



November 2018

FIELD MARSHALL'S CORNER

Ernie Padgette



**Ernie's Thoughts
as we head into a dark and gloomy winter of
contemplation and introspection, planning and
maybe even a bit of preparation for a new spring
of flying.**

Hobbies and the Meaning of Life

I've had a lot of hobbies in my life. Well, my wife says I don't really have any hobbies.... just a long and seemingly endless series of obsessions; none of which ever go completely away. But that aside, which is where it belongs, I do seem to have, and have had, many and varied interests to occupy my time and energies. And yes, the claim is sometimes made, maybe even a fair share of the family budget. That isn't quite correct, of course; my hobbies don't take up that much of the family budget. All of my share of the family budget, maybe; but not too

much of the entire budget; assuming you include the house payment, car payments, insurance, etc. as part of the household budget. Be that as it may, or may not, be; I've noticed all of my hobbies seem to have certain things in common. None of them involve a stick or a ball; those so called sports, which are too violent and damaging to the body, but which do little for the imagination, the spirit or the soul. None of my hobbies are entirely sedentary, and none of them involve watching a screen while sitting on the couch. Some of them are eminently useful; such as auto racing, hot rodding, auto mechanics, Tang Soo, boxing, hunting and shooting competitively. Some of them are benevolent, such as caring for the environment; picking up trash along the highways, stream water cleanups and the like. (Please Note: I said caring for the environment; as in *conservation*; NOT environmentalism. That means ensuring the environment is protected in order that we, and future generations, may use and enjoy it. I did NOT say I belong to the tree-hugging, frog licking end of the spectrum). And all of my hobbies seem to have a lot of moving parts; be those parts mechanical or human in nature. And they all bring me in contact with a lot of very interesting people; people well worthy of admiration and emulation.

Flying radio control (RC) planes is my hobby of choice right now. At times, it may have to take second place to other, perhaps not more important but maybe more time critical or sensitive activities. I mean, hunting season is upon us, for cripe's sake. It isn't like I can wait and go hunting only on wet days in April. It's either done now or not at all. So, the RC stuff gets put aside for a few weeks. But all in all, RC seems to be my main hobby for the interim. And, like prior hobbies, RC is a hobby with a lot of moving parts. In order to fly successfully (Quiet! No comments from the Peanut Gallery; I'm talking here!), you must have at least a basic understanding of how the plane itself works, the pieces involved and how they interact. And that's a rabbit hole without a bottom. Just how deeply you choose to delve into the mysteries of flight is a choice for each of us; but a basic understanding seems to be mandatory for all of us. Then, you have an engine or motor to consider; plus a motive reservoir, be it petrochemical or electrical in nature. Add in servos,

connectors, glues, fasteners and the like and there gets to be quite a list to consider. Then there's the matter of control of all those disparate elements; i.e., a transmitter and receiver. Some of us are busily exploring programming of transmitters, receivers and even servos. Some of us are only vaguely aware such things exist and are possible, and one or two of us have only recently noticed the black arts being pursued by others.

Once you have a plane to fly, and a means of controlling it, the true mysteries of the craft begin to appear; tuning of engines (Low End, High End? Most of my friends are definitely low end, but you're talking engines, right?), matching of motors and ESC's (My experience with women tells me there are no perfect matches; and the closer you get to perfection the more time and energy you must expend. And if it blows up, the faster it was going, the more debris it leaves and the further it scatters.) and the like. And that's before we even get into the esoteric end of the fuels (5%; 10%; 20% or 30% nitro or none? How much oil? Castor or Petroleum? Synthetic?) and/or batteries (NiCad; NiMh; LiPo; LiFe; what the heck do you mean discharge rate? And exactly what is a storage charge?) we've chosen. And then there's the actual flying; not just being able to safely take off, fly around and get the plane back on the ground in reusable condition; but being able to execute a chosen maneuver properly.

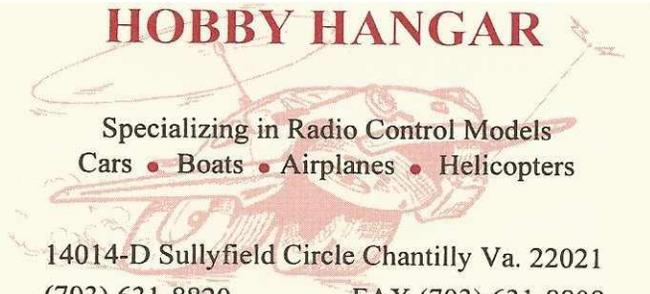
The neatest part of all of this, is the people with whom we associate. If you listen to the pit chatter, you'll find we have a lot of honestly expert people in very wide ranging fields; people who have actually studied and worked in, and mastered, some pretty complex avocations. From aviation to computers, cars to ships, security to carpentry, cartography to business, banking to satellite development, we have someone who has worked in the field. And all of us will pitch in to help anyone learn anything we know. It's pretty impressive and more than a bit rewarding just to get to know the people with whom we fly, because every one of them can teach you something.

I was flying my Mamba 10, a plane I have flown quite a few times and which was pretty much trimmed out. The moment it left the ground, a bit abruptly and quite a bit before I had intended, it was apparent something was wrong. The plane wanted to climb; not a little, but a lot. I quickly tried to trim it out, but nothing seemed to work. Thinking the battery had shifted rearward, making the plane tail heavy, I carefully and gently landed as quickly as I could. The plane nosed over on the tallish grass. I checked the plane over and could find nothing amiss, although the noseover made it difficult to be sure where the battery had been situated on takeoff. Second flight, flying very carefully, showed me that anything above half throttle quickly sent the plane skyward. Again, I brought

the plane down carefully and gently. Again, I looked everything over and moved the battery a bit forward, although I didn't think that was the problem. Third flight and the plane was immediately on the edge with anything above the minimal amount of throttle necessary to keep it in the air. I throttled back and glided into a cross field landing without tearing anything up and started a somewhat longer check. Again, I couldn't find anything. I decided that was the end of flying for the day and I'd take the plane home and puzzle over it for a while. I walked over and sat down next to Lloyd, who asked "Find anything?" I told him I hadn't been able to find anything to explain the problem and we did the "Did you check..." and "Yes; I did" for a couple of minutes. And then he asked "Did you check to see if the motor is loose?" "Ummm...." Yep, that was it. The motor bulkhead hadn't been glued in properly and had broken loose at the top. Did you know that if....?

One of the things some people puzzle over is why rubber bands snap or decay so quickly. The answer is easy; in the presence of a 5% concentration of Ozone, rubber will crack almost instantly. Normal air contains Ozone, though not in that concentration; and that's why the rubber bands decay. If the rubber band is stretched, as soon as it begins to crack, the Ozone in the air will get into the crack and start the process toward snapping. The tighter the rubber band is stretched, the faster the process will proceed. If you can avoid stretching the rubber band quite so tightly, the process will take a lot longer. See you at the field;

Ernie Padgett



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EDITOR'S NOTES – Upcoming Events

Jeff Killen

1. **Joint CMB and FARM Christmas Party, at the Warrenton Community Center, 6:30 PM, 12/1/2018**
2. **Vote for 2019 Board of Directors by 12/1/2018. Vote by email, snail mail, or vote at the Christmas party.**

SECRETARY'S REPORT

Jeff Killen

The October 2018 FARM Club meeting was held on October 23 at the Warrenton Community Center. Four board members were present, along with six others, and one new face. The new face was Laird Taylor, from Dallas, TX.

Old Business

There was no old business.

New Business

Captain Don Rhynalds passed away on October 21. The family plans to host a time of remembrance at the home on Friday, October 26, from 5-9 PM. John Hunton did a small J-3 Cub model to donate for the floral arrangement.

John Hunton's son received an award for his work in air traffic control, as he talked down a plane in distress.

The Culpepper Air Fest was well attended with 8-10 thousand folks there. The Girls in Aviation event garnered 170 girls, with 40 of them flying on the buddy boxes, guided by 6 instructors. STEM days on Wednesday and Thursday were attended by 5th graders. The static display went well, with lots of good discussions and hand outs provided. The Friday night flight demo for full size planes ended with a pilot crashing and being killed. But the R/C flying was done with 3 foamies containing lights, and the crowd loved it.

Officer Reports

Treasurer

Members not yet paying the special assessment: 13
Float Fly T Shirt sales: \$31
In the bank currently: \$3338
Renewals received thus far: 3
If all renewals are in by 12/31, we will have \$5800
Field rent has been paid which covers thru January '19

Secretary

November newsletter will be sent after the club meeting,

to provide the voting ballot for next year's Board of Directors.

Board of Directors Nominations for 2019

Nominated were all current board officers. Also nominated were Duane Beck, and Gene Flynn.

Show and Tell

Ernie Padgette – purple 2" foam box to hold planes while at home or field. U-slots to hold different length fuselages

John Hunton – two wing kits from Dave Rothbart. Also, TFB Avenger plans, with preliminary work on wing ribs. Cross cut the spar notches before cutting the ribs.

50/50

Nic Burhans won the money and returned it to the club. Thanks, Nic.

NOVEMBER MEETING NOTES

Jeff Killen

Here are a few highlights from the meeting held on November 20. More complete notes (and other pictures) will be given in the December newsletter.

New Business

We will need a CD for the Crockett Park event next year (October 2019) as Duane Beck has a conflicting event and can not CD for us.

At the Rhynalds property, be on the lookout for the last caretaker. If you see him, please notify Mrs. Rhynalds.

We are building a search committee for the potential need for a new field. Ernie Padgette will lead the group.

2019 BOARD OF DIRECTORS BALLOT

Jeff Killen

Please select 7 choices from those listed. Return to me before the Christmas Party on December 1, by snail mail, email, or at the party.

1. Dave Rothbart
2. Bill Towne
3. Nic Burhans
4. Jeff Killen
5. Ernie Padgette
6. Keith Crabill
7. Charlie Koustenis
8. Gene Flynn
9. Duane Beck

FARM OFFICERS for 2018

President. Dave Rothbart 703-327-0476
Vice President Bill Towne 540-428-1053
Secretary Jeff Killen 703-369-0807
Treasurer Nic Burhans 540-349-2733
Field Marshall Ernie Padgette 540-439-6085
Safety Officer Keith Crabill 703-929-5602
Member at Large. Charlie Koustenis 703-378-6214

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Editor Jeff Killen

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FAUQUIER AERO RECREATION MODELERS

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John Hunton shows his Avenger at November Club meeting. Beautiful work !

