



September-October 2025 Edition

2025 Culpeper Airfest in now History!

(The Best Little Free Air show in the East)



Many years ago, AMA and EAA members Mike Dale and John Hunton helped establish a fall get-together of full-scale and model enthusiasts from the Culpeper, VA area. Eventually a committee was formed to further organize this endeavor into a free air show event for the Culpeper community; of which this year's Airfest was the 25th iteration.

Several years ago, with the help of the Culpeper School System, the annual Culpeper Airfest was expanded with a two day STEM program for all the fifth grade students in the system during the week of the Airfest.

A **HUGE THANK YOU TO ALL** club members for their efforts and RC support of the 2025 Airfest STEM days and the 25th anniversary Airfest day itself. The members of the Culpeper Model Barnstormers #4894 and the Fauquier Aero Recreation Modelers #1654 did a fantastic job.

The STEM crew consisting of Gordon Collyer, David Dix, Al Hampton, Ernie Padgett, Jim Restel, Bill Towne and Jay Zompanti were magnificent in their presentations to the 608 Culpeper School System 5th grade students and their 27 teachers as well as the 20 Culpeper Home Schooled students. Besides our normal static display, discussions of how RC aircraft work, and four simulators, a 3-D model aircraft printing demonstration was added to our presentations.



The response/feedback from the students, teachers, and School Board members present were that our guys did an outstanding job.

On the RC flying side, the Airfest Sponsor's Night RC helicopter, drone, and lighted fixed-wing flights and display crew of Beresford Davis, Finn Holden, Al Hampton and Kwang Ko were greatly appreciated by the Airfest Sponsors, their families, and their invited employees.



The Saturday morning's two and a half hour Airfest RC flying portion of the air show by Andrew Benjamin, Beresford Davis, David Dix, Dave Dupre, Al Hampton (who shot the drone photo above), Arlin Harbaugh, Finn Holden, Kwang Ko, and Kevin Moran went without a hitch and showed all aspects of our hobby.



The Airfest RC static displays and "STEM" presentations/discussions by Bill Crone, Al Hampton, Bobby Hurst, Charlie Koustenis, Ernie Padgett, Bill Towne, and Jay Zompanti with the air show crowd were wonderfully received.

AMA and Club documents were passed out to a significant number of Airfest attendees potentially interested in trying RC flying.



We were there, we were on time, we were professional, and we presented our RC hobby in an outstanding fashion.

Again, support for the 2025 Airfest STEM program and the 25th anniversary 2025 Culpeper Airfest by the Culpeper Model Barnstormers and Fauquier Aero Recreation Modelers club members was **OUTSTANDING**.

Nic Burhans
2025 Culpeper Airfest RC CD

President's Corner: Gordon Collyer

Flooding and the Lenn Airpark.

We often grouse about the Airpark's location in a flood plain. In researching the use of herbicides and fertilizers for the Airpark with Parks and Recreation earlier this year, AMA headquarters referred me to the Rosewood RC club in Elizabeth, Indiana. They are located along the Ohio river and like us can have intermittent flooding. However, as you might imagine when they flood it is a much bigger deal than a Mountain Run flood, typically by several feet. This spring they flooded and after only a week of mucking out the facility they were back in service. You'll note the club has what I might characterize as "extensive" facilities. So, in addition to their turf information which they were very helpful with, we might take heart that the "raging Mountain Run" is not as bad a neighbor as we might sometimes grumble about. And the "floods" may not be the limiting factor for the Airpark that we sometimes think. Also, a note about the longer term. Those of you that arrive at Lenn Park from the south along Stevensburg Road will note a few "land for sale" signs on the north side of the road. Although it is hard to predict, the county may be over the orgy of data center development with three more approved, sited and in various stages of construction. For the club this may bring new residents with an interest in a technical hobby, however it may also bring residential neighbors closer to Lenn Park with more competition for park resources, noise control issues and more Wi-Fi signals.



Rosewood RC Club – View Away from Ohio River



Rosewood April 2025 Flood – View Toward Ohio River

Comments on the proposed FAA Part 108.

For those that have read summaries of the proposed part 108 for BVLOS UAS operations and are interested in FPV flying, there was a tantalizing hint about “recreational BVLOS” operations. Here is what might be in the final rule for recreational operators:

1. **Permit Requirement:** Recreational operators must obtain a recreational permit issued under Subpart D of Part 108 to conduct operations. *Comment: In my reading it is not clear whether the permit would be operator specific like remote ID, geography specific as in operations from a permitted base or mission specific like an automated flight plan permit.*
2. **Population Density Restrictions:** Operations are limited to Category 3 population density areas or lower. *Comment: Category 3 areas are within one nautical mile of population densities of 25 or fewer people per a one kilometer square area as documented by the “LandScan” data base. Category 3 operations also may require “deconfliction” procedures or equipment to preclude collision with other BVLOS drones. At best this might be done along the lines of the current drone “Apps” with intended flights reported. It is not clear if recreational users of Cat 3 space would be required to provide real-time flight info (like “flight following”) or some other sensor/transponder based deconfliction.*
3. **Weight Limit:** The unmanned aircraft and anything attached to or carried by it must not exceed a combined total weight of 55 pounds, unless otherwise authorized.
4. **Distance Limit:** Flights must not exceed 10 nautical miles from the operator or flight coordinator.
5. **Height Limits:** per all BVLOS UAS, recreational operators would be required to fly below 400 feet.
6. **Single Aircraft Operation:** Operators are limited to operating one unmanned aircraft at a time.
7. **Exemptions from Certain Requirements:** Recreational operators are exempt from:
 - o Company operations manuals.

- o Experience requirements for flight coordinators.
- o Base of operations requirements (though a permanent mailing address must be provided).
- o Operations supervisor requirements.
- o Cybersecurity policy requirements.
- o Duty and rest requirements.

8. **Operator Responsibilities:** Recreational permit holders must fulfill responsibilities typically assigned to the operator, operations supervisor, and flight coordinator.

There is also the following statement regarding FRIAs that is of interest to us:

“FAA also does not currently intend to impose any additional broadcast requirements on aircraft operated outside of part 108 as part of this rulemaking, so aircraft currently operating that are compliant with standard remote identification using the only currently accepted remote identification means of compliance, using a broadcast module, or operating under an FAA-Recognized Identification Areas (FRIA) would not be impacted. But FAA welcomes comments on whether other operating rules, such as part 107, should also be updated to include a broadcast operational status message requirement.”

This last statement might ring a bell. What this suggests to me is that when and if large scale UAS delivery operations begin there will be contention for airspace much like what goes on with FCC frequency allocations, with commercial operators unable or unwilling to accommodate FRIAs or other part 107 recreational RID flying. Further review of the comments to this proposed rule are needed, and of course any proposed changes to part 107. Note that in the future the field logbook may become an important tool in justifying a FRIA designation for use of our FRIA airspace. So please continue to use the logbook to document the airparks operations.

- No additional Club specific items this issue.

Gordon

Vice President's Pilot Box: Jim Restel

- No Club specific items this issue.

Jim

Secretary's Pilot Box: Nic Burhans

Nominations for the 2026 CMB Club Board of Directors Election were opened at the September CMB Club Membership Meeting.

- In alphabetical order, these are the nominations received so far:

Bouquet, Jim

Burhans, Nic

Collyer, Gordon

Crone, Bill

Hampton, Al

Hurst, Bobby

Padgett, Ernie

Pratt, Bill

Restel, Jim

Towne, Bill

Zompanti, Jay

- The Nominations process will remain open until Sunday, 30 November 2025.
- The election email voting process will commence on Monday, 1 December 2025.
- Email and hand-in Voting for the seven (7) 2026 CMB Board of Directors positions will conclude at the start of the Sunday, 14 December 2025, Annual CMB Club Membership Meeting to be held in the Lenn Park Pavilion commencing at 12:01 PM
- If you have additional nominations to those above, please email them to me at npb6218@earthlink.net .

Remember: It is very important that you have your FAA card and TRUST card with you in hard copy or digital form on your cell phone.

- CMB Club Calendar:

The updated 2025 Club calendar has been sent out to all Club members and posted on the Club website.

- **Upcoming 2025 events:**

November 4 Tuesday	State/Local Election Day	All Day
November 30 Sat	2026 CMB Board <u>Nominations</u> Close	
December 1 Sun	CMB 2026 Board <u>Election</u> Starts	Until 14 Dec.
December 6 Saturday	Joint CMB and FARM Christmas Party	6:30-10 PM
December 14 Sunday	<u>Club Annual Meeting @ Lenn Park Pavilion</u> Club swap meet 11-12 am 2026 CMB Board Election <u>Concludes</u> at 12:01 pm Club Annual Meeting 12:01-1:00 pm	11am-1 pm

December 14 Sunday

CMB Club Fly @ Lenn Model Airpark

1pm-until

*Club Fly Day #4 Fun Fly, Pilot Training, and
Flight Checks all afternoon*

Remember to Be SAFE

Nic

Treasurer's Pilot Box: Nic Burhans

- As of 15 October, the Barnstormers have 51 members. (20 Regular members, 28 Senior members, 2 Junior member, 1 Associate member, and No Life members).
- As of 14 August, the Club has a balance of \$4,391.33 in the general fund.

Be Safe

Nic

Safety Officer's Pilot Box: Ernie Padgett

Belt AND Suspenders

I wouldn't say it's common, but it certainly isn't rare, either. Someone, often an experienced and competent pilot, takes off on a routine flight. The flight is just beginning, maybe one or two maneuvers into the flight, when you hear a loud and somewhat querulous cry from the pilot. "Oh, crap!". Actually, the expletive in question is often a bit more raunchy than that, but you get the idea. Everyone's attention is now on said pilot; and we are often treated to what seems to be an entirely unscripted series of near disastrous happenings. Sometimes the pilot gets the plane back on the ground in some form of repairable condition. Sometimes he doesn't.

Often, the first thing you hear after the pilot, one way or another, gets the plane back onto the ground, or sometimes firmly wedged some tens of feet about said ground, is "The battery shifted". I've had it happen to me; you've probably had it happen to you. And we both know better. It's pretty simple, really. The battery is held into the plane by battery straps. The strips, or spots, of Velcro in the battery compartment and on the bottom of the battery are there to make sure the battery doesn't slip out from under the battery straps. That's it. Pretty simple, right?

So, why does it keep happening? In my case, I know the answer. I have a bad case of "That will probably work okay for at least one more flight"itis. That's when I know better but am willing to bet it won't happen to me; at least not on this flight. So what's your excuse? Thanks;

- No Club specific items this issue.

Ernie P.

Field Marshal's Pilot Box: Bobby Hurst

- No Club specific items this issue.

Bobby

Member at Large Pilot Box: Al Hampton

- No other Club specific items this issue.
- See below From The Field.

Al H

Member at Large Pilot Box: Bill Pratt

- No Club specific items this issue.

Bill P

Member at Large Pilot Box: Bill Towne

- No Club specific items this issue.

Bill T

Member at Large Pilot Box: Jay Zompanti

CMB and FARM rise to the Occasion

It all began under a cloudy October sky at Culpeper Regional Airport, just days before the big air show weekend. The Culpeper Barnstormers and the FARM Club once again joined forces, answering the call from the Airfest STEM Committee and the Culpeper County Public Schools STEM program. Together, they brought science, technology, engineering, and math to life through the magic of flight.

Six hundred plus students from across the county arrived wide-eyed, ready to see how the principles they studied in class—lift, thrust, drag, and balance—came alive in the graceful arcs of model airplanes. The Aviation venue Hangar buzzed with energy as kids learned about aerodynamics, control surfaces, and the technology behind modern radio-controlled flight.

Nic Burhans and Al Hampton spearheaded the effort, organizing every detail from flight simulation to interactive displays. Their leadership ensured everything ran smoothly, from the first child in to the last child out. They'd spent months preparing—coordinating volunteers, preparing equipment, and making sure every student left inspired.

Jim Restel manned the 3D area, passing on his knowledge of 3D printed aircraft to Culpeper's 5th graders. As the day unfolded, our club volunteers continued on tirelessly, showing off the craftsmanship and engineering that goes into everything radio-controlled. The collaboration between the two clubs perfectly captured the spirit of the community teamwork, mentorship, and a shared passion for aviation.

Then came Saturday—the day of the big Culpeper Airfest air show. The RC portion, led by Kwang Ko and his talented team, kicked off the celebration with a spectacular display. Pilots flew everything from 3D aircraft to giant-scale warbirds, helicopters, drones, and sleek turbines, thrilling the hundreds of early arrivals. The roar of engines, the smell of jet fuel, and the cheers of the crowd echoed across the runway.

When the last RC flight touched down, the transition to the full-scale air show began seamlessly.

This year marked the 25th anniversary of the Culpeper Airfest, and the skies came alive with everything from vintage Cubs to historic Warbirds.

Meanwhile, volunteers from both CMB and the FARM club manned the show booth, greeting families, answering questions, and sharing their love for the hobby. Many curious visitors lingered, drawn in by the colorful displays and the hum of electric motors. Some even signed up to visit the club field, eager to see what flying an RC plane was all about.

By day's end, the sun started dipping low over the Blue Ridge, painting the sky in soft gold and crimson. As the final aircraft taxied in and the crowds began to drift home, the members of both clubs gathered near the booth, tired but proud.

They'd not only supported the STEM program and helped educate the next generation—they'd also showcased the wonder of flight in all its forms. The Culpeper Barnstormers and the FARM Club had once again risen to the occasion, proving that when passion meets purpose, the sky's truly the limit.

- No other Club specific items this issue.

Jay Z

Training Officer's Pilot Box: Gordon Collyer

- No Club specific training items this issue.

Gordon

Web Master's Pilot Box: Dick Sutton

- No Club specific website items this issue.

Dick

"CMB Tips and Projects Jar": All CMB Members

To keep my hands busy I have been building some Guillows kits. In the past these kits had "die" cut parts which were cut with very dull dies. We called them "die Mashed parts". But their balsa cutting quality has improved greatly with laser cut parts and the new kits are a pleasure to build. John Hunton

- No other inputs this issue.

Member "From the Field" Anything Input Box: All CMB Members

- It was in the 1940's I guess. I got my first glow engine, an ARDEN 09. Built a free flight for it using my Speed-building system which was "Lay down the covering over the plan and build on top of that, then lastly cover the top." The final step was to glue the pylon onto the fuselage. Back in those days we had Testors formulas A and B glues. One was supposed to be extra fast drying so I used that to glue the pylon on.

We go to the flying site (Falls Church High School football field) and fired up the Arden, launched the model, which turned vertical and started climbing nicely.

Then the wing and pylon fell off of the model, but the fuselage and the screaming Arden kept on climbing. Next the tail unit (stab and rudder) came off of the spinning fuselage. Next, the motor and firewall came off, but the Arden kept on running and climbing, finally giving up.

There were many parts of the model in the sky floating down.

My brother and I fell to the ground laughing. John Hunton

- **LOWCRC Update – Reflections and New Insights**

As the season winds down, I can honestly say it's been an incredibly busy and rewarding year. Between community events, classes, and now serving on an additional committee within my community, I've had more opportunities than ever to promote not only our hobby but also the Culpeper Model Barnstormers.

This year has been a tremendous learning experience. I've realized that while I love flying, I also need to find creative ways to draw people into the hobby. One of the most effective approaches has been creating events that go beyond aircraft alone. By introducing RC cars and RC sailboats, we've been able to engage a wider audience—families, kids, and retirees alike—who may not have considered RC flying but are fascinated by the broader world of radio control. These activities have become great doorways to share information about the AMA and the many disciplines it supports.

Another key discovery has been how curious many residents are about the batteries we use in our RC equipment—especially since similar types power their everyday devices. By sharing safety and maintenance information, I've been able to connect with people on a practical level while introducing the hobby in the process.

Social media has provided its own fun twist too; several ladies in the community have reached out saying they've sent their husbands to check us out because, "*He needs a hobby!*" I'll take that as a win for community engagement!

Looking ahead to 2026, I plan to refine our approach even further. For youth, I'll focus on showing parents how RC can build valuable technical and problem-solving skills that tie into future career opportunities. For adults, I'll continue creating welcoming spaces to enjoy the hobby and let it grow organically through shared enthusiasm.

I'll keep offering classes and one-on-one training sessions as time allows, and will continue letting the community's interest guide our direction. As always, I'm deeply grateful for the support from all of you at CMB. Your encouragement continues to inspire me to give my best to both clubs.

Thank you again—and as always, fly safe and have a fantastic fall! Al Hampton

CMB CLUB 2024 OFFICERS

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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 2nd Tuesday of the month. Please forward all inputs (Pictures in jpg format) to:
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