy boxing.

New Business

There was an accident at the Flying Circus field. Two Stearmans collided. Although there was a lot of damage, the 4 occupants of the two planes were not injured.

Mowers are running okay. Weed wackers are also running okay.

Old Business

Ralph Graul reported that the club's boat with a leak will be sealed before the Float Fly event. He also will be working toward replacing the electric motor with a newer/better model.

Show and Tell

Don Szczur – Skylark 56 (from 1963) – 2/c motor – 1st flight tonight, semi-symmetrical airfoil, increasing the throttle causes the plane to climb

Don Szczur – Viper 90 EDF, camouflage, 70 mm fan, retracts, flaps, 1/10 the cost of a real jet

Don Szczur – (Tell) – NATS Report on Aerobatic flying – He placed 9th nationally, with his son Joseph placing 7th nationally.

FARM PARTICIPATION AT NATS

Don Szczur

The club had two members fly in the US Pattern Nationals in Muncie, Indiana. In preparation for the NATS, at the prompting of Buff Miller we had coaching sessions at the FARM club field which 7 FARM club members participated (see photo below). Attached is a picture of our last practice session before the NATS. Many thanks to Dave Rothbart as head coach. Gerald Hood flew better than ever and his flying improved each day at the NATS. I ended up 9th (20 points out of the finals) and had a blast flying the unknown warmup flights for the finals. For those curious, Joseph ended up 7th place. The US Team is Andrew Jesky, Jason Shulman and Peter Collinson. There is no US Junior Team entry. Joseph will be returning (as past Junior

World Champion/Finalist re-invite from 2019). The World Championships will be in Australia in 2023.



FUN FLY #5 RESULTS

Nic Burhans

FARM 2022 Fun Fly #5 results:

1st. Jon Haitzuka	4 Points
2nd. Nic Burhans	3 Points
3rd. Ralph Graul	2 Points
4th. Ernie Padgette	1 Point

We had no additional spectators.

This was the final FARM Club Fun Day and Fun Fly of the 2022 season.

Thank you to all who participated and observed this year.

FARM FALL PATTERN CONTEST RESULTS

Nic Burhans

The 2022 FARM Fall Pattern Contest was held the weekend of 17 to 18 September. We had a small group of ten contestants from the local area, the valley, and North Carolina. We had two beautiful days and completed six full rounds for all contestants. Our FARM Club members did very well this year:

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Sportsman

Place	#	Contestant Name	Total
1*	101	Ralph Graul	4000.00
2*	102	David Bradash	3147.03

Intermediate

Place	#	Contestant Name	Total
1*	204	Duane Beck	4000.00
2*	201	Carl Zavalney	3944.26
3*	202	Donald Click	3933.14
4	203	Charles Zavalney	3927.13

Advanced

Place	#	Contestant Name	Total
1*	301	Gerald Hood	4000.00
2*	305	Don Manson	3836.50
3*	303	Rick Harn	3815.15
4	304	Kenneth Bassett	3512.41



Float Fly Photos (from September 3)



FARM OFFICERS for 2022

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Editor Jeff Killen

Printer: None
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