



NEWS AT THE TOP

August 2023

From the Editor by Anthony Curcuruto

We have a great newsletter this month. Not that all my newsletters are bad, but this has a lot of good information in it. I've got information about the FRIA status of our fields and a lot of information on FRIA and Remote ID from the AMA. You better take a look at the article because it affects all of us who fly RC.

While we have certification for Reynolds field as a FRIA area, we do not have certification for Hardyston. While I applied as soon as allowed, I don't think that our Hardyston Field will be a FRIA area by the September 16 deadline.

I had a meeting with the AMA on flying in an area that is not a FRIA and unofficial response was to fly and if approached, say that an application was put in and the club is waiting for a response. There are only 26 FAA agents policing this and if no one complains to the FAA we are good.

In case you didn't notice, the summer is winding down. If you have not gotten out to fly this year, there is still time. For those of you who need flight training, I reprinted the information on how to get training that I sent out a few months back. The fields are in great shape so what's holding you back from flying.

In September we are back at the Andover Borough Senior Center. I will be serving coffee and cake. We are also taking nomination for club officers at this meeting and also the October meeting.

A couple of tips for foam flyers.

To protect the finish on a foam plane try using the following product from MINWAX. It keeps the plane looking like new.

Minwax Polycrylic Clear Gloss. It looks milky in the can but dries crystal clear. It is water-based. No odor. Won't hurt foam and easy cleanup.



After a good many flights, foam hinges separate. You can either repair the hinge line with some sort of Foam Cure or take the surface off and run a bead of the Foam Cure and make a new hinge.



August 2023 Meeting Minutes

The meeting was called to order at 6pm, Saturday at Reynolds Field. Pat was absent, John Morgan ran the meeting. There were 12 members present including the 2 club officers. The minutes from the previous meeting were read and approved without correction.

Treasurers Report. The July beginning balance was \$11,948.93. The end balance was \$11,560.72. A more detailed report is in the newsletter.

Field Reports. Hardyston is in good shape. The grass was cut to standards. Reynolds is in good shape also. Anthony thanks all that came out for the work party.

Membership. Anthony gave a report of the current numbers as far as members go. A chart is in the newsletter

Safety. No Report

Old Business. A mention was made about the LVRCS fun fly that will be held on September 30th and October 1st.

New Business. A poll was taken as to whether we should have the spring and summer meetings at the fields on Saturdays. Everyone was in favor. So, it looks like we will continue that. Anthony mentioned again that a FRIA was submitted for Hardyston and prior to the meeting a previous request for Reynolds was approved. Reynolds Field is now a FRIA field. A copy of the AMA note is in the newsletter.

The meeting adjourned at 6:30 when the pizza arrived. Flying followed. It was a nice night with no wind.

Membership Breakdown

Full Member	71
Applicants	4
Junior Member	3
Life Member	11
Club Officers	3
Misc	1
Total	93

CONTACT THE TOP O' NEW JERSEY

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Newsletter Editor/Publisher: Anthony Curcuruto (908) 256-2342

Reynolds Safety Officer: Scott Geller (973) 464-5995

Membership: Anthony Curcuruto (908) 256-2342

Meeting Schedule for 2023

January 19th	Andover Borough Senior Center
February	No Meeting
March	No Meeting
April 20th Swap Meet	Andover Borough Senior Center
May 18th	Hardyston
June 15th	Reynolds
July 22th 6 PM Start	Hardyston
August 19th 6 PM Start	Reynolds
September 21st	Andover Borough Senior Center
October 19th	Andover Borough Senior Center
November 16th	Andover Borough Senior Center
December	No Meeting

The September meeting will be on September 21st at 7:30 at the Andover Senior Center.

Treasurer's Report August 2023

The July beginning balance was \$11,948.93. Collections for the month total \$70 represented by Dues \$70. Expenses for the month totaled \$458.21 represented by Mowing at Reynolds Field \$375 and Pizza Picnic at the last meeting \$83.21

The result is an ending balance of \$11,560.72.

Reserves are as follows:

Encumbered for 2023 Operations	\$3,645
General Reserve	2,915
Reynolds Field Reserve	3,000
Event Reserve	<u>2,000</u>
Total	\$11,560

LVRCS Electric Fun Fly

Just a quick note to inform you and your members that we will be hosting a two-day electric fun fly event at our club field in Easton, PA on September 30 and October 1. This event is open to all AMA members who fly electric powered models, including radio control and control line models. There are no facilities available for free flight model operations. There will be a \$5.00 registration fee collected. We welcome tail gate selling and swapping at all of our club events, so bring the stuff you want to sell or swap.

There will be food available on site both days. Those who have campers or trailers are welcome to come and stay on site, but there are no hookups available. There are a number of motels and eateries in the Easton/Allentown area. There is also a great hobby shop (Trains & Lanes) less than 2 miles from the field and maps will be provided to those who wish to visit that shop. There will be at least one fun competition event, but the emphasis will be on just flying for fun and exchanging ideas and stories. We have a large pavilion with electric service, so bring your chargers. If you have a generator, please plan to bring it as well.

Directions:

Our field address is 4140 Gradwohl Switch Rd, Easton, PA, 18045-8216 (40.712496, -75.307552). You can download a map to our field from our website at LVRCS.com.

We hope to see you there!

Any questions call Bob Hunt 610-746-0106 robinhunt@rcn.com

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Flight Training

While the weather as of late has not been good for flying or flight training, I want to make all of you aware that flight training is available. At Hardyston, flight training was traditionally held on Monday evenings. Frank Fanelli will conduct training there on Mondays or any other evening. He can also be available on weekends. Call to make an appointment. Frank can be reached at (973) 827- 4579 or cell at (551) 256-5688.

Len Davis is available for training on Wednesdays at Reynolds, by appointment. Call him on his cell at (917) 656-0086. Anthony Curcuruto (me) is available most mornings during the week. Again, call to make an appointment at (908) 256- 2342.



Dear Anthony Curcuruto,

Congratulations!

The flying site located at/near 1490 Route 517 that you submitted on behalf of Top O' New Jersey Radio Control Club has been approved as a FAA Recognized Identification Area (FRIA). This designation will satisfy the remote ID requirement for anyone flying at your club's site beginning September 16, 2023.

The email you received from the FAA DroneZone serves as your official notification. Please keep a copy of this for your records. If you did not see the email in your inbox, please check your email's spam folder. If you accidentally deleted it, please contact us at Fria@modelaircraft.org and we can resend the email. Please allow for some extra time, as we are still busy submitting applications on behalf of other clubs.

Please disregard the link at the bottom of the FAA email notification. This link will only work for the AMA team member who submitted the application on your behalf.

Your FRIA will be in effect until 08/15/2027, and AMA will request a renewal for this location when possible. In the meantime, please contact AMA at Fria@modelaircraft.org with any FRIA related questions.

Sincerely,

AMA Clubs Department

Remote ID Explained

The Current State of Remote ID

—*AMA Staff*

With September 16, 2023, the start date of the FAA's requirement for Remote ID, only weeks away, numerous technical and administrative aspects are still evolving. This creates a challenging landscape for modelers who simply want to know what they must do to comply with the requirement.

The intent of this article is to provide the current state of affairs and address common questions/concerns, while acknowledging that further Remote ID-related developments are certainly coming.

What Is Remote ID?

The FAA's Remote ID requirement has broad implications for commercial and recreational pilots of Unmanned Aircraft Systems (UAS or RC aircraft models). This article focuses only on aspects that pertain to recreational RC pilots flying under USC 44809. (This applies to most AMA members.)

The Remote ID requirement dictates that RC model aircraft flying in the US must broadcast a signal that provides specific information. The FAA's stated intent of this requirement is to provide real-time information for law enforcement officers who are investigating suspicious UAS flight activity.

What Are the Exceptions to Remote ID Requirement?

The Remote ID requirement does not apply if you are flying at an approved FAA-Recognized Identification Area (FRIA). Many AMA chartered flying clubs have already submitted applications to the FAA (through a recognized community-based organization such as AMA) to gain FRIA status for their field(s). This means that the most RC pilots who are flying at a club field will not have to worry about Remote ID.

Recreational RC models with a flying weight of less than 250 grams are exempt from the Remote ID requirement, even when not flying at a FRIA; however, this exemption does not apply if the model is listed under the pilot's FAA UAS recreational pilot registration (the FAADroneZone).

Free Flight and Control Line models are exempt from the Remote ID requirement.

How Do I Comply With the Remote ID Requirement?

Models manufactured after December 16, 2022, and are sold as a complete, ready-to-fly package, must have built-in Remote ID broadcast capability. At present, this situation applies only to a selection of multirotors sold by companies such as DJI and Autel Robotics.

If you fly one of these Remote ID-equipped models, you are good to go. Check with the manufacturer if you are unsure of whether your multirotor is Remote ID compliant. Note that these

models with factory-equipped Remote ID systems, must have their Remote ID broadcast active, even when flying at a FRIA.

By contrast, most traditional RC hobbyists fly models that require some degree of assembly or additional parts (e.g., the flight battery of an electric-powered ARF). These models do not have a built-in Remote ID broadcast ability. We must add that capability by using an FAA-approved Remote ID module.

Remote ID modules are small stand-alone components that work the same way as built-in Remote ID systems. These modules, however, can be temporarily attached to a selected model. You do not need a dedicated Remote ID module for each of your RC aircraft. You can purchase a single Remote ID module and move it from model to model.

When you purchase a Remote ID module, you must add the serial number of the module to your FAA UAS recreational pilot registration.

How Do I Choose a Remote ID Module?

There are currently fewer than 20 FAA-approved Remote ID modules available for purchase. That list will likely grow. The AMA does not endorse any specific Remote ID module or manufacturer.

Be aware that there is a considerable amount of variance among the currently available modules. It is important to understand the specific features of a given design before making a purchase.

Some Remote ID modules have a built-in battery, while others are powered through an external power source (e.g., an open servo port on the model's receiver). This could be an important consideration in terms of weight and the accessibility of the receivers in your models.

There are Remote ID modules that include only the electronics, with no protective outer case. Omitting a case saves weight, but could cause durability issues and/or limit your options for mounting the module in your model(s). Presumably, most modelers will use hook-and-loop tape for mounting Remote ID modules.

Unfortunately, the average price point of the currently available Remote ID modules is significantly higher than the FAA's original \$50 estimate. Current prices range from \$49 to \$305 per module. Some of the least-costly Remote ID modules do not contain a built-in GPS chip, which is required to determine the mandatory location data. These Remote ID modules can only be used with models that already have some type of compatible GPS system that can be integrated with the Remote ID module. Such a GPS system would be an exceptionally rare feature for the recreational models that most of us fly. Thus, these types of Remote ID modules are not a viable option for many recreational pilots.

What Information Is Contained in the Remote ID Broadcast Message?

The FAA's Remote ID requirements state that the following information must be included in the Remote ID broadcast when using a Remote ID module:

- Serial number of the Remote ID module

- Current location of the model (latitude, longitude, and altitude)
- Current velocity of the model
- Takeoff location of the model (which is presumably where the pilot is located)
- Time

It is possible that some modules might transmit additional information

Who Can Receive My Remote ID Broadcast?

Remote ID modules broadcast data using a Bluetooth or Wi-Fi signal that is intended to be received on a smartphone. Anyone with a smartphone who is running a Remote ID-capable app and is within range of the signal can potentially read the data from your model's Remote ID module.

If your Remote ID module is broadcasting only the minimum required data listed previously, civilians reading Remote ID data will not be privy to your name or any private information; however, law enforcement officers will be able to cross-reference the Remote ID module serial number with the data in your FAA UAS registration.

Pending Questions

Approximately 200 AMA club fields have received FRIA status approval thus far. The current approval rate suggests that many hundreds of FRIA applications will still be in the FAA's queue when the Remote ID requirement goes into effect on September 16, 2023. It is unclear whether the FAA expects modelers flying at sites with a pending FRIA application to use Remote ID modules after this date. AMA expects the FAA to address this concern before the deadline.

The advent of Remote ID introduces numerous unproven technologies and processes for modelers, the FAA, and law enforcement officers. There are bound to be unforeseen hiccups and breakdowns as all sides come to terms with this unprecedented level of oversight with RC flying. We will provide updates to the Remote ID situation as they unfold.

FAA

www.faa.gov

FAA Recreational UAS Registration

<https://faadronezone-operator.faa.gov>

FAA Remote ID Requirements

www.ecfr.gov/current/title-14/chapter-I/subchapter-F/part-89 USC 44809-Exception for limited recreational operations of unmanned aircraft

<https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title49-section44809&num=0&edition=prelim>

FAA Remote ID Toolkit

https://www.faa.gov/sites/faa.gov/files/uas/resources/community_engagement/Remote_ID_Toolkit.pdf

FRIA and Remote ID Update

Although the deadline to comply with [Remote ID](#) requirements is just days away, there are still hundreds of FAA-Recognized Identification Area (FRIA) applications waiting to be reviewed by the FAA and broadcast modules are backordered and overpriced. This leaves AMA members and hobbyists across the country wondering, "How exactly am I supposed to comply with this rule?" This is the question we have presented to the FAA for months, each time being met with the response that pending FRIA application reviews would be complete and broadcast module cost and availability was in the hands of the manufacturers.

To date, roughly 700 AMA sites have been approved as FRIAs; however, nearly 200 have been denied and approximately 800 are still in the queue, with more being added as we submit new sites and resubmit sites that were denied. The reason for denial is overwhelmingly for safety issues. AMA recently called a meeting with the FAA and requested a safety analysis review and an examination of the FAA policy that was being used to determine what is and isn't a safe operation. To date, we have not received that policy or report. Although we will continue to try to work with the FAA to keep our members operating legally, we are nearing a point where we will begin asking for congressional intervention. Model aircraft operations have taken place at these sites for decades and there's no justifiable reason why these operations would now be deemed unsafe and reason for FRIA denial.

The FAA is running out of time and, although the organization has remained steadfast that the compliance date of September 16, 2023, will not be extended, AMA will continue to urge the FAA to provide a grace period of enforcement for Remote ID compliance. We will keep our members informed as any new developments become available.

Additional Remote ID resources can be found [here](#) and a blog post regarding approved broadcast modules can be found [here](#).

To remain current with the most recent government-related news, regularly visit the [AMA Government Affairs blog](#). If you have any further questions or concerns, contact the Government Affairs department at (765) 287-1256 or amagov@modelaircraft.org.