

PROP TALK

THE OFFICIAL NEWSLETTER OF THE RIVERSIDE RADIO CONTROL CLUB

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WWW.RIVERSIDERCCCLUB.ORG

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Dear valued AMA member,

When the FAA Reauthorization Act of 2018 was signed into law, it included a requirement for [recreational UAS users](#) to pass a knowledge and safety test. The Recreational UAS Safety Test, or TRUST, has the goal of increasing awareness of safety and best practices in the most complex airspace system in the world. AMA has worked closely with the Federal Aviation Administration (FAA), ensuring that TRUST meets the intent of Congress without placing an undue burden on our hobby community. AMA has been there to help make decisions regarding guidelines, administration, and questions included on the test.

Since 1936, the AMA has been dedicated to the hobby of model aviation, educational programming, and safety in the airspace. As such, the FAA selected AMA as a test administrator for TRUST.

What can you expect from TRUST? First, AMA is offering it for free for all recreational fliers. But don't worry, it is more like a brief training session than a test, because you can't fail! There is some information to read that deals with flying safely and legally, along with 23 multiple-choice questions. If you select an incorrect answer, you'll be guided to the correct response until you get it right. After you finish, you'll receive a TRUST completion certificate that you should print, save electronically, or take a photo of with your phone. This certificate is proof that you passed, and you will only have one opportunity to save it. To protect your privacy, the FAA dictates that taking the test is anonymous and no record is kept by anyone other than you, so losing your certificate means you need to retake the test.

More information about TRUST can be found at www.modelaircraft.org, including frequently asked questions. We're here to ensure that you can quickly pass the test and potentially learn something new as a recreational pilot. We even have a quick tutorial you can look through to get an idea of what you'll need to know. It will allow you to get through TRUST quickly and easily, allowing you to prove that you are a safe and knowledgeable pilot. Learn more at MODELAIRCRAFT.ORG/TRUST.

RRCC CLUB OFFICERS

President: *Jeff Szueber*

Vice-President: *Paul Rinde*

Secretary: *Vacant*

Treasurer: *Malcolm Oliver*

Safety Coordinator: *Jim Bronowski*

Field Director:

Newsletter Editor: *Jim Bronowski*

Turbine Flying Director: *Barry Hou*

**ALL OFFICERS MAY
BE CONTACTED AT:
RRCCCONTACT
@YAHOO.COM**

**NEXT MEETING
SATURDAY
JUL 17TH
10:00 AM
CROWLEY-YANEY
FIELD**

Minutes of the June 2021 Meeting

Call to Order:

- Club President, Jeff Szueber, called to order the regular meeting of the **Riverside RC Club** at 10:15 AM on Saturday, June 19th, 2021 at Crowley-Yaney Field.

Minutes of the Previous Meeting:

- The meeting minutes of the **May 2021** meeting were approved as published in the June 2020 **Prop Talk** newsletter by the members present:

Old Business:

- Chris Silver donated \$200 to the club as a good-well gesture based on a friendly wager with another club member. The members present thanked him for his donation.
- The lawsuit against our club and two of its officers has been dropped and the 60 day window for taking the case forward to an appeals court has expired. There is \$1150 due our club from the plaintiff for court costs involved in the case. The officers need to examine “lessons learned” to prevent this from happening again.
- Runway repair: The cracks in the runway continue to grow and will need continued maintenance The membership decided to schedule a work party once a month, preferably on the meeting day and notify the membership by email. Also, some vandalism has returned with no one remaining overnight.

New Business:

- Malcom Oliver gave a treasury update for the month of May and our current membership status. Our current membership is **5** officers and **60** paid members for a total of **65**.

Treasurer's Report – June 19, 2021				
First income & expenses:				
Income:	Auction	\$ 56.00	Expenses: Maintenance	\$172.91
	Walmart Refund	\$ 5.74	Port-a-Potty	\$ 95.72
	New Members	\$200.21		
	Classic Pattern Event	\$150.00		
	Total	\$411.95		\$268.63
	Net Income	\$143.32		
Our Checking Account increased from \$5,808.59 to \$5,951.91				
Our Savings account gained \$0.03 interest to \$3,772.36				
Our total assets are \$9,724.27				

- It was brought up that we used to have a “training plane” to help teach newcomers how to fly RC but no one knows what happened to it. The membership approved \$350 to purchase a new one.
- Malcolm Oliver built four starting stations for use with the larger gas-powered models. Each are made with two foam-covered metal poles mounted in drilled holes on the edge of the pit area. They are designed to be placed on the leading edge of the wing to secure the model while starting.

Meeting Adjourned at 10:50

Minutes Submitted by Jim Bronowski

AMA's TRUST Quick Study Guide

The Recreational UAS Safety Test, or TRUST, has the goal of increasing awareness of safety and best practices in our complex national airspace. The FAA requires that all recreational UAS pilots in the United States complete TRUST. The AMA has been a resource for model aviation hobbyists since 1936. As a Testing Administrator, we ensure hobbyists have an easy way to accomplish this training. This guide will ensure you can quickly pass the TRUST and potentially learn something new along the way.

Frequently-used terms in the FAA TRUST Test

It probably comes as no surprise that a training and certification called The Recreational UAS Safety Test (TRUST) is full of acronyms and official terminology. Here are some of the terms and their abbreviations that you should be familiar with.

FAA (Federal Aviation Administration): The United States government agency under the Department of Transportation responsible for the safety of civil aviation.

Recreational flier: A person flying purely for fun, not in support of any business operation (whether paid or unpaid). If you're doing work with your aircraft, even if it's fun, you are required to obtain your Part 107 license.

TFR (Temporary Flight Restriction): Airspace that is temporarily off-limits due to VIP travel, large events, natural disasters, and more. The amount of warning prior to implementation, length of time the restrictions take place, and the area included will be defined in each TFR. Remember, unauthorized flying in a restricted airspace is a federal crime.

LAANC (Low Altitude Authorization and Notification Capability): an FAA program run in collaboration with approved UAS Service Suppliers (USS) that automates the application and approval process for airspace authorizations. It provides pilots with access to controlled airspace at or below 400 feet and air traffic professionals with visibility into where and when model aircraft are operating.

USS (UAS Service Suppliers): Companies approved by the FAA to provide LAANC services to users via mobile apps or desktop applications. The AMA recommends UASidekick, but there are a lot of other great options out there: [Listing of FAA-approved USS](#).

VLOS (Visual Line of Sight): Recreational fliers must be able to see their aircraft in flight at all times. If flying FPV, this requirement may be satisfied by an additional spotter/visual observer who is standing physically next to the pilot.

FPV (First Person View): FPV flight involves flying a radio-controlled aircraft while viewing the flight through a set of VR goggles or other screen that simulates the pilot's view as if he or she were sitting in the cockpit of the aircraft. The pilot looks at the screen to fly instead of at the physical aircraft, which is why the assistance of a spotter/visual observer is necessary to maintain VLOS.

Spotter/Visual observer: A person other than the pilot who also maintains visual contact with the aircraft in flight. The VLOS requirement can be satisfied by using a spotter in cases of FPV flight, however, the spotter must be physically next to the remote pilot and must maintain VLOS contact with the model aircraft at all times.

CBO (Community-based Organization): Recreational flyers are required to follow the safety guidelines of a CBO that is officially recognized by the FAA, such as AMA. The FAA has recognized the AMA's safety code as a resource in ensuring model aviation pilots are prepared to safely operate in the national airspace.

To ensure you are flying your model aircraft legally, follow these three steps: choose the right place to fly, have the correct documentation, and practice safety.

Choosing the right place to fly: controlled vs. uncontrolled airspace

The United States National Airspace System is large and complex, designed and regulated to help make the skies safe for everyone. How can you be sure you choose the right place to fly?

Uncontrolled Airspace

You don't need any special permissions from the FAA to safely operate your model aircraft in uncontrolled airspace. Uncontrolled airspace is typically found close to the ground away from airports.

Generally, you must fly below 400 feet in uncontrolled airspace to stay legal. The AMA has been able to work alongside the FAA to get waivers allowing specific AMA chartered clubs to fly higher than 400 feet Above Ground Level. Contact [AMA's government advocacy department](#) to learn more about this process!

Before taking to the skies with your model aircraft, you should check with your FAA-approved UAS Service Supplier (USS), such as [UASidekick](#), to confirm that you are flying in uncontrolled airspace.

Controlled Airspace

Controlled airspace is typically found in proximity to populated areas and airports. You can use the USS of your choice to be sure.

You find yourself in controlled airspace but want to fly recreationally. How do you accomplish this? You can do this in one of two ways:

- You can use your FAA-approved LAANC UAS service supplier like UASidekick to request a recreational flight. If approved, you should be able to receive your authorization in real-time. In areas not covered by LAANC, you should use FAADroneZone to make your request.
- Alternately, as an AMA member, you can utilize the [AMA Club Locator](#) to see clubs in the vicinity that may include preauthorized FAA-recognized Identification Areas (FRIAs). You can find out more about FRIAs by visiting www.modelaircraft.org/amainaction.

Have the correct documentation

Chances are good that you will never be asked to provide any documentation to law enforcement or FAA representatives, but if asked, you should be able to provide proof of your FAA TRUST test passage (this test) as well as proof of your FAA registration. If you received authorization via LAANC or FAADroneZone to fly in controlled airspace, you should also be prepared to show proof of that.

TRUST certification: Immediately after you complete the TRUST, you'll receive a TRUST completion certificate that you can print and/or save electronically. **Keep in mind that this is your only chance to retain proof of passing the TRUST!** Due to the nature of the test and the requirements set forth by the FAA, we cannot help you prove your passage. If you lose your certificate, you will be required by the FAA to re-take the test.

FAA registration: As a recreational model aircraft pilot, you must [register with the FAA to receive your FAA number](#). This number is required to be displayed on the exterior of any model aircraft that is heavier than .55 pounds or 250 grams. The size, typeface, and specific location of the number on the exterior is left to the pilot to determine. There is no need to register each individual aircraft as a recreational pilot. Your personal registration number can go on all of your aircraft.

Practice safety

You, the remote pilot in command, are ultimately responsible for the aircraft and have a duty to ensure that your aircraft operates within the airspace safely. You can do this by

being knowledgeable about your aircraft, being consistent with safety checks, and being aware of the airspace.

Be knowledgeable: Before you operate any model aircraft, you must understand how that aircraft operates. Read the safety manual that comes with the model aircraft and have a firm understanding of how to safely operate it. As a part of this process, you should understand what failsafe options are at play in case of a loss of signal, as well as any contingency plans you should have in place should a failure occur. Automated features such as GPS or autopilot should be fully understood prior to real-world flight operations. If you are building the model aircraft, be sure to research and solicit feedback from qualified aeromodelers before flying. When in doubt, research, prepare, and find a qualified mentor who can help. You can utilize the AMA Club Locator to seek out other recreational fliers in your area.

Be consistent: Develop a standard operating procedure including a preflight and postflight checklist for each model aircraft. It will save you time and money, as well as ensure a safer flying experience.

Check your aircraft: Although each model aircraft may have a separate procedure, you should always check all moving parts, connections, propellers, batteries, and fuel at these inspections. If you find an issue, repair or replace before your next flight.

Check your flying site: You should also consider the conditions at your flying area. Is there potentially dangerous weather such as high wind, fog or rain that might create an unsafe flying environment? You should avoid distractions and be aware of your surroundings while flying your model aircraft.

Check yourself: Your preflight check should include things such as silencing your mobile phone and communicating your intentions to those nearby. It is important to consider whether you have taken any medications or other substances that might affect you during your flight.

Be aware: During your flight you are responsible for being aware of your altitude, seeing and avoiding other aircraft, and operating the model aircraft within the confines of a CBO's safety guidelines.

Altitude: Remember, you must generally fly below 400 feet in uncontrolled airspace to stay legal.

Seeing and avoiding other aircraft: Manned flight operations must always take priority over recreational model aircraft flights. No matter what, when you observe a manned flight that has a chance of interfering with your model aircraft flight, you must land your aircraft as safely and as soon as possible. Using a spotter while flying your

model aircraft is a good way to ensure any potential concerns are mitigated as safely and as quickly as possible.

Following a CBO's safety guidelines: Fortunately, the AMA has a proven record of safety since 1936 and is recognized by the FAA as an official community-based organization. Flying within our safety code is the best pathway to success. You can find the most current safety code at www.modelaircraft.org/safety.

Now go to www.modelaircraft.org/trust and take the test!

Your editor took this test, and even by doing all the reading, it took all of 16 minutes. It is a very easy open-book test and I scored 100% (as you will). The certificate you receive prints out card size (see below) and will fit in your wallet. You will be asked to show it along with your FAA registration number if asked by proper authorities at the flying site.



Chris Silver hands his donation to the club of \$200 to our club treasurer, Malcolm Oliver. Thanks Chris!



And speaking of Malcolm, here is one of the large-model starting restraints he constructed at the field.