



TAILWINDS TAILS

AVTI Newsletter

VOLUME 44, NUMBER 1

January 2020

Latest Tailwinds

Derek Abramson, Editor



Happy New Year to all. I hope everybody had a great Holiday with celebrating and flying.

Well, with all the extra gifts, we plan on having a swap meet for the members on 6 February 2020. This will start before the membership meeting. Starting time is around 6 PM at the Fox Field Terminal. Bring those extra items to sell. Hopefully it will offset some of the Christmas stuff.

This month will have an important read on the FAA ruling. The comment period for the ruling started at the end of December. The proposed rule is well north

Of three hundred pages. I managed to read over the break and have a good understanding. Please read up on my synopsis on the rule making. Included will be my opinion and what it may mean for the hobby.

I hope to see everybody at the field. There has been a few good weather days mixed in with the rain and wind. Let's keep our fingers crossed

Until then, keep those wings level!

FAA Proposed Rule Making

Derek Abramson

January 20, 2020

Well, the proposed rule for comment has been posted on the FAA Website. I have read the proposed rule so I will break it down to individual sections. EAA has managed to lobby the FAA to increase the comment period from 90 days to 120 days; although, if you have specific comments, I recommend you write to them sooner than later. Additionally, I do not recommend a cut and paste form letter.

Remote Identification:

Thee FAA has proposed a remote identifier, similar to a beacon or transponder. This separate piece of equipment will be required to flight inside of the National Airspace system. This includes all controlled airspace (not just towered airports). The remote identifies will broadcast to the internet and/or continuously if the network connection is lost, the aircraft position, altitude, and control station location. If there is no internet connection, the aircraft will not be able to take-off. Remote identification is not required if the operator is flying at a designated FAA recognized identification area.

There are two levels of remote identification, standard and limited. Standard Remote

contact is lost with the ground station. These aircraft can fly BVLOS. The aircraft will still have to maintain contact with the remote identification server is able.

Limited Remoted Identification will not allow take off if there is no network contact with the server. Additionally, Aircraft operations will have to be within 400 feet from the operator (**400 feet radius in all directions**) (limited identification). The operator is not allowed to fly outside with radius it certain exceptions.

Each aircraft will have to have its own transceiver to satisfy this requirement.

There will be a subscription service to provide this service to Law Enforcement and anybody who is walking by. The third party will be able to use this application to query the network to confirm the aircraft is legal and where the operator is positioned. The FAA does not go into detail, but I will expect the subscription fee will for each aircraft.

UAS Registration:

Each aircraft will have to be registered with the FAA which includes a serial number of said aircraft. Additional information will be required which will include telephone number. Just to reiterate **All aircraft greater than 1/2 lb will be required to be registered and serialized.**

FAA Proposed Rule Making Continued

What can we do?

FAA Recognized Identification Area

The FAA will allow the creation of identification areas (Flying Fields) for a twelve month period after the rule takes effect. After the 12 month window elapses, **no new flying areas will be considered**. Also, there is verbiage to allow changes in the flying area, but nothing to cover a flying field to be relocated. The flying site will have to be renewed every four years with the FAA having the authority to revoke said request. **If the renewal is missed, the flying site will be closed.** Additionally, private property flying sites will have to go through the same process of application and renewal.

The application for the FAA Identification area will have to include the geographic

I encourage each of you to go to the FAA website and take a look at the proposed rule yourself and come up with your own conclusions. Hopefully my abbreviated version will help clear up some confusion.

Please write or email the FAA about your concerns. Be descriptive and factual and tell them about yourself and what this will do if it is implemented. I do strongly discourage form letters, the AMA has put one out via email a few weeks ago, and it is my opinion that completely misses the point. Write your congressperson about this. Keep close tabs with the EAA. The EAA understands what this will do to the Model Aviation. Most importantly, keep fighting. There is a better solution to what is being proposed.

Important Links

Proposed Rule:

[https://www.federalregister.gov/
documents/2019/12/31/2019-28100/remote-
identification-of-unmanned-aircraft-systems](https://www.federalregister.gov/documents/2019/12/31/2019-28100/remote-identification-of-unmanned-aircraft-systems)

Formal Comments:

[https://www.federalregister.gov/
documents/2019/12/31/2019-28100/remote-
identification-of-unmanned-aircraft-
systems#open-comment](https://www.federalregister.gov/documents/2019/12/31/2019-28100/remote-identification-of-unmanned-aircraft-systems#open-comment)

Positive Response to EAA Stance on Remote ID NPRM



January 23, 2020 - EAA's stance on the FAA's proposed rule on [Remote Identification of Unmanned Aircraft Systems](#), and the potential negative effect on both manned and unmanned aviation, has quickly gained significant support throughout the flying community. This is especially true for those who fly traditional model aircraft safely at facilities throughout the nation. Just a few of the comments received by EAA and posted on online forum pages since last week's news item was posted:

"We couldn't be any luckier than to have a Big Voice like the EAA to respond to the NPRM!"

"EAA's statement is so logical and straight to the point."

"We are a natural stepping stone that many folks make in their life, from models to full scale. Thank you, EAA, for taking an interest!!"

"We really appreciate all the positive response from EAA members and others who share our concern about this NPRM," said Sean Elliott, EAA's vice president of advocacy and safety. "Even as EAA has brought forward sensible ideas to meet the needs of future airspace uses, there is a tremendous amount of work ahead as we finalize our comments to the FAA and encourage others in this community to make their feelings known."

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.

Meeting Minutes

02 January 2020

6 Members present

Meeting was opened at 1905

Old Business:

- Outhouse service has been spotty, Waste Management has refunded \$177 to address missed service

New Business:

- February meeting will start with a Swap Meet at 1800 (6PM)
- There will be more scheduled fly-ins
- Face Book will be updated along with the field bulletin board. The Newsletter will also be posted on the bulletin board
- Membership is up overall
- The group had a discussion about the Proposed FAA Rule

Meeting Adjourned 1945

Treasurer's Report

01.05.20

by

Tony Frackowiak

Income since last Report - \$1,060.00

Expenses since last Report - \$1,071.98

Ink Refill	\$62.34
Paper	\$4.92
Printer and Ink	\$260.36
Restroom	\$229.84
Xmas Party Gifts	\$458.77
Gate Locks	\$55.75

Checking Account Balance - \$14,234.94

AVTI Flying Field Reserve Fund in Checking Maximizer Account- \$30,565.75

Financial Assets Total is \$44,800.69

Total dues collected for 2019/2020, as of 9/5/19 - \$4845.00

Membership Total for 2019/2020 - 63

New Members - 18

Members not Renewed for 2019/2020 - 23

AV Tailwinds, Inc.
1032 Hastings Ave.
Rosamond, CA 93560

Thanks!



AVTI SCHEDULE OF MEETINGS AND EVENTS	
February 6 6:00 PM	AVTI Membership Swap Meet and Meeting
March 5 7:00 PM 21-22	General Meeting WJF WJF Terminal L.A. County Airshow WJF



Antelope Valley Tailwinds Inc.

AMA Charter #114

1032 Hastings Ave. Rosamond CA 93560

A.V.T.I. Roster of Current Officers 2019

President: Tony Frackowiak
661-348-6927
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Vice-President: Mack Moffat
661-943-4741
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Treasurer: Tony Frackowiak
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son.derek@gmail.com

Board Members: Dave Zeller,
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Preston Knepper
tecknepp@aol.com

Field Marshal: Mack Moffat

Safety Officer: Tony Frackowiak

Webmaster: Derek Abramson

Newsletter Editor: Derek Abramson

Flight Instructors:

Tony Frackowiak
Peter Carbin

* Membership Meeting *

February 6, 2020
7:00 PM KWJF

* Board of Directors Meeting *

TBD Please See Website

A.V.T.I. Airpark
47500 Challenger Way (10th Street East)
between Avenues F and G
Lancaster, CA 93535

Visit our website for more photos
and up to the date information
<http://www.avti.org>

Tailwinds Tails is a monthly newsletter of the
Antelope Valley Tailwinds Inc., R/C Model Air-
craft Club.

Visit our web page at www.avti.org.

Join us on Facebook

Send submissions for the ***Tailwinds Tails*** by
the 20th of each month to the Newsletter Editor,
c/o A.V.Tailwinds Inc., 1032 Hastings Ave,
Rosamond, CA 93560 or by email to

abramson.derek@gmail.com

A Very Special Thanks

**Waste Management Company
600 East Avenue F
Lancaster, CA 93535**



REMINDER

A current AMA membership is a requirement for membership in A.V.T.I. Please make sure your AMA membership is current.

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