



June 2010

**PRESIDENT'S
CORNER**
Doug Cash



Welcome to the FARM club's first e- newsletter! Hopefully everyone will find this a useful way to be getting the monthly newsletter.

Don't forget that this month's meeting is at the flying field!

It has been a busy month for RC in the area. The newly formed Culpeper Model Barnstormers held their grand opening on June 5 with open flying, a full scale fly-by of several aircraft including our own Mike Dale in his rare

Percival P.56 ProvostT1, and an RC air show put on by a variety of area fliers. Oh, and did I mention the free food? It was fun time.

Back home at our own field Larry Kauffman CD'd the Spring Pattern contest. I was unable to attend due to family obligations, but as I understand it there were 30 pilots that all had a great time. Flyers came from all up and down the east coast with representatives from distant locations such as Florida, South Carolina, New York, New Jersey, and Massachusetts.

Several of our club members did very well with Larry himself placing first in the Advanced class and Don Szczur placing first in the FAI/F3a class. Up and coming young Joseph Szczur placed third in the Advanced class. It won't be long until he is giving his dad a serious run for the money. A complete listing of results can be found later in this newsletter.

The club held the second monthly fun fly of 2010 with Bill McMullen as the CD. It involved precision landing in order to collect "cards" that were marked on the field. After everyone had a chance to collect up to four "cards" a little FARM club hold 'em ensued with Bill dropping a traditional "flop". Each pilot could then select his hand from his up to seven cards. The flying was fun, but watching everyone trying to figure out their best hand and who won was more fun! By the time you read this the June fun fly will already have taken place. So if you missed it, start planning for the July 11 outing!

Speaking of July, don't forget that the club picnic and float fly at Lake Ritchie is on July 24.

Lastly, I need to discuss an "incident" that occurred at the field in which a few folks got a bit heated with each other. A couple of club members were using one of the aircraft stands to tune the engine on a "larger" model

aircraft. Another club member approached them and indicated that they may not want to perform that operation on that size aircraft on the stands. As I was not there, I don't know what specific tone or language was used, but it was at this point things apparently got a bit testy.

Let's clear up a few things here. First, safety is of paramount importance, PERIOD. I love my airplanes as much as the next person, probably more so, but they are dangerous and that needs to be remembered at all times. Over the past year there have been several cases of people at the field getting fingers in propellers. Fortunately the worst case involved a couple of stitches. These folks were LUCKY that it wasn't much worse. People have been known to lose fingers, the use of hands, or even be killed by prop strikes. It can happen to any of us at any time.

On this note it is EVERY MEMBERS obligation to pay attention and say something if you see something that may be hazardous. Kudos to the club member that stood up in this case and brought a potential safety concern to the attention of those involved. Sometimes it may not make you popular, but it is far better to mention a concern rather than living with the thought that "I should have said something" after something unfortunate has happened. Once you have voiced your concern it is up to those you told to decide whether to pay attention or not. In bringing it up, be calm, polite and respectful. If the Safety Officer, Field Marshall, or other club officer is there and you feel more comfortable bringing it to their attention, please feel free to exercise that route.

On the other side of the coin, we all get pretty set in our ways, or sometimes complacent with things we do all the time. This is often when bad things happen. If someone approaches you and voices a safety concern, please listen. Politely thank them for their concern for your safety. Stop and think about what you are doing. Is what you are doing potentially hazardous? Are you going to potentially hurt yourself or other innocent bystanders? Is what you are doing, or your current method, worth losing a finger, or worse?

The club does not currently have any restrictions on the use of the stands. We rely on members to use some common sense when using them for various needs. Remember, these were originally intended as "assembly stands." Some of our less mobile members have, over the years, begun using them as starting stands. Assembling aircraft on them is one thing, engine run-ups can be a different story depending on the size of the aircraft. There is a point where an aircraft will likely flip those stands over, particularly since they have the

wheels on them (physics, moment arms, Newton, and all that). Lifting even a smaller aircraft off of the stand with a running engine can be hazardous. Under no circumstances should you stand in front of the aircraft or to the side of the propeller, whether it is on the stand or on the ground, and run the engine up. Propellers have been known to come off on occasion.

At this point the board does not plan on restricting the use of the stands. We do ask that you use a bit of common sense when using them. Ask yourself, "Is it really worth a life altering incident, or should I just move this plane to the ground now?"

Who is This President Guy?

Episode 3; Early Lessons in Prop Safety and the War of the Worlds.

The little powered plane opened up a whole new world...of finger slices. Those little red plastic propellers were sharp, and sometimes slipped as the rubber band got tighter and tighter and tighter and filled with knots and double knots and sometimes even triple knots...all while straining the little metal hook in the balsa wood.

Ah, the triple knotted rubber band, the holy grail of young balsa street flyers. Those who could achieve it became legends. Then there were those select few who could get some quadruple knots into the band. These few became gods, bordering on myth.

Of course, that also led to learning about how not to repair a little bent "band hook" or one that had torn from the wood (Did I mention that those little metal hooks are also sharp? Well, at least the broken point propelled by the rubber band.)

Well, I guess I can also reveal a long held secret here. I haven't revealed this before for fear of being labeled a wacko and such. It was during this period in life I that I had what is now called a "close encounter." I was deftly riding in the backseat of the car coming back from a shopping trip with mom when it snuck up behind us. It came at us out of the sun. It was huge, and strangely slow. In fact it just sort of hovered behind us. Finally after pursuing us for a few minutes it turned away. As I got a better view I found out it wasn't shaped like a ball like I had thought, but looked like a big silver cigar...with rocket fins on the back. Actually it looked like a really big bomb!

It was a pretty traumatic experience. Mom kept mumbling about something she called a blimp, whatever that was. I was more concerned about this spaceship. that could hover and fly around without any wings! The whole episode got even scarier that evening.

Apparently, the aliens had taken an interest in us, or me. Just before sunset the spaceship showed up behind our house. It flew in low on the other side of the corn field behind the house, and hovered right over the trees. It stayed there watching us as the sun went down.

I could hear Dad mumbling something about that blimp thing with Mom in the other room. It really baffled me how they could completely disregard this spacecraft that was literally right out the back door to talk about whatever a blimp was. I kept watching it though, after all, someone had to be on the ball.

It was about twenty minutes after it got completely dark when it happened. That spaceship lit up like a Christmas tree...no wait more like a scoreboard. At this point Mom and Dad finally took notice. Of course they pretty much had too now. They went and got my brother and sister so we were all gathered in the same room to face this pending doom. Then, Dad says "let's all go outside to see this better." WHAT?!?!? Could he not comprehend that this was an alien craft that could hover silently and fly with no wings? Who knows what creatures were inside? I had seen "War of the Worlds." I knew silent hovering things without wings were not a good thing. Surely he was joking. Nope, he shuffled us all out onto the patio as the lights on the U.F.O became more synchronized. I resisted the whole way telling them I wanted to stay inside safe from the spaceship. "Spaceship? What spaceship? That's the Goodyear blimp silly!" Dad said. There was that word again. Blimp. "What's a blimp?" I asked (being from Detroit, I already knew what a Goodyear was. But, what tires had to do with this, who knew?). While learning what a blimp was we watched the light show the spaceship...err blimp put on. It was like a quiet Fourth of July. I was able to sleep much better that night not having to worry about the war of the worlds in my own backyard.

The next day, Saturday coincidentally, we went out to the local airport to see the blimp up close. We got right up underneath it. Some lucky folks (i.e. willing to pay) got to go for rides in the thing. We watched from the ground.

Well, it was about this time that we moved to a new house that Dad and Mom had built. It was less than a mile away but in a different school district, and it was on the other side of a busy road. A dangerous one to try and cross. There was only one kid my age in the new neighborhood and I wasn't allowed to play with him for long, something about being a trouble maker or something. But that didn't matter since he wasn't there long anyway. He went to military school not long after we moved in. So, formation of a new flying group wasn't going to happen. But that was ok, because we had a forest behind us that led to a lake. Between playing with the cotton-mouths and copperheads by the lake

while fishing, and playing baseball (yep made it through T-ball) that year went pretty quick. Yes I said year, you see, dad got transferred to Omaha just a few months after moving into the new house.

So, off I went to Omaha and another elementary school. Our new house was in a smaller neighborhood, but again out near farm country. But it was in one of the areas with lots of trees and rolling hills. With meeting the new neighborhood kids and adventuring in the wilderness with our BB guns on the trails of lions and elephants like Marlin and Jim on "Mutual of Omaha's Wild Kingdom" (wow, that would probably get you tossed in jail today) not much time was spent with aircraft for the first year or so.

But that changed one weekend when we went to the other end of town for the annual air show at Offutt Air Force Base, then the HQ for the Strategic Air Command.

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

Beware of quiet hovering things,

Douglas Cash

EDITOR'S NOTES

Jeff Killen

Upcoming Events:

- 1. Club Meeting, June 22, at the field, 7:00 PM**
- 2. Fun Fly #4, July 11, at the field, 1:30 PM**
- 3. Club Picnic & Float Fly, July 24, at Lake Ritchie, 9:00 AM**

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SECRETARY'S REPORT

Jeff Killen

The May club meeting was held on the 25th at the Warrenton Community Center. Eighteen members were present including 5 board members. Les Broaddus who joined the club in April was attending his first meeting; he is a new flyer.

Old Business

Larry Kauffman reported that all is ready for the upcoming Pattern Contest. He knows of 20 flyers who are coming. Nic has the sanction papers. Trophies are in. Catering is ready too.

The Culpepper flying site Grand Opening is set for June 5 per a report from Mike Dale. Hobby Hangar will be attending. John Hunton has the event organized. Gravel is there thanks to Bill McMullen. Porta potty location and payment is still being worked. There will be a fly by from Mike Dale's Provost and a larger aircraft. There will be buddy box flying available to beginners. Insurance is set up. Free food will be provided.

For the shirt order, Charlie K. needs numbers.

Flying stand tables are being worked on by John Mueller and are expected to be done in a week.

The electrical connections at the pavilion are complete thanks to Gene Flynn and Bill McMullen. Thanks guys !

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.

New Business

Frank Dombrowski has soloed and was awarded his hat. Nice job, Frank!

Brian Coe of the Stafford Regional Airport offered to the club the opportunity to fly and do a static display at the airport on September 18.

Safety discussion on use of plane stands was held. We have no rules regarding larger planes/engines. We decided to leave use of the stands up to the each flyer; use good common sense !

Officer Reports

Nic B. did the Treasurer's Report. We have \$6783.83 now, which is a low point for the year. We have gained 11 new members this year, bringing our membership up

to 109. Four members need check flights before flying on their own. If you do one of these, please let Nic know.

The Secretary reported that we will do our first electronic newsletter in June. We will use the BCC feature of Outlook to hide the addresses. You can choose to not get an electronic newsletter, and get a printed one instead.

Show and Tell

Charlie Koustenis – Flew the Tiger 3 (from Ernie Padgett last Sunday. 2nd Rx was not working ! Nearly caused a crash. But problem caught in time.

Mike Dale – flew his Provost in VA Beach airshow. Many neat planes were there from Dennis Yeagan.

Vince Tabacco – got a ride in Mike Dale's Provost on 4/17 (Vince's birthday). Thanks Mike for the great ride !

Charlie Koustenis – took 1st place in NVRC giant scale building contest. Red/green/yellow battery voltage indicator from Futaba causes interference.

Nic Burhans – check web site for Futaba 6-7 channel Tx/Rx issues.

Frank Dombrowski – lost his T-28 at Ft. Belvoir due to blackhawks jamming

Duane Beck – Won 2nd place in sailplane contest at Waynesboro, and showed us the trophy. Also, a new plane, the Seven Angel 50, electric, pattern plane, nose heavy, 4 flights so far. Flying in pattern contest.

Gene Flynn – Spectrum AR7000 has Rx problems.

50/50 Drawings

Bill Towne won the money.

Nic Burhans won the Fuel

Board Meeting

Flying site rule #13 will be changed to allow charging batteries under the clubhouse via the new outlets.

TREASURER'S REPORT

Nic Burhans

Nic's report for May is below.

FARM Inc. Treasurer's Report as of	31 May 10	
	01 May 10	\$ 7,010.23
INCOME	#	
May Club Flun Fly (11)	5/17/2010	\$ 55.00
May 50/50-cash	5/26/2010	\$ 21.00
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Total Income:		\$ 76.00
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Sum of Assets:		\$ 7,086.23
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EXPENSES		
Porta John - Service	#1402	\$ 35.00
Flying Equip Maint - AC Power	#1403	\$ 68.23
Field Maintenance - Gas	#1404	\$ 13.76
Fun Fly - Paint	#1405	\$ 31.62
Float Fly 2 - Insurance	#1406	\$ 20.00
Field Maintenance - Gas	#1407	\$ 16.80
AMA - Float Fly 1 / Picnic Insurance	#1408	\$ 20.00
AMA - Float Fly 1 / Picnic Sanction	#1409	\$ 20.00
Field Maintenance - Mower carb kit	#1410	\$ 49.99
Newsletter - Printing	#1411	\$ 43.47
Newsletter - Postage	#1411	\$ 58.70
Spring Pattern - Sanction	#1412	\$ 20.00
Spring Pattern - Plaques	#1412	\$ 151.76
Spring Pattern - Change box set up	#1413	\$ 100.00
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Total Expenses:		\$ 649.33
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Ending Account Balance:	31 May 10	\$ 6,436.90

Regular Members:	68
Senior Members:	32
Junior Members:	4
Associate Members:	2
Life Members:	3
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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 OFFICERS for 2010

President	Doug Cash	571-248-4959
Vice President.	Bill Towne	540-428-1053
Secretary	Jeff Killen	703-369-0807
Treasurer	Nic Burhans	540-349-2733
Safety Officer	Dan Jones	703-644-0989
Member at Large.	Bill McMullen	540-347-5871
Field Marshall	Ralph Graul	540-341-0368

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