



## March 2024 Edition

### *Safety Officer's Corner:* Ernie Padgette



#### Safety First!

Stop and think for a moment. Or, at the least, think back. Remember the last time you saw an RC plane completely out of control; or perhaps flying at the very limits of the pilot's ability to control it? All over the place; with the pilot struggling to get it back on the ground in one piece; or even in a manner that won't endanger the person or property of everyone in sight. Chances are pretty good the event you're remembering occurred on the maiden flight of the aircraft in question. So how can you, or we, best avoid that kind of heart stopping and completely embarrassing situation? Let's look at some basic elements.

First of all, let's think about what caused the situation you witnessed. Probably, one of two things went wrong. Either the center of gravity was off, or the controls were simply wrong or "way too sensitive". Either situation is usually a recipe for disaster; one that, at the least, requires a new airplane to correct. We've all seen at least a couple of first flights go wrong because the controls were reversed. That's a situation easily prevented by checking the direction of the controls prior

to the first flight of the day. Don't simply wiggle the controls back and forth. While standing behind the aircraft, actually look at the direction the controls move when you move the control sticks. Actually say, or even just think, left or right and up and down when moving the control sticks. Don't ignore the basics! It's a lot easier to correct the problem when the airplane is still on the ground, rather than trying to deal with it when the plane is in the air.

If you have a transmitter made in this century (i.e., 2.4 GHz), you probably have the option of setting up low, mid and high rates for your flight modes. Use them! That way, you have quickly available options should your control surface movements be set too low or high. I've had both things happen to me and I'm sure I'm not alone in that. It's better to start off with the plane a little on the too gentle side than the opposite.

Getting the center of gravity (CG) correct is a bit more complicated, but still not all that hard. I usually start with the manufacturer's recommendation; but make sure I stay a bit in the direction of being a little nose heavy. We all know the saying: "Nose heavy airplanes fly poorly. Tail heavy planes fly once". It's often true. Once I find where I like the CG (And I usually like the CG a bit to the rear), I use a short strip of Velcro to mark the CG, so it's easy to check before the first flight of the day. Often, it's easy to install the battery in such a way the CG can easily be off by quite a bit. So, I mark the battery placement with a marker, so I don't have to try to remember where it goes. It's easier to look at the battery locator mark than remember where it goes.

The simplest way to make sure you aren't headed toward a bad situation is very simple. Maybe not easy, but simple. Prior to making a maiden flight, just ask a more experienced friend to take a look at the plane and the control setup. Don't tell him it's correct; just ask him to see what he thinks. If he thinks the control surfaces are too sensitive, just flip the flight mode switch and dial it back a bit. If he thinks the control surfaces are a bit too low, just flip the switch the other way. If he thinks the CG is off, and you disagree, ask someone else to look at the situation and act accordingly. In the end, it's your plane and your choice; but there's no good reason not to use all the resources at your disposal to make sure your first flight isn't your last. Thanks;

*Ernie P.*

## ***President's Pilot Box:*** Gordon Collyer

For this month, I have some updates from a recent board meeting. As I mentioned in the January newsletter there are two topics that the board addressed: a plan for field improvements and dues increases beginning in 2025.

The board considered eight projects that have all been casually discussed over the last few years. These were prioritized using a consensus of the board. None of the items were deemed as emergency needs and were prioritized without consideration of cost, only the potential to improve field operations was considered. The result is an ordered list of four of the eight potential projects that we can work on as practical. We can expect these will be implemented over a period of several years. The projects not listed in the top four did not receive support from a board member and are listed for future reference. Any other potential projects will be added to this "below-the-line" list. Of course, any emergency issues (safety, facility damage, etc.) will be dealt with outside of this list. The four items in the current plan in priority order are:

1. Establish a 12V power system in the shelter. We will use existing club owned solar panels to supply a battery powered 12v system that can be used to charge flight batteries. Needed equipment will be a charge controller, one or more 12V batteries, and an enclosure.
2. Replace the flagpole that was lost during the micro-burst that destroyed the previous shelter. The flagpole could be mounted on the shelter, or with more expense, be free standing.
3. Upgrade the Porta-potty to a newer (larger?) unit. Buying, renting or some T.B.D. cooperative arrangement with Parks and Rec. would be considered. Special attention would be needed to ensure an open grid floor to preclude the unit from retaining sludge or alternately floating away during flooding.
4. Upgrade the mower complement to include a zero-turn mower to both improve the mowing cut but also to make the mowing process quicker and easier.

The items not selected for prioritization were: using a wind system to power a 12V system, adding a cellular based weather or video monitoring system, and adding an extra storage shed of TBD size. I am currently collecting design and cost information on the 12V power project. Anyone interested in helping or having experience with these systems, please feel free to contact me. Depending on the final cost estimate I believe we can complete this project this year and perhaps address the flagpole as well.

The board also addressed the need to increase dues, driven primarily by the county's decision to suspend turf treatments at the airpark. Donations by club members for turf restoration produced approximately \$2000 last year, of which about \$1200 were used for spreading 6000 pounds of lime and two weed-and-feed treatments (three are ideal). We currently have about \$800, left over from last year's donations, to cover 2-3 weed and feed treatments this year, the early spring being the most important. These treatments run about \$400 each. The club's financial history is that we are typically "revenue over expense" positive each year, of course in varying amounts. We expect that with a small addition from this year's revenue we will be able to cover the turf treatments this year, maintain the lawn mowers/gas and still not harm our bank balance. This will not be the case for 2025 however, since the donated funds will have been depleted. There are some unknowns at this point for 2025. It is possible due to multiyear memberships expiring in 2025 that our revenue will increase over 2024, lawn mower maintenance is always TBD, and the need for re-liming is typically not done yearly. To mitigate the downside risk, the board approved a proposal to be made to the membership, of an increase of \$10.00 to each dues paying membership class and estimates this will add to 2025 revenue by at least \$500. Even with flat

revenue for 2025 this should guarantee a 2025 spring weed and feed is covered, and possibly also a mid-summer treatment. On the upside, if our AMA grant request for field restoration is approved in May, additional funds will provide a positive offset to the “turf” fund and should allow us to complete three weed-and-feeds this year and perhaps carry some funds into 2025. You might ask why a positive revenue over expenses is always desirable in our planning. The first part of the answer is that with our current bank balance we could replace the shelter should another windstorm destroy it like the previous structure. In effect we are presently self-insured relative to the shelter. The second consideration is from the discussion above, namely that in a revenue over expense positive situation we hope to address over the next several years some improvements to the overall Lenn Park facility and continue to manage and improve the turf. The dues increase proposal from the board will be discussed at the April meeting and voted on by the membership at the June meeting. Please feel free to contact me if there are questions about this proposal. *Gordon*

### ***Vice President's Pilot Box:*** Jay Zompanti

- No specific items this month. See Below.

*Jay Z*

### ***Secretary's Pilot Box:*** Nic Burhans

On February 27<sup>th</sup> our friend and flying companion Commander John Gilbert III, U.S. Navy (Retired) was laid to rest in Arlington National Cemetery with full military honors. The service was shared by family and friends. Charlie Koustenis, Nic Burhans, Dave Rothbart, Bill Towne, Jack Cullen and Vince Tabacco of the CMB and FARM RC community were present for the ceremony.

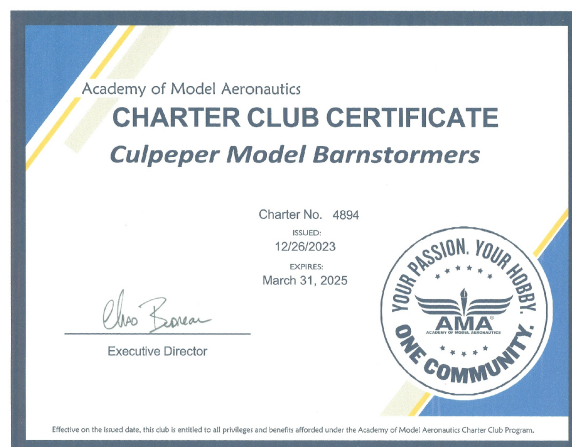


We will miss John.

May he have fair winds and following seas.

Flying is still in the winter slow mode due to, High winds, Rain, and Broken skies with hot and cold temperatures. We continue to have quite a weather start to March!

The AMA Charter and Insurance for 2024 have been renewed and received:





On Sunday, 18 February, a CMB Club Board of Directors meeting was held on the Free Conference Call system meeting to discuss plans and goals for 2024 and beyond. (See Presidents comments above.)

### 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	CMB Club Meeting #1 @ Lenn Model Airpark <i>Club Fly Day #1, Pilot Training, and Flight Checks all day</i>	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
June 15	Saturday	FARM Float Fly #1 @ Lake Ritchie, Bealeton VA CD: Nic Burhans <a href="mailto:npb6218@earthlink.net">npb6218@earthlink.net</a>	9am-4pm
June 23	Sunday	CMB Club Meeting #2 @ Lenn Model Airpark <i>Club Fly Day #2, Pilot Training, and Flight Checks all day</i>	1:00 PM

The 2024 Culpeper Airfest and STEM demonstrations have been scheduled and the sanction and insurance for the week of 7 through 13 October have been received.

## WHO WE ARE ★★★

The Air Fest Foundation is a 501c(3) non-profit organization chartered to promote awareness, education, and support the Culpeper Air Fest. Our goal is to honor the contributions of historic military aircraft, which helped to secure our nation's freedom. The Air Fest is a celebration of our aviation heritage and is a fun, family-friendly, community-oriented event. The show is locally produced, free to the public and draws top performers from around the nation offering something for everyone.



If you are a Silver Sponsor or above you earn invitations to a special sponsor event, **Sponsor Night Lights** on Friday, October 11th. It's a spectacular invitation-only night time event with model aircraft, hot air balloons, and Manfred Radius' glider lighting up the sky. You'll enjoy dinner on the airport ramp under a tent with our pilots and crews as you watch the performances. You'll also have the opportunity to see some of the Air Fest aircraft up close without the crowds. So donate early and experience Sponsor Night Lights!

## BE A SPONSOR

Below are suggested sponsorship levels. However, we recognize that you may have another level of interest. Please contact the Foundation to discuss specifically tailored levels of giving.

For sponsorship information contact, Ed Dalrymple Jr. at 540-828-7203 ext. 12 or [edalrymple@dalholding.com](mailto:edalrymple@dalholding.com)

MAIL CAN GO TO THE AIRPORT CARE OF:  
Air Fest Foundation  
12517 Beverly Ford Road  
Brandy Station, VA 22714



## ★ SPONSORSHIP OPPORTUNITIES ★

<b>BOOSTER (\$250)</b> 	Event advertising 2 Seats at our VIP tent 1 VIP Parking pass 1 Sponsor Ride
<b>BRONZE (\$500)</b> 	Event advertising 4 Seats at our VIP tent 2 VIP Parking passes 2 Sponsor Rides 2 Invitations to Sponsor Night Lights
<b>SILVER (\$1000)</b> 	Event advertising & Jumbotron 6 Seats at our VIP tent 3 VIP Parking passes 4 Sponsor Rides 5 Invitations to Sponsor Night Lights
<b>GOLD (\$2500)</b> 	Event advertising, Jumbotron & promotional announcements by the MC during the event 12 Seats at our VIP tent 6 VIP Parking passes 20 Invitations to Sponsor Night Lights 8 Sponsor Rides

## HONOR EDUCATE ENTERTAIN



**★ PLATINUM (\$5000)**  
 Event advertising, Jumbotron & promotional announcements by the MC during the event  
 8 Seats at our VIP tent  
 4 VIP Parking passes  
 6 Sponsor Rides  
 10 Invitations to Sponsor Night Lights

**★ PATRIOT (\$10,000)**  
 Event advertising, Jumbotron & promotional announcements by the MC during the event  
 12 Seats at our VIP tent  
 6 VIP Parking passes  
 20 Invitations to Sponsor Night Lights  
 8 Sponsor Rides

**WWW.CULPEPERAIRFEST.COM**   

Recently, the FAA granted the AMA a National Authorization that allows members at AMA sanctioned events to operate without broadcasting Remote ID information. This means that if you are participating in / hosting a sanctioned event that is not taking place at an FAA-Recognized Identification Area (FRIA) site, you will not need to affix a broadcast module to your aircraft in order to meet the Remote ID requirement, just like those whose events taking place at a FRIA site (like Lenn Model Airpark).

In order to qualify for this Remote ID authorization, the CD/EM is required to file a NOTAM within 7 days prior to the event and send the NOTAM number they are given to AMA at [waivers@modelaircraft.org](mailto:waivers@modelaircraft.org). AMA will then send the CD/EM a Remote ID authorization certificate to keep at the event in case it is requested by law enforcement or an FAA representative.

For more information, including NOTAM deadlines, how to file a NOTAM, and FAQs, please visit <https://amablog.modelaircraft.org/amagov/2024/02/27/faa-grant-national-authorization-for-ama-sanctioned-events/>.

Are you interested in becoming a Contest Director/Event Manager? Besides the information on our Club website, here is an additional link to get you started:

<https://www.amaflightschool.org/getstarted/how-do-i-become-contest-director-or-event-manager>

While you are on our Club website, take the time to look around at all the goodies that our Webmaster, Dick Sutton, has made available for us to utilize (see below for one item).

Remember to BE SAFE! *Nic*

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

As of 12 March, the Barnstormers presently have 49 members. (24 Regular members, 23 Senior members, 1 Junior member, 1 Associate member, and No Life members).

The 2023 CMB Club Tax documents were filed on 19 February 2024.

One donated/rebuilt trainer has been sold (Thank you President Gordon for the rebuild work).

All bills have been paid and the Club presently has a balance of \$4,784.45 in the general fund, \$822.16 on the runway fund, for a total of \$5,606.61. *Nic*

### ***Safety Officer's Pilot Box:*** Ernie Padgett

- See Above

*Ernie*

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

The 2023 CMB Field Year in Review: Third installment.

In the last newsletter, I wrote about how we addressed the soil and the low pH levels reported by the Virginia Cooperative Extension. pH plays a very important part in a happy and healthy lawn. The biggest benefit of adding lime to lawns is raising the soil's pH level. Most types of grass including cool-weather grasses thrive in soil pH between 6.5 and 7 and a number any lower can result in wilting of grass blades and poor grass growth. Acidic soil with a pH less than 6 may cause a deficiency of calcium, magnesium, and phosphorous in grasses so adding lime replenishes these critical nutrients in the soil.

We had all that happening and more here at the CMB field. We did all we could at that point by applying the recommended 6,000 lbs. of lime. As we move forward we will randomly test the soil for correct pH levels.

With the lime applications behind us, the task at hand was then to apply weed and feed. How many feedings could we squeeze in before the season ended and the grasses went dormant?

When it comes to the weed and feed product, a lot less is needed to cover the same amount of square feet. Thank you! That said, although you need about 70 bags less per application in comparison to lime, the cost is still significant. The first go-around involved 50 lb. bags at a count of five. We set out to get two applications in before the season ended, the last being a winter guard application at 37.5 lbs. per bag and a count of five. The makeup of the winter guard product covered more square footage compared to the spring/summer product. Cost of each application was within dollars of each other.



Not having the amount of pounds to apply as we did with the lime, Gordon and I were able to handle the task at hand. We hit it once in July and again in September. Although not immediately needed, a little garden-type rain is always good about 24 hours after application. The rain gods were again good to us by keeping the gully washers away from Culpeper and providing just a bit of rain.

As we concluded the year we found ourselves happy with the progress we had made throughout the season.

I want to thank all our volunteers and donors. As most of you know, there is now a plaque hanging on the pavilion in tribute to all those who donated money to this cause. The rest of you who volunteered your time got pizza and good conversation. We still have funds remaining carrying us into this year and allowing us to continue moving forward with the revitalization. I have also applied to the AMA for an FSIG grant. More on that later.

Here are some before and in-progress photos of our efforts so far.



Runway Before (Early 2023)



Runway In Progress (Late 2023)



Till then – Keep the rubber/plastic/foam side down and the shiny side up. At least on landings. *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

I am looking forward to the 2024 flying season, which from the looks of the weather should be starting soon.



I haven't flown since December so I better practice on Real Flight to see if I remember how to fly RC.

After having all the kids and grandkids over the holidays I think my house and kitchen are back in order so I can find stuff! Also I now have my basement ping pong table building area back so I can work on a few planes.

This last month I have been trying to complete small airplane projects which were started months, years ago. Just finished this Guillows Folker DR 1 triplane, and next will finish a Guillows P-51 purchased a couple years ago at Hobby Hanger's booth at the Airfest. I also found a Spirit of St. Louis that was started ten years ago? When I get these cleaned up I can get back to finish

large RC planes, a 89 inch Chipmunk and a 120 1970s Stingray. I also inherited a Senior Telemaster wing already built but not covered so I have a fuselage under construction.

OK the grass is turning green, Time to get to the field and start mowing and Flying!

*Bill T*

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

Attention RealFlight users: Gordon Collyer has implemented a Photo Realistic CMB field for flying in familiar surroundings when using a RealFlight simulator! This field is fantastic!

Even if you don't have RealFlight, you can use the RealFlight Swap Pages link provided to "Click to Load Panorama" to enjoy the 360 degree view in the CMB RealFlight Field section.

The links and instructions are available through the "CMB RealFlight Field" section of the "Club Info" section of our Home Page. *Dick*

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

Attention All Club Members:

I'm thrilled to share some fantastic news with all Club members.

As we move into the 2024 flying season **Club Merchandise Prices Have Decreased!**

Despite the ongoing rise in costs for most goods and services, I have worked diligently to **lower prices** on our merchandise. Both the **FARM** and **CMB** clubs can now enjoy more affordable products while maintaining the same level of quality through our Club Websites.

Remember, head to the checkout page when you're ready to purchase. The final price will include any applicable taxes and shipping fees.

Thank you for being part of our wonderful community, and let's continue celebrating these positive developments!

*Jay Z*

## ***Member “From the Field” Anything Input Box:***

Title: “Wings of a Lifetime” – A Barnstormer’s Story

In the heart of Culpeper, Virginia, nestled among rolling hills and endless skies, there existed a small but passionate community—the Culpeper Model Barnstormers. Their airfield, a patch of grassy land nestled in the middle of a farmer's field, was a haven for aviation enthusiasts. Among them was a young man named Ethan.

Ethan’s fascination with flight began when he was just a boy. His eyes would follow the contrails of passing jets, and he’d dream of soaring among the clouds. But growing up in a modest household, the idea of becoming a pilot seemed as distant as the stars themselves.

One sunny afternoon, while riding his bicycle past the Culpeper airfield, Ethan noticed a group of seasoned aviators huddled around a collection of radio-controlled planes. Their laughter and camaraderie drew him in. These were the Barnstormers, a tight-knit crew of model airplane enthusiasts who shared a love for the skies.

Ethan approached them, wide-eyed and curious. The Barnstormers welcomed him with open arms. They taught him the art of building and flying RC aircraft. Under their patient guidance, Ethan’s fingers learned to finesse the controls, and his heart soared with each successful flight.

But it wasn’t just about the planes. The Barnstormers were more than a club—they were mentors. They spoke of aerodynamics, weather patterns, and the thrill of defying gravity. They ignited a spark in Ethan, one that would shape his destiny.

As Ethan honed his skills, he discovered another avenue for his passion: STEM programs. Culpeper had a vibrant network of educators and organizations dedicated to science, technology, engineering, and mathematics. Ethan attended workshops, tinkered with circuits, and explored the wonders of aviation through a scientific lens.

The STEM programs fueled his curiosity. He learned about lift, drag, and the magic of flight equations. Suddenly, the dream of becoming a pilot felt tangible. Ethan’s eyes shifted from the model planes to the real ones streaking across the sky. He knew he wanted to be up there, commanding a cockpit.

Life took an unexpected turn when Ethan joined the Navy. His path led him to jet fighters—the sleek, powerful machines that danced through the stratosphere. As a naval aviator, he felt the rush of adrenaline during carrier takeoffs and the serenity of cruising at Mach speeds. The RC hobby had laid the groundwork; now, the Navy polished his wings.

Years passed, and Ethan’s career soared. He became a commercial airline pilot, guiding passengers across continents. But retirement beckoned, and with it, a longing to return to his roots. Back in Culpeper, the familiar grassy airfield awaited him.

The Barnstormers had aged, but their passion remained unwavering. Ethan rejoined their ranks, this time as a seasoned aviator. He shared stories of dogfights and crosswind landings, inspiring the next generation of model pilots. The kids listened, their eyes wide, as Ethan demonstrated loops, rolls, and precision landings.

His love for the hobby had followed him—a constant companion. The Culpeper skies witnessed his joy, his laughter, and the thrill of flight. Ethan reveled in the simplicity of RC planes—their hum, their delicate balance, and the freedom they offered.

And so, on warm afternoons, you’d find Ethan at the airfield, surrounded by eager faces. He’d launch his model plane, and as it climbed toward the sun, he’d whisper to the wind, “This is where it all began.”

The Culpeper Model Barnstormers had shaped a young dreamer into a lifelong aviator. Their legacy lived on, not only in the skies but also in the hearts of those who dared to chase the horizon.

And so, Ethan’s love for flight—both real and miniature—became the wings that carried him through a lifetime of adventure.

Submitted by: Jay Zompanti



#### CMB CLUB 2024 OFFICERS

President. ....	Gordon Collyer	540-547-4117
Vice President .....	Jay Zompanti	978-804-8660
Secretary .....	Nic Burhans	540-219-9646
Treasurer .....	Nic Burhans	540-219-9646
Safety Officer .....	Ernie Padgette	540-439-6085
Field Marshall .....	Jay Zompanti	978-804-8660
Member at Large. ....	Jay Langley	540-905-5833
Member at Large. ....	Bill Pratt	703-472-5304
Member at Large. ....	Bill Towne	540-428-1053
Webmaster. ....	Dick Sutton	<a href="mailto:rsutton@comcast.net">rsutton@comcast.net</a>

The CMB Newsletter is published monthly by the Culpeper Model Barnstormers, AMA charter #4894. It is forwarded to CMB members and to other clubs on an exchange basis. Articles related to all types of aviation are welcome. Opinions expressed in the newsletter articles are those of the individual author and do not necessarily reflect those of CMB Inc.

Publishing input deadline is the 2<sup>nd</sup> Tuesday of the month. Please forward all inputs (pictures in jpg format) to: Nic Burhans

6061 Captains Walk  
Broad Run, VA 20137-1959  
540-219-9646

E-Mail: [npb6218@earthlink.net](mailto:npb6218@earthlink.net)

Our Club web site is: <http://www.cmbclubrc.com>