

Salem R/C Pilots Association

Newsletter → S.P.A.N.



AMA Charter # 535



Salem R/C Pilots Assn.

P.O. Box 13214

Salem, OR 97309

April 18, 2019

SR/CPA OFFICERS – 2018

President	Alan Lasneski	503-866-2396
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Activity Director	Richard Smith	503-585-4342

SR/CPA FLIGHT INSTRUCTORS

Matt Myatt CFI	(503) 881-5155
Al Cleveland	(503) 910-7786
John Stroup	(503) 910-3847

If you need flight instruction, call one of these instructors and find out when they are available to help you. Please make arrangements to meet them at the field. Do not assume they will be available when they are at the field.

Meeting night, bring any project to show and tell. Visitors are always welcome and encouraged to attend. For more information about the club, attend a meeting as a guest or contact any of the club officers. Club dues are \$75.00 per year. We are listed with the local hobby shops.



Lynn McDonald

In Case of Emergency:

Tell the 911 operator you are at the radio control model flying field.

Next Meeting:

Thursday, April 18, 7:30 PM

Turner Flying Field

Turner, Oregon

SRCPA Meeting Minutes - March 21st, 2019

Welcome visitor Tim Williams. A new member (maybe?). Welcome to the meeting!

Stephen Miller requests that you let him know about club sanctioned expenditures so he can have the bank send you a check in an automated process that saves him time. This usually takes about three days. Thanks for all you guys do for the club!!!

17 persons present at tonight's meeting.

OLD BUSINESS:

Gravel delivered. Thanks Kent! Alan L. will get this spread out soon. His tractor was in for maintenance.

If you want events published in the newsletter, please send John Stroup the flyers!

NEW BUSINESS:

Kent suggested a work day at the field to maintain tables and starting stations. This will be looked at when we are AT THE FIELD for the April Meeting!!!!

Club Safety officer Al Cleveland let us know that LIPO's are worthy of our respect. Two YouTube videos were shown at tonight's meeting. One EDF exploded in flight and another (we hypothesize) exploded after an intentional dead short. It was suggested that **long term full throttle** with a LIPO was not a "safe" flying technique.

Al C. asked a question about light covering for his giant cub. Two suggestions were:

1. Stits Lite from F&M Enterprises

2. Sig Coverall at 1.25 oz/square yard

Tim Williams has some video on YouTube that he personally took covering some Live Dynamic Slope Soaring done in California. This was at the WELDON slope soaring site. **519 mph is the current speed record and it is held by a SAILPLANE!!!!** (End of Minutes - Ed.)

Here are a couple of links that show what this looks like. If you can't see the sailplane at first, look at the tan earth color as the camera pans to the left and at the middle of the frame against the blue sky. You will see only a flash of the plane as it goes by:

<https://www.youtube.com/watch?v=hFPJ6DUAY10>

<https://www.youtube.com/watch?v=MoaWIKC3wIM>

SpaceX does it again! This mission, only the second flight of Falcon Heavy and the first commercial flight, was to lift the Arabsat-6A satellite into high orbit:

<https://www.youtube.com/watch?v=TXMGU2d8c8g>

The first flight of Falcon Heavy was a demo mission, but to keep it interesting, Elon Musk put his red Tesla convertible into a solar orbit which takes it out to Mars. They got some pretty cool video of his car with the earth as a backdrop:

<https://www.youtube.com/watch?v=wbSwFU6tY1c&t=1348s>

<https://www.youtube.com/watch?v=aBr2kKAHN6M&t=32s>

FAA Reauthorization Bill Establishes New Conditions for Recreational Use of Drones



On October 5, 2018, the President signed the [FAA Reauthorization Act of 2018](#) (PDF). The Act establishes new conditions for recreational use of drones and immediately repeals the Special Rule for Model Aircraft.

The agency is evaluating the impacts of this change in the law and how implementation will proceed. The Reauthorization Act cannot be fully implemented immediately, please continue to follow all current policies and guidance with respect to recreational use of drones:

- Fly for hobby or recreation only
- Register your model aircraft
- Fly within visual line-of-sight
- Follow community-based safety guidelines and fly within the programming of a nationwide community-based organization
- Fly a drone under 55 lbs. unless certified by a community-based organization
- Never fly near other aircraft
- Never fly near emergency response efforts

Updated direction and guidance will be provided as the FAA implements this new legislation.

This link will take you to the above FAA webpage:

<https://www.faa.gov/news/updates/?newsId=91844>

2018 FAA Reauthorization Bill

Here is a link to the bill:

<https://www.congress.gov/115/bills/hr302/BILLS-115hr302enr.pdf>

While there is a lot of stuff in this bill that does not concern us, I prefer to read the sections that do, directly from the bill itself rather than get my information second hand. The parts which concern unmanned aircraft systems (UAS) start at section 341 and end with 384. The part that concerns recreational UAS is 349.

One thing I found in section 349 of particular interest is this:

“(g) AERONAUTICAL KNOWLEDGE AND SAFETY TEST.—

“(1) IN GENERAL.—Not later than 180 days after the date of enactment of this section, the Administrator, in consultation with manufacturers of unmanned aircraft systems, other industry stakeholders, and community-based organizations, shall develop an aeronautical knowledge and safety test, which can then be administered electronically by the Administrator, a community-based organization, or a person designated by the Administrator.

H. R. 302—115

“(2) REQUIREMENTS.—The Administrator shall ensure the aeronautical knowledge and safety test is designed to adequately demonstrate an operator’s—

“(A) understanding of aeronautical safety knowledge;
and

“(B) knowledge of Federal Aviation Administration regulations and requirements pertaining to the operation of an unmanned aircraft system in the national airspace system.

While this might be initially upsetting for some of you, it is rather similar to what the amateur radio operators have to do. I've had my ham radio license since 1959 and I always thought the hams have felt a

little more pride in earning their tickets than the non-licensed CBers who were limited to 5 watts and several channels on the CB band (27 MHz). Some of us are licensed pilots under FAA Regulations Part 61 (private pilot, commercial, etc.) and some of us are licensed UAS pilots under Part 107. For those who are now current under Part 61, you only have to pass an online test to get your Part 107 license. If the FAA stays consistent, I imagine those of us with Part 107 certificates will not have to take another test. No longer is our hobby a bunch of boys playing with their toy airplanes. Technology has made us mainstream and "model aircraft" are now being used for other purposes than just recreation. This bill was signed by President Trump last October 5, 2018. The 180 days have now passed. But so far, I haven't run across anything about if and when we will be required to pass a test.

I skimmed through all the parts of the bill concerning UAS; i.e., 341-384, and there is some interesting reading here. There are a number of deadlines for the administrator to implement programs or report. I found Sec 344, Small unmanned aircraft in the Arctic, and Sec 376, Plan for Full Operational Capability of Unmanned Aircraft Systems Traffic Management, interesting reading. One provision of Part 376 is (c)(3)(F) IMPLEMENTATION PLAN CONTENTS.- The plan required by subsection (a) shall include an assessment of various components required for necessary risk reduction and mitigation in relation to use of UTM services, including the potential for UTM services to manage unmanned aircraft systems carrying either cargo, payload, or passengers, weighing more than 55 pounds, and operating at altitudes higher than 400 feet above ground level; ...

I got the impression while skimming this bill they are preparing for unmanned aircraft to be a big thing. If aerial package delivery becomes reality... Well, there are a lot of packages delivered every day! I imagine aerial package delivery, particularly with smaller packages, will be a lot more efficient and less costly than having a driver drive a

truck all over town. Once they get started, the capabilities will grow with the technology.

If you haven't heard yet, on February 25th the FAA made a change to our aircraft marking rules. We can no longer hide our registration numbers under a hatch. Our registration number must now be visible on the outside of the model. Here is a video discussing the current marking requirements of our aircraft:

https://www.youtube.com/watch?time_continue=53&v=AZYZQmO_7_I



Matt Myatt and his Senior Telemaster