



## **AMOS January 2021 Newsletter**

### **GENERAL MEETING Recap – Amos Field 1/16/2021 12:00PM**

***Opening remarks: President Doug Reid thanked all who helped with the Field in the last few months.***

***He also reported that he had given the Rich Newasky - Modeler Of The Year trophy to David and Karen Corell a few days before.***

***He also gave Les Clear an award for his service on the AMOS Board.***

***Minutes of Novembers Meeting Minutes: A Motion was made and seconded to accept the Minutes of the November General Meeting. Approved.***

***Closing of the Gate after entry: The Board suggested keeping the gate closed after entering the field, as members have been doing. It was also agreed on by the members attending the meeting.***

***Gate Code will Change: As of January 31<sup>st</sup> there will be a new gate code for the AMOS field. The code will be written on the membership badge or available from the membership coordinator Andrew Wilkins.***

***AMOS Website: A Club Volunteer is needed to help Ian manage the AMOS website. No volunteers were recruited at the meeting – still open.***

**Estimated Budget: (Rounded)**  
**2019 membership \$33k**

**Estimated Revenue @ based on 80% of**

<b>Field Lease</b>	<b>\$7.5k</b>
<b>Porta Potty</b>	<b>\$1.6k</b>
<b>Events</b>	<b>\$4K</b>
<b>Surplus</b>	<b>\$13k</b>

***\$13k Surplus is Non- Taxable if it is held for the Future Field Fund  
Motion made to approve the Budget – Seconded and Approved***

***Low passes over the Runway of the Field – Should be avoided as they can be unsafe if the plane goes out of control so close to the Pitts area. Low passes can be done over the dirt on the other side of the runway far from the Pitts area and still be fun.***

***Field Marshal Position – Dave Corell has quit the Field Marshal Board position and David Long has offered to take the position. This was brought up for a vote. It was Seconded and Passed.  
David Long is now the new Field Marshal.***

***Large Plane weight limits and Certifications; for R/C Models weighing over 55 lbs or greater a certification from AMA called a LMA certification is required to fly it. Dave Sullivan has experience with the certifications;  
LMA1 Certification – Model 55lbs to 90lbs  
LMA2 Certification – Model over 90 lbs  
This consists of a Model test flight and check to receive the Waiver.***

***Board Reports;***

***Dave Long – Field Marshal – To start working on two Petromat repairs that were previously approved and adding two more areas. He will also finish the repairs on the shade structures that he had started.***

**Geordan White – Brought attention to a Petromat repair in the Helicopter area. When at the field he is advising pilots not to fly low over the runway.**

**Basil Yousif – Event Coordinator – The Four Sanctioned events will be;**

**1) Warbird Event 2) Jet Event 3) Helicopter Event 4) Giant Scale Event**

**The non sanctioned events will be – Sea Plane, Profile Plane, Presidents Fun Fly and the Electric Fun Fly.**

**Event Dates coming soon.**

**Andrew Wilkins – Membership Coordinator - Membership Report;**

<b>Current Membership</b>	-	<b>227</b>
<b>Number of renewals for 2021</b>	-	<b>121</b>
<b>Number of Members with current AMA that have not yet renewed</b>	-	<b>106</b>
<b>Number of Members in AMA Club Roster that have elapsed</b>	-	<b>21</b>

**All Members that have not renewed have been emailed a reminder.  
All those Members that have elapsed AMA were contacted by email.**

**John Sorenson – Past President – Seaplane Event needs Volunteers – he needs help!! Camp Far West has given approval to have the event.**

**Next Meetings – Saturday February 6<sup>th</sup> Board meeting at 12:00PM Noon  
Saturday February 13<sup>th</sup> General meeting at 12:00PM**

**Noon**

**Meetings are at the field and may be changed due to weather.**

**NEW FAA REGULATIONS ARE NOW FINAL  
MOST MODEL AIRCRAFT WILL HAVE TO HAVE A REMOTE IDENTIFICATION SYSTEM  
OR FLY AT AN FAA RECOGNIZED IDENTIFICATION AREA**

*By Jody Kahan*

*Model aircraft hobbyists have been waiting to see what new technologies the FAA will require us to use. Now they have issued the final Regulations. These Regulations determine how and where we will be able to fly model aircraft in the years ahead. They will control what we can buy, what we can build, and what we can do with it. In the end, the rules didn't kill our hobby as initially feared, but they will make it harder to fly model aircraft. Why were these regulations enacted? Mainly to clear the way for autonomous delivery drones, which don't exist and may never be practical, to operate in the airspace below 400 feet AGL. To get there, FAA restricted the model aircraft hobby, which has existed for 100 years without causing any aviation problems, and then, as a sop to the hobby, ruled it could continue to exist either by operating in places where nobody else wants to do anything or by buying and using products that are not currently available. On the plus side, it will not require that model aircraft be connected to the internet.*

**WHEN DOES THIS HAPPEN?**

*The rules affecting what you can fly and where go into effect thirty-two months after the regulations are published in the Federal Register. That will be about September of 2023. The rules affecting what manufacturers can sell will be in effect one year sooner, or about September of 2022.*

**WHO IS AFFECTED?**

*Anyone who builds, manufactures, sells or operates unmanned aircraft is potentially affected. I am only writing about the rules that affect people who fly models as a hobby. If you fly unmanned aircraft for any kind of profit you are under different rules.*

**WHAT IS COVERED?**

*The rules divide the entire world of radio controlled hobby goods that fly into two categories: "standard remote identification unmanned aircraft" and "home-built unmanned aircraft." Anything you fly generally will be one or the other of these whether it is fixed wing, rotorcraft or multi-rotor. Control line and free flight planes might be included, but that isn't clear. Any setup where you can take everything that comes in one package and can fly it without adding any other components is a "standard" unmanned aircraft and has to come with built in remote ID, whether or not you assemble it. Just about anything else that flies qualifies as a home-built unmanned aircraft just as long as you do something in the way of assembly and use it purely for recreation or education. Standard unmanned aircraft (think "ready to fly") have to satisfy a whole bunch of FAA red tape. Home-built unmanned aircraft have to be equipped with an after-market remote ID module unless they are operated at an FAA recognized identification area (FRIA.) For club members, the FRIA exception will probably be the most important.*

**WHAT IS A FRIA?**

*A FRIA is a specific area that the FAA has approved for the operation of unmanned aircraft for recreational or educational purposes without the aircraft being equipped with remote ID. The new*

*Regulations don't specify how the boundaries of the area are to be determined. The application for recognition of an area as a FRIA has to include "the location of the proposed FAA-recognized identification area in a form and manner prescribed by [the FAA]." An unmanned aircraft without remote ID "must be located within the boundaries of the FAA-recognized identification area from takeoff to landing." (The aircraft also must be within sight of the pilot.) To fly in a FRIA without remote ID, the aircraft must be "home built", but as discussed below, most model aircraft that are flown for recreation or education will meet that criterion. Most temporary flying sites such as lakes and soaring slopes will not qualify as FRIAs, and remote ID will be necessary to fly there.*

#### **WHO CAN APPLY FOR RECOGNITION OF A FRIA? AND WHEN?**

*The FAA will only allow recognized community based organizations (i.e. the AMA) or certain institutions to apply. Individual clubs cannot apply. The AMA has said it will try to get approval for all of its member clubs' flying sites. The FAA will not begin accepting applications until about September of 2022. Any club whose site is not approved within twelve months after that is going to be limited to flying aircraft that are equipped with remote ID. FRIA status will expire 48 months after it is granted unless it is renewed. The renewal application must be filed at least 120 days before expiration. Apparently, the AMA has to make the renewal application. AMA charters almost 2,400 clubs. It has to get all their applications processed within a twelve month period. It is not clear to me how they will do so. Somewhat oddly, the FAA discussion of the new Regulations talks about clubs applying for FRIA status, but the Regulation as issued says the application has to come from a community-based organization recognized by the FAA, which effectively means the AMA. Perhaps there will be future clarification of this apparent conflict.*

#### **HOW BIG CAN A FRIA BE?**

*AMA has not said how it will address boundaries for the application process. FAA has not said where you put the boundaries on a FRIA. It would be nice if you could get a large enough area designated so there won't be any danger of accidentally flying outside the limit. The regulations make it clear that the FRIA must be a specific location. In AMOS's case will the area be the 10 acres we actually lease, the 50 or so acres of county property over which we have the right to fly, or the larger area over which we actually do fly?*

#### **HOW DO YOU GET REMOTE ID?**

*There are two ways to comply with the remote ID requirement. Unfortunately, both of them require buying products that are not yet on the market and may not even exist in prototype form at this time. One way is to buy an aircraft that comes complete with remote ID built in and has been approved by the FAA. I believe this will require purchasing a complete system including the transmitter because the remote ID system must be able to broadcast the location of the transmitter at all times during the flight. Most likely, drones will be sold this way but it is hard to say how many conforming fixed wing aircraft or helicopters will be available. The other way is to equip your aircraft (if is a "homebuilt aircraft") with an FAA approved remote identification broadcast module. No such device is currently for sale and there is no assurance that they will be available. The FAA estimates that such a device will be about the size of a postage stamp and cost about \$50. You will be allowed to move a module from one plane to another. You will have to register your module or modules with the FAA. You have to register the module for one aircraft and only one. You can legally use this module on any aircraft so long as you have done some of the assembly on the aircraft and it was*

*built solely for education or recreation. Line of sight is required. If you are flying in a FRIA and your plane has remote ID, the remote ID module or system must be turned on.*

#### **WHAT IS A HOME BUILT AIRCRAFT?**

*After a lot of discussion during the comment period the FAA ultimately declined to define “home built” other than to say the aircraft must be built solely for education or recreation and that some degree of user assembly is required.*

#### **DOES THE CLUB HAVE TO ENFORCE THE REMOTE ID RULES?**

*The Regulations don’t require the Club to enforce these rules or penalize it if a pilot breaks a rule. The AMA said they don’t require a club to enforce the rules, but a club will be permitted to do so. In any event, it’s hard to see how a club could determine whether a remote ID module was properly registered, working correctly, or turned on during flight.*

#### **.55 POUND EXCEPTION**

*The FAA rules do not apply to unmanned aircraft that weigh 0.55 pounds or less on takeoff, including everything that is on board or otherwise attached to the aircraft.*

#### **WHAT KINDS OF MODELS WILL YOU BE ABLE TO BUY?**

*Ready to fly planes, helicopters, and multirotors apparently will have to include remote ID and go through FAA certification. Bind and fly aircraft might have to, also. The FAA will not be conducting testing. It will rely on declarations by the manufacturer. Selling a receiver ready (plug and play) model without remote ID should be allowed because it should qualify and home-built. The sale of ARFs and kits should not be affected.*

#### **CAN YOU KEEP FLYING YOUR EXISTING AIRCRAFT?**

*The FAA seems to believe that any pre-existing aircraft can be either fitted with a remote ID module or flown at a FRIA, so long as it is used exclusively for recreational or educational purposes. You are not required to be the builder of the pre-existing aircraft. If you have a plane that came ready to fly but before the effective date of the regulations, you can add a remote ID module to it or fly it at a FRIA.*

#### **WILL REMOTE ID MODULES BE AVAILABLE?**

*FAA claims there are currently over 1,256,336 recreational drones registered. There are about 195,000 members of AMA. This seems to mean there are at least one million recreational drone owners who will not be flying at FRIAs. Even if only a fraction of them are willing to purchase a remote ID module, it still seems there is enough of a market to entice one or more manufacturers. The FAA says it received company proprietary information from potential U.S. manufacturers and that one U.S. manufacturer estimated a cost of \$50 for a self-contained module with its own power and GPS, with a decrease in cost as production volume increases. Commercially available modules that comply with French remote identification laws cost 40 Euros and up.*

*Jody Kahan*

## **Jokes:**

### **The Bridge;**

*A priest and pastor from the local parishes are standing by the side of the road holding up a sign that reads, "The End is Near! Turn yourself around now before it's too late!" They planned to hold up the sign to each passing car. "Leave us alone you religious nuts!" yelled the first driver as he sped by. From around the curve they heard screeching tires and a big splash.*

*"Do you think," said one clergy to the other, "we should just put up a sign that says 'Bridge Out' instead?"*

### **Sue me!!**

*Noticing a mistake in St. Peter's roster, God calls Satan; "It seems you accidentally received some of my professionals down there: a teacher, a doctor and a farmer."*

*"Yeah," Satan replies. "All the more for me!" God replies, "You better send them up here immediately." Satan says, "No way. I'm keeping them." God says, "Send them up here, or I'll sue the horns right off you."*

*"Satan laughs uproariously, "Yeah, right. And just where are YOU going to get a lawyer?"*

### **The Frog:**

*A frog goes to a fortune teller and asks if he is going meet a young girl.*

*The psychic tells him, "Yes, you are." The frog replies,*

*"Where? In a bar or at a party?"*

*The psychic says, "In biology class."*