



# CMB Newsletter

## February 2024 Edition

*Secretary's Corner:* Nic Burhans



Lets see, Sunshine, Wind, Fog, Rain, Sleet, Snow, Low Overcast, and Broken skies with hot and cold temperatures. We have had quite a weather start to February!

The CMB Club membership renewal period has ended. For various reasons, we lost four members this year which brought our 2024 membership number down forty nine to start the year off. The updated 2024 membership roster has been forwarded to you all. AMA files have been updated.

As a result of the membership changes, the CMB Club lock combinations in Lenn Model Airpark have all been changed and the new one emailed to all the 2024 membership. Please remember, **for security, right after** you have unlocked any of the CMB locks, please zeroize (set to all zeros "0000") the lock **before** you set it down.

The lower Lenn Park entrance gate lock combination has remained the same. (this is at the discretion of P&R). When entering or leaving the gated lower end of Lenn Park, follow the same gate/lock procedure: - - Unlock the gate. - - Zeroize "0000" the lock! - - Pull through the gate and stop. - - Relock the gate!

Other than any additional CMB Club members or your guests that are right there with you when you enter/leave, **do not** allow any other vehicles to enter the fenced portion of Lenn Park while you have the gate open. Remember that **you** are responsible for your guests or any other non-Club members that you might let pass into the gated area of the Park **until they leave the gated area of Lenn Park!** (Yes, you have to stay until they have departed the gated area of the Park!) All other park goers are welcome to park their vehicles in the parking area outside the gate and walk into the gated portion of Lenn Park.

On Monday the field looked good, but a walk around proved that everything is quite "squishy" and the snow/rain through Tuesday was sure not to help. However, a good outcome of the flooding actions this spring has been the cleaning out of the new trench from the field along the entrance drive toward the river; resulting in much smaller puddles in the runway area. (thank you runway repair crew!)

The U.S. Senate Committee on Commerce, Science and Transportation and the full Senate passed the bipartisan Senate Federal Aviation Administration (FAA) Reauthorization Act of 2023. The legislation includes several provisions to strengthen safety standards and oversight as the FAA and responds to safety concerns from recent aviation accidents and near-misses. This link will get you to the AMA's summary of the Congressional action.

<https://amablog.modelaircraft.org/amagov/2024/02/09/senate-passes-faa-Preauthorization-act-of-2023-with-amas-amendment-included/>

Changes include: UAS operations permitted up to controlled airspace without FAA authorization (not just at fixed flying sites). A process to request flights into controlled airspace from uncontrolled airspace. CBO designation to self-declare FRIAs. CBOs must be TRUST Administrators. Updates educational provision to allow elementary and secondary schools to fly under recreational rules. Changes the term “sanctioned events” to “CBO-sponsored operations”. Uses the word “drone” in place of UAS (definition remains the same from 2018). Better clarifies model aircraft operations in Class G airspace (G up to the bottom of E for us).

Up coming Club events:

March 15-17	Fri-Sun	FARM Pattern Flying Intro & Practice Sessions @ the FARM Club Field CD: Gerald Hood @ <a href="mailto:hood007@aol.com">hood007@aol.com</a>	All Day
April 14	Sunday	<u>CMB Club Meeting @ Lenn Model Airpark</u> <b>Club Fly Day #1, Pilot Training, and Flight Checks all day</b>	1:00 PM
April 20	Sat	1 <sup>st</sup> Church 5K Run <b>Lenn Model Airpark Will be Closed During the Run</b>	6am-Noon
May 4	Sat	15 <sup>th</sup> Lenn Park Wicked Bottom 5K Run <b>Lenn Model Airpark Will be Closed During the Run</b>	6am-Noon

As noted, FARM’s Gerald Hood and Don Szczur will be hosting an introduction Pattern Flying Workshop at the FARM Club’s field from Friday, 15 March 2024, through Sunday, 17 March 2024. Topics covered will be a general introduction to pattern flying, general flying techniques, the new sequences for this year, the new judging guidelines, review and judging insights of actual demonstration flights.

- There will be lunch at the field Saturday.
- There will be a local restaurant eat-out Saturday night.
- Sometime during a lull in activities, Don Szczur will be providing a summary/discussion of the last World Championships.
- If you are planning on participating in this 2024 introduction Pattern Workshop, please let me know by email at [npb6218@earthlink.net](mailto:npb6218@earthlink.net).

The 2024 Culpeper Airfest and STEM demonstrations have been scheduled and sanctioned for the week of 7 through 12 October.

Remember to BE SAFE!

*Nic*

**President’s Pilot Box:** Gordon Collyer

- See Below.

*Gordon*

**Vice President’s Pilot Box:** Jay Zompanti

- See below.

*Jay Z*

**Secretary’s Pilot Box:** Nic Burhans

- See above and below.

*Nic*

***Treasurer's Pilot Box:*** Nic Burhans

As of 11 February, CMB Club's 2024 Membership renewal period closed.

The FARM Club presently 49 members. (24 Regular members, 23 Senior members, 1 Junior member, 1 Associate member, and No Life members).

The club presently has a balance of \$5,541.61.

*Nic*

***Safety Officer's Pilot Box:*** Ernie Padgette

- No Specific items this Month.

*Ernie*

***Field Marshal's Pilot Box:*** Jay Zompanti

In the last newsletter, I wrote about how we addressed the drainage issue at the field. In this issue, I will move to what steps we took at the advice of the Virginia Cooperative Extension. Let's start with soil samples. Early on in 2023 Gordon Collyer, our president, was gracious enough to go out to the field and take soil samples. These samples were packaged up and sent off to the Virginia Cooperative Extension for analysis.

The results were returned to us via email and stated various improvements needed to bring the soil up to par. The current state of the soil dictated that the grasses had little to no chance of thriving and action was imperative if we wanted to keep and better what we had.

The first stage of the recommendation was to put down 6,000 lbs. of pellet lime. I need not have to say this was a huge undertaking. As you know with any club or non-profit organization most of what gets done is done by volunteers. The same applies to us here at CMB.

However, due to the volume of lime that needed to go down, I did reach out and contracted outside help. Just a little bit of outside manual labor. You know, a strong young back. I reached out to a local neighbor of mine whose grandson moved back to Culpeper, was between jobs, and could use the extra cash.

The CMB board worked out all the details regarding the purchase, and transport of the lime to the field. We decided to use two of our mowers to do the work along with a spreader donated to the club by one of our long-time members.

With the volume of lime that needed to go down, we decided to spread this over two separate applications separated by a month or two. The first application we put down in May involved (75) 40 lb. bags equaling 3000 lbs.

One mower and driver would do the spreading while the other ran between the mower spreading and the trailer with all the bags of lime. Several of our volunteers would load the pull trailer and the mower would return to the spreading mower on the field to reload the spreader bucket. It all worked very nicely.

Along with the young man for hire, we also had seven to eight volunteers from our club who assisted in other aspects of the application process, along with other projects around the grounds needed at the time. Thank you to all those who donated their time and muscle. See you in 2024. Although rain is usually required, Culpeper seemed to be in a pocket where rain didn't hit us that often. On one hand that was good because we didn't get flood rain washing away of the lime pellets we put down but on the other, we needed a little bit.

We had to rely on nature delivering the usual morning dew to do the work that the rain did not. That seemed to be enough to help us get the lime into the soil. At this point, we had to sit back and wait a little bit before we applied the second application.

That brings us to July. In July we put down the second application of lime which involved another 3000 lbs. or 75 bags weighing in at 40 lb. each. Again we reached out to volunteers and we hired the young man to give us a hand. All ran smoothly, bellies were filled with pizza at noon, and everybody was happy with the result of both work days. Our 2023 goal of applying 6,000 lbs. of lime was completed.

Again we found ourselves waiting for nature to take its course for the pellets to dissolve into the soil before we could move forward. Keeping in mind that we still had to battle the weeds and the season was moving along, we devised a plan to at least get two applications of weed & feed down before the season ended.

I'll have more for you in the next Edition and we'll move into 2024 continuing to improve the field. We battle a lot of different hindrances here at CMB. However, we don't let it stop us from staying positive and always moving towards better. With the help of our board members and our volunteers, we continue to move forward making our and your flying experience here the best we can.

More in the next newsletter.

*Jay Z*

**Member at Large Pilot Box:** Jay Langley

- No specific items this Month.

*Jay L*

**Member at Large Pilot Box:** Bill Pratt

- No specific items this Month.

*Bill P*

**Member at Large Pilot Box:** Bill Towne

- No specific items this Month.

*Bill T*

**Web Master's Pilot Box:** Dick Sutton

This month, I want to provide you with a tip on web browsing that, as a developer, I couldn't live without! Its technical name is "cache clearing".

Here's the scenario that you might run into. You know that an updated page, image, or pdf file exists, but your browser keeps giving you the old one. That ever happen to you? Well, if it has, here's an explanation.

Browsers reserve a storage area (called a cache) that keeps a list of recently requested webpages. They do this so that if you frequently request a page multiple times in a visit to a website, the browser doesn't have to go to the website and re-fetch it again, it simply uses the local copy. However, if the page has been updated and you try to request it, you will likely get the "cached" version instead of the updated one.

When I am developing a new version of a given web page, I absolutely need the updated copy. To make sure that this happens, I use the following trick: hold down the shift key and click the browsers circular Reload button. This forces a reload from the website! I should point out here that I am talking about a laptop/desktop. All of the major browsers have this capability (Chrome, Firefox, Safari, Edge, etc).

Doing this on a phone/tablet is a different matter. That's technical talk for "it gets complicated". I'll save that for another time. See you next time...

*Dick*

**"CMB Tips and Projects Jar":** From All CMB Members

\*\* Travel tip:

FAA-Recognized Identification Area (FRIA) status has been extended to more than 1,500 AMA club flying fields. The FAA has published a map that allows you to easily find FRIAs before and during your flying vacation travels: (just copy this link into your desktop of phone browser)

[https://modelaircraft.mmsend.com/link.cfm?r=USz6zF9Nww\\_wzgNfxkYC2g~~&pe=ZiQETqbfS7AAVTroRn wKTULIEMB7YxucmfB\\_aeGA83jaAQ3Hwfm6cUtnZeHhKN31E0fyI2BpsTXgbs3rsT7\\_CQ~~&t=k7pLY-PAUZLI1ijFpHYMMsg~~](https://modelaircraft.mmsend.com/link.cfm?r=USz6zF9Nww_wzgNfxkYC2g~~&pe=ZiQETqbfS7AAVTroRn wKTULIEMB7YxucmfB_aeGA83jaAQ3Hwfm6cUtnZeHhKN31E0fyI2BpsTXgbs3rsT7_CQ~~&t=k7pLY-PAUZLI1ijFpHYMMsg~~)

*Nic Burhans*

## \*\* Growing Pains:

If you are a new builder you may often find yourself making mistakes and having to back out and re-do your work the correct way. There are so many famous quotes out there on making mistakes but I will use this one “Anyone who has never made a mistake has never tried anything new.” — Albert Einstein

For those of you who have just started building, or have thought about starting, this is for you. This bit of advice pertains to HiTec standard-size servos used in RC aircraft. However, this may be useful in many different areas of the RC hobby.

Nowadays manuals or instruction sheets are becoming a thing of the past. Being a thing of the past myself, I miss those instruction sheets. Yes, manufacturers should consider me dumb and tell me how to assemble it. It does seem as if the manufacturers of certain components needed to build a flying machine assume you already know what you need to know. They must think you have someone with great building wisdom sitting next to you every minute of the build. I guess in the age we live in many assume we can just look it up on the internet. We can, but my old self still appreciates the instruction sheet in the box.

Okay, off of my rant. I have used HiTec standard-size servos in my builds to date. As many of you know, you get the servos and a bag of parts (no instruction sheet). Most of us can figure out how to attach all these pieces...or can we? We may know this goes here and that goes there, but are we configuring everything the way it should be? There lies the issue of the lack of instructions in the package. What if I have no access to the internet? What if the power goes out? Yeah, let's make everything electric.

What if you are just a plain old troubleshooter and don't go to the internet or call the company because “you got this”? You know what I'm talking about. Sort of the same thing happens when you are lost while driving somewhere new and refuse to ask for directions. Oh, there I go again, dating myself. Who gets lost these days with GPS and all? I think I liked it better when you had to rely on a road atlas.

You remember those days when you had to think it out for yourself or experience enough driving in circles, along with the repeated complaints from whoever is riding shotgun, to pull into the dreaded service station to ask for directions. Oh, we are a tough bunch when we think we know it all. However, we all fall. Falling is easy, getting up is the hard part.

Now that I'm upright again let me get back to the point. Servos. If you have ever wondered if you have all those pieces that come in the bag together correctly and don't have a seasoned builder on speed dial, look at the links I have supplied here. Your experience will turn out much better. Although I had a little fun writing this little piece and intentionally tried to make it a touch humorous, there is still the need for instruction. The links below will lead you there.

<https://youtu.be/DgFtWd4zdjI?si=W10ARGbaZrKrxDzj>

<https://www.promodeler.com/askJohn/Rubber-servo-mounts-done-right>

*Jay Zompanti*

## \*\* Home Built Arming Plug:

I'm restoring, with electric power, a Hanger 9 Alpha that was donated to the club (for sale with donation to the club) and wanted to save a few dollars but still build it with a power safety plug. I routinely cut the connectors off of used-up LiPo batteries, so I have a few Deans female connectors with the battery lead pigtails. I also had spare Deans Male and Ec5 male connectors for the ESC and battery connection, so save the mounting of the safety plug receptor I had all the trappings of an inhibit plug except the fuselage mounting bracket.

To fabricate a substitute, I used a small piece of ¼" plywood, drilled a 5/8" hole and secured a female Deans plug in the hole with baking soda and super glue. Examples of the use of baking soda and super glue can be found all over “YouTube”, with a myriad of uses. If you're not familiar with this use of super-glue you may want to check “YouTube” out for ideas. A note from the ARON ALPHA Industrial Krazy Glue website:

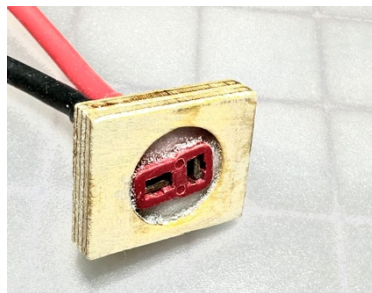
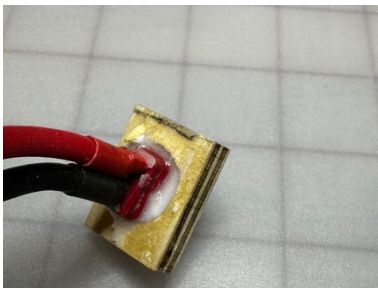
“Chemically, the bicarbonate molecules in baking soda react with cyanoacrylate to create a reactive ion that more easily bonds with other cyanoacrylate molecules. These bonds establish long, polymer chains that are stronger and more resilient than cyanoacrylate-water bonding. The resultant substance is a super glue and baking soda plastic with a cement-like consistency that creates stronger, exceptionally durable bonds.” I used

packing tape to hold the connector flush with one side of the plywood and then held this against wax paper on a flat surface. I filled the hole from the back with baking soda and then saturated it with thin super-glue. After it dries it holds the connector firmly in the hole with a very hard baking soda and super glue composite like plastic.

A male Deans connector was turned into an arming plug by shorting it with a short section of solid copper wire soldered across the terminals. The arming plug was covered with a large heat shrink tube, which while shrinking to be conformal with the back of the plug, didn't stay attached. To keep it attached, I epoxied it over the back of the plug and also dripped some epoxy into the round part of the shrink tube that extended above the soldered area of the connector.

The plywood will be glued into the inside of the plane to cover a round hole that will allow the male Deans plug to be inserted. Variations of the mounting for other connector types would seem possible, as would using 1/4 inch balsa and square holes vs. a round drilled out hole.

With some planning during construction, the arming plug could also be installed using the soda and super glue, directly into the fuselage side.



*Gordon Collyer*

**Member "From the Field" Input Box:**

- No Items this Month.

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Publishing input deadline is the 2<sup>nd</sup> Tuesday of the month. Please forward all inputs to:

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