

FARM Newsletter

AMA Charter 1654

September 2018

VICE PRESIDENT'S CORNER

Bill Towne

summer. Hopefully the weather will settle down and we can have good flying conditions the rest of the year.



Here it is, John Gilbert and I finally finished our 88 inch Ben Buckle Majestic Major II. We covered it with Solartex yellow and Solartex black for the trim. We settled on a Rimfire 46 motor, GP Silver Series 60 amp ESC, 10 amp BEC, and a 3200 4S battery. Plenty of power on takeoff even with tall wet grass. We typically fly around lazily at one half power and have 30% battery left after 8 minutes. It took a few flights with rudder and elevator control only (no ailerons) but we got the hang of it and with a little trimming it makes pretty turns without much elevator needed. Landing requires reducing motor down to idle on the downwind leg to force it down, a gentle turn from the base leg and you have to let it land by itself, positively no elevator or attempt to flare. This was a great project and will be fun to fly for many years. Special thanks to Gordon Collyer, Dan Jones, Duane Beck and Mike Dale for help configuring our first electric build.

Flying was rough getting starting this year with record amounts of rain in the spring and early

Speaking of the rest of the year, it's time for our fall FARM Float Fly at Lake Ritchie on Saturday, September 22nd. Nic Burhans is the CD, flying and boating off the lake from 9:00 to 4:00 pm, and as usual we will have a great picnic lunch, a 50/50 drawing, and a raffle. And don't forget to bring "non perishable" donations or monetary donations for the Fauquier Community Food bank. So dust off your boats, flying boats, and float planes and get them ready for some fun!

Also next month is the Culpeper Airfest on October 13th (rain date October 14th). The FARM and CMB clubs will once again be hosting buddy box flying and a static display in the morning before the full scale show. Check out "the best little airshow in the east" at www.culpeperairfest.com/

Hope to see you all at the fields, at the Float Fly, and at the Culpeper Airfest.

Bill Towne

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EDITOR'S NOTES – Upcoming Events

Jeff Killen

1. **Club Meeting, at the Warrenton Community Center, 7:00 PM, 9/25/2018**
2. **Hollywood Pattern Contest, at Hollywood, MD, all day, 9/29-30/2018**
3. **Fun Day Picnic & Fly #7, at the field, 1 PM, 10/7/2018**
4. **Culpeper Airfest static display & air show, at Culpeper Airport, 8 AM – 5 PM, 10/13 or 10/14/2018**
5. **Crockett Park Children's Festival, at Crockett Park, 11 AM – 4 PM, 10/13 or 10/14**
6. **Green Seas Pattern Contest, at Green Sea, SC, all day, 10/20-21/2018, CD: George Asteris, omenga@sccoast.net**

SECRETARY'S REPORT

Jeff Killen

The August club meeting was held on August 28 at the club field. Seven members were present, including three of the club officers.

The Culpeper pattern contest used our field last weekend. Eight contestants flew. CMB and FARM split the money received, and we broke even on the event. Thanks to all who helped with this event.

For the special assessment, 15 members have not yet paid their \$20. Eight members still need their check flight. And, John Gilbert is getting close to completing his !

We have 85 members now. We gained 3 new members last week, including Eddie Cassell (member from many years ago), Keith Barnhart (completed checkout) and Scott Huff (also completed checkout).

We have \$2504 in the bank currently. We are in the black now (hurray), and are likely to remain so thru the end of the year.

We need to sell T-shirts and hats.

Next big event is the Float Fly at Lake Ritchie on September 22.

Then in October, 13th and 14th, we have the Culpeper Airfest coming. Bill Towne will run morning buddy box activities. This is a "girls in aviation day", and we will support with 3 buddy boxes and pilots. Also, there will be a static display with one-and-a-half tents; there will also be a drone cage. Earlier in the week, at the airport will be STEM, days on Tuesday and Thursday, which Hobby Hangar will support (thanks, Kwang). On Friday night, there will be an air show to spectators, by Kwang, and then night flying. FARM does not need to support this evening portion of the weekend, as Hobby Hangar has it covered.

Dick Sutton noted that the web app uses some new hardware. Dick debugged our set up. Thanks, Dick!

Ernie Padgette and his team of grass cutters have been doing a great job !

Officer Reports

Jeff Killen noted that the Secretary had to re-send the newsletter in August, but we found and fixed the error quickly. Photos and articles are always welcome (it prevents the blank page in the newsletter).

Show and Tell

John Hunton – C60, little and larger models. Larger one uses 2 motors. CG is just aft of front wing.

Ernie Padgette – ¼ scale Newport 28 biplane, very light. G23 Genoah gas motor. 7-8 lbs.

Gene Flynn – Blade 230 Night Helo, with telemetry, 3 cell 800 mah Lipo. Flies nice.

Duane Beck – CNC 3-axis router. He has cut letters using monokote so far.

Jeff Killen – Icon A5 – electric pusher float plane, 4 channel. Flown at the meeting.

50/50

There was no 50/50 drawing.

WINGS OF BALSA (#1)

John Hunton

Being born in 1932, the effects of Lindberg's accomplishments were felt for many formative years while I was growing up. My brother Hugh is five years younger than I am and we have continued to cross-inspire each other about aviation all of our lives. Hugh made aviation his avocation and has participated in most any phase anyone can think of from military to crop dusting, from glider towing to flying the pipeline, from commercial corporate piloting to major aircraft restoration and an Aircraft Inspector's rating, to a wing commander in the Confederate Air Force.

Our parents were divorced when we were very young. We were spoiled rotten by grandparents from both sides who tried to compensate. Hugh and I knew what was going on and we liked it very much. We lived in a family compound just west of Falls Church, Virginia, with aunts and uncles and grandparents and many relatives who provided all of the role modeling we would ever need. We had two uncles living right there who were interested cars, kites, trains and, oh yes, model airplanes. Our grandfather lived in a Sears Roebuck house that he built from a kit. He had a nice shop with saws, a lathe, tools, and good workbench space. He subdivided his land, which was on Great Falls Street, and gave parcels to any of his children wanting them. There was eventually the Thompson (grandparent's) house with Richie and May Barkley's house beside it and Willard Hunton and his wife Martha (our parents) house next to that. George Thompson built a house for his family to the rear, on Walnut Street, later on.

Falls Church was a rural area in the 1940's. Bolling Field and Anacostia Naval Air Station, some 20 miles northeast of us, were the testing grounds for early Army and Naval aviation. Pilots used to fly out over Falls Church to test the new wartime aircraft. Hugh and I could hear, then we would run out into the yard to see P-38's, P-47's and the like being tested in terminal dives, their engines noises seeming to rise terribly in pitch as the doppler effect and velocity coupled. Hugh and I walked exactly a mile to grade school every day. One day on the way home from

school we heard that an airplane had crashed up on Great Falls Street.

During the war Grandfather Thompson (Grandpop) was a civilian neighborhood watchman. When air raid sirens would go off he would tour the neighborhood and look for windows that showed light in violation of the blackout rules. Hugh and I accompanied Grandpop on many of his tours. "Pop" Thompson was an engineer for the Navy and, we were told, was responsible for many innovations in submarine design. He had a lighted horseshoe court and won the prestigious Evening Star horseshoe trophy in DC one year. Many a night Hugh and I would go to sleep listening to the clink of horseshoes and an occasional thud, as a shoe would hit the backstop, followed by appropriate cussing.

One of Grandpop's brothers (they were all very tall) "Spin" Thompson had a shop out behind his house down in East Falls Church. All of the tools in Spin's shop were run by just one electric motor that drove an overhead shaft. Spin would take a stick and knock the leather drive belt from pulley to pulley to run the piece of equipment he wanted to run, saw, drill, lathe, whatever.

Grandpop had a 1941 Chevrolet sedan with a new gadget; the shifter was on the steering column. He commuted to DC with this car for many years. After the war when the car was getting rusty he painted it all over with red lead by brush. I remember the "A" gas-rationing sticker on the red car's rear window.

Ma Thompson was an Elliot. Uncle Luther Elliot had a grocery store in East Falls Church. Luther was big...no, fat. Big ski-slope belly. Ma was normal in size, however her sister Bert was another heavyweight.

Everything in East Falls Church was wiped out by the construction of Route 66, Spin's, Luther's, all of it. Actually, for the most part Route 66 followed the right of way of a trolley track. This was not the well-known Old Dominion train track. There was a separate trolley, which ran from Rosslyn to Vienna. Another trolley track ran from Rosslyn to Great Falls along what is now Old Dominion Road.

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The C-60 that John Hunton has modelled.

