



**Hello**

Still snowing! well I hope your indoor projects are going well.

Sorry I missed the last meeting and thank you Larry for covering for me. Not much to report on. I know I feel the same way all of you feel, it has been a long cold snap, ready for some flying.

Jerry Greybill plowed our parking lot the other day, there was some deep snow out there. Thank you for the help Jerry. Not sure we will keep ahead of it this year.

Working on something? Bring it to the next meeting and share, spring is coming...  
See you at the meeting

Destry

**Greetings from Arizona**

I'm in Arizona and the temp today is said to reach 72 degrees. I feel guilty but I'll manage somehow. Only hit one hobby shop so far but there are lots more. We have a meet to go to soon and I'll be taking pictures. We'll be home on the 18th (if the snow is gone).

Chuck

**FAA Interim Final Rule / Marking Requirement**

The FAA just released an interim ruling that drones and model airplanes must display the FAA registration number on the outside of the aircraft. The AMA website has additional information.

With more snow, it is clearly the "building season". Bring your winter project to the next meeting for "show and tell".

Safe flying,  
Larry

**Gallatin Eagles Upcoming Events:**

**March:**

- 12, Tuesday, 7 PM Meeting at the church
- 14, Thursday, 6-9 PM Indoor flying at The Commons

**April:**

- 1 - 8, Monday - Monday, Bank window display at First Security Bank downtown.
- 9, Tuesday, 7 PM Meeting at the church

**May:**

- 4, Saturday, Mall Show
- 7, Tuesday, 5 PM Pilot training at field.
- 14, Tuesday, 5 PM Pilot training, 7 PM meeting at field.
- 18, Saturday, Armed Forces Day Fun Fly. 10:00 AM - ? Emphasis on Military themed aircraft, but bring anything you wish to fly!

For more information on club events see our website: [gallatineagles.org/calendar](http://gallatineagles.org/calendar)

## FAA Issues Interim Final Rule for External Marking Requirement

The FAA issued an Interim Final Rule today that will require drone pilots and model aircraft pilots to display their FAA-issued registration number on the outside surface of their aircraft. The rule will take effect on Monday, February 25, which means the markings must be in place for any outdoor flight beginning on that date.

Although most AMA members already have their FAA registration number posted on the outside of their aircraft, AMA will be submitting comments to the FAA requesting a waiver process for those who might be burdened by external markings, such as members who fly scale replica model aircraft. Most importantly, this rule does not change the original acceptable methods of external marking, nor does it specify a particular external surface on which the registration number must be placed. The requirement is simply that the registration number must be seen upon visual inspection of the aircraft's exterior.

As you know, the registration requirement is not new. Congress reinstated this requirement in December 2017 with the passage of the National Defense Authorization Act. Although this rule was flexible and allowed the registration marking to be placed in an enclosed compartment, law enforcement officials and FAA partners have expressed concerns about the safety risks a concealed explosive device could pose to first responders when opening a compartment to find a registration number.

If you would like to submit your own comment on the Interim Final Rule, simply visit [www.regulations.gov](http://www.regulations.gov) and search for "RIN 2120-AL32." You can also visit [www.faa.gov/news/updates/?newsId=93045](http://www.faa.gov/news/updates/?newsId=93045) to learn more. The deadline for public comment ends on March 15, 2019.

If you are uncertain if you have a valid FAA registration, you can access your FAA account at <https://faadronezone.faa.gov/#>. This site will allow you to view your personal FAA registration number and expiration date. We strongly advise you to avoid registering your model aircraft anywhere other than the official FAA website. If you register under Section 336, there is a \$5 fee for a three-year registration, and hobbyists receive one identification number for all of their aircraft. Please be aware of unofficial registration websites that charge exorbitant fees or require separate registration fees for each recreational aircraft.

We continue to work closely with the FAA to determine the best path forward regarding recreational UAS operating requirements. We have already received numerous questions from our members and have posted the most frequently asked questions and answers below. As always, thank you for your continued support, and please reach out with any further questions or concerns at [amagov@modelaircraft.org](mailto:amagov@modelaircraft.org).

### **Q: How does UAS registration affect my membership?**

A: AMA club or member benefits are not contingent on UAS registration. We encourage all members to follow Federal regulations, but we are not policing UAS registration.

### **Q: Do I have to register every aircraft?**

A: You only need to register your name, physical address, and email address once. You will receive a single FAA registration number which is to be placed on the outside of all of your aircraft along with your AMA number.

### **Q: Do only drones and multirotor operators need to register?**

A: Anyone who flies a model that can freely navigate in the air and uses a remote control device (e.g. RC transmitter) is required to register. This includes drones, traditional fixed wing model aircraft, model helicopters, and other remote controlled model aircraft. If you exclusively fly models under a half pound (250 grams or .55 pounds), indoors, control line, or free flight models – you do not need to register.

### **Q: Do I need to list both my AMA number and my federal registration number on my aircraft?**

A: Yes, you need to list both your AMA number and Federal registration number on your aircraft

### **Q: Should clubs, contest directors, or event leaders require all pilots be registered?**

A: No, we are not asking our clubs or contest directors to police UAS Registration. That decision is up to each individual club and event leader.

### **Q: I only fly CL, FF, or indoors – do I need to register?**

A: No. If you exclusively fly indoors, FF, or CL you do not need to register.

### **Q: Does my large model aircraft require an N number?**

A: AMA representatives, including AMA's legal counsel, met with the FAA on January 15, 2016, and this was one of the many questions that were raised. The FAA representatives confirmed that AMA members, operating models under the Large Model Airplane Program, should not have to apply for an N number.

### **Q: I am an Affiliate Member, do not live in the US, or I am not a US Citizen. How do I register?**

A: Everyone, including foreign nationals and tourists, who operate a UAS for hobby or recreational purposes outdoors in the U.S. must use the FAA's online registration system. These non-U.S. citizens or non-permanent U.S. residents will receive the same registration certificate as U.S. Citizens or permanent U.S. residents. However, this certificate will function as a "recognition of ownership" document. This document is required by the Department of Transportation for foreign nationals to operate legally in the US.

Visiting pilots can only use a computer with a United States IP address to register. When arriving in the states, pilots can register using a US computer at a hotel, guest home, or even at AMA HQ. For assistance you can call 877 396 4636 or email [FAAHotline@faa.gov](mailto:FAAHotline@faa.gov).

Thank you,  
AMA Government Affairs  
February 13, 2019

**March Safety segment**

With all of the cold weather and snow it is hard to believe that Spring is just around the corner. With Spring comes flying weather! Often times we will go to the field at the spur of the minute with little to no prep. It is crucial that we are prepared for those impromptu flying sessions. This is a great time of year to do your airplane annuals. Below is a checklist of items that we should all be doing BEFORE flying season is upon us.

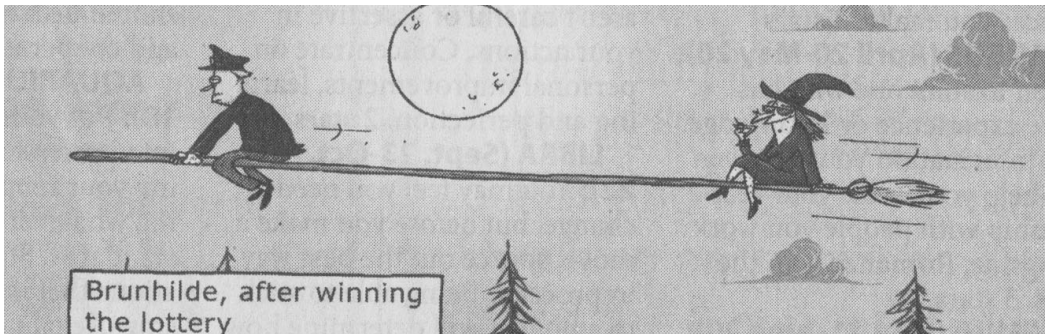
- \* Check over airframe for loose bits. Pay close attention to high stress areas such as tail feathers, firewall, and fuse doublers. Fix any loose or broken parts.
- \* Check the covering and repair any rips or tears, for the combat guys just add a little more duct tape. Remember torn covering could be an indicator of structural damage so you should be cutting out the old covering to inspect for damage before ironing on new stuff.
- \* Check your engines and motors. For nitro and gas pay attention to carburetor movement and compression. For 4 cycle engines it would be a good time to check valve clearance. For electrics gently spin the prop and listen for any debris that may have gotten into the motor over the winter. If you hear grinding, you should remove the debris before putting power to the plane.
- \* Check all the fuel lines in gas and nitro engines. They can go brittle and crack over time. If you can pressurize you tank and listen for leaks that is a good idea as well. If you have a bad clunk line the pressure test does not always show that and a disassembly of the tank is the best practice.
- \* Check all wiring. Don't forget servo extension connections as well. Put power to the receiver and check all control movement for bad wiring or bad servos.
- \* BATTERIES Check them. For NiCd and NiMh, I recommend doing a 3 cycle charge/discharge using very low current. There are several club members that have chargers that will do this for you and log the capacity of your batteries. Just ask around and I am sure someone will lend them to you. I personally do not reuse any battery that is over 15% under of its rated capacity. A \$10 battery is not worth a couple hundred dollar plane. If you do replace receiver or transmitter packs there are many great Lithium packs out there. Just remember that you can't charge them with your factory chargers that came with your radio. For lithium packs, you can start to charge them up from the storage charge that you put them on over the winter. I generally will do a charge discharge cycle then charge them up at a VERY low current. For my 3000 MaH packs I will balance charge them at 3 10ths of an amp. This takes a long time but it seems to put more of an even charge on them. I could be crazy but I have the time this time of year. Be sure to check for frayed wires on all of your batteries as well.
- \* Check all of your hardware on the airframe. Wheel collars, spinners, tires, tail wheel, flying wires, etc. Check for loose servos as well. Remember, it is better to spend a little time here and there than having to rebuild during our short flying season. It is crucial that your planes are safe in the air. Don't let a \$10 battery potentially cause you to lose control of your plane. A stray plane that you can't control could easily cause property damage or personal injury if it lands outside of our field.

Ron Banta



In response to my DC-9 variants last month, Brian Westberg wrote: *Attached is an actual photo of an MD-80, (technically MD-82ss, super stretch, in Nordic livery). Capable of carrying 468 passengers, it has a range of approximately 9267 nautical miles, allowing nonstop service service between almost any two airports in the world. The ss version is particularly rare.*

I find it amazing that a pair of JT8D's can power so much airplane! SJ



Then there's this extended broomstick aircraft!

**Club Officers for 2019**

President	Destry Jacobs	581-4374
Vice President	Larry Nelson	599-4222
Safety Officer	Ron Banta	600-6846
Events Coordinator & Webmaster	Brian Westberg	580-3834
Secretary / Treasurer	Chuck Curtis	587-4934
Newsletter Editor	Stan Johnson	585-7541

\*Items for newsletter, please email to: [sjohnson825@msn.com](mailto:sjohnson825@msn.com)