

HCRC Flyer

September 2023



AMA Charter #341

Aircraft are everywhere!

Mike Shaw saw this beautiful Dodge Power Wagon at a local car show. Looking closer you can see a very modern C5 on the radiator cap!



Any idea on the year of the truck?



HCRC Meeting Notes for the Thursday, August 3rd, 2023 Business Meeting



Quorum Present – 16 Members including 4 Executive Members present: Mike Shaw, Dan Kapinos, Gus Coelho, Bill Ewers, Pat Malone, Mike Booth, Shawn Kelsey, Bob Prosciak, Dave Wartel, Ron Paul, John Darrow, Robert Tiffany, Rick Thibault, David Whitely, Jack Dawson and Wayne Dawson

Reading of the minutes from the previous month was waived.

Club finances for the month of July were reported and approved.

The property was partially flooded during a high river event. The river came up to 115'. The club was able to get the mowers, generator and other things out of the sheds to safety. No real damage occurred, but the sheds and picnic area were flooded.

The club picnic was held on 7/22/23 and about 20 people attended for a fun day of flying, burgers and hot dogs.

Pat Malone and the Executive committee spoke with the landowner next door and he seems interested in a 2 year lease to buy agreement for 5.1 acres that adjoin our property. He is asking us to purchase the land after 2 lease years. This will allow us to raise purchase funds while continuing to fly. We might ask to extend the lease to 3 years. We will look at the property as soon as the corn is harvested.

Pat presented some alternate pricing for other land purchases in the area. The pricing makes the purchase price seem reasonable. Club members at the field support this option.

Dave Wartel wrote an article about our club field and the search for a new property. Dave has contacted several media outlets to get some exposure. Channel 40 seems interested in doing a piece.

The Fall cleanup this year will be more involved this year and may require more time from the club members. This will require volunteers and tools. Work parties will be scheduled throughout the fall. We will attempt to save everything possible for re-use at the next field.

We will hold the January 1st fun fly weather permitting. We are searching for a new name. "Trespass Fly In" has been proposed.

We are looking for a 1200' x 200' strip with ~15 or 20 acres of open area to one side to allow overflight.

Peter Gregg and Reilly Aguiar were voted into the club.

Flying News & Events

UPCOMING EVENTS

- **9/7** Business meeting at the field 7pm (last outdoor meeting of the season) Come early for hot dogs and drinks
- **9/9** – Labor Day Potluck Fun Fly, hosted by RC Probusters, Salem, CT
- **9/10** –Float Fly, hosted by Yankee Flyers of CT. West Thompson Lake, North Grosvenor Dale, CT
- **9/16** 21st Annual Big Biplane Bash – hosted by CCRC, Farmington, CT
- **9/16** - Warbirds over Ellington hosted by NCRCC, Ellington, CT
- **10/7** - NCRCC Tailgate Swapmeet, hosted by NCRCC, Ellington, CT
- **10/15** – Fall Swapmeet & Turbine event, hosted by East Coast Swamp Flyers, Northford, CT (rain date 10/22)



What are the new rules and why does it matter?

By Rick Rabe

September 16th, 2023 – that’s the date after which the FAA rules changes take place that affect our ability to fly R/C model aircraft. There are several rule changes that affect all recreational and UAS pilots. You may have heard some of the terms, Remote ID, FRIA, TRUST, and Registration. At the end of this article I am also including an edited posting from Darren Hudson, our District 1 AMA VP concerning our ability to continue to fly at our field without the need for Remote ID. Again, I’ll cover that next month but I wanted to include his statement this month as well.

There are two main topics that this article will cover, TRUST and Registration, both of these concern recreational pilots. If you are a commercial UAS pilot (part 107), you already should be aware of the changes and be preparing for them. Before new rules go into effect though we need to go over the other changes that every club member should be aware of. So this month I’ll focus on TRUST and Registration.

Recreational UAS Safety Test (TRUST)

The FAA back in 2018 passed a ruling that requires all pilots flying UAS (unmanned aircraft systems – which is basically any R/C aircraft) to pass a safety knowledge test.

“The Knowledge and Safety Test is a congressional mandate in the FAA Reauthorization Act of 2018. All UAS users must pass the test in order to operate a recreational model aircraft (UAS) within the National Airspace System (NAS).”

The AMA convinced the FAA to allow it to offer and process these tests to all their members, free of charge. AMA then published an online learning guide and an online test you can take for free as long as you are an AMA member. This test is required for everyone that flies, any age, even minors. In fact even if you hold a Part 107 UAS certificate (as I do), if you fly for recreational, you have to take this test.

I took the test on the AMA site after taking the online study guide (again on the AMA site). It is not that difficult at all and if you don’t get a passing grade, there are no restrictions to taking it again...and again. Once you take it, you will receive a PDF certificate that you must download and store or printout. If you forget that step, you have to take the test again! Put a copy of the certificate in your flight box and you are done...forever.



The whole process takes less than ½ hour and again, it is free. Here’s the link on the AMA site that has all the info, some additional FAQ’s, the study guide, and a link to the test.

And here’s the link

<https://amablog.modelaircraft.org/amagov/2021/02/24/the-recreational-uas-safety-test-trust-faq/>

and <https://trust.modelaircraft.org/>

Registering your aircraft

OK – before you complain.... I don't make these rules, the FAA does. If you fly only aircraft that weigh less than .55lbs (250 grams) then you are exempt. If you fly anything over that, then you must create a registration. As a recreational pilot you do not need to register every aircraft, you basically have to set up one account for everything you fly. The cost is \$5 and you need to renew every three years, so less than \$2 per year.

The process is simple, create a 'recreational account' on the drone-zone website (<https://faadronezone-access.faa.gov/>) then follow the steps that the AMA outlines in their very thorough webpage. You'll need a credit card at the end of the registration to pay the \$5. Print your certificate and put it in your flight box. It is recommended that you put a label with your certificate number on each of your aircraft (there are exceptions for this) but at a minimum be sure to have your certificate with you when you fly. If you fly in an AMA sanctioned competition, you will be asked for both your TRUST and Registration certificates.

Here's my certificate



 **Federal Aviation Administration**

Small UAS Certificate of Registration

REGISTERED OWNER: **Richard Rabe**

REGISTRATION NUMBER: [REDACTED]

ISSUED: **08/23/2023** EXPIRES: **08/23/2026**

This Small UAS Certificate of Registration is not an authorization to conduct flight operations with an unmanned aircraft. Operators of unmanned aircraft must ensure they comply with the appropriate safety authority from the FAA. To operate as a recreational flyer, a person must meet all of the statutory conditions of the exception for limited recreational operations of unmanned aircraft (49 U.S.C. 44809). Persons who do not meet all of the statutory conditions may not operate under the statutory exception for limited recreational operations of unmanned aircraft.

For U.S. citizens, permanent residents, and certain non-citizen U.S. corporations, this document constitutes a Certificate of Registration. For all others, this document represents a recognition of ownership.

To fly under the exception for recreational flyers you must:

- Have a current registration
- Fly only for recreational purposes
- Follow the safety guidelines of a community based organization
- Keep your drone within your visual line of sight
- Give Way and do not interfere with any manned aircraft
- Fly at or below 400' in controlled airspace and only with prior authorization
- Fly at or below 400' in uncontrolled airspace
- Comply with all airspace restrictions
- Pass The Recreational UAS Safety Test

Here's the link to the AMA webpage that guides you exactly on how to answer each part of the registration.

<https://amablog.modelaircraft.org/amagov/2022/08/09/update-to-the-faa-dronezone-and-registration-renewal-process/>

Summary

I know this seems like a bit much for us who have been flying models for a long time but as a holder of a private pilot's certificate, this is really minimal compared to what a private pilot has to do! Yes, there is more coming. On Sept 16th, if you are not flying at an authorized field (our authorization is in process with the FAA see Darren's note about this below) you'll also be required to have remote ID onboard your aircraft. As a Part 107 UAS pilot, I have to have it onboard my drones (one for each drone) by Sept 16th or I can no longer fly commercially. I've ordered several Remote ID units that are scheduled to arrive at the end of August and I'll be writing an article about it and the whole process for next month's newsletter.

Until then, please, do the TRUST and register with drone-zone.

From Daren Hudson, AMA District 1 VP on a Facebook post on our Facebook page.

“You don’t need a Remote ID if you are flying (ed.) our club field or other AMA club fields that have been approved to be FRIAs.”

It’s a subtle but important point. It’s not only by virtue of being a chartered AMA club flying site. All clubs should have or be submitting the FRIA application process through AMA for all their flying sites (and searching for additional sites whenever possible!).

Yes, the process is, well, a mess! AMA continues to be on the leading edge of all the protocols. Our friends in Gov agencies, well, that’s another story. Interpretations differ, delays are common, misinformation and miscommunications take place and deadlines are missed frequently. The AMA Gov Affairs and clubs departments staff along with advocacy volunteers are working daily to make this more streamlined and remove the burdens on members as much as possible within the new laws. The RIDs have been being reviewed and vetted as they are released (even before hand and working with manufacturers to make the designs user friendly and compliant at reasonable costs) by our D1 VP Andy Argenio and the AMA Advanced Flight Systems committee which he chairs. Continue to fly as you all have, follow the safety handbook, and use common sense. If ever approached please remain polite and reach out to district leadership (who deal with this and many issues often) for assistance if needed, if necessary they can further reach out to Gov. Affairs. The staff is working very hard, we should thank them when we have the chance. Please continue to have patience with this “incremental implementation process”.

The cart has been firmly placed before the horse by powers outside AMA!

Thank you,

Daren Hudson

D1 AVP, Advocacy, Outreach.

More info is available at the District 1 website @

<https://www.amadistrict-i.org/>

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