

**MONTHLY CLUB MEETING --**

*The next meeting will be  
Tuesday, September 1<sup>st</sup>  
7:30pm at the Field.*

**Rain nor Snow nor gloom of...**

Not likely to surprise anybody: this month's meeting will be held out at the aerodrome once again. So far this season we've been blessed with weather that's not prohibitive, but we cannot count on that to last.

Think about meeting venues to talk about in our next meeting or two – by the time our November meeting comes around it'll be over 20 degrees cooler than now – normally dipping into the high 50s by meeting time! We've got to get inside, and that can't happen unless we members find somewhere to do it – keep you fingers crossed for good weather, but thanks for thinking about places to escape whatever does come! .

**On the Calendar...**

- August 30<sup>th</sup> Family Picnic
- September 1<sup>st</sup> Monthly Meeting
- September 26<sup>th</sup> Family Picnic
- October 6<sup>th</sup> Monthly Meeting
- November 1<sup>st</sup> Clocks Fall Back to EST
- November 3<sup>rd</sup> National Election Day

So by November we need to deal with the time change, the end of summer weather, and the collision with election balloting... think about that and we'll see you there!

**A Bloody Wonder Visits from Florida**

Many of our club members will recall a visitor we've frequently entertained during Thunder In The Valley... Richard "Wrench" Tyler has been visiting the motorcycle rally, family relatives, and the JRC field for several years and checked in again this July, despite the Thunder cancellation due to the tyrannosaurus virus scare.

A departure from his usual habit of pulling a trailer load of large RC planes on his several hundred mile trek here, Wrench traveled light this year and mostly flew his own modified version of a 30-inch, electric, foam board combat plane called the Bloody Wonder.



In addition to the pleasure of exchanging flying stories, Wrench demonstrated the extreme maneuverability of these cheap-to-build and fun to battle planes named for the SIG Wonder and the Bloody Mick Funbat that inspired their design. The plane features low priced power and control components in a transferable power pod, and the plans are free at [https://www.flitetest.com/articles/FT\\_Bloody\\_Wonder\\_Scratch\\_Build](https://www.flitetest.com/articles/FT_Bloody_Wonder_Scratch_Build)

## **What'd I miss?... (August meeting notes)**

The regular club meeting August 4<sup>th</sup> was mother Nature's chance to remind us of what's to come, weather-wise. It was cool and breezy as the afternoon's light rain paused long enough for the monthly get together.

The company of 12 members (of our current 34) were presented the previous minutes and state of the treasury, whose current level looks healthy but is actually enough to sustain operation for just about three years. Regarding finances, it was also noted that without our virus-cancelled mall show we have no apparent means of bolstering the funds in the future.

Roger Luther was applauded for faithfully producing the club newsletter for the last thirteen years and thanks were given as well to member Jack Feathers and President Sam Kaplitz for donation and refurbishment of a string trimmer for the field. Note: MIXED FUEL ONLY!

Other discussion touched on condition of the field, the porta-john, and the gate – which (as of meeting night) was splitting and approaching structural failure.

Other members are helping new member Kain Hanson in getting a trainer plane set up and airborne, and some ideas were floated for fund raising, including one proposal to raise the dues from \$55 for open members to \$85 annually. It was noted, however that the additional \$900 or so that would provide may not cover the difference when we (likely before long) change to a new grass cutting service.

## **And an urgent item for all:**

We cannot continue meeting at the field after about one more time, when the temperature will have dropped about 20 degrees from what we have now and the sun sets earlier and earlier. PLEASE bring ideas for meeting venues to the meeting or pass them to your club officers as soon as possible... thank you!

## **A [mostly] New Gate... The situation was even worse than it looked!**

First a cautionary word:

**Do Not let the gate swing free!**

On to the old gate's perillous situation: after members noticed cracks in one face of the gate, an exploratory surgery revealed that the cracked face had been overstressed, allowing water to seep in and rot to penetrate through BUT (in case that was not enough) the decay extended into the other face, weakening that board as well, and leaving the gate's main beam with no sound material at all except for parts of the 2x4 cap strip on top.



**Ken Shilling restoring the remains of our gate**

For those of us lucky enough not to have been affected so far, there is actually a lumber shortage at this time, so even locating the materials for the gate renewal became a bit of a project! (Kudos to Long Barn II in St Michael, who did, thankfully, come through with what we needed!)

Credit for the new gate goes to Ken Shilling for a full day of work and equipment and transportation and patience and, in the end, suffering from sunburn; to Jim Patterson for steel reinforcement plates; to the flyers that day who offered help and humor; and even to myself for several hours of assistance. This gate will last many years; Well done!

## The Staus Quo in Washington

Current word from the AMA is they're maintaining ongoing communications with the Federal Aviation Administration, their parent organization, the Department of Transportation, and their subordinate agencies for coordinating air traffic, UAS integration and, communications. What that apparently means is that they are taking the normal lobbying steps to try and make our voices heard and at least have our wants considered.

Top of our concern list is usually the issues of aircraft marking and remote ID. We may as well discuss marking first since, at this point, there's nothing left to do but deal with it. Congress, by law, required the Department of Transportation to develop policy for our domain; Transportation tasked the FAA to draft the details, and after some jockeying, we enjoyed a temporary exemption which has now expired. Aside from the exemption, the requirement to do the markings has been with us literally for years and bears the strength of law. The AMA requires that operations on its sanctioned fields comply with applicable law. The sum of all that: AMA requires by inclusion that you mark your dang airplanes. It's really not that hard to

understand or to do. And just for completeness, failure to do it saves you almost nothing but may cost you a BIG fine and may cost the club its field.

So on to the less clear issue, the draft rule on remote identification. The scuttlebutt is still claiming that the RC flyers' input hasn't been answered, isn't being considered and the outcome is already decided. Some of that is because the government has contracted a team to categorize the inputs for response. Their work isn't scheduled to finish until December of this year. After that, the grouped inputs will be considered and responded to – there is a legal requirement for that consideration but NOT for every individual instance of each particular input to be answered separately. At this point, your part's been done (to the extent you decided to do it) and the only additional impact we can have at this point would be if we somehow derailed the process and prejudiced the actual decision makers against us. This editor feels we can live without that. If the frustration is rising, talk to your legislators. They're the only ones who can get direct input into the process. And meanwhile, enjoy the flying. Summer will end before we know it, so let's enjoy it while we can!

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FAA Registration: <https://faadronezone.faa.gov/>

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**Your FAA Registration** -- You probably received an email or letter from the FAA in June, regarding renewing your registration. Some folks need to register, some need to renew, and some don't have to do anything at this time. Once you log in you'll see when your registration was made and when it expires and you can renew from there.

And here's a hint to help you get into the system: passwords for the registration site "must be at least 8 characters in length and contain at least one upper case letter, one lower case letter, one number, and one special character (e.g. !, @, #, %, etc.)"

And, again the registration site is at FAA Registration: <https://faadronezone.faa.gov/>