



January 2023
PRESIDENT'S CORNER
Dave Rothbart



Thank you for voting for me as President of Farm Club. After countless number of years serving as your president, I announced at the 2022 Christmas party that this will be my last year serving on the Board of Farm Club.

So, a new year brings with it hope for moderate sunny weather and low winds. What is in store for the club going into 2023 flying season?

The club is currently in good financial health. Due in great part to our club volunteers and careful spending, the financial future of the club remains stable. We have seen the dark side of very low funds available and the impact it has on the operation of the Farm Club. So as President you can be assured that the same healthy financial over-site of every dollar spent will continue.

The schedule will mirror in most cases events prior to COVID. Look forward to club fun fly's, two float

fly's and one pattern contest. As the season evolves more activities may be added.

We had a recent incursion onto the field by a large pickup truck. This occurred while the ground was saturated with water creating deep tire tracks in the ground. However, after several days of heavy rain the tracks have diminished to the point where immediate action to level them out has become unnecessary until spring field rolling. To try to ensure that this does not happen again Ralph and I set up metal posts spaced so that a vehicle cannot enter the flying field in between the hay barn and back side of the hanger. In addition, signs were posted alerting drivers not to enter the runway with a vehicle. On the back of the house to hanger side a sign has been posted to prevent vehicles from entering the runway from that location. Remember that every member is responsible for maintaining the Farm Club area and field oversight. If you observe any issues in regards to people using or marring the field please contact me immediately.

I have been using my winter hiatus to inspect and repair several planes. A visual inspection after flying my Potenza found both remote receivers loose in the belly of the fuselage. I guess that luck was on my side this time. One of my winter projects was to set up my Opterra 2m flying wing for catapult launches. Constructed out of foam, the Opterra provided no solid places to place a hook for launching. So, I made a flat plate that is glued down over the CG area and anchored with picture anchors with screws. Hopefully the plate and anchors can withstand the force of the bungee cord as it is flies off the rails.

See you at the field.

Dave

EDITOR'S NOTES – Upcoming Events

Jeff Killen

1. **Club Meeting, virtual, 7:00 PM, 1/24/2023**
2. **Newport News Swap Meet, Newport News VA, 8-noon, CD: Todd Smith or rctreetopflyer@gmail.com, 2/18/2023**
3. **Valley RC Swap Meet, Weyers Cave VA, 9 AM – 1 PM, vrcfc.com or k.grapes41@gmail.com, 1/28/2023**

SECRETARY'S REPORT

Jeff Killen

The December club meeting was held as the Christmas party at the Fiesta Azteca restaurant in Warrenton.

Dave Rothbart acted as MC for the event.

Jay Zompanti has the resources to place club logos on FARM mugs, sweatshirts, and T shirts. Various colors are available.

Fun Fly results for 2022 were as follows:

First Place – Ernie Padgette
Second Place – Nic Burhans
Third Place – Doug Cash
Fourth Place – Ralph Graul
Fifth Place – Dave Rothbart
Sixth Place – Ken Bassett
Seventh Place – Dan Nalley
Eighth Place – Gene Flynn
Ninth.Five Place – Gordon Collyer
Ninth.Five Place – Jon Haitzuka
Eleventh Place – Les Broaddus
Twelfth Place – Dick Sutton
Thirteenth Place - Vince Tabacco, Jack Cullen, Don Manson

A raffle for the AMA \$50 gift card was held. It went to Gordon Collyer's wife.

A hand-out of RTL fasteners was given to each flyer in attendance.

Crash Awards were given to Paul LoChirco and Ralph Graul.

Nic Burhans reported on FARM financials which are in good shape. We have a steady membership status in our club. He also thanked 3 flyers for coordinating the estate sale for John Gilbert's items. They collected about \$700 allowing a distribution of \$350 to FARM and CMB clubs.

The Rhynalds property is in a trust; this does not appear to have any adverse impact upon us.

Thanks to all who have contributed their time and talent to operating the club over the past year.

See last page of this newsletter for the list of officers for 2023.

Gordon Collyer thanked all CMB members present who attended the party.

The gift scramble was held. This was a smaller event than in past years. Only one theft was observed among those participating.

WINGS OF BALS

John Hunton

Enter the cabin with its steeply sloped center aisle between the two front seats (airliner like?). There is an unmatched odor, which combines the dope of the fabric, both the burnt and the freshly leaked engine oil, the mustiness of 50 years, all overlain by the unmistakable smell of avgas. Check mags off. Climb back out to pull the propeller through 12 blades to clear oil from the lower cylinders. Climb back up into that elevated cabin, open the window with the auto-adapted crank. Prime 12 times. Crack the throttle, master switch on. Click the starter switch, the flywheel whines. Watch a few blades pass then mags on. The primer is only connected to the top five cylinders so they begin to fire sporadically as large chuffs of white smoke billow about the cabin. Starter off, the motor is picking up additional cylinders now and it is smoothing out. The oil reservoir is huge, so it takes a long time to read any oil temperature, but it finally comes up and the throttle is advanced for taxi.

Taxiing a graceful Gullwing is not graceful at all. You must make ess turns to see anything at all out front. The tail wheel lock is on the cabin floor so you must bend down to unlock, turn, raise back up to see,

bend down to unlock again, etc. Finally you are at the run-up area and even in winter you are sweating. Run-up, check mags, cycle the prop three times, low pitch and you are ready to go. Line up as straight as possible with the runway, advance the throttle very slowly (important). The throb of the motor becomes a crescendo of power. Start your dance on the rudder pedals kicking mainly right, for small quick corrections save larger ones, down elevator to raise the tail, check airspeed for liftoff (you are probably beyond that by now) and the motor changes tenor, quiets down and smoothes out as you are into the air. Right rudder pressure required to center the ball. Spin in higher pitch and the seat-back pushes you firmly forward. Rate of climb seems phenomenal as you monitor airspeed.

Climb to altitude and set up cruise. The big Gullwing is unbelievably light on the controls in every axis. All controls seem evenly matched and evenly balanced. Turns are made with fingertips but, even with the frieze type ailerons, rudder input is necessary. Stalls do not involve wing drop at all....and there is the sense, having already set up in low pitch, that the airplane will power itself right out of any stall if you correct a little with rudder for torque.

In setting up for landing the drone of the motor is replaced with the sound of the wind moving past the thin Ceconite fabric which separates you from the airflow. Trim up to remove pressures, controls are heavier now at approach speeds. Flaps down. Flaps are powerful and add a lot of drag. Be on the centerline...always, even far out. Adjust airspeed with elevator and altitude with throttle. Round out a little and reach for the runway with the wheels as airspeed bleeds off quickly now. Push over a little to make wheel contact, then pop in some down to stick the wheel landing on. During motor shutdown after the mag switch is off you hear every lifter roller clicking and clanking to a stop. Was this motor really running so smoothly and reliably just before?

Business continued to be bad. While in the yard the plane cost nothing except for parts. At the airport it gets expensive quickly with hangar rent, insurance, \$2.00 per gallon for gas, annuals, etc. I had to sell. This Gullwing was sold to Tommy Thomas in Oklahoma City who, it was said, had 115 classic airplanes and he tried to fly every one of them on his

birthdays. Tommy put out a list of planes on consignment and my brother Hugh, in Louisiana, picked up my old plane. Every time I visited Hugh we would jump in the Gullwing for a spin. Hugh put the invasion stripes on it. After three years Tommy Thomas called the airplane in. He had donated it to the Tallechet museum in Liberal Kansas. Hugh called me to join in the ferry project and they let me fly the last leg. What a thrill. Tony Musolino and I split during a down time when there was no work. I tried to get something going with Kyle Boone, a former classmate, but that did not develop into anything viable. The AMA job came along at the right time.

AMA's Architect

Before Carl Wheeley became editor of Model Aviation Magazine, he worked for a Washington DC firm which specialized in architectural renderings. As a practicing architect in the Northern Virginia area I first met Carl through his artistic specialty, using his firm to do renderings of the projects which I was designing. At the time AMA headquarters was in commercial offices in the Mayflower Hotel under the able guidance of John Worth. When AMA's lease expired Mayflower management tripled the rent for AMA's office spaces.

Chuck Foreman, one of AMA's district Vice Presidents, under John Worth's direction, had researched the possibility of relocating AMA to its own site. The prime relocation site at the time was in Reston, VA. When Mayflower upped the rent so much, this precipitated the decision for AMA to build on its own. Vince Mankowski, AMA's Nationals organizer, was charged with putting together a proposal for building a facility, with costs, for the consideration of AMA's Board of Directors. Vince talked to a builder who specialized in pre-engineered buildings and came up with a budget price that AMA could live with, around \$900,000.

FARM OFFICERS for 2023

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