



Wing Tips



JUNE 2021

The Newsletter of the Mid-Hudson Modelmasters

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2021 Club Officers

President: Kent Wien

Secretary: Larry Kunz

Sgt. at Arms: Flavio Ambrosini

Vice President: Scott Fellin

Treasurer: Tom Eng

Club Calendar

Coming Up:

- **CLUB MEETING** : Saturday, June 12, at our field.
- **July Wing Tips articles & photo submissions due, Thurs., July 1:** Send your submissions to wingtips@modelmasters.us Due date is first Thursday of each month.

Other Events:

- **MONTHLY MEETINGS:** Watch your email for dates.
- **OUTDOOR FLYING SESSIONS AT WEST ROAD FIELD** – Every Saturday Morning, weather permitting. Social distancing is practiced.

MEETING MINUTES – May 22, 2021

- + Party Day Called by Kent Wien @ 10:30 AM at the field
 - We had at least 16 participants - close to half our membership !
 - Next meeting is Saturday June 12, at the field.

- + Treasurer's report: by Tom Eng
 - Current treasury balance is \$1938.60
 - We spent \$450 for auction items.
 - 2021 Membership now at 36.

Note: Renewal is \$35 after Jan 1 (new members \$25)
Tom will take cash at the field, or send check (made out to "ModelMasters")
to Tom Eng at PO Box 566, Pleasant Valley, NY 125

- + Discussions :
 - We discussed using an "airsoft" rifle for an airplane target contest, but agreed that it would not improve our image if observed by outsiders.

- + Party !
 - Today is our annual "Holliday party" held in May, Outside, with no guests, thanks to our recent protagonist, Covid 19.
 - Bob Santoro did his usual fine job bringing it all together !
 - Domenic Fuca shopped for flight related goodies, and did his usual fun job running the auction.
 - Many members donated airplanes and other goods for a silent auction.
 - Scott Fellin planed and ran four fun flight contests, plus the usual "combat" flight.
 - Paul Ollivett coordinated the order and delivery of deli sandwiches.

1st Spring Auction / Fun Fly – May 22, 2021 by Bob Santoro

Our 1st spring auction/fun-fly was a resounding success with 20 members in attendance. The temperature was comfortable and the low wind most of the day was ideal for flying.

As always, Dom conducted the Modelmaster Dollar auction and offered an array of interesting and novel items and always delivered in his customarily whimsical manner. New this year was the silent auction where an assortment of hobby related items were donated, the proceeds going to our treasury.

Scott put together another series of challenges with the intent of making them fun but at the same time maintaining the structural integrity of the aircrafts. In spite of his efforts terra firma got the best of some of the planes. Scott will let us know the winners of the various events.

We wanted to keep the food preparation rather simple and this was accomplished by Paul who took charge of soliciting orders, collecting money, picking up and delivering tasty subs to the field.

The success of our events depends on good participation and volunteers to help run them. Our annual BBQ/Fun-fly will be held sometime in the fall and hopefully will be as well attended as this event.



Happy Flying,

"To be happy in this world, first you need a cell phone and then you need an airplane. Then you're truly wireless"
(Ted Turner)

Auction Results: At our fun fly the members spent \$38,130 Modelmaster Dollars at the auction. The silent auction brought in \$132 Cash donated to the club.

FAA and AMA by Rick Rizza

A friend recently attended a web conference with the AMA Leaders and Club Officers, in which the AMA Leader discussed the almost-here FAA Test and some other FAA-related items. He wrote up his notes in an article for his club newsletter. I present this here, with an edit in parenthesis.

Update on Life with the FAA

On May 25, I attended a web conference, hosted by several AMA leaders (AMA President Rich Hansen, AMA Gov. Affairs Officer Tyler Dobbs, and AMA Executive Director Chad Budreau). The primary topic of the meeting was to discuss FAA Testing, but we also discussed some other FAA-related topics. To cut to the chase. Don't sweat the FAA Test. It's now going to be a very short, guaranteed-to-pass test, cost-free. The other topics that we covered were Updates to the FAA Registration Process, Remote ID (really nothing new, beyond what I'd posted in a previous NARCA Newsletter), Potential Changes in Registration of Large Model Aircraft (greater than 55 lbs), and FAA Recognized Identification Areas (FRIAs). As much as I hate the term 'drone' to refer to all flying model aircraft, especially fixed-wing LOS-flown aircraft, it is the term that Congress and the FAA use; so, I will use it in this article to refer to all flying model aircraft.

FAA Testing (TRUST)

During the FAA Authorization Act of 2018, Congress declared that the FAA shall oversee the testing of all drone pilots who are using the US airspace, as one of the eight parts of that Act. Initially, the FAA had planned to administer a comprehensive test that could take multiple hours to complete. Fortunately, more level-headed perspectives were able to change that. It is now a cannot-fail test that will only take 5 to 10 minutes to complete. The test will be taken online. If a question on the multiple-choice test is answered incorrectly, the test will inform the test taker that the question was answered incorrectly and why, then ask the testee to try again. The testee will keep selecting answers until the correct answer is selected. You cannot fail. And, I repeat, YOU...CANNOT...FAIL.

The FAA is no longer referring to this safety and knowledge test as a test. It is officially called TRUST, which stands for The Recreational UAS Safety Test. Ya gotta love acronyms within acronyms!!! I will refer to the Safety Test as TRUST henceforth. The FAA is currently in the process of identifying test (TRUST) proctors (which has significant internet and storage requirements associated with it). The AMA will almost certainly be a Proctor, and TRUST will be accessible through the AMA website. There is no drone size (such as the .55-lb limit that associated with remote ID) associated with the requirement to complete TRUST. Every model aircraft pilot is required to complete TRUST. Even Part 101 Pilots must complete TRUST if they are flying under Recreational Rules. This is a one-and-done event. A model aviator will only have to complete the TRUST process once in his/her lifetime. There will be absolutely no fees associated with gaining a TRUST certificate. After completing TRUST, a certificate will be visible on the computer screen. The test taker must take a screen shot and print the screen shot, which is to be kept with the flyer when flying. I highlighted this because a record of TRUST completion WILL NOT be stored on any computer system for later retrieval. Neither the FAA nor the AMA will have any record that a drone pilot has completed TRUST. The printed copy in your wallet or range box will be the ONLY record. If the printout (and stored screenshot on a computer) is lost, the model aviator will have to complete the TRUST process again.

TRUST is expected to be rolled out in June. The deadline for completing TRUST is yet to be undetermined. To be on the safe side, the AMA encourages RC pilots to take complete the TRUST process as quickly as possible. There are no requirements stipulating that completing the TRUST process must be a private process. It is, therefore, acceptable to complete TRUST in a group setting, and the AMA suggests possibly even dedicating a club's monthly meeting to

complete the process, provided that internet access and at least one computer is available at the meeting site. I do not know if smart phones and notepads can be used to complete the TRUST process, but I'm thinking probably so.

It is AMA Policy that all AMA Members comply with the FAA's implementation of the FAA Authorization Act of 2018, which includes completing TRUST. However, (neither) the AMA, nor any of its chartered local clubs, will enforce any aspect of compliance with the FAA Authorization Act. The FAA Authorization Act clearly states that the FAA and Law Enforcement are charged with its enforcement. As with full scale piloting, the Pilot In Charge (PIC) is fully responsible for compliance with all FAA laws/rules/requirements. Neither the AMA, nor any group, can be held responsible if any RC pilot is busted by the FAA and/or law enforcement for not having a TRUST certificate. As such NARCA will never ask about the completion TRUST by any pilot, other than, maybe, by casual conversation, but there will never be an expectation by the NARCA Officers that any NARCA Member to have completed TRUST in order to fly model aircraft at the NARCA field.

So, that turned out to be more verbose than I'd planned, but I wanted to give you more than the simple facts. In summary, here are the simple facts:

- In June, expect TRUST (the FAA Safety Test) to be available for completion.
- All model aviators MUST complete TRUST, even Part 101 Pilots.
- TRUST will be a cannot-fail, multiple-choice test, which should only take a few minutes to complete (via a computer (maybe even handheld devices) with access to the internet).
- There will be no fees associated with completing TRUST and gaining the TRUST Certificate.
- One and Done. Model Aviators will only be expected to complete the TRUST process once in his/her life.
- The only record of a model aviator having completed TRUST will be a copy of the TRUST Certificate that the user screenshot, printed, and has on his/her person (or nearby).
- AMA requires all AMA Members to complete TRUST, but (neither) the AMA, nor any of its clubs, will attempt to enforce it. Enforcement is the job of the FAA and law enforcement, per Congress.

Potential Upcoming Changes to the FAA Registration Process (Still in work/negotiation)

Currently, the FAA requires every drone operator to register themselves with the FAA, every few years, for a \$5 fee. In 2025, this registration process is expected to be modified by the FAA. At that time, it is expected that the FAA will require that all model aircraft are identified, referenced to the Remote ID Device to which they will be associated. Exactly how this will be done is unknown.

The FAA has hired a contractor to handle the FAA Registration Website. That contractor has jumped the gun, and the current FAA Registration process asks the registering flyer to identify all of his/her aircraft. You do not have to do this! This (or some form of it) will not be required until 2025. To complete your registration process, between now and 2025, simply put FRIA in any mandatory slot on the form (or any garbage that you want to), in order to complete the process and to get your FAA ID Number and Card. Again, between now and 2025, model aviators are only required to register themselves, not their aircraft.

Warning: There are several third-party websites that are attempting to scam model aviators. To avoid them, please only complete your FAA registration via the AMA website or faadronezone.faa.gov. The link on the AMA website will take you directly to the faadronezone website.

Large Model Aircraft (Greater than 55 lbs)

Currently, there is no special process for registering LMAs. However, the AMA plans to go to a paper-based system for registering LMAs. AMA is in negotiation with the FAA to remove as much burden from this modified process as possible. More to come on this, as we learn more.

Remote ID (RID)

Nothing has changed, from what I reported in my Eagle's Nest article a few months ago, other than the official establishment FAA Recognized Identification Areas (FRIAs). I don't think that the FAA has stated when they plan to officially designate FRIAs (if so, I don't have that information). However, the AMA will submit all AMA club fields to the FAA as desired FRIAs. There is every expectation that the NARCA field will be declared as a FRIA. Epps Air Park (NARCA's field) is currently shown on FAA maps as an AMA flying site.

The two Key Points for NARCA Members, who are flying at the NARCA Field (or any other AMA field), once it has been declared to be a FRIA:

- RID Devices are not required to be flown in 'heritage' drones; however, if an aircraft already has a RID device, that device cannot be removed.
- The 400 ft Ceiling is still a requirement. The ceiling can be lifted by individual negotiation with the FAA to get a waiver for an event. It may even be possible to get a permanent waiver. The AMA is helping clubs do gain these waivers.
- If not flying at a FRIA, however, there are many more RID requirements. The PIC is responsible for complying with all of them.

UA Sidekick

UA Sidekick is an online app that allows the user to see FAA maps and to request flight permission, if flying outside of a FRIA. There is a fee for using the map, however, AMA Members can use the app at no cost, via the AMA website, once they enter their AMA number. Sidekick can be accessed at modelaircraft.org/uasidekick. Epps Air Park shows up on UA Sidekick as an AMA Site.

Closing Remarks

I sincerely hope that this overview of the FAA Safety knowledge Test (TRUST) has helped to quell the fears of an onerous and/or expensive test. It is neither. Trust will just take a few minutes to complete and it is free. Please don't take any of this article, however, as my endorsement of the FAA's implementation of the 2018 FAA Authorization Act. It still makes me angry, very, very angry, as I feel that it's a first big step in the FAA killing our beloved hobby - death by a thousand little cuts. I have also been down on the AMA Leadership for working alongside the FAA in the implementation of the Act, in lieu of filing a lawsuit against the FAA for over reach. With that said, though, it is now very obvious to me that the AMA has done a lot to minimize the impact of the FAA's implementation of the Act on the lives of NARCA members who will be flying at an AMA (soon FRIA) site. Having been an officer in several clubs and a supervisor/manager in my day job, I know that it's difficult to be on top. You can please some of the people, some of the time, but you can never please all of the people, all of the time. I do believe that the AMA Leaders are doing their best, short of filing a lawsuit against the FAA, to minimize the impact of the FAA's implementation of the 2018 FAA Authorization Act on AMA members.

Interesting Stuff from Members

Paul Ollivett: Paul's big Spacewalker comes home after its first sky-walk.



Kent Wein: Maiden flight of his new Draco.



Paul Hagen: Maiden flight of his Dynam Messerschmitt ME262

My Dynam Messerschmitt ME262 winter project is completed and it flew its maiden flight on May 22.

Some interesting facts, specs and features :

- Killer Planes Max Crash Proofing Kit was installed. It has carbon fiber reinforcement throughout.
- Weight is 120 ounces or 7.5 lbs, 4 square foot wing area, wing loading about 30 oz/sq ft.
- Powered by a four cell 14.8v 5200mAH battery, twin 120A ESCs with cooling fans, twin 70mm EDFs.
- Run time at full throttle is about 4 minutes. Charge time at 10A it about 50 minutes.
- Has retracts. ESCs are seated in the main gear retract wheel wells to provide for ambient cooling.
- Machine gun holes also were drilled out to provide extra cooling for the battery.



George flew it on its maiden flight. He has four years experience with his EDF F86 Sabre. I had zero stick time on an EDF. EDFs are different from propellor driven planes. Notably, the CG is literally on the leading edge of the wing and the lack of weight in the nose due to no motor makes the plane balance out way tail heavy. I literally had to add 8 ounces of fishing sinker lead to the nose.



The acceleration response with an EDF is much slower at takeoff. George said this plane took itself off with no elevator. Climbs on its own under full throttle. Flies hands off straight and level at 75 percent throttle. On landing, it glided in on its own deadstick (done intentionally to slow it down) from halfway down the downwind leg, through the cross wind leg and the final leg until touchdown.

This is my first foam plane, my first multi-engine plane and my first EDF ever. This was a monumental jump in RC for me from the plane I flew in 2020.

I love this plane.