



*AUGUST 1998*

**PRESIDENT'S  
CORNER**

**Bill McMullen**



The F.A.R.M. club summer picnic was July 25th. We had a fairly small turnout but we had a great time. The day was gorgeous and people brought side dishes along with hot dogs and hamburgers the club supplied. If you went away hungry, it was your own fault. Pete Rawlings came up from Williamsburg to visit with everyone and have lunch.

On to the subject of our club's sail plane winch. I have been in constant contact with Northeast Sailplane Products about this issue. Twice I have been told that the manufacturer has shipped the winch. Each time I have waited 2 weeks before calling back telling NSP it has not yet come. My last conversation with them was 8-7-98. Again, I was assured the winch had been shipped to us from the manufacturer. NSP explained the problem was a lack of communication at the manufacturer. Either way, if I have to call NSP again we will be getting our money back. More on this subject at the next meeting.

The Vint Hill Expo went off without a hitch. Several dozen spectators watched and asked questions about our

hobby. Jim Westhoff dazzled everyone flying his helicopter, while Phil Coopy, Dave Rothbart, Charlie Koustenis and myself flew fixed wing aircraft much to everyone's delight. Thank you guys for donating your time to take part in the demonstration. We also received a nice "Thank You" note from the Bealeton-Remington Ruritan Club for our demo at the Bealeton Days Festival in June.

I would like to urge everyone that fly at the field to be a safety officer. If there is a general consensus among members at the field that an individual or individuals are exercising unsafe acts or poor judgment in flying, then please approach the person or persons, politely and talk about your concerns. We don't want anger or hostilities, but constructive criticism is sometimes necessary. Safe flying starts with good common sense. Some people have to work at that more than others.

See Ya at the Field.

**EDITOR'S NOTES**

**Jeff Killen**

**Upcoming Events**

Club Meeting, August 26, 7:00 p.m., at the field.

Fun Fly #5, August 16, 1:00 p.m., at the field. Phil Coopy is the CD. Remaining Fun Flies and their CDs for the year are:

SEP 20 - Randy Hatfield

OCT 18 - Dave Rothbart

**Old Engine Parts Source**

I am now looking for a .35-.40 CL engine and a .25-.45 RC engine to help out a youth who I am building with.

Also, if anyone has a radio at a bargain price, let me know.

### **Pictures**

Gary Foveaux processed pictures this month. Thanks, Gary!

### **John Hunton's House for Sale**

Rixeyville, VA area. Within walking distance of a flying field. 135K, 3 bedroom, 2 baths, full basement, brick, on .96 acres, immaculate. Call Dick Clore at Remax Crossroads (540)-825-1800.

### **Articles for Newsletter**

John Hunton has provided a number of excellent articles for the newsletter. Thanks John, and we look forward to reading from your wealth of knowledge about aviation.

### **SECRETARY'S REPORT**

#### **Jeff Killen**

Bill McMullen called the meeting to order at 7:00 PM at the field. There was one new member, Eric Tarzeer from Warrenton.

Bill reported on a pattern contest he attended at Sykesville, MD. 3 of 4 FARM members attending came away with trophies. The field was on a state-owned mental institution on 400 acres. The runway was small with trees around as well. This was a one-day event, but 4 rounds were flown. Congratulations guys !

Bill reported on the demo at the VHFS. See the President's Corner for details.

Bill noted that there are lots of new members. He encouraged everyone to help them out at the field.

When you refuel your plane, please be sure to not allow the overflow to go on the ground. This is killing the grass.

Charlie Koustenis reported on the last fun fly. No skill events were featured. One was called the "Cracker Blow". The event consisted of eating 2 crackers, whistling, and taking off in the shortest time.

Bill reminded everyone about the upcoming club picnic.

Bill gave an update on the sail plane winch. The winch is late arriving. See Bill's column for more details.

Bill still has the EAA calendars available for \$10 each.

Ron Coen gave a report on membership renewals. 77 guys had renewed, and 35 have not.

Prince William guys are now flying at Culpepper. Some of them may be joining our club.

John DeBonis noted that the Fauquier Democrat newspaper had an advertisement in it for R/C equipment.

There was no 50-50 drawing.

### **Show and Tell**

Craig Altenberg showed us an 8' tall model rocket he is building. It turns out that there is quite a bit of "rocket science" to building and flying these rockets, including use of altimeters, and flying to heights that require light planes to be clear of the firing area. His rocket has two parachutes. The fins are made of a stiff material like a PC circuit board. The rocket tube is made from phenalic or fiberglass. Motors cost \$60. Craig will let us know when he and his friends will be launching (in the Culpepper area).

### **TREASURER'S REPORT**

#### **Ron Coen**

**July 1998**

#### **INCOME:**

Membership Fees	\$415.00
Fun Flys	\$35.00
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	\$450.00

#### **EXPENSES:**

Field Rental (Aug., Sept., Oct. 1998)	\$600.00
Club Newsletter printing/postage	\$75.89
Picnic Expenses	\$48.55
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	\$724.44

Cash in Checking 6/30/98	\$4076.55
Cash in Checking 07/01/97	\$3802.11

### **A Pass-Fail Test Passed**

#### **John Hunton**

In life it seems that there are fractions of seconds in which the character of a person is defined, a time in which the soul of a person is bared for us to see. In aviation it happens often. Pilots are put to the test, a

pass/fail test in which we are not blamed when we fail, for we are only human, but when we pass it is a joy to see. Andrew Benjamin was faced with such a test on August 1, 1998, and he passed with flying colors.

Dave Ott and I made an infrequent visit to the FARM flying field on that glorious day. We were treated to a superlative show by Branwell and his TOC model which will do anything he wishes between 2 feet and 30 feet from the ground and within perhaps a 100 foot circle. We think that we even saw his model fly backwards.

Later all eyes were on Andy Benjamin's beautiful twin grumman tigercat which has about a ten foot span, retracts and twin Quadras or something similar. Andy was flying the plane smoothly, but he was having trouble with one engine which would drop out somewhat at less than full throttle. So he was making full throttle passes across the field and pulling up past the crowd to do his maneuvers safely.

Andy's Tigercat was turning in to the left to make another fast pass. At the very instant the model was pointing right at us we heard a shout from Andy, then the strange noise one engine was suddenly making, like it was running away at high rpm. Andy had felt the problem and shouted a warning even before the strange sound got to us. Something was wrong with the right engine.

The loss of power from the right engine produced just enough asymmetric force to bring the model out of the turn. It was hot and low and headed right toward us for an instant. A decision had to be made by Andy as to whether to continue his turn away from the dead engine, right toward us, and try to correct the problem and try to land further down the runway, of which there was plenty left. The other decision was to turn into the dead engine, safely, away from the onlookers, and probably sacrifice the model.

Andy opted for the second decision. The remarkable thing was that the obvious decision for utmost safety of the people was made so quickly, without hesitation, in a reflexive manner. The model was only headed in our direction for an instant, but this was the defining instant and the safest decision was irrevocably made.

Andy struggled with the model and, through good pilotage, almost made it around to the field. The model can probably be repaired. One can only imagine, however, how much damage could have been done if the other decision had been made, the one to try to save the crippled model, if the model proved to be uncontrollable.

If modelers got medals Andrew Benjamin would deserve one for his reflexive safety action. Would you pass a similar test? We all hope so.

## ***A Mis-Adventure with a Propeller*** **Ray LeFrancois**

Well, here I am again using one hand to type an account of a mis-adventure with a propeller. This time I did nothing wrong that I know of and therefore qualify as a genuine accident victim. First, I will explain briefly what I think happened and then for the big finish I will make a recommendation. (Note to the editor; no, I will NOT consider making this a regular column.)

On the last Sunday before my big trip out West to visit my wonderful daughters I was running late but still had enough time to get in a few flights. I drove through three rain squalls before I got to the field and it looked like it might come down again so I hastened to fuel up and get "Voulez Vous" running. My first flight was delayed by the arrival of a full size Stearman but that was more of a treat than an inconvenience. This was followed by a short trip to the edge of the corn to help search for the back end of Willy's Muffler. Lloyd spotted it. Finally, I was ready to go. I applied the electric starter and the Saito .90 responded. Then I think it backfired and threw the prop so that the sharp trailing edge went through my right thumbnail while I was still holding the starter a few inches from the engine. I think it backfired because the low end is too rich, but I'll have to ask Charlie or someone else who knows.

My recommendation is based on the resolution I made after my last trip to the emergency room. I spent three hours there and they wouldn't give me anything for the pain until they put in the stitches. Well, once I remembered that experience I headed for the closest emergency care facility that I knew of hoping to reduce the elapsed time. It was closed. I went to two others before I gave up and headed for the hospital. I set a new record this time at just over five hours. I didn't get home until almost 10:30 that night. Hence my advice; plan your mishaps so that you can arrive at the emergency care place before 2:00 PM - or don't have an accident at all!

Again, thanks to the guys who helped me take the bipe apart and load up my car. I know that I don't have to remind us that this would have been an awkward situation if I had been flying alone.

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