

FARM NEWSLETTER

July 2010

PRESIDENT'S CORNER

Douglas Cash



This is the second issue the FARM club's new e-newsletter format. There were a few minor glitches getting the first one to everyone. Hopefully the e-mail list will now cooperate. If you are reading this from the website and did not receive it in an e-mail, please let Jeff know so we can be sure to get distribution resolved.

There are only a few housekeeping notes this month;

- First, the electric fly has been cancelled.
- Second, don't forget about the club picnic and float fly on July 24th.
- Third, we need a CD for the August club fun-fly on the 15th.

- Last, and most important, is the upcoming sale of Bud Hilker's RC estate. The current plan is for the sale for club members only to be at Nic Burhan's on the 22nd and 23rd of July. Unsold items will then be taken to the float fly on the 24th for sale to the general population. Nic will be sending out an e-mail to the club with more details.

Also, the full results of the pattern contest somehow got dropped from the last newsletter, so here they are this month;

Pattern Contest Results

Class	Place	NAME	STATE
Sportsman	1	Leroy, AJ	SC
	2	Harn, Rick	NC
	3	Smith, Jerry	FL
	4	Bassett, Kenneth	VA
	5	Hood, Gerald	VA
Intermediate	1	Carey, Mark	NC
	2	Simmons, Charles	NC
	3	Insalaco, Steve	VA
	4	Flynn, Gene	VA
	5	Claridge, Tony	VA
	6	Hill, Barrett	NC
	7	Peck, Joseph	NY
	8	Varela, Orlirio	VA
	9	Manson, Donald	VA
	10	Beck, Duane	VA
	11	Fremberg, Dick	SC
	12	Hammel, Roger	VA
	13	Glaze, William	NC
Advanced	1	Kauffman, Larry	VA

	2	Doud, Michael	NC
	3	Szczur, Joseph	VA
	4	Cowell, Beverly	SC
	5	Terrenoire, Terry	NY
Masters	1	Snow, David	IL
	2	Lachowski, Joseph	NJ
	3	Moon, Chris	VA
	4	Marozas, Marvin	SC
FAI/F3A	1	Szczur, Don	VA
	2	Arnold, Dale	NC
	3	Lelito, Stephen	MA

Who is This President Guy? Episode 4; The Air Show.

We had heard about the annual air show and open house held at Offutt Air Force base not long after we moved to Omaha. When the time rolled around it was placed at the top of the calendar...for the men in the house anyway.

A couple of days before the show we were out running some summertime errands and I was scanning the sky, like I did most of the time, while riding in the back seat of the car. It was mid afternoon and this large flying thing appeared in the sky (it's weird how these funny flying things keep showing up in the afternoon). It was very different than other flying things I had seen, even different than the U.F.O...err blimp. This particular flying thing only had a wing and no tail feathers! Having been up to date on my James Bond movies, I got really excited as I got a better look at this airplane, while it passed very low directly over the car. You see, this huge flying thing was an Avro Vulcan and was coming in for the air show. It was going to be a good weekend.

Well Saturday finally arrived. And we were up early to make sure we got to the base and could get a parking space. We spent the day out there, looking at every aircraft in the Air Force's inventory, getting to climb up on a few of them and going up inside the big cargo planes. There were a few WWII planes on hand which I gravitated too. All of this was in 100°F+ heat. There were some hangars with special displays set up where you could also find some shade.

With all of the activity going on there was a lot to do. But out of everything that day there are three things that still stand out for me (besides seeing the Vulcan fly in that week). The first was getting to see a P-51 fly in person for the first time. Not just up high, but down low on the deck, and we had a great vantage point.

The second came right after the Mustang flight in the form of the Thunderbirds flying in their T-38's. One stunt that amazed me then, and still amazes me now was the low speed fly by on the deck...while inverted. The vertical fin of the plane was somewhere around a foot or two off the ground the entire length of the runway. This was, of course, followed up by a high speed pass to get the crowd all excited again. Oh, I almost forgot to mention that the high speed pass was also inverted, and on the deck, with the tip of the vertical fin only about a foot or two off the ground the entire length of the runway. (I am probably being generous with the foot or two height for these two passes, I think it was actually lower...)

The third really cool thing was a display in one of the hangars. At first it was just a bunch of tables with boxes on them that we were walking by, and ignoring, since it looked like...well like a bunch of tables with boxes on them. As we walked by, a man in his clean blue Air Force uniform said to me, where do you live? I looked at him and said here in Omaha. He said, but where, what's your address? So I told him, and he said wait here. He ran over to one of the boxes and started digging through it. Then he came back and showed me what he had brought back from the box. It was a picture. But it was no ordinary picture, it was an aerial photograph, or more precisely, a satellite photo. Yep it was a photograph taken from a satellite, a photo of MY HOUSE! It had taken him all of 10 seconds to go over to that box, get the photo, and get back to me with it. Today, you can go on several internet mapping sites and find the same thing. But this was the mid nineteen seventies and Al Gore had not even thought of the internet yet. Heck, computers were still things in science fiction movies. It was neat seeing that photograph, unfortunately he had to keep it and put it back in the box. (I still haven't figured out what was so important about that house that he had to keep the photograph of it!)

Somewhere, buried in one of my boxes is a video that was made from the old 8mm film from that day with the Mustang and the T-38 inverted pass. It was a good day.

"Who is this President Guy" will pick up here in the next episode.

Watch the afternoon skies closely,

Douglas Cash

EDITOR'S NOTES

Jeff Killen

Upcoming Events:

- 1. Club Picnic & Float Fly, July 24, at Lake Ritchie, 9:00 AM**
- 2. Club Meeting, July 27, at the field, 7:00 PM**
- 3. Silent / Electric Fly, August 7 - Cancelled**
- 4. Fun Fly #5, August 15, at the field, 1:30 PM**



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SECRETARY'S REPORT

Jeff Killen

The June club meeting was held on the 22nd at the field. Twelve members were present including 5 board members. No new members or guests were present.

Officer Reports

Nic Burhans gave us the Treasurer's report. We have \$7076.08 as of the start of the meeting. We took in \$900 at the pattern contest, and spent \$301. So we gained about \$599 on the event. We had 30 pilots for the event. With this contest and savings from emailing the newsletter, we will (per projection) finish the year in the black.

Jeff gave the Secretary's report. The big news was sending out the newsletter via email. Three persons did not get it, we discovered. Next time I will try sending it in two lists. Eleven folks opted for the hardcopy version.

Old Business

New plane tables were present in the shelter. Thanks, Charlie K. for your work on this.

Doug Cash had two notices of upcoming events. Bill Towne offered to mail these out.

Can anyone take the lead on the Silent / Electric Fly on August 7 ? Ron Coen can not take it this year, as he is working on a moving project.

The Lynn Park opening event on June 5 was a big success. Thanks to all who supported it. There were about 100 – 150 folks there.

The sale of Bud Hilker's RC equipment will be held a few days before the Float Fly. Nic Burhans will hold this in his garage.

Show and Tell

Charlie Koustenis – Will be getting one of 500 gold Saito 30 4/c motors coming to the USA. It is a show piece. Also, Kwang Ko (Hobby Hangar) has the Futaba S bus system. It uses data lines to distribute signals to the servos. This means less wiring in the plane. It is for 2.4 GHZ equipment only.

John Hunton – Pictures of his tow line glider going aloft on his big (nameless) twin electric project.

Ron Coen – Sold a new Saito 50 4/c to Ernie Padgett. Ron will be in Texas till Jan-Feb of 2011.

Bill Towne – In the Model Aviation magazine (latest issue) there is another incident where LiPo batteries caused a fire. This time it was in a garage.

50/50 Drawings

Don Seaborg won the money.

Ralph Graul won the Fuel



Mike Dale's glider returns peacefully to earth.

TREASURER'S REPORT

Nic Burhans

Nic's report for June is below. The Pattern Contest report is to the right.

FARM Inc. Treasurer's Report as of	30 Jun 10		
	01 Jun 10	\$ 6,436.90	
INCOME	#		
New Members Fees & Dues-			
Club T-shirts & Ball caps-cash	6/1/2010	\$ 15.00	
Spring Pattern - Change box return	6/1/2010	\$ 100.00	
Spring Pattern - Pilot fees	6/1/2010	\$ 900.00	
June Club Flun Fly (13)		\$ 65.00	
June 50/50-cash		\$ 20.00	
Total Income:		\$ 1,100.00	
Sum of Assets:		\$ 7,536.90	
EXPENSES			
Flying Equipment - 2 new stands	#1414	\$ 178.38	
Flying Equipment - 2 new coolers	#1415	\$ 83.94	
Field Maintenance - Gas	#1416	\$ 14.00	
Porta John - Service	#1417	\$ 35.00	
Porta John - Spring Pattern	#1417	\$ 129.50	
Newsletter - Printing	#1418	\$ 8.82	
Total Expenses:		\$ 449.64	
Ending Account Balance:	30 Jun 10	\$ 7,087.26	

Regular Members:	68		
Senior Members:	32		
Junior Members:	4		
Associate Members:	2		
Life Members:	3		
Total Membership:	109		
2010 New Members:	11		
Binky Schutt			
Jeff Whitaker			
Panayiotis Dacey	Needs	check flight	
Charles Harding			
James Harding	Needs	check flight	
Gerald Hood			
Jerry Smith			
Matt Maldonado			
Kevin Moran	Needs	check flight	
Chuck Spangler			
Les Broaddus			

FARM Spring Pattern Tres Report as of	30 Jun 10		
	01 May 10	\$ 0.00	
INCOME	#		
Cash Box - set up return	6/1/2010	\$ 100.00	
Entrance fees (30)	6/1/2010	\$ 900.00	
Total Income:		\$ 1,000.00	
Sum of Assets:		\$ 1,000.00	
EXPENSES			
AMA - Contest Sanction	#1412	\$ 20.00	
Trophies	#1412	\$ 151.76	
Cash Box - set up	#1413	\$ 100.00	
Porta John - rent & service	#1417	\$ 129.50	
Total Expenses:		\$ 401.26	
Ending Account Balance:	30 Jun 10	\$ 598.74	



John Hunton's electric twin has just released the glider.

THE CANARD PAPERS

Tom Chipley

Summer before this last one, I took the opportunity to pick up a Moto Guzzi 850cc motorcycle engine while I had some cash. A friend was trying to clean out his garage, and I saw it as my duty to help a friend in need... he had a cleaner garage (along with a fatter wallet) and I was out a few bucks money that would only have gone for food, rent, or some other domestic cause, devoid of the poetry of the spirit. Ostensibly as a back-up engine for my "scoot". The real reason had much more to do with the romance of flight than two wheeled transport. Granted, the bike is indeed a transport devoid of much of anything except romance (one has a difficult time arguing that a motorcycle is "rational or practical transportation"), it pales in the presence of aviation. Even the dullest of all aviation, travel from point A to point B, is a delight if one can watch the panorama of geology, topography, and geography pass below. This prejudiced observer claims to have even enjoyed his last flight in a commuter aircraft bouncing through a pea-soup thunderstorm in absolutely zero visibility... the lady at the controls (a rare treat in the conservative world of aviation) was as cool as Kirk on the bridge of the Enterprise. Never once did I wish for Scotty to beam me up. And a few weekends ago I had the chance to spend an afternoon in the back seat of a beautiful Super Cub as a friend introduced me to his community of friends, all avid aviators, and their grass strips dotted around the North Carolina countryside in a fifty mile radius of Raleigh. We would drop smoothly down into a clearing where a grass runway was snugly sandwiched between two stands of future pulp-wood, drag the wheels for a second or two, long enough to see whether the potential host's pick-up was in the driveway, and then either cut the throttle and pay a visit, or push the lever forward and climb out before the power lines at the far end. It was a relaxed, gentlemanly way to spend an afternoon. In the process, I met a few very interesting people and was lots of wonderful old planes masquerading as junk. They might fool some of the people some of the time, but not these eyes... one man's junk is another man's "project". And stuck away in hangars in that part of the state is many a dream waiting to be fulfilled... parts, engines, wings, bits & pieces, all needing only the two-part mixture of elbow grease and the catalyst... money.

My dream is to do it with as little of the money requirement as possible. During our Wednesday

"Airplane Lunches" at the Caprice Café, Kirby and Pete attempt, heroically, to convince me that Briggs & Stratton does NOT make acceptable aircraft engines. But I remain firm in my belief (hope?) that somehow, some way, a CHEAP power source will be found and flight can be mine. We are, or course, talking ultralight flight... Sunday afternoon hops around the patch... no long distance stuff here...no certified pilot's license required. A big model airplane. In the spirit of the Brother Wright and Henri Mignet... flight in the purest form... in the essence. To rise from the ground, sway between moving air currents, and return to earth, gently touching down and rolling through soft grasses. No pavement. No radio communication. No navigational mathematics. No costly electronics. Just the fun of flight. Like R/C for example or, to be most accurate, like the MUD DUCK... aviation with a laid-back attitude. So the Guzzi engine waits, as metal does so well, for the rest of the project... the prop hangs over the fireplace in our den... perhaps a gear reduction unit (maybe direct)... a simple airframe... some spare time (rare these days)... perhaps some money (even rarer)... and perhaps even success if the fates are not against us. I'll let you know, you'll read it first here.

So support and encourage general aviation... buy a MUD DUCK kit today!

(Editor's Note: This article was re-printed from the Feb. 1996 FARM Club Newsletter.)



(Not Quite Tom's Moto Guzzi 850. This is the Editor's VStar 1300 cruiser.)

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FAUQUIER AERO RECREATION MODELERS

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John Hunton's electric twin with glider in tow.