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AMA CLUB #792

CLUB CALENDAR

February Club Meeting	February 26, 2019 (Tuesday) at Z's Restaurant at 7 PM — 2019 Event Planning
Indoor Flying @ Hudson High School	February 27, 2019 (Wednesday) from 6PM until 9PM
Indoor Flying @ Hudson High School	March 13, 2019 (Wednesday) from 6PM until 9PM
March Club Meeting	March 26, 2019 (Tuesday) at Z's Restaurant at 7 PM — 2019 Budget
Indoor Flying @ Hudson High School	March 27, 2019 (Wednesday) from 6PM until 9PM

BLACK HAWK R/C PILOTS – FEBRUARY 2019

From the President

The February club meeting is on Tuesday, February 26th at 7PM. Come early for dinner at 6PM.

The business for the meeting is a discussion of club sponsored events for 2019. We've had the same events for several years now with some minor adjustments: June—R/C Combat, July—Float Fly, August—National Model Aviation Day & Warbird Fly-In and September—Swap Meet Fly-In. There's nothing wrong with doing the same events, if that's what club members want to do. There's some increased interest in the club in R/C Combat and it's an action filled event. For whatever reason, it's almost always windy for the Combat event, but these pilots fly in almost any weather. Float Flying is different and fun. I think everyone should try it. It does take some modifications to make a regular R/C airplane into a float airplane, but it can be done with a little effort. The National Model Aviation Day has been a big attraction for the public with trainer

flights all day and demonstration flights of different types of aircraft. Warbirds are also a favorite and we've had some incredible warbird flights. Any finally the Swap Meet is a chance to clear out some old stuff and maybe buy some new stuff at reasonable prices. We also do "R/C Discovery Day" at HobbyTown and the Beaver Creek Days Parade in New Hartford. One suggestion for a new event is hosting an FPV race. We have a couple of FPV flyers in the club and might attract more from the area. If you have any other ideas, bring them up at the February club meeting.

As I mentioned last month, this year is the Black Hawk R/C Pilots 50th Anniversary Year. Since the club has lasted for 50 years, we should plan some kind of celebration. I will need some volunteers to be on a 50th Anniversary Celebration Committee.

I'm updating the club history and have received input and stories from several previous and current club members. I hope to have

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First Club Patch



Club Meeting

The winter club meetings are at Z's Restaurant, 3937 W. Airline Hwy, Waterloo, IA. We get together for dinner at 6:00 PM (optional) and the meeting is at 7:00 PM.

something to send out with next month's newsletter. If you have any memories or photos of club activities of the past, please let me know. Here's a brief timeline of the club:

1964 to 1968—North East Iowa R/C Society or NEIR/CS flying at Whitey Harken's farm west of Cedar Falls and Telfer Hammer's hay field near Waterloo

1969—Black Hawk R/C Pilots officially formed as an AMA club

1968 to 1973—flying at Pullin's Farm on Hoff Road

1974 to 1996—Glider flying at Birdsall Park

1974 to 1976—flying at Hawkeye Tech

1975 to 1978—flying at Deerwood Park

1976 to 1995—flying at Washburn

1996 to present—flying at New Hartford

2003 to 2014—EXPO in the UNI Dome

Float Flying

Show Team

Pylon Racing

That's it for this month. I hope to see you at the club meeting or indoor flying at Hudson High School.

Neal Leeper

President, Black Hawk R/C Pilots

January 22, 2019 Meeting Minutes

The meeting was held at 7PM at Z's Restaurant. The Treasurer gave his report and students from the Cedar Falls High School Rocketry Club gave a presentation of their NASA contest entry. There was a good discussion between the students and club members on the technical aspects of their project. The club offered them the use of the club flying field as a possible rocket launch site. The meeting was adjourned.

Neal Leeper

President, Black Hawk R/C Pilots

FAA News—New Labeling Requirement

The Federal Aviation Administration (FAA) has issued a new rule requiring that the FAA-issued registration number be displayed on the outside surface of R/C aircraft and drones. The FAA registration number may no longer be in an interior compartment. The rule is effective on February 25, and the markings must be in place for any flight after that date.

When the FAA first required registration of R/C aircraft and drones, the agency required that the FAA registration number be in a readily accessible loca-

tion. The rule allowed the number to be in an enclosed space, such as a battery compartment, if it could be accessed without the use of tools.

Subsequently, law enforcement officials and the FAA's interagency security partners have expressed concerns about the risk a concealed explosive device might pose to first responders upon opening a compartment to find a drone's registration number. The FAA believes this action will enhance safety and security by allowing a person to view the unique identifier directly without handling the drone.



This new rule does not specify a particular external surface on which the registration number must be placed. The requirement is that it can be seen by visual inspection of the aircraft's exterior.

Even though the rule is effective immediately, the FAA will consider comments from the public on this new rule, and will review any submissions to determine if the provisions of the rule should be changed. The comment period will end on March 15, 2019. To submit comments, go to <http://www.regulations.gov> and search for "RIN 2120-AL32."

Some club members have expressed frustration at the "on again, off again, on again" nature of the FAA Rules. Whatever your feelings about the FAA rules, they are the rules we must follow as R/C pilots. The FAA is merely responding to the increasing unauthorized use of drones in restricted airspace. Police found or confiscated several drones near the Super Bowl this year. Similar things have happened around airports and other public events. When this happens and the aircraft is properly labeled, the authorities can contact the owner to determine what happened. Was it an unintended fly-away, loss of battery power or some other accidental event? In those cases, the drone can be returned to the owner. However, if the drone is unlabeled, the authorities will consider it to be a potentially hazardous object and will handle it accordingly (i.e., call in the bomb squad).

AMA policy is that AMA clubs are not responsible for the enforcement of FAA Rules. Therefore, we do not need to check for FAA registration numbers at our flying field or at AMA sanctioned events.

AMA rules require your AMA number be on or in your aircraft.