

# THE INVERTED FLYER

NEWS of the BOULDER AEROMODELING SOCIETY  
AMA Charter # 906

## February 2020 Edition

### Membership Renewal Time!

The membership renewal form for 2020 is attached to the end of this newsletter, The gate code has been changed, so renew now to keep flying!

### BAS Meeting Minutes, 1/8/2020

HobbyTown Longmont

The meeting was called to order by President Aidan Sesnic at 6:30 pm. There were 8 present.

The minutes from the December meeting were approved.

The Treasurer, Dean Ehn, reported that there were no significant changes to the account in the last month, other than payment of registration fees for the float fly boat.

The Secretary had nothing to report.

Safety Officer Bill Mansfield discussed the FAA test for UAV pilots. He sent a question to the FAA and received an answer back that they are working on a test for recreational R/C pilots, but for now it does not apply. He also discussed the possibility for model ID exceptions at designated flying sites. Since the FAA proposals are at an early stage, and the AMA is in the negotiation process, nothing absolute can be reported at this time.

Membership chairman Chester Shans noted that the general membership is at 21 and float fly membership is at 13.

The Webmaster, Mike Gulizia, indicated that as FAA ID information firms up, it can be posted on the website.

### Old Business

Contract with Boulder - Aidan Sesnic described the changes to liability language in the proposed contract with Boulder. The most significant points are that we are identified as a non-profit organization and that we bear no liability for fliers who are not BAS members. This is consistent with the fact that Boulder is demanding the field be open to fliers who are not members of our organization.

He also reported that the contract will permit field operation from 9:30 am to 7:30 pm, or sunset, whichever occurs first.

After much discussion, a motion was made and passed to inform Boulder that the contract will be approved, pending review by AMA legal representatives. Aidan will orchestrate the review.

Boulder Airport Agreement - Aidan informed us that we are authorized to operate under the 2019 agreement for now.

### New Business

BAS Float Fly Location - The float fly beach is already included in the Boulder Airport Agreement, because of its proximity to the field. However, Aidan will discuss the location in the next agreement process. If the airport manager requests it, the float fly beach will be specified in the new

*(Continued on page 4)*

## FAA NPRM for Remote ID

As I'm sure many have heard already, the FAA has proposed rules that would require remote identification for model aircraft. I've included an article from the EAA (Experimental Aircraft Association) that summarizes the concerns. Everyone with an interest is encouraged to comment to the FAA, multiple times if desired, at the URL below. Some tips for comments are included on page 3.

[Federal Register: Remote Identification of Unmanned Aircraft Systems](#)

### Proposed Remote ID Rule Contains Concerning Requirements

**January 16, 2020** - EAA is very concerned that the FAA's proposed rule on Remote Identification (RID) of Unmanned Aircraft Systems (UAS) could have a severe detrimental impact on traditional model aviation, and is preparing a full package of comments on [the Notice of Proposed Rulemaking \(NPRM\)](#).

The rule would require most UAS, no matter whether they are "drones" or traditional model aircraft, to carry equipment that identifies the device and broadcasts its location. Additionally, many would be required to be equipped with "geofencing" systems that autonomously contain the craft within a defined altitude and lateral boundary.

While EAA is primarily an organization that fosters and supports passion for manned flight, we recognize the modeling community as an important pathway into aviation. In fact, last year we launched the [Young Eagles Build and Fly Program](#), a chapter activity to guide youth in building their own electric RC model, which they can then fly with a local Academy of Model Aeronautics (AMA) club. There are many legitimate safety concerns surrounding drones, primarily those that are airborne camera platforms capable of flying beyond visual line-of-sight with little or no training by the operator, but traditional modeling has been operating trouble-free for nearly the entire history of manned flight. Despite this NPRM not directly impacting the manned flying community, we are concerned that regulatory overreach in the modeling world could easily set a precedent for future action against general aviation, such as an equipment mandate

for the benefit of commercial UAS integration into the airspace.

EAA's first action on this rule was to request a comment period extension from 60 to 120 days to allow time for the public to adequately evaluate this complex and sweeping proposal. Since then we have been carefully reading through the NPRM and working with industry partners in the modeling community. So far, these are our top concerns:

- This rule is based on an imagined security and safety threat that simply is not proven in relation to traditional modeling. There is absolutely a risk posed by drones operated in proximity to aircraft by poorly informed, careless, and/or deliberately malicious operators, but the same cannot be said for models.
- The rule would require every modeler to uniquely register **every** aircraft they own. Models come and go from modelers' collections on a regular basis, which would necessitate frequent changes to the registry. A prolific modeler could easily own more than 100 models – a truly unwieldy number to maintain valid registrations, especially if there is a per-aircraft fee involved.
- The FAA has based some of this rule on an assumption that the average UAS has a lifespan of approximately three years. This is wholly inappropriate in relation to model aircraft, which may last for 20 or more years or may crash on the first flight.
- The NPRM has a narrow exemption to the RID requirement, but only for aircraft that are more than 50 percent amateur-built and flying at a recognized model field. The "51 percent rule" works well for full-size amateur-built aircraft, but cannot simply be adapted to modeling without a large amount of unnecessary bureaucracy. Adopting the rule as written could easily cause major consequences for builders of almost-ready-to-fly kits, which account for a majority of new model aircraft. These kits still involve extensive assembly and customization, but would likely fall short of the proposed 50 percent standard.
- Under the NPRM, model fields (termed "FAA recognized identification area," or "FRIA") would be approved in a one-time, 12-month

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window. This is clearly meant to “grandfather” existing facilities, with no mechanism for approving new ones. From time to time, modeling clubs can and do relocate their operations for a variety of reasons, and new clubs are established. Additionally, EAA believes that anyone operating under the guidelines of a community-based organization should be able to establish a FRIA, such as individuals in rural areas who wish to fly from their own property.

- Under “limited remote ID,” in circumstances where a model is not flown at an approved FRIA or is not compliant with the amateur-built carve-out and lacks onboard reporting equipment, a geofencing system is required. These are difficult to engineer and would severely hamper operations away from FRIAs or the use of prebuilt commercial models.
- The rule mandates technology that is not available in large numbers and is not yet fully mature. In the case of the ADS-B mandate, for example, extensive testing took place prior to the 2008 NPRM that mandated its use (and the mandate was not in effect until a decade after the publication of the rule).
- There is ambiguity about whether this rule applies to control line and free-flight modeling, and it could even cause complications for indoor modeling.

There are many more elements of the rule that EAA is scrutinizing. Ideally, EAA is pushing for a solution that cleanly carves out traditional modeling as exempt from the RID requirement, which is only useful in identifying negligent drone users.

EAA will provide guidance to members who wish to comment in the coming weeks. When you do comment, please be respectful and use rational, fact-driven arguments in your own words. Form letters and emotional comments have much less impact on the regulatory process. More updates will be provided as they become available.

## What Not To Do

1. Don't use templated comments!
2. Please do not cut, copy and paste a comment. *10,000 duplicate comments = 1 comment.*
3. Don't name call, threaten or BLAME OTHERS.
4. Don't state a problem without a *solution* .
5. However, do provide Research & Facts as evidence to your issues.

## How To Maximize Your Comment

1. Pilots must tell a personal story! How will the rules negatively affect their love of flight or their business? How would the rules impede their ability to fly, explain the personal impact. Be professional and tell your story as a mission based story.
2. Pilots must focus on the largest problems at hand. While the FAA will read every single comment that is posted, if pilots focus their attention on specific “high-level” problems, this could maximize our impact. Ignore discussing operations under the different proposed RID categories, as solving larger macro issues like network based RID would eliminate other problems.
3. Be specific in the problems of Remote ID. Write about each proposed rule, why this is a problem, and showcase the consequences of implementing this rule.
4. Showcase solutions to the problems, and help illustrate what a successful Remote ID should look like that would work for commercial pilots, hobby pilots, FPV pilots or Modelers.
5. Provide research, statistics and empirical evidence to help showcase the facts . Don't be afraid to illustrate how safe the technology has been thus far.

## Informative links

as you can never remember them...

Club Website: <http://www.boulderaero.org>

BAS RC forum: [www.tinyurl.com/boulderrc](http://www.tinyurl.com/boulderrc)

FAA UAS home page:

<https://www.faa.gov/uas/>

FAA UAS Registration page:

<https://www.faa.gov/uas/registration/>

AMA home page: <http://www.modelaircraft.org>

AMA Newsletter:

[http://www.modelaircraft.org/publications/AMA\\_Today.aspx](http://www.modelaircraft.org/publications/AMA_Today.aspx)

AMA Air: [www.youtube.com/modelaircraft](http://www.youtube.com/modelaircraft)

Specialized Balsa Wood LLC

<http://www.specializedbalsa.com>

Will purchase Estate Lots or entire large RC collections.

Richard Myron 303-746-4274

*Links should be active. Mouse over and click on them.*

## This Month's Birthdays:

Dean Chandler

Jim Asbury

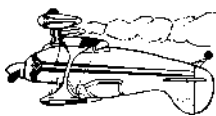
Stephen Davis Sr.

Jim Smith

Rudy Furman



**Next Meeting 6:30 PM, Wed February 12th, at HobbyTown Longmont**



### THE INVERTED FLYER

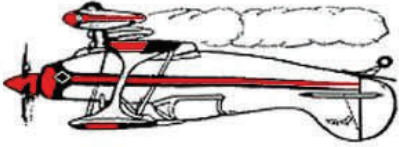
Editor: James Mack

The Inverted Flyer is published monthly by the Boulder Aeromodeling Society as a service to its members. Submissions for publication are encouraged and can be but are not limited to: articles pertaining to Aeromodeling, letters to the editor, short news items of general interest to BAS members, and announcements. Space permitting, all submissions will be published except as follows: no anonymous letters or

any submission containing morally objectionable content or language, as judged by the editor. Classified ads will be provided to the members of BAS free of charge. The deadline for all submissions and classified ads will be the first of the month for publication on or about the first Wednesday of the month. Opinions expressed in the Inverted Flyer are not necessarily those of the Boulder Aeromodeling Society general membership.

E-mail [jmack@jmack.net](mailto:jmack@jmack.net)

This form may be filled out on your computer and then printed, or you can print it and fill it out manually.



# Boulder Aeromodeling Society

AMA Chartered Club # 906

www.boulderaero.org

## Membership Application

Renewal  
New Member

\*Dues Year: \_\_\_\_\_

\*Date \_\_\_\_\_ \*AMA No. \_\_\_\_\_ FAA ID. \_\_\_\_\_  
(Required before flying)

\*Name \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_ Email \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

Birthday \_\_\_\_\_ Radio channels used \_\_\_\_\_

Comments \_\_\_\_\_

Additional family members, must reside in the same household ( ) Check here if more than one and add to back of form:

Name \_\_\_\_\_ Birthday \_\_\_\_\_ AMA # \_\_\_\_\_

Member Interests:	( ) Sport	( ) Scale	( ) Racing	( ) Big Bird	( ) Pattern	Use Comment field for <u>Other</u>
(Check all that apply)	( ) Heli	( ) IMAC	( ) Combat	( ) Electric	( ) Gliders	

Annual membership dues: (Please check or circle applicable amounts)	<u>Full Year</u>	<u>(New members only) Joining after July 1st</u>
Adult	\$50.00	\$30.00
Youth/Student (Less than 19 by July 1st/In school)	\$15.00	\$10.00
Family membership (Includes primary and all family members)	\$60.00	\$40.00
Disabled Veterans - No dues & no new member fee required ( ) Check here if BAS Life member	\$ 0	\$ 0
New member fee (Suspended as of 3/08/17)		
Float fly fee (in addition to BAS membership):	\$20.00	
*Total Submitted \$ _____		
<b><u>Evidence of AMA membership, for the year applied for, must accompany this application.</u></b>		
( ) Check here if this is an Associate Membership - AMA not required.		
<u>Youth membership</u> - Birthday required	<u>Student Membership</u> - Attach appropriate validation	

If accepted for membership, I agree to conform to the bylaws and standing rules of the Boulder Aeromodeling Society, and I understand that the Boulder Model Airport gate combination may not be given to non-members.

Make checks payable to "BAS",  
and return to:

Chester Shans, Membership  
7654 Nikau Dr.  
Niwot, CO 80503  
(303) 652-3672

Signed \_\_\_\_\_

BAS Meetings are held on the 2nd Wednesday of each month at 6:30 PM  
June through August - at the BAS field (come early for flying).  
Sept through May - at the Longmont "HobbyTown" hobby shop.

Check newsletter or web site for additional information