Message from President Mike Eason

Dear Members,

The past month has seen all types of weather conditions. We had a good four to six inches of snow accumulate in the pits and runways, with drifts up to 20 inches deep. The snowblower removed the snow starting on Sunday and we had clear runways by Tuesday. Thanks to the volunteer efforts of several members.

We have had some great days to fly these first two weeks in January with comfortable temperatures and calm winds. The addition of the new weather station donated to the Eagles by long time member Gary Gillis has been used by many to check conditions right at our runway. I personally have made my decision on when to fly based on the information the station provides. It is surprising how much conditions differ just a few miles away.

There seems to be plenty of new planes out at the field this year. Santa must have been very generous...
Denver R/C Eagles 2020 Calendar
TBD at Board Meeting
Denver R/C Eagles Club Leadership

President
Mike Eason
303-923-5646  CigarMike303@gmail.com

Vice President
Dan Kellogg
303-489-7521  D-Kellogg@comcast.net

Secretary
Erkan Gunal
720-951-0513  erkangunal@hotmail.com

Treasurer
Joe Apice
303-435-0355  rcflyer58.ja@gmail.com

Safety Officer
Joe Vedovati
321-212-9037  rcbadger2002@yahoo.com

Field Maintenance Officer
Bob Brelsford
720-810-1996  Brelsford@comcast.net

Appointed Positions

DRCE Member-At-Large
Eric Sunderwirth
303-719-0973  eric_346@msn.com

Director - Flight Training
John Dickens
303-617-6044  JcDickens68@hotmail.com

Chief Flight Instructor
Richard "Doc" Hamilton
303-781-5959  r1ham@msn.com

Director – Rotorcraft Operations
Stephen Lantz
303-400-9789  StephenLantz@comcast.net

Web Master
Marty Miller
303-369-6177  MoonlightDesign@qwestoffice.net

Master Chef
Joe Bolognese
303-810-6086  jbole@comcast.net

Newsletter Editor
Jack Steinhauser
303-324-5054  JackSteinhauser@comcast.net
Vice President-Richard Lowrey

Richard provided details for proposed dinner at the Radisson on the 25th of January. The club would need to vote on this tonight. Joe Apice made motion to table this and regroup to work on other ideas. Second was by Steve Miller. Motion passed unopposed. Joe volunteered to serve on the committee for the dinner.

Secretary-Mike Eason

The snowblower was made possible by generous donations from Max Schumacher and Gary Gillis. Bob Brelsford, Joe Apice and Mike Eason also contributed.

Gary Gillis informed me that he would like to donate a weather station to the club. The purchase has been made and should be delivered shortly. Information is provided through Weatherlink app.

Bob Hehemann put the package together and made order.

Treasurer-Rodney Getty

Reports on club account levels and Club is solvent. We had 87 renewals and 41 new members in 2019 for a total of 128 members, about the same number as last year at this time.

Safety Officer-Joe Vedova

Joe thanked officers for their service this year. Finger count remains the same and no major issues or injuries this month. Joe reminded members to stay behind the safety line and use the pilot pads.

Director of Field Maintenance-Joe Apice

Cracks in runway are opening up and need attention. The club’s ownership of a crackseal machine makes it possible to deal with problems like this when they come up. We are also looking at using cold patch to deal with deep wide cracks.

Brick Fund Raiser area discussed.

Director of Flight Training-John Dickens

Nothing new to report. John was asked about progress on the glow trainer. John has removed the AMA number and received a motor donated by Brelsford.

Show and Tell-Bob Smith

Bob shared his F4 Phantom he is constructing using sheet foam board. Bob down loaded prints and increase their size 150% to accommodate the twin 80mm High performance EDFs he plans to use.

Auction-Auctioneer Tom Neff

Master Caddie-Bob Smith $50
Hobbico Fueling Station-John Dickens $20
DX5e-Tom Neff $5
Heat Gun-Tom Neff $15
Eflite Blade cp-Joe Apice $30
Spektrum DX6-Mike Swan $10
Eflite Spendor-Sid Gates $55
Blade 350-Jerry Goodson $10

Door Prizes
1. Don Carroll-Screws
2. Jerry Goodson-CA
3. Marty Miller-Fuel Tube
4. Dan Kellogg-Screws
5. Bob Smith-Tank and prop
6. Dan Garcia-Charger Power Panel
7. Ching Li-Washers
8. Mike Swan-Servos
9. Bob Brelsford-Wing tape
10. Mike Ellis-Charger
11. Sky-Screws
12. George Mitsuoka- Push rod extensions
13.Erkan Gunal-Switch links
DRCE Meeting Minutes (continued from page 4)

14. John Dickens-Glow Plugs

Motion to Adjourn
Motion made by Joe Apice and second by Steve Miller. Motion passed.
Adjourn Club Meeting time
7:46 PM

President’s Letter (continued from page 1)

to some of our members, including me. Roger Camp has completed scratch build #195 and it is ready to maiden.

Committees are already working hard on projects for this year. The Club Dinner Committee is making great progress and will have something to submit to the membership very soon. The Brick fund Raiser Committee is just getting started but have good ideas.

The prairie dog issue has been on the minds of the membership for a very long time. Discussions with the Park have not produced any progress in mitigation and it is unlikely to see much done in 2020. I believe the safety of persons using the field will be our main focus this year. We will be looking into installing gravel walkways to the remote pilot pads on the North and East runways. I don’t know at this time if this is possible but we will be gathering information to present to the membership.

I encourage everyone to make good use of Groupworks. Information on events, projects and activities is posted there on almost a daily basis. Your participation by making your thoughts known is appreciated.

I would like to thank Loren Anderson for all the hard work he has done in making the transition for new officers so easy. Loren has worked for years to make this possible.

Wishing everyone a great year in 2020!

Mike Eason
President, Denver R/C Eagles
FAA Notice of Proposed Rulemaking

FAA Issues Notice of Proposed Rulemaking for Remote Identification of Drones

Haye Kesterloo, Drone DJ Website

December 26, 2019

Right after Christmas, the Federal Aviation Administration (FAA) issued a notice of proposed rulemaking for remote identification of drones. The NPRM document that you can find here is currently unpublished and is scheduled to be officially published on December 31st, 2019, after which we will have 60 days to comment on it.

Notice of proposed rulemaking for remote identification of drones

The FAA clearly sees Remote ID for unmanned aerial systems (UAS) as a big step to integrate drones safely into the national airspace. According to the agency, there are currently have 1.5 million drones and 155,000 remote pilots registered with the FAA.

“Drones are the fastest-growing segment of transportation in our nation and it is vitally important that they are safely integrated into the national airspace,” said U.S. Transportation Secretary Elaine L. Chao.

The FAA encourages all drone pilots or anybody with any interest in aviation safety to read the unpublished version of the Notice of Proposed Rulemaking now in the Federal Register. After this document becomes officially published on December 31st, 2019, a 60-day comment period will open during which we can provide our feedback and concerns to help the FAA come to a final rule on Remote ID for drones.

“As a pilot, my eye is always on safety first,” said FAA Administrator Steve Dickson. “Safety is a joint responsibility between government, pilots, the drone community, the general public and many others who make our nation so creative and innovative.”

Remote ID for drones is the latest in a series of steps taken by the FAA and UAS industry to safely integrate small unmanned aerial systems or drones into the national airspace, including the small UAS rule, which covers drones weighing less than 55 pounds other than model aircraft, and the Low Altitude Authorization and Notification Capability (LAANC), which automates the application and approval process for drone operators to obtain airspace authorizations.

To allow commercial drone operators to perform more complicated operations such as flights beyond-visual-line-of-sight, Remote ID for UAS is seen as a crucial and necessary step. The ultimate goal being, an unmanned air traffic management system that works separately but in coordination with the existing air traffic management system for manned aircraft.

“While remote identification alone will not enable routine expanded operations such as operations over people or beyond visual line of sight, it is a critical element for building unmanned traffic management capabilities. The FAA envisions that the remote identification network will form the foundation for the development of other technologies that can enable expanded operations.”
Remote ID would apply for all drones that are required to register with the FAA. Small recreational drones that weigh less than 0.55 Lbs, such as the DJI Mavic Mini, are not required to register.

Full implementation of remote identification relies on three interdependent parts that are being developed concurrently.

- The first is this proposed rule, which establishes operating requirements for UAS operators and performance-based design and production standards for producers of UAS.

- The second is a network of Remote ID UAS Service Suppliers (Remote ID USS) that would collect the identification and location in real-time from in-flight UAS. The Remote ID USS would perform this service under contract with the FAA, based on the same model the FAA currently uses for the Low Altitude Authorization and Notification Capability (LAANC).

- The third part of the remote identification ecosystem is the collection of technical requirements that standards-setting organizations will develop to meet the performance-based design and production requirements in this proposed rule.

All UAS operating in the airspace of the United States, with very few exceptions, would be subject to the requirements of this rule. All UAS operators would be required to comply regardless of whether they conduct recreational or commercial operations, except those flying UAS that are not otherwise required to be registered under the FAA’s existing rules.

All UAS produced for operation in the airspace of the United States would have to comply with the design and production requirements established in this proposal with exceptions for amateur-built UAS, UAS of the United States government, and unmanned aircraft that weigh less than 0.55 pounds.

This proposal establishes design and production requirements for two categories of remote identification: standard remote identification UAS and limited remote identification UAS.

- **Standard remote identification UAS** would be required to broadcast identification and location information directly from the unmanned aircraft and simultaneously transmit that same information to a Remote ID USS through an internet connection.

- **Limited remote identification UAS** would be required to transmit information through the internet only, with no broadcast requirements; however, the unmanned aircraft would be designed to operate no more than 400 feet from the control station.

Under this proposal, the vast majority of UAS would be required to comply with one of these two categories of remote identification. For those limited exceptions, which include certain amateur-built UAS and UAS manufactured prior to the compliance date, operators flying UAS without remote identification capabilities would be permitted to fly only at certain specific geographic areas established under this rule specifically to accommodate them.
FAA Notice of Proposed Rulemaking (continued)

This proposal envisions that within three years of the effective date of this rule, all UAS operating in the airspace of the United States will be compliant with the remote identification requirements. No UAS could be produced for operation in the United States after two years and no UAS could be operated after three years except in accordance with the requirements of this proposal.

DroneDJ’s take

Obviously, this notice of proposed rulemaking for remote identification of drones is a big deal for the drone industry and raises many questions. We will publish some of the initial reactions from various industry players here on DroneDJ as well as the thoughts and concerns of ourselves and others as we work through the document.

We would urge you to read it too and to share your concerns with the FAA once the comment period begins. Not reading this important document and not voicing your concerns, such as privacy of the drone pilot, means letting others decide how Remote ID will work and how it will impact your recreational and commercial drone operations.

About the Author

Haye Kesteloo

Haye Kesteloo is the Editor in Chief and Main Writer at DroneDJ, where he covers all drone related news and writes product reviews. He also contributes to the other sites in the 9to5Mac group such as; 9to5Mac, 9to5Google, 9to5Toys and Electrek. Haye can be reached at haye@dronedj.com or @hayekesteloo