



Plane Talk

July 2016

Weeks 2 & 4 are our flying weeks,
Weeks 1 & 3 belong to the carters.

AMA Chapter 385, Jackson, Mississippi
Visit us on the web at: www.CCRCC.org

Club Officers

President: Bobby Day
Vice President: Lynn Roberts
Secretary: Kirk Sansom
Treasure: Bobby Folsom
Member at Large: D. J. Powell
Safety Coordinator: Paul Koiner
Newsletter Editor: Wayne Squires
Webmaster: Kirk Sansom

Ricky and Cody Hinton

Club Meetings

Providing the weather is good, we meet at 10AM at the field on the fourth Saturday. If the weather is bad we meet on the following Monday night, 7PM in the food court of the Mississippi Outlet Mall

Prior to each meeting an email will be sent out to announce the meeting place. Visitors are ALWAYS welcome.

Welcome

Spectators and friends are welcome to visit us at Hinkle Field located in Buddy Butts Park on North McRaven Road, Jackson. From I-20 west, take the Springridge Road (Exit 36) south 1½ miles to North McRaven Road, and then go east ¼ mile to park entrance. A current AMA license is required to fly at Hinkle Field. Also please be aware that some channels have experienced interference. Do not use channels 16, 17, 21, or 44 at Hinkle

Field. No known problems have been reported with spread spectrum (2.4GHz).

May Meeting Minutes -Kirk Sansom

Attendance:

Bobby Day - Club President
Lynn Robinson, VP
Paul Koiner - Safety Coordinator
Kirk Sansom - Secretary
Wayne Squires - Newsletter Editor
Members: Jerry Bowen, D. J Powell

Financial

We have 35 paid members.

Old Business

- May meeting held on May 5/23
- Bobby reminded members to register with the FAA if they haven't already.
- The city finally cut the extended area that the club had been bush hogging.
- Bobby encouraged members to get out and fly.
- It was recommended to change the lock code since a non-member (former member) has been unlocking the gate and flying then leaving when members arrive. It was discussed how to change

the code or if it would be better to replace the lock.

New Business

- Bobby signed the use agreement. He talked to the city representative about the large culvert needing to be repaired and she told him that they were going to discuss it their next meeting.
- Wayne mentioned the FAA law that mentions a number of rules ... Part 336 coincides with AMA rules which overrides most of the other rules that would otherwise "kill" model aircraft flying.

FAA Final Rule, Part 107

At first reading, the FAA rule seems to spell disaster for the model aviation hobby.

- Minimum visibility of 3 miles
- 100 MPH maximum ground speed limit
- Pilot certification by the FAA

Now for the good news, the last segment of the 107 rule covering model aircraft says **"Part 107 does not apply to model aircraft that satisfy all of the criteria specified in section 336 of Public Law 112-95."**

I downloaded a copy of Public Law 112-95 and read section 336. This law simply states the basic requirements of the AMA. No speed limit, no minimum visibility and no requirements to be certified by the FAA!

Appendices A & B are segments of FAA 107 and Public Law 112-95 336.

Pictures from the Pine Belt RC Fly-in in Purvis



Bobby Day and Paul K attended the Purvis fly-in and sent in these pictures. Thanks fellows.

Allen Wrench Update

I hate Allen wrenches. Ball drivers are the only way to go. But if you are like me and

have a whole set of them that's great. But there is always this one little thing on your plane that you don't have a ball driver for. And that little Allen wrench always gets dropped and you spend the next hour looking for it.

The pictures are a complete for instructions. It's really simple and works great. Sand it down nice and round and or even paint it. You could even make a complete set. Just some scrap wood and little glue and bingo you have something that works as good as a ball driver...Try it.



You are welcome..
Bobby Day

Appendix A

FAA News

Federal Aviation Administration, Washington, DC 20591

June 21, 2016

SUMMARY OF SMALL UNMANNED AIRCRAFT RULE

(PART 107)

Operational Limitations

1. Unmanned aircraft must weigh less than 55 lbs. (25 kg).
2. Visual line-of-sight (VLOS) only; the unmanned aircraft must remain within VLOS of the remote pilot in command and the person manipulating the flight controls of the small UAS. Alternatively, the unmanned aircraft must remain within VLOS of the visual observer.
3. At all times the small unmanned aircraft must remain close enough to the remote pilot in command and the person manipulating the flight controls of the small UAS for those people to be capable of seeing the aircraft with vision unaided by any device other than corrective lenses.
4. Small unmanned aircraft may not operate over any persons not directly participating in the operation, not under a covered structure, and not inside a covered stationary vehicle.
5. Daylight-only operations or civil twilight (30 minutes before official sunrise to 30 minutes after official sunset, local time) with appropriate anti-collision lighting.
6. Must yield right of way to other aircraft.
7. May use visual observer (VO) but not required.
8. First-person view camera cannot satisfy “see-and-avoid” requirement but can be used as long as requirement is satisfied in other ways.
9. Maximum groundspeed of 100 mph (87 knots).
10. Maximum altitude of 400 feet above ground level (AGL) or, if higher than 400 feet AGL, remain within 400 feet of a structure.
11. Minimum weather visibility of 3 miles from control station.

12. Operations in Class B, C, D and E airspace are allowed with the required ATC permission.
13. Operations in Class G airspace are allowed without ATC permission.
14. No person may act as a remote pilot in command or VO for more than one unmanned aircraft operation at one time.
15. No operations from a moving aircraft.
16. No operations from a moving vehicle unless the operation is over a sparsely populated area.
17. No careless or reckless operations.
18. No carriage of hazardous materials.
19. Requires preflight inspection by the remote pilot in command.
20. A person may not operate a small unmanned aircraft if he or she knows or has reason to know of any physical or mental condition that would interfere with the safe operation of a small UAS.
21. Foreign-registered small unmanned aircraft are allowed to operate under part 107 if they satisfy the requirements of part 375.
22. External load operations are allowed if the object being carried by the unmanned aircraft is securely attached and does not adversely affect the flight characteristics or controllability of the aircraft.
23. Transportation of property for compensation or hire allowed provided that the aircraft, including its attached systems, payload and cargo weigh less than 55 pounds total; the flight is conducted within visual line of sight and not from a moving vehicle or aircraft; and the flight occurs wholly within the bounds of a State and does not involve transport between (1) Hawaii and another place in Hawaii through airspace outside Hawaii; (2) the District of Columbia and another place in the District of Columbia; or (3) a territory or possession of the United States and another place in the same territory or possession.
24. Most of the restrictions discussed above are waivable if the applicant demonstrates that his or her operation can safely be conducted under the terms of a certificate of waiver.

Remote Pilot in Command Certification and Responsibilities

Establishes a remote pilot in command position.

A person operating a small UAS must either hold a remote pilot airman certificate with a small UAS rating or be under the direct supervision of a person who does hold a remote pilot certificate (remote pilot in command).

To qualify for a remote pilot certificate, a person must: demonstrate aeronautical knowledge by either:

1. Passing an initial aeronautical knowledge test at an FAA-approved knowledge testing center
2. Hold a part 61 pilot certificate other than student pilot, complete a flight review within the previous 24 months, and complete a small UAS online training course provided by the FAA.
3. Be vetted by the Transportation Security Administration.
4. Be at least 16 years old.
5. Part 61 pilot certificate holders may obtain a temporary remote pilot certificate immediately upon submission of their application for a permanent certificate.
6. Other applicants will obtain a temporary remote pilot certificate upon successful completion of TSA security vetting.

The FAA anticipates that it will be able to issue a temporary remote pilot certificate within 10 business days after receiving a completed remote pilot certificate application.

Until international standards are developed, foreign-certificated UAS pilots will be required to obtain an FAA-issued remote pilot certificate with a small UAS rating.

A remote pilot in command must: make available to the FAA, upon request, the small UAS for inspection or testing, and any associated documents/records required to be kept under the rule.

1. Report to the FAA within 10 days of any operation that results in at least serious injury, loss of consciousness, or property damage of at least \$500.
2. Conduct a preflight inspection, to include specific aircraft and control station systems checks, to ensure the small UAS is in a condition for safe operation.
3. Ensure that the small unmanned aircraft complies with the existing registration requirements specified in § 91.203(a)(2).
4. A remote pilot in command may deviate from the requirements of this rule in response to an in-flight emergency

Aircraft Requirements

FAA airworthiness certification is not required. However, the remote pilot in command must conduct a preflight check of the small UAS to ensure that it is in a condition for safe operation.

Model Aircraft

Part 107 does not apply to model aircraft that satisfy all of the criteria specified in section 336 of Public Law 112-95.

The rule codifies the FAA's enforcement authority in part 101 by prohibiting model aircraft operators from endangering the safety of the NAS.

Appendix B

Public Law 112-95, SEC. 336. SPECIAL RULE FOR MODEL AIRCRAFT.

(a) IN GENERAL

Notwithstanding any other provision of law relating to the incorporation of unmanned aircraft systems into Federal Aviation Administration plans and policies, including this subtitle, the Administrator of the Federal Aviation Administration may not promulgate any rule or regulation regarding a model aircraft, or an aircraft being developed as a model aircraft, if—

- (1) The aircraft is flown strictly for hobby or recreational use;
- (2) The aircraft is operated in accordance with a community-based set of safety guidelines and within the programming of a nationwide community-based organization;
- (3) The aircraft is limited to not more than 55 pounds unless otherwise certified through a design, construction, inspection, flight test, and operational safety program administered by a community-based organization;
- (4) The aircraft is operated in a manner that does not interfere with and gives way to any manned aircraft; and
- (5) When flown within 5 miles of an airport, the operator of the aircraft provides the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation (model aircraft operators flying from a permanent location within 5 miles of an airport should establish a mutually-agreed upon operating procedure with the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport)).

(b) STATUTORY CONSTRUCTION

Nothing in this section shall be construed to limit the authority of the Administrator to pursue enforcement action against persons operating model aircraft who endanger the safety of the national airspace system.

(c) MODEL AIRCRAFT DEFINED

In this section, the term "model aircraft" means an unmanned aircraft that is—

- (1) Capable of sustained flight in the atmosphere;
- (2) Flown within visual line of sight of the person operating the aircraft; and
- (3) Flown for hobby or recreational purposes.