



**FEBRUARY 1999**

**PRESIDENT'S  
CORNER**

**Randy Hatfield**



The board of directors meet on February 11th and finished work on the draft calendar for 1999. In order for these events to be successful, we need you. Please review the draft calendar and see where you would like to help out.

- 8 May 1999 - IMAC Contest
- 16 May 1999 - Pattern Seminar
- June 19 & 20 - Blue Ridge Pattern Contest
- 24 July 1999 - Club Picnic
- 7 & 8 August 1999 - Two day Big Bird Fly-In
- December 1999 - Christmas Party
- Monthly Fun Flys - Starting the 3rd Sunday of April and running until October.
- 4 April 1999 - Glider/Float Fly

At this stage we have identified the director of each of the above events, except for the club picnic. If someone would like to volunteer to plan and direct this event, please give me a call. We still need volunteers to CD the fun flys, and I will be asking at the next meeting. So if you would like to CD one or more of the fun-fly, please speak up at the next meeting. If you have not done this in the past, but have any interest. I recommend you give it a try. They are low key events with people who are always willing to help you out. If you have not been a

part of these events, come on out. We start out easy and have harder events as the year goes along. Any plane or pilot should be able to complete the events. If at any time you think an event is too hard; do not fly it. The point is to try out new things with a little friendly competition; not to re-kit your model. The board is asking each director to prepare a checklist of what needs to be done and what is needs to run each event. Hopefully this will let us develop a better understanding of what it really takes to run each event; and improve our preparations each year.

At the January Club meeting we talked about our emphases on training and safety for this year. Our safety officer reminded us to point the model out towards the runway when we are starting it. (Not Towards the PIT area) Please try and remember this important safety tip. The club officers will be helping us with this safety tip. Also we will be checking for AMA cards this year. Each of us should have your AMA card with you, when you fly anywhere and especially at the club field. When we first moved to this field members where asked to display their AMA cards when flying. Most of us have gotten out of habit doing this. So the club officers will be checking to see if you have your AMA card with you when flying at the flying field. Please do not get upset when asked for your AMA card. We are required to have it, and if your card is visible; no one can see it without asking you for it. Everyone will be included in these checks, including myself. I normally have my AMA card in my field box; in a little plastic cardholder. These cardholders are normally available at the flying field.

The work on my building project continues. The new great planes .60 sized Extra 300S kit has been fun to work on. As most GP kits, this has been pretty good; but not perfect. Two of the die-cut pieces came apart where removed from the frames. It seemed they were over dry

to me; but they were easily repaired. The kit comes with a complete set of GP hardware. At this stage I am very close to finishing the building stage, as I completed the fuel tank stand and servo rails today. The only thing left is to replace some balsa skin on the wings.

### Member Profile - Randy Hatfield

I would like to add a new feature to the newsletter; a short article about a member of FARM. I will like to start with the club officers, and myself to start.

I am a computer system analysis for Lockheed Martin. My specialty is database design for very large information systems. I have been doing this work for close to fifteen years and starting doing it during a duty in the USAF. Before doing this I was a master teacher in the USAF. I taught navigator and electronic warfare officer to be teachers, and managed the development of training programs for these jobs.

I have been interested in flying for as long as I can remember. My dad has been a private pilot in both single engine and glider aircraft. I took power flying lessons in high school and glider flying lessons in junior high school. I started co-piloting and navigating for my dad when I was around seven. Back in 1971, I went to college for a semester in the Philippines. As an American it was not safe to travel alone. I was looking for something to do, and got interesting in RC flying. I built and flew a Falcon 56 and Sweet-Stik. It was different back then, the hottest pilot in the club had a Sig Kougur; and not having to re-build after a landing was success. But when I returned to the USA to complete my schooling; I did not find a RC club and stopped flying. About 15 years later; I saw a neighbor with a model; and he talked me into building an eaglet 20. Thanks to the flight instruction at the FARM, I learned how to fly and even land the model. Since then, I have been really interested in modeling. In the last three years I have been active in pattern flying. I decided to give pattern flying a chance; and really got hooked. If you have an interest there are several contest close to home this spring. Call me; and I will take you with me.

## ***EDITOR'S NOTES***

### **Jeff Killen**

#### **Upcoming Events**

Club Meeting, February 24, 7:30 p.m., at Shadow Lawn Center, Warrenton, VA.

### **Pictures**

Gary Foveaux processed pictures this month. Some of the photos were taken by Phil Coopy at last month's meeting. Thanks, Gary and Phil!

### **For Sale**

Pronto 25 airplane with Enya .25 engine. Futaba radio. Charge it and fly. \$160. Call Bill McMullen 540-347-5871.

Ercil Arbogast is getting out of the hobby. He has 4 complete planes with radios and engines, and will sell all for \$1000.

### **Discount at Olde Towne Hobby Shoppe**

Arnold Levine (Arny Baby to those of us who go in there often) offers a 10% discount to FARM club members. See him in the shop for details.

## ***SECRETARY'S REPORT***

### **Jeff Killen**

Randy Hatfield called the meeting to order at 7:30.

Dale Hubbard attended the meeting as a guest. He flew R/C 25 years ago, and knows Larry Kauffmann. Welcome Dale!

### **Old Business**

We received a deposit check back from the New Baltimore Fire Station from the Christmas Party.

Randy expressed his thanks to those who helped with the tractor and field maintenance.

Ron Coen had a revised brochure on the club. It contains an application for membership. He will place copies at the field and at 3 local hobby shops.

Ron reported on our finances. We have just paid our lease fee for the next quarter, and are in good shape financially. Randy mentioned that some new events will be coming up to help build our cash reserves.

### **Safety**

Jim Westhoff said a few words on safety, including:

- Don't taxi in the pit area
- Point your plane for starting so that if the propeller is thrown off the engine, it won't fly into others who are nearby.
- Have a mental checklist.

Bill McMullen added, "think safety", and don't be in a hurry. Randy said he had noticed safety efforts when he first came to the FARM club.

## **New Business**

No one should be flying at the field without an AMA card and without being a FARM member. Club officers may do spot checks for AMA cards.

Bill McMullen gave a report on Gary Carlson who now lives in Shawnee, Kansas. He is doing some pattern practice out there. Roger Griffith has joined a glider club in Williamsburg, VA. There was a glider fly in Charlottesville, VA on Feb. 6 and 7 for slope soaring gliders.

Some events for this year are:  
(see the President's Corner, no need to repeat them here)

For our pattern contest, we will need 6-8 guys to help with scribing, cooking food, registration, frequency table, and scoring. Randy will put both these events on the web site. We also need a person to be responsible for the Club Picnic.

A new event for us this year will be the Big Bird Jamboree on Aug 7 and 8. Dave Rothbart is collecting info on this. Jim Westhoff will build a stand for examining planes, and John Hunton is qualified to inspect the planes for airworthiness.

We discussed having another IMAC contest. September is a bad month, as there are several other key contests then. So we are back to the second weekend in May. Randy is planning to co-CD this with Don Szczur.

## **Fun Flys**

We need to find someone to head up the Fun Flys this year. We will ask Dave Rothbart.

## **Glider Fly**

Now that we have the wench, we want to have a glider fly. We will do this at St. Leonards Farm, and combine it with a float fly. See the flyer in this newsletter for details.

## **Bealeton Days**

Don Seaborg will check on the date and let us know.

## **Show and Tell**

John Hunton – showed us some Grid Leaks magazines from the 60s? and some of Tom Chipley's art work.

John also showed us his completed Weedwacker, a Bill Winter design. K&B .48 supplies power, and controls used are throttle with aileron/elevator.

Charlie Koustenis – This is the Fun Fly kit named the FC-1B. It has a foam wing. Modifications by Charlie include adding landing gear, a free casting tail wheel, bolt on instead of rubber band on wing, and locating the battery aft of the main cabin.

Charlie also made the Tower Talk advertisement with a picture of his P-40 Warhawk. Nice job Charlie.

Charlie also had some cardboard squares to aid in building for anyone who wanted them.

Randy Hatfield – Randy showed us his re-worked Medalist 60. The wing has been repaired and he has added some color to the model. Flies nice as a pattern trainer.

Randy also showed us his partially built Extra 300S for .60-.75 engines. He plans to try an OS 120 4-cycle on it. The model has built-up control surfaces, and uses lots of weight-saving measures.

Ralph Graul – Showed us his ¼ scale Cap 232 ARF powered by a Saito 150. He is using a McDaniels on-board glow system. Model has a one-piece cowl. Pretty blue, white and turquoise colors.

Ed Gerber – showed us several items. These included a Digipulse Multi Charger (a constant current charger from Ace for about \$100) for managing batteries, a digital volt meter (\$18 from Radio Shack), and Silver 7 transmitter with cross trim.

## **50/50 Drawing**

Ralph Graul won the drawing.

## **Board of Directors Meeting**

The Board met on February 11 at Jim Westhoff's home. Some of the things we did/discussed are listed below:

- 1 Events for the upcoming year, and dates for these. Much discussion on Big Bird fly in.
- 2 We have AMA sanction for our pattern contest.
- 3 Putting advertisements in our newsletter, no 5% fee to advertiser.
- 4 Items for sale will be put on the web site, just let Randy Hatfield know.
- 5 Ron Coen passed out the club bylaws to all officers.
- 6 Bill McMullen will put down pelitized fertilizer on the runway, cost about \$200-\$300.
- 7 We will request Mr. Rhynalds move his tractor so we can get our out to mow.

- 8 We will get a load of gravel to put under the shelter at the field. Bill McMullen will look at work for wood to edge it with.

# ***TREASURER'S REPORT***

**Ron Coen**

## **January 1999**

### INCOME:

Refund of Fire Hall Rental Deposit	\$75.00
50/50 Drawing	\$15.00
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	\$90.00

### EXPENSES:

Field Rental (Feb., Mar., Apr)	\$600.00
Club Newsletter printing/postage	\$56.03
Senior Center Rental	\$10.00
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	\$666.03

Cash in Checking 12/31/98	\$2336.21
Cash in Checking 11/30/98	\$1760.18

## ***Review of the 75% Giant Mud Duck***

**John Hunton**

In my opinion one of the best basic trainer designs of ALL TIME is the 75% Giant Mud Duck.

The designer, Tom Chipley, developed the Mud Duck series based on the philosophy of building fast and flying slow. His training as an Industrial Engineer and years of experimentation with the FomeCore product has resulted in his production of kits that are unusually easy for the lay person to build. Even the experienced modeler will enjoy working with the unusual materials involved...FomeCore, carpenter's glue, spray-can paint, and the Mud Duck will be in the air very quickly.

One of the strong points of the Mud Duck designs is that they are exceptionally easy to fly and thereby make excellent trainers. They are rock steady stable, will right from a turn by themselves, they have low wing loading for quick takeoffs, yet because of their size they have the mass to fly solidly and are not twitchy like the typical 1/2 A or mini-electric genre.

Another feature that makes the Mud Ducks good trainers is that they are easy to fix. Nicks and dings are easily repaired and touched up. I have seen a straight-in power-on clobber that was ready to fly the next day (damage is localized into crumple zones with this novel structural system).

Building a Mud Duck is, by intent, being involved with larger pieces. FomeCore builds up with carpenter's glue (no allergenic reactions here). Instead of doped or heat shrunk covering the FomeCore is the covering which is finished with Krylon spray paints. If you compare the trouble and costs of built-up construction, or even foam core construction, FomeCore and spray paint wins hands down.

The Giant Mud Ducks, while superb models in every way, require special engines of large displacement. The new 75% Mud Duck uses readily available .40 to .60 size engines. The only question was would the scaled down Duck maintain the excellent flight characteristics of the Giant? It definitely does. So now the Mud Duck is available to the average modeler, and I'll bet it will become a very popular model. Imagine Mud Duck fun flys or pylon races (better start the races well before dark). Do you think mods like retractable landing gear would help? Probably not much.

Building tips: One of the most difficult thing for any experienced modelers to do is read the instructions before building, but you should try real hard and do it for

this will save you a lot of time. The instructions are well put together and are enjoyable to read.

Do not under any circumstances use masking tape or scotch tape to hold the FomeCore parts together while assembling. These tapes will pull off the paper surface of the FomeCore. Use the low tack tape provided in the full kit, or DRAFTING tape which has a low tack (for curling the wing surfaces to the ribs I used strong tack masking tape OVER the low tack tape on the FomeCore wing surface so it would stick better to the plywood ribs). Use pins liberally, the FomeCore pins nicely. Keep carpenter's glue off of your fingers or it will stick to the FomeCore and produce rough spots. Use a no, 11 Xacto blade to make any cuts. Use 100 grit sandpaper on a 12 inch block to true up edges before mating or to make bevels and the same block to trim up any joints. You can use glued paper tape (the type you have to lick if you can find it, or use cash register tape spread with thinned Elmer's glue) to reinforce any edges or joints desired. I used a Pizza cutter to roll along the creases and indent the FomeCore instead of a quarter. Easier on the fingers.

The landing gear looks like an afterthought, but it is not. The stock gear system works well and I would recommend not changing it. This system absorbs a lot of shock and it can be easily field repaired with some epoxy.

Flying the Mud Ducks: Chipley's designs are not, like most models, caricatures of full scale airplanes. They are caricatures of model airplanes and as such are honestly designed to be true small airplanes. This trueness to character results in an excellent airplane to fly. Because the Duck will not fly fast it will not get into trouble fast. You have time to think while flying it. The Mud Duck has strong inherent stability. If you get into trouble, just release the sticks and it will level itself if you have sufficient altitude. Also, washout is designed into the tips to soften stalls.

Take off straight into any wind (the high winged high standing Duck does not take lightly to crosswinds). Use jabs of lots of rudder during takeoff to maintain direction, but once in the air normal rudder inputs work well. The Duck will be off the ground very quickly and it can climb safely steeper than you may be used to. Keep the Mud Duck upwind, for with its slow cruising speed wind penetration is slow. In-air identification of this model is very good (you definitely know if it is right side up or upside down), therefore visual feedback quickly becomes automatic. Turns are normal with no tendency for the nose to drop in shallow banks.

Typical modern trainers are aerodynamically slick, therefore approaches to landings are shallow. This leads to the novice modeler beginning the landing approach way out and low and slow. This is the worst possible scenario for the beginning modeler since the landing approach is made toward oneself. No need to worry about this scenario with the Mud Duck. Reduce the throttle to idle and the Duck will come down steeply and slowly...thus landing approaches can be made close-in and safely.

It is certainly not recommended that anyone teach themselves to fly alone, but with the Mud Duck, because of its unique flight characteristics, one would have the best chance of success of any trainer on the market today. There may be better looking, sleeker, faster models out there, but there is no better trainer.

Giant Mud Duck kits, semi-kits and plan sets are available from Mud Duck Aviation right now (see ad in any model magazine). The 75% Giant Mud Duck will be similarly available in the near future.

**FARM OFFICERS for 1999**

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**FAUQUIER AERO RECREATION MODELERS**

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