



Colonial Virginia Aeromodelers

Chapter 1474
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February 2020
Editor: Alan Fry



Presidents Column: John Backes

2020 Meeting Schedule

All meetings (except for the Christmas Dinner) in 2020 will be held at the Williamsburg Christian Church on the second Thursday of the month, starting at 7 PM. The next meetings will be 13 February and March 12.

FAA Remote ID

On December 31st the FAA released a Remote ID Notice of Proposed Rule Making (NPRM) which proposes remote ID of all unmanned aircraft systems greater than .55 pounds. This includes our RC airplanes. The proposal which is 319 pages can be found here:

<https://www.federalregister.gov/documents/2019/12/31/2019-28100/remote-identification-of-unmanned-aircraft-systems>.

The remote ID requirement has 3 classes:

- 1) Standard – requires broadcast of latitude, longitude, altitude and aircraft identification. It also requires simultaneous transmission of the same information through an internet connection. Beyond visual sight will be allowed.
- 2) Limited – requires an internet connection that provides the information above and staying within 400 feet of the pilot.
- 3) No remote ID – aircraft that do not have the required equipment to fit in the classes above will only be allowed to fly at FAA-Recognized Identification Areas (FRIAs). FRIAs will mostly be AMA flying fields.

The following is a quote from the NPRM: “The FAA is proposing to accept applications for FAA-recognized identification areas within 12 calendar months of the effective date of a final rule. At the end of that 12-month period, no new applications for FAA recognized identification areas would be accepted. After that date, the number of FAA-recognized identification areas could therefore only remain the same or decrease. Over time, the FAA anticipates that most UAS without remote identification will reach the end of their useful lives or be phased out. As these numbers dwindle, and as compliance with remote identification requirements becomes cheaper and easier, the number of UAS that need to operate only at FAA-recognized identification areas would likely drop significantly.” Another quote from the NPRM is “The FAA solicits comment on whether the proposed 12-month deadline for applying for an FAA recognized identification area should be extended. The responses should include specific reasons for why or why not the time period should be extended.”

CVA will apply for recognition as a FRIA and I anticipate that it will not be a problem getting approval. The only problem would be if we failed to reapply for recognition every 48 months or if we needed to change locations. The FAA is also seeking input on terminating the approval if the proper paperwork is not submitted 120 days before the end of the current approval.

Another requirement of the NPRM is that each aircraft be registered individually and not just have one registration for the pilot. This does not make any sense for aircraft without remote ID.

The FAA is accepting comments until March 2. It is important that everyone submit comments. The site to submit comments is on the same page as the NPRM above.

The AMA has prepared templates for helping to draft your comments –

<http://amablog.modelaircraft.org/amagov/2020/01/20/submit-a-formal-comment/>.

Any comment is helpful but they have more impact if you customize them. You may want to use points from several of the templates that you customize and combine into one input.

Flite Test has a good video on how to make comments:

<https://www.youtube.com/watch?v=D1wqEKLhEqE>

Another site with good information on preparing comments is the FPV Freedom Coalition. I think that the idea of shielded operations is particularly interesting. Shielded operations is part of the New Zealand laws:

<https://fpvfc.org/remote-id-talking-points>

All of the information that I have been able to gather is that it will take approximately 18 months to adopt the final rule. There will be a 3-year period until full compliance is required so it will be about 4 ½ years until we feel the full impact.

Swap Meets and Auctions

This is the time of year when local clubs hold Swap Meets and Auctions. This is a great opportunity to pick up some extra gear at discount prices. Newport News RC is sponsoring a Swap Meeting at Immanuel Baptist Church, 69 Saunders Road, Newport News on February 15 starting at 9AM. Admission is \$5. You can also rent a table for \$12, which includes one admission, if you would like to sell items. The tables sell out so you need to sign up before the event.

Hanover RC club swap meet is being planned as an outdoor event at their flying field in on May 2nd from 9AM to 5PM. It is \$10 to have a sales area. They are also flying that day with a \$5 landing fee. Spectating/shopping are free.

Goals

Last month I asked if you had set goals for this year. I did not receive any input. 2019 was my first full year after retiring and I was able to fly much more than every before. I flew 26 different aircraft of my own with 465 total flights over 130 outings. I will focus less on making flying records this year but more on building. My building goals are:

- 1) Assemble the Precision Aerobatics Addiction X
- 2) Complete the FPV quad that I started building in 2018
- 3) Complete the Slat Wing airplane
- 4) Build the twin prop in slot jet
- 5) Fly at least two existing airplanes that we last flown in 2017 or earlier

Show and Tell

We are going to have a short show and tell at the end of each meeting. Did you get anything neat for Christmas? Bring it and show us!

Contact Me

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Address: 8630 Diascund Road, Lanexa, Va. 23089



Secretary's Report: Fred Hill

CVA Meeting – January 9, 2020

The meeting was called to order at 7:00pm by John Backes. Fifteen people were present – 12 members, 2 prospective new members and 1 visitor. There were no additions or corrections to the November 2019 meeting notes, the minutes were approved.

Treasure's Report – Jon Persons

Bills Paid:

Bill Talbot – field maintenance; membership for Virginia Farm Bureau; State Corporation Commission renewal;
Mark Motter – badge materials; Porta Potty; Wade Brothers – Two Drummers

Income –

Randy Rogers – donation; 34 renewals; Christmas dinner

The operating fund, mower fund and PayPal account total were reported

Site Improvements – Bill Talbot

Don Trump rolled the field, Bill T. emptied the garbage

Activities

February - NNRC – swap meet – 9am – 12pm, 2 raffle prizes, and door prizes

The following events are tentatively planned for about the same time as last year – Cub Fly, Warbirds, ICE, Something Different, and National Model Aviation Day.

Bill Talbot would like to hold a Precision Fun Fly event.

If you have an event you would like to hold or if you would like to help with any of the above events please contact John Backes.

Safety – Cliff Casey

Be careful when coming onto the field when there are planes in the air. Make your movement know to the other fliers and be sure to get their acknowledgement. This goes for when you are going onto the field and when you are coming off. Be careful and communicate.

Training – Alan Fry

Bob Juncosa is working with Fran. He plans on making one night a week where he would be at the field to help anyone who needs extra training.

Old Business

A thank you note was received from the Toano Fire Department for the leftover food.

New Business

There was a general discussion of the proposed FAA new regulations. These new regulations will impact our hobby and are club. There is a proposal that once they go into effect there will be new fields accepted for flying. Take the time to write the FAA about your concerns and your love of the hobby. Be polite and respectful in your tone. Letters that are angry and ranting in tone will be ignored. John Backes will have the address and a sample letter in his Presidents notes this month.

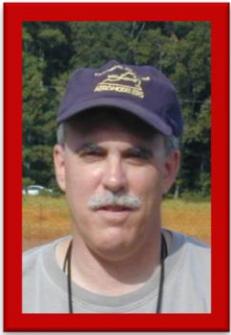
Show and Tell

Steve Auburn showed his glider that he has added telemetry to and used his Taranis transmitter to be able to keep track of his gliders height and whether it is ascending or descending. There was a general discussion of transmitters and programming them.

Bob Juncosa showed his home-made servo tester.

Steve K. discussed the importance of having and using battery testers.

The meeting was adjourned at 8:15pm



Training: Alan Fry

Don Trump sent me the following email suggesting the following for the website of the month:

Alan, I think this is an interesting article for members. I can relate it to the club field, especially when the wind is from the SW. I posted the PDF version of it on RC Groups so it can be linked. And the visuals/graphics of the PDF are better than the ones I've found online. Can this be added to a section of the newsletter, e.g. my favorite web page?

Thanks,

Don

Thanks, Don! Good article. Here is the link you provided:

<https://www.rcgroups.com/forums/showpost.php?p=40501691&postcount=4>

Do you have a favorite website? If so, let me know and I will put it in the newsletter. Favorite online store, how to build, how to fly, etc.- send me the link! My email address:

AlanWFEmail-CVA@yahoo.com

Training Column

There will not be a typical training column this month. Instead, Bill Talbot has an event idea that he wanted to share with the club. This is what Bill sent me:

Precision Flying Fun Fly

MANEUVERS

1. Take-Off UP Wind
2. Straight Flight Out Up Wind
3. Stall Turn Up Wind
4. Immelmann Turn Up Wind
5. 2 Inside loops Up Wind
6. 2 Horizontal Rolls Wind Your Choice
7. Landing Up Wind

Instructions:

The Pilot will have a caller/spotter to tell the Pilot the next maneuver. It will be the Pilot's responsibility to announce his or her next maneuver and its completion. (I.E. "This is my heading; maneuver starting now; "maneuver complete;). All electric, gas and nitro planes will be allowed with the exception of Three D planes.

All maneuvers will be judged on a 0 to 10 basis and will be judged by two judges independent of each other and the average of the total scores will be used to determine the winner.

1. The take-off will be judged on the plane taking off in a straight line down the runway until airborne.
2. The straight flight must be at least 50 feet prior to the turn and must be steady and gradually climbing to a safe flying altitude prior to turning on the downwind leg.
3. The Stall Turn starts with a straight and level flight and then a vertical climb (do not go into a loop). Then reduce power and apply FULL rudder either left or right. Once the plane has spun around through 180 degrees and is facing the ground return the rudder to neutral and let the plane go into a brief vertical dive. Then apply elevator to go into a straight and level flight. Flight to be judged on smoothness and completion as required.
4. The Immelmann turn starts with a straight flight and the pilot pull the plane to a vertical climb and eventually completes a half loop with the plane now inverted and then completes a half-roll and continues 50 feet straight and level flight. The flight will be judged on smoothness.
5. Complete two inside loops with the object of one being superimposed on the other with the starting and ending on the same line of flight.
6. Two horizontal rolls starting with a straight level flight and rotating the wings around the fuselage keeping the straight line you started with and completing on the same elevation and line started with. Judging will be on completing the maneuver, straight line of the maneuver and level flight at completion on the same entry line.
7. Landing will be called when pilot turns on his final leg and will be judged on straight and descending flight to a smooth touchdown.

Alan, I would also like to have any comments from the members emailed to me at:

billtalbot2@gmail.com.

Thanks,

Bill

See you at the field.

Alan Fry
Training Coordinator



Safety Officer: Cliff Casey

Fly Safe, Be Safe

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