



Fauquier Aero Recreation Modelers  
AMA #1654 [farmclubrc.com](http://farmclubrc.com)



Culpeper Model Barnstormers  
AMA #4894 [cmbclubrc.com](http://cmbclubrc.com)



Lake of the Woods Community RC  
AMA #5595 [lowrc.com](http://lowrc.com)

January 2026

## Radio Controlled Air - Land - Sea Models

# Newsletter

**Editor's Note:** We will be rotating the lead club specific content lead section each month (FARM, CMB, LOWCRC, FARM, CMB, LOWCRC, FARM, CMB, LOWCRC, FARM, CMB, LOWCRC) throughout the year. However, the "Tips and Projects" and "Anything From the Field" sections will be separate from the Club sections and combine the inputs from all the members of the three clubs.

## FARM Club Report:

### - The 2026 FARM Club Board of Directors Election Results:

President	Ernie Padgett	703-244-7465
Vice President	Nic Burhans	540-219-9646
Secretary	Nic Burhans	540-219-9646
Treasurer	Nic Burhans	540-219-9646
Safety Officer	Ken Bassett	703-425-1392
Field Marshal	Ralph Graul	540-729-1586
Member At Large	Bill Flathers	540-272-7236
Member At Large	Charlie Koustenis	703-850-3314
Member At Large	Bill Towne	540-428-1053

### - FARM President's Corner: Ernie Padgett

#### A brand-new year; and the same old goings on.

I actually managed to make a few flights at FARM a couple of weeks ago. Gordon Collyer, President of CMB, and I wanted to get together to discuss some issues common to both clubs, and we decided to meet at FARM and do a little flying at the same time. The weather was about as good as it gets at this time of year, and we both made several flights and thoroughly enjoyed the day. I wanted to have Gordon take a look at the landing gear on my Flex Innovations Extra 300 foamy and see if he had any ideas I haven't already considered to brace it up a bit.

Flex Innovations builds some really nice planes, and I really enjoy flying their Extra 300. It flies nicely, if a bit slowly, and it is certainly maneuverable. The only thing I don't like about it is the landing gear. I think the landing gear is specifically built to teach me that I really should fly the plane right to the ground, instead of just cutting the power and plopping the plane in. Or maybe they should have built the landing gear using piano wire instead of coat hanger wire. I can usually get about one landing before I have to spend a few (or more) minutes trying to get the landing gear back into something approximating its original shape.

Gordon looked the plane over, suggested a couple of remedies I have already considered, and asked if I had ever considered learning to land properly. Well, maybe not in those exact words, but something with the same meaning. I concentrated on landing as gently as possible and managed to make three landings without bending the gear, so I considered it to be a good day. We both agreed the ideal fix would involve an aluminum landing gear set, a piece of ply and essentially ripping out the current gear and glueing in a new arrangement. I was hoping for a less drastic solution, but since Gordon's solution matched what I had already worked out, I think that's the way I will eventually have to go.

Gordon had a new plane; an electrified modification of an old Bill Evans design; a tailless canard style design. In talking about Bill Evans, we both thought about John Hunton and I realized it had been quite a while since I spoke to John. So, a few days later, I called John's cell phone. The computer voiced operator told me "That number is no longer in service" and I immediately thought "Oh, crap. How long has it been since I spoke to John?". As I have mentioned in the past, I have a habit of losing touch with old friends and realizing too late that I should stay in closer touch. A few days later, I looked up John's home phone number from our membership list and called him. To my delight, John answered and we had a nice chat. John is doing as well as can be expected from someone even older than I am; and he is currently working on a P-38 with a forty inch plus wingspan. He promised to bring it out to FARM and visit with us as soon as the weather warms up a bit.

Gordon's new plane flew very well; much more stable and solid than I expected from such a short-coupled design. Gordon, Nic and I have been bouncing ideas back and forth over the past few months, trying to find more ways each club can benefit to and from the other. One way (Thanks, Dave) is to combine the newsletters into a single publication, rather than doing the extra work necessary to keep them separate from the other. Neither club has much in the way of input from the membership, building articles, etc., and combining the newsletters will give everyone more to read as well as saving Nic some duplication of effort. And maybe, just maybe, YOU GUYS will help out with an article now and then.

**Thanks; Ernie P.**

## **- FARM Secretary/Treasurer's Corner: Nic Burhans**

### **Board Meeting Notes:**

- Approved the 2026 continuation of an end-of-season Thank You lunch for the FARM mowing and maintenance crew.
- Approved the establishment of a 2026 maintenance crew drawing for an aircraft prize (maintenance crew members receive a drawing ticket for each day they do FARM Club maintenance work).
- Approved being part of a joint FARM, CMB, and LOWCRC Newsletter due to the significant cross-membership in all three clubs.
- The next Membership and Board Zoom meeting is scheduled for Tuesday, 27 January.

### **FARM Club Membership Report:**

- The Club presently has xx members (19 Regular, 32 Senior, 1 Junior, 4 Life, and 2 Associate members).
- Awaiting mail delivery 26 January(??), there are seven (7) 2026 membership renewal pending.
- 2026 Club Membership Renewals continue until postmark 31 January 2026.
- The updated 2026 FARM Club Roster will be sent out to the membership after 31 January.

### **FARM Club Calendar of upcoming events (January through April):**

**January 27   Tuesday      FARM Club Zoom Meeting**

**7:00 PM**

<b>February 24</b>	<b>Tuesday</b>	<b>FARM Club Zoom Meeting</b>	<b>7:00 PM</b>
<b>March 24</b>	<b>Tuesday</b>	<b>FARM Club Zoom Meeting</b>	<b>7:00 PM</b>
<b>April 10-11</b>	<b>Fri-Sat</b>	<b>FARM Pattern Flying Intro &amp; Practice Sessions @ Club Field CD: Gerald Hood @ <a href="mailto:hood007@aol.com">hood007@aol.com</a></b>	<b>All day</b>
<b>April 12</b>	<b>Sunday</b>	<b>FARM Club Day &amp; Fun Fly #1 @ Club Field <i>Picnic, Pilot Training, and Flight Check day</i> CD: Nic Burhans</b>	<b>All Day</b>
<b>April 28</b>	<b>Tuesday</b>	<b>FARM Club Zoom Meeting</b>	<b>7:00 PM</b>

Note: See full 2026 FARM calendar on the Club website.

### **FARM Treasurer's Report**

- The FARM December 2025 Treasurer's Report has been emailed to the club's membership.

# **CMB Club Report:**

### **- The 2026 CMB Club Board of Directors Election Results:**

President	Gordon Collyer	540-547-4117
Vice President	Jim Restel	540-718-6617
Secretary	Nic Burhans	540-219-9646
Treasurer	Nic Burhans	540-219-9646
Safety Officer	Bill Crone	540-825-8065
Field Marshal	Bobby Hurst	501-766-7349
Member At Large	Al Hampton	757-715-0528
Member At Large	Ernie Padgette	703-244-7465

### **- CMB President's Corner: Gordon Collyer**

#### **Winter Repair Project**

In the December CMB newsletter, I highlighted some winter repairs for an unnamed friend's Premier Aircraft "Ventique".

I am nearing completion now of these efforts and in the re-covering phase (almost a pun?).

In the before and after pictures of the worst of two wing "indentations", you can see I elected to remove the wing's covering, save the ailerons, to give me the most latitude for reconstruction and sanding. The damaged wing material was removed up to the in-board and out-board ribs of the damaged area and back to the main spar.

Doubler strips were glued to both open ribs and the spar on the inside of the repair area to support the replaced sheeting. For this wing half, an intermediate half-rib forward of the spar and halfway between the exposed ribs was reconstructed by tracing the outline of the in-board and out-board ribs and then lofting a rib in between these outlines with an old ships curve from high school drafting class (yes I still have that, a French curve and two triangles). A hard balsa  $\frac{1}{4}$  inch strip was used to reconstruct the leading edge between the ribs. To accommodate eventual sheeting, the square shape (placed with the diagonal parallel to the cord line) was sanded and rounded over. Not unsurprisingly the original wing sheeting was metric, so to accommodate that and any errors in my rib doublers, rib and leading edge reconstruction, I used 3/32-inch sheet and then sanded it down to match the wing's contour on either side.



Picture 1. Original Damage



Picture 2. Repaired Wing Structure.

The fuselage repairs provided a “twist” very literally.

After cutting back the damaged area to the nearest fore and aft formers, for reasons I can't explain, I checked the alignment of the fuselage wing joiner spar and discovered that the big void in structure had allowed a significant misalignment to develop between the horizontal stabilizer and the joiner spar. Stress had now been relieved and transferred to me. Not wanting to break the stabilizer free to accomplish a realignment (first: don't make things worse), I decided to head down the “make a jig” path but soon realized jiggling and reconstruction of the missing stringers might require both more jiggling and more stringer removal than I wanted to get into (second: don't make things really bad). So.....for better or worse I conjured up what I'll call an internal, leave in-place jig. First given the fore and aft formers of the damage cut-out were loose and cracked already, two  $\frac{1}{4}$  inch balsa doubler formers were glued over the damage formers to both provide a place to attach new stringer sections, but also to strengthen the formers. Here is the twist on the twist, however. I cut a section of tube from a used covering roll (about 6 inches so not much weight) and cut holes in the former doublers to accommodate the tube. I then weighted the tail to twist the aft section of the fuselage (which was clamped to a model stand) into alignment with the wing spar and first glued the former doublers to the existing formers. The weakened original formers and lack of stringers in the damage area took out “some” of the unwanted twist after the epoxy set. Repeating the setup for proper alignment, I inserted the tube into the holes in the formers and CA'd the tube to the formers and the remaining alignment error was eliminated by this now permanent torque tube, which also adds some longitudinal bending strength to the repaired area. It has been several weeks and after recovering the alignment has held. I might not want to check the alignment again (third: claim victory and move on!).



Picture 3. Fuselage After Triage



Picture 4. Alignment “jig” Torque Tube



Picture 5. Completed Fuselage Structure

### Barnstormers Item for Sale

Donated by friend of the club Ken Stockton, the club has this Great Planes “Dazzler” ARF, new in box for sale. All the original packaging is intact, and the parts bags are still sealed. The Dazzler is a .40 size glow model, all wood plane, estimated at 4.5 pounds ready to fly. With an open, no cowl engine mount the Dazzler should offer an easy conversion to electric. This is a rare plane seen on eBay between \$136 for a short kit and \$399 for the ARF. The Dazzler is available for the benefit of CMB with best bids over \$150, or the first bid over \$250 through February 15<sup>th</sup>, 2026. Contact: Gordon Collyer at [gl.collyer@gmail.com](mailto:gl.collyer@gmail.com).



**Gordon C.**

## **- CMB Secretary/Treasurer's Corner: Nic Burhans**

### **Board Meeting Notes:**

--- 10 January 2026 Meeting at the Culpeper Public Library:

- Approved being part of a joint CMB, FARM, and LOWCRC Newsletter due to the significant cross-membership in all three clubs.
- Approved starting the process of CMB being designated as an AMA Leader Club.
- Approved starting an AMA Model Aviation magazine subscription for the Culpeper Public Library.
- Approved an end-of-season Thank You lunch for the CMB mowing and maintenance crew.
- The Board reviewed the Club's 2026 event schedule and Club Calendar.
- The Board reviewed its potential 2026 Lenn Model Airpark projects list.
- The next Board meeting is scheduled for Saturday, 7 February, at the Culpeper Public Library.

### **CMB Club Membership Report:**

- The CMB Club presently has 51 members (20 Regular, 28 Senior, 2 Junior, 0 Life, and 1 Associate members).
- Awaiting mail delivery 26 January(??), there are eleven (11) 2026 membership renewal pending.
- The CMB 2026 Club Membership Renewals continue until postmark 31 January 2026.
- The updated 2026 CMB Club Roster will be sent out to the membership after 31 January.

### **CMB Club Calendar of upcoming events (January through April):**

<b>March 7</b>	<b>Saturday</b>	<b>“Lithium Battery Safety” Class @ Culpeper Field House 1pm-3pm</b>	
		<b>CMB Coordinator: Gordon Collyer</b>	
<b>March 14</b>	<b>Saturday</b>	<b>Buddy Box Training day @ Lenn Model Airpark</b>	<b>10am-2pm</b>
		<b>CMB Coordinator: Nic Burhans</b>	
<b>April 11</b>	<b>Saturday</b>	<b>Buddy Box Training day @ Lenn Model Airpark</b>	<b>10am-2pm</b>
		<b>CMB Coordinator: Gordon Collyer</b>	
<b>April 19</b>	<b>Sunday</b>	<b><u>CMB Club Meeting #1 &amp; Cookout @ Lenn Model Airpark All Day</u></b>	
		<b><i>Club Fly Day #1, Fun Events, Pilot Training, and Flight Checks all day</i></b>	
			<b>Club Meeting #1 1:00 PM</b>
<b>April 25</b>	<b>Sat</b>	<b>2<sup>nd</sup> Church 5K Run</b>	<b>6am-Noon</b>
		<b><u>Lenn Model Airpark Will be Closed During the Run</u></b>	

Note: See full 2026 CMB calendar on the Club website.

### **CMB Treasurer's Report**

- The CMB December 2025 Treasurer's Report has been emailed to the club's membership.

## - CMB Field Marshal's Corner: Bobby Hurst

### --- WE NEED YOU!

We are rapidly approaching the beginning of the flying season and have been building the Lenn Model Airpark mowing schedule. There will be four duties to cover this year:

- - - Runway mowing (weekly),
- - - Front/heli area mowing (bi-weekly),
- - - Trimming (bi-weekly),
- - - Parking-area mowing (monthly).

The graphic below shows the areas of responsibility, which are randomly distributed (based on availability/preference) amongst all the mowing team members.



We plan to develop a reward system for those who volunteer.

Please send an email to [William.Hurst130@gmail.com](mailto:William.Hurst130@gmail.com) with your availability/preferences if you can support mowing this year. We appreciate all your time and dedication to making Lenn Airpark a great place to fly!

Bobby Hurst

## - CMB Safety Officer's Corner: Bill Crone

It is my one-year anniversary with CMB as I think back the biggest question I had as a new bee coming back into RC other than programing my Spektrum transmitter was how, do I charge and maintain and store batteries. Let me say I still have many questions. I have learned over the past year if you ask ten people you get ten different answers. Sadly, this includes the manufactures. What I have come to realize is to take it all in compare responses, and do some personal research.

Recently I haven gotten inconsistent balance readings from a couple balance plugs, never really have given it much thought, percentages and voltages did not seem that far off (at least to me). I was catching up on some reading and picked up AMA 12/25 page 53. Reader Projects. This was an issue I never would have considered. It appears that balance plug sockets can become contaminated not visible to the naked eye. The solution is a product called Corrosion X. It turns out it is not expensive, easy to use in liquid and spray. According to the author it is commonly used to reduce resistance on PC boards. I am awaiting a bottle in the liquid form as it seems less messy than the spray. Simply dip the balance plug in a small amount of Corrosion X and wipe off the excess.

Staying with the battery theme I read an article today in AMA page 47 Safe at Home that states the ammo cans that were recommended a year ago are not considered safe for storing LI-PO batteries. The reason being that

in case of a fire the sides of the can while it contains the fire, will get so hot that it will ignite whatever is nearby. Drilling holes in the case would help except for the fact it allows hot gases and flames out into the area. According to the author the safest storage option is a vented hard-case The Bat Boxes, and/or insulated envelopes for transport. The author uses a loose locking lidded ceramic pot. No I do not know where you can buy a ceramic pot.

After writing and rereading the article I felt the need to build a concrete bunker to store my batteries. Is this a bit extreme? Am I going to do that? No, I do not think so. What I will do is look at the situation, examine the batteries for bulging, the leads, the connections, and the wires for chafing. I will use compatible batteries with compatible chargers, maintain proper storage levels when not in use, and unplug my chargers after use. Another interesting fact came to light while looking into LI-PO Batteries, when charging, always plug in the battery lead, then the balance plug to avoid spark. It is recommended to unplug the balance plug then unplug the battery lead when charge is complete.

All of this may seem elementary, but how many of us really think about it. We have several new comers who may not know any of this. Take it for what it's worth and Be Diligent, Be Vigilant, Be Safe, Ask lots of Questions.

Above All, Have Fun!

*Bill C.*

## **- CMB Training Coordinator's Corner: Gordon Collyer**

--- This is what we are telling the public through Culpeper P&R publications about our Buddy Box Training Days every second Saturday of each month, April through September:

\*\*\* Experience radio control model aircraft flying with the Culpeper Model Barnstormers (CMB) at Lenn Park's Lenn Model Airpark every second Saturday of the month, April through September. The introduction flying period is from 10 am to 2pm (weather permitting). The introductory training flights will be available on a CMB Club trainer aircraft coordinated by a CMB instructor. Stop by the Lenn Model Airpark, fly with an instructor and learn about the Culpeper Model Barnstormers Radio Control Club. There is no charge. Please check the CMB website for more information: [www.cmbclubrc.com](http://www.cmbclubrc.com). Also check the "@the-field" column on our website the Friday evening before coming out for an instructor's confirmation that the weather will permit flying. See you at the field!"

# **LOWCRC Club Report:**

## **- The 2026 LOWCRC Club Board of Directors Election Results:**

President	Al Hampton	757-715-0528
Vice President	Nic Burhans	540-219-9646
Secretary	Gordon Collyer	540-547-4117
Treasurer	Jay Zompanti	978-804-8660
Safety Officer	Al Hampton	757-715-0528

## **- LOWCRC President's Corner: Al Hampton**

**Growing the Hobby Together**

Hello Everyone,

I want to begin by saying how genuinely excited I am about our new **joint newsletter** between **FARM, CMB, and LOWCRC**. To me, this collaboration is more than just a shared publication—it is a visible sign of something very meaningful: three strong AMA clubs working together to support not only their members, but the future of our hobby.

For those who may not know me yet, I serve as President of the **Lake of the Woods Community RC Club (LOWCRC)**, a Board Member with the **Culpeper Model Barnstormers (CMB)**, and I am also a **new Associate Member of the Fauquier Aero Recreation Modelers (FARM)**. Being connected to all three clubs gives me a unique and very encouraging perspective. Each club has its own culture, specialties, and strengths, yet we are all united by a shared love of aviation, engineering, and radio control.

Many of you already know my passion for aviation, RC, electronics, and robotics, so I won't dwell on that. What I do want to share is why I believe what we are doing together is so important right now. We live in a world where technology is everywhere—but far too often it is treated as something to be consumed rather than understood. Our children and grandchildren grow up surrounded by advanced devices, yet very few are encouraged to explore how those devices actually work, or how they could be improved or created.

RC aviation, drones, cars, boats and model engineering offer something truly special: **hands-on learning through curiosity and fun**. These hobbies naturally introduce concepts like aerodynamics, electronics, mechanics, programming, safety, and problem-solving. They teach patience, precision, and creativity in a way that classrooms often struggle to match.

What makes our three clubs even more powerful is the depth of knowledge within them. Between FARM, CMB, and LOWCRC, we have **well over 100 members** with decades of combined experience in aviation, engineering, military service, electronics, manufacturing, and mentoring. That is an incredible resource. When that knowledge is shared openly, it becomes a spark that can ignite lifelong interest in STEM, aviation, and technical careers.

Studies consistently show that early exposure to STEM-based hobbies dramatically increases a young person's likelihood of pursuing engineering, aviation, or technical trades later in life. What we do at our flying fields, tracks, and lake meetings today has the potential to shape who a young person becomes tomorrow.

One of my personal goals is to help get those curious eyes and ears—sometimes small, sometimes not so small—placed in front of people who know how to build, fix, fly, and innovate. When young people see real projects, real aircraft, real cars, real boats, and real people solving real problems, something clicks. That is how a hobby becomes a passion.

I am deeply thankful for the friendships, support, and mentorship I have already experienced across these clubs. The openness, generosity, and willingness to share knowledge I see in FARM and CMB has had a meaningful impact on LOWCRC and on me personally. You are helping us build something strong in our community, and I want to sincerely thank you for that.

Looking ahead to 2026, I am excited about what we can accomplish together. While I am not yet retired, I will continue to give whatever time and energy I can to help serve our shared communities, grow this hobby, and encourage the next generation of builders, flyers, and thinkers.

Thank you again to everyone who contributes—through time, knowledge, friendship, and support—to making this RC community what it is.

Your friend, **Al Hampton**

# - LOWCRC Secretary's Corner: Gordon Collyer

## Board Meeting Notes:

- An organizational Board meeting was held on 12 December 2025.
- Due to the impending snow storm, The next Board meeting scheduling is on hold.

## CMB Club Membership Report:

- The Club presently has 10 members.

## LOWCRC Club Calendar of upcoming events (January through April):

**Monday, Thursday, and Friday every week: casual Club activities as scheduled.**

**LOWCRC Coordinator: Activity specific coordinator**

**TBD Saturday      LOWCRC Indoor Meet-up @ Community Center      4pm - 6pm**

**Open to LOWCRC members and all the LOWC community**

**LOWCRC Coordinator: Al Hampton**

Note: See LOWCRC's full calendar on the Club's website.

# Tips & Projects:

## - New Type Batteries to be aware of!

There is a new type of AA size Lithium Batteries that use Imbedded Micro Circuits are out there.

This question was posed when trying to convert/switch out a couple old transmitters with NiCAD batteries. "Will the switch from the old type AA size batteries in our equipment to these new AA size Lithium Batteries have any issues?

In trying to convert a couple of old radios to non-Alkaline, non-NiMh, or non-NiCAD AA size batteries I ran across a new lithium AA size cell that puts out 1.5volts not its normal 3.2-4.2volts. It does this by using an imbedded micro circuit that down converts the lithium cell voltage to 1.5volts. As a result the cell produces 1.5volts, regardless of the state of charge of the battery, and the individual AA battery unit will simply turn off when the Imbedded circuit cannot output 1.5volts.

Will this bypass any equipment low voltage alarms and just shut down the equipment?

The simple answer is YES! According to AI, a lithium AA cell that has an imbedded Micro Circuit ("often called "Regulator or Rechargeable lithium AA 1.5volts output") to output a Constant 1.5volts. The equipment will typically just stop working abruptly without any low voltage warning. The lithium battery does not have a decrease in voltage, like Alkaline, NiCAD, or NiMh cells. The gradual voltage drop never occurs.

Opinion: Calling the manufacturer will be the canned answer "the equipment are designed to operate at optimal efficiency with OEM type batteries." To this, I cannot disagree. I believe the new technology won't mix without some underlying complication. These complications may be seen or unseen. Some may create a dangerous situation while using or charging them.

Be Cautious and Be Safe with these new batteries! Ask lots of Questions!

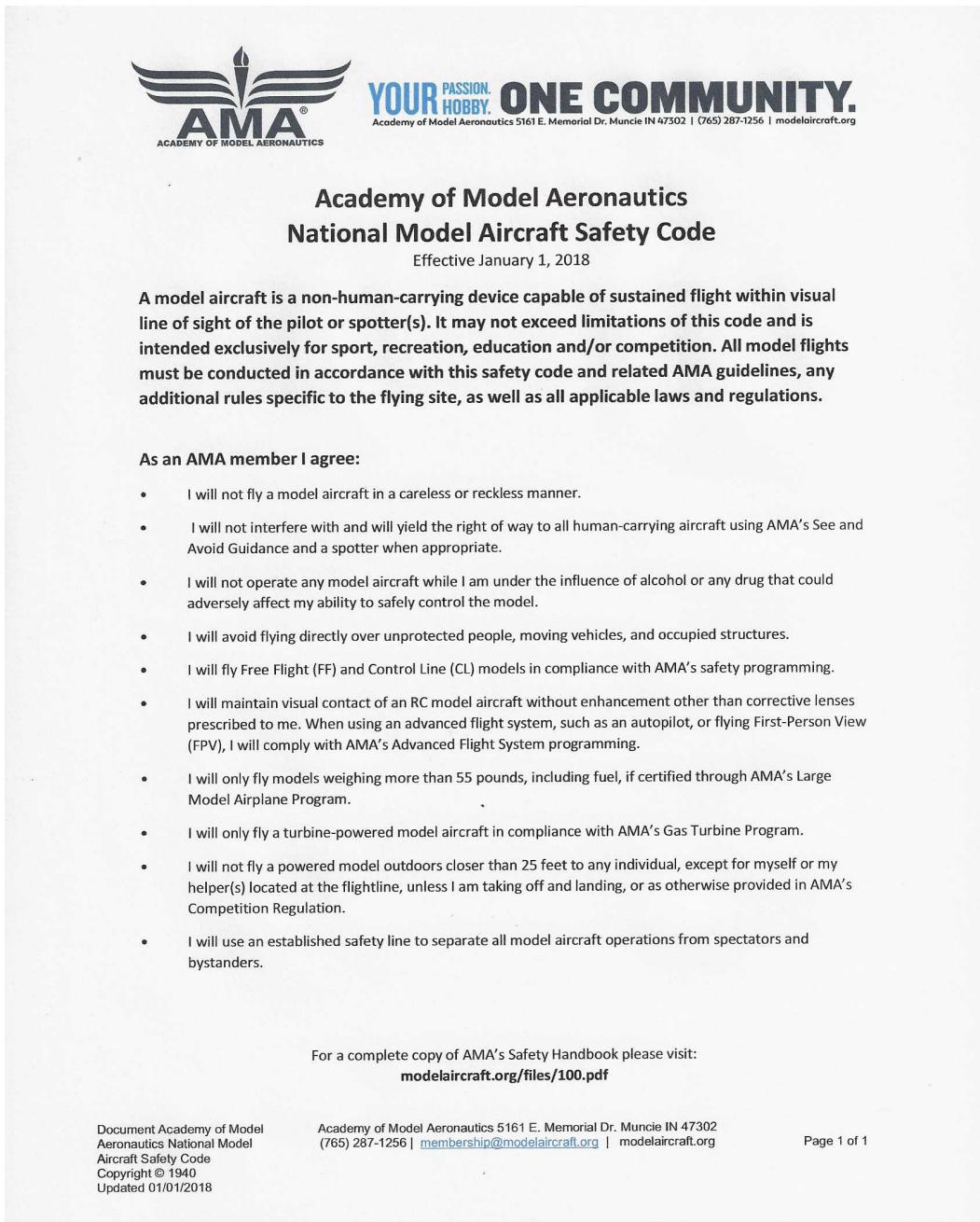
***Bill Crone***

# Anything from the Field:

## Safety Time / Annual Safety Review time

Each Club is encouraged to conduct an annual safety review [this is a requirement for AMA Leader Clubs].

To get us all started, take the time to review the AMA Safety Code:



The image shows the cover of the 'National Model Aircraft Safety Code' document. At the top left is the AMA logo with the text 'ACADEMY OF MODEL AERONAUTICS'. To the right is the slogan 'YOUR PASSION. HOBBY. ONE COMMUNITY.' with the text 'Academy of Model Aeronautics 5161 E. Memorial Dr. Muncie IN 47302 | (765) 287-1256 | modelaircraft.org' below it. The title 'Academy of Model Aeronautics National Model Aircraft Safety Code' is centered, with 'Effective January 1, 2018' underneath. The main text of the document discusses the definition of a model aircraft and the purpose of the safety code. Below this, a section titled 'As an AMA member I agree:' lists 18 rules for safe model aircraft operation. At the bottom, there is a link to the full Safety Handbook.

**As an AMA member I agree:**

- I will not fly a model aircraft in a careless or reckless manner.
- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's See and Avoid Guidance and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.
- I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.
- I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.
- I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
- I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.
- I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.
- I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flightline, unless I am taking off and landing, or as otherwise provided in AMA's Competition Regulation.
- I will use an established safety line to separate all model aircraft operations from spectators and bystanders.

For a complete copy of AMA's Safety Handbook please visit:  
[modelaircraft.org/files/100.pdf](http://modelaircraft.org/files/100.pdf)

Document Academy of Model Aeronautics National Model Aircraft Safety Code Copyright © 1940 Updated 01/01/2018

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Nic Burhans

## Bridging the gap

Getting kids involved in the RC aviation hobby can be tricky. Competing with gaming, high-tech devices, & busy schedules makes it hard to take advantage of very short windows of interest. Traditional methods of aircraft

assembly take a lot of time, and off-the-shelf ready-to-fly trainers are expensive. Crashing can be a disaster for any new pilot, cutting off interest and driving them to different hobbies.

I started 3D printing model aircraft because it combined two things I love aviation and high-tech, and it helped bring my kids into the hobby. It has helped bridge the gap for my young ‘digital natives’, who were already familiar with 3D modeling and RC devices from hours spent playing video games. We also watch a lot of the ‘Flite Test’ channel on YouTube, which is heavily focused on bringing RC aviation to a wider audience in new and lower-cost ways.

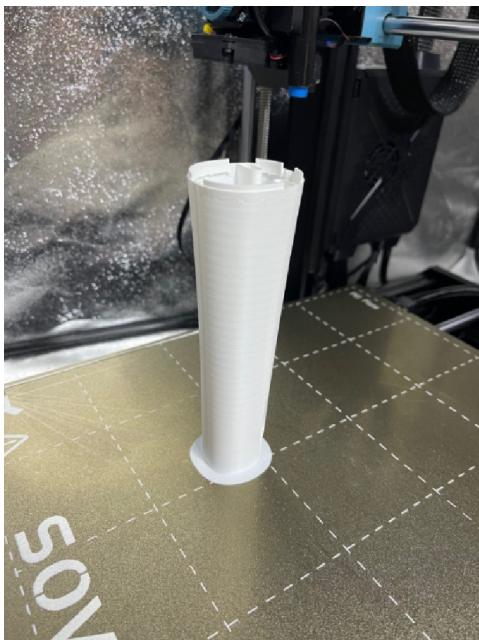


One of the Flite Test episodes is focused on building and flying the Eclipson Model A (a free design) in two different materials to compare performance. The Model A has a sleek, modern design and can be really forgiving if it’s printed correctly. Eclipson has many designs available on their website ([Eclipson - 3D printed airplanes](#)) and most are relatively low cost. They provide pre-sliced files for both PLA and lightweight PLA (which can be loaded directly onto your FDM printer) as well as the part files that can be used in your slicer if you need to make adjustments to printer settings. They also provide drawings for the model and a list of recommended parts for finishing.



I’ve built several Model As ([Eclipson Model A / 3D printed plane trainer](#)) and wanted to document the build process for those who might be thinking about trying 3d-printing. It will take a few articles in our newsletter to document the whole process, so in this first piece I’ll show how I started. I downloaded the files from the link above and chose to use PLA since it is cheap and the pre-sliced files work great on my SOVOL SV06+. Printing goes quickly- most parts are done in only an hour or two, and after two days of intermittent work I have printed the parts for the fuselage (shown below). I currently have the wing parts being printed and have ordered a Sunnysky X2212 1250kv motor for power. In the next article, I plan to show how the aircraft is assembled

and provide some tips for setup. In a third article, I'll show how I've set up the controls and hopefully (weather permitting!) get it into the air.



If you have any questions or comments, please reach out to my email ([William.Hurst130@gmail.com](mailto:William.Hurst130@gmail.com)) or call my cell at (501) 766-7349. Any feedback about this article would be much appreciated so we can make our Newsletter as interesting as possible! Stay warm and blue skies!

**Bobby Hurst**

The Air - Land - Sea Newsletter is published monthly by the FARM, CMB, and LOWCRC Clubs. It is forwarded to the Club members. Articles related to all types of RC models are welcome. Opinions expressed in the newsletter articles are those of the individual author and do not necessarily reflect those of FARM Inc., CMB Inc., or LOWCRC Inc.

Publishing input deadline is the 2<sup>nd</sup> Tuesday of the month. Please forward all inputs in Microsoft .doc or .docx format with associated Pictures separate in jpg format to:

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