



AMA Charter 1654

November 2022

**TREASURER'S CORNER**

Nic Burhans



The leaves have turned, the port-a-john has been fall/winter serviced, we have concluded mowing FARM for 2022, the mower batteries are on winter charge, and the field and Club area are in great shape for flying. With the forecast of moderate temperatures and winds, we should make it through November and into December with some good flying days.

The joint FARM and CMB Christmas party is scheduled for Saturday, 3 December, at the Fiesta Azteca Restaurant, 7323 Comfort Inn Dr., Warrenton, with dinner starting at 6:30 PM. The announcement has been sent to all and reservations/dinner selections are open until noon on 1 December.

Several wheels within FAA and AMA have finally started to turn with respect to Remote ID. We can now say that we have “started to get started”.

On 11 August the FAA published the Accepted Means of Compliance: Remote Identification of Unmanned Aircraft. This document approves the Means of Compliance (MOC) related to the FAA’s final rule on Remote ID for companies that manufacture UAS and/or Remote ID Broadcast Modules. The FAA gave the manufactures until 16 September 2022 to begin compliance. However, that has been extended until 16 December this year.

To get down to you/me, AMA members, and other UAS users who are not operating at an FAA-Recognized Identification Area (FRIA), we have until 16 September 2023 before we are required to comply using one of the three FAA-approved Remote ID methods: Standard Remote ID: Flying with a manufacturer integrated built-in Remote ID transponder system. Broadcast Module: An after-market module added to your existing aircraft. FRIA: Flying at a FRIA site without Standard Remote ID or a Broadcast Module.

The next step by the FAA was to publish Advisory Circular 91-57C (FRIA)

[[https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC\\_89-3.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_89-3.pdf) ] and Advisory Circular 89-3 (Community Based Organization (CBO)) [<https://amablog.modelaircraft.org/amagov/wp-content/uploads/sites/2/2022/10/AC-91-57C.pdf> ] on 24 October.

As soon as Advisory Circular 89-3 came out, AMA submitted it’s CBO application and documentation. (AMA says this may take the FAA a while.)

Once their application is approved and the AMA is designated, the AMA can start applying for Fixed Site Designations for its AMA recognized/established fixed recreational flying sites/fields/locations. (Again, AMA says that this will take the FAA a while after their CBO designation.)

We have already provided the AMA with updated information for the FARM field location at FAA recognized Rhynalds Farm Airport and we are standing by to provide any additional information needed (which may include joint meetings with both the AMA and the FAA).

Once we have our Fixed Site Designation through the FAA, we will be applying for FRIA designation with the help of AMA.

As you can see, we are at the start of a long line of steps related to you/me and Remote ID. Set FAA requirement dates all along are realistically moving targets. AMA has tested/tried out several very small (the size of a stick of gum) prototype Broadcast Modules that now have to be (re)-configured to the new MOC requirements.

AMA says that we should continue to fly safely (as we have always done) as we progress through all the Remote ID related “hoops”.

Be Safe.

*Nic*

## ***EDITOR'S NOTES – Upcoming Events***

**Jeff Killen**

- 1. Club Meeting, via zoom, 7:00 PM, 11/22/2022. (FARM 2023 Board Nominations close, voting begins.)**
- 2. Christmas Party, Fiesta Azteca Restaurant (Warrenton), 6:30 PM, 12/3/2022**

## ***SECRETARY'S REPORT***

**Jeff Killen**

The October club meeting was held virtually via zoom on October 25. A group of eleven were in attendance on the call.

## **New Business**

Hero of the Month Award goes to Nic Burhans – For his work with the STEM kids prior to Airfest (over 620 kids attended), and for his work on the Airfest event.

We all need to send in our 2023 dues.

Board nominations for 2023 continue. Bill Flathers was nominated. He is a recently joining member, but has extensive aviation experience (being a retired airline pilot).

Bill Holstein is a new flyer coming from North Carolina. He needs temporary storage for some planes; Ralph Graul is going to help.

NVRC Chantilly location had a brush fire. It was serious. The fire department got it extinguished. For us, if this ever happens be sure to call 911 quickly.

Gerald Hood won district 2 championship. Great job, Gerald. (Its time to move up to the next class.)

## **Officer Reports**

Vice President (Ernie Padgette) – Absent, no report

Secretary (Jeff Killen) – no report

Member at Large (Charlie Koustenis) – Absent, no report

Field Marshall (Ralph Graul) – He removed batteries out of the mowers; cutting is complete for this year. Next year we need to change hydraulic fluid and filters before the mowing season begins.

Safety Officer (Gordon Collyer) – no report

Web Master (Dick Sutton) – no report

Treasurer (Nic Burhans) – We have \$4672 in the bank currently. Dan Jones, a prior member, has rejoined the club. So far 10 members have renewed membership for 2023. We currently have 60 members. All have renewed AMA membership. Nic advised us to read 2 circulars from AMA affecting

the remote ID situation (see his lead article in this newsletter for more details). AMA has published 2 links today. Read them, there is good info there.

### **Presentation**

Jay Flanagan provided a slide show presentation on his work at the Mary Baker Engen Hangar of the Udvar Hazy Smithsonian Institute in Chantilly. He is restoring a Russian Illyushin II-2 aircraft (a.k.a. Sturmovik). He expects to complete the project by July 2024. There are only 2 flying examples of this WW2 plane in existence. Thanks Jay for the tour of your efforts. Dave Rothbart called the effort "impressive".

### ***Wings of Balsa***

#### **John Hunton**

The Gullwing turned southwest and climbed steadily to 5,500 feet, our pre-arranged cruising altitude. We took several sweeps around the Gullwing and everything appeared to be in order as we headed toward Virginia's Warrenton Fauquier airport. I could not help but muse at the old Gullwing chugging gracefully along with the modern jet contrails visible overhead in the sky. We were nearing Baltimore when the Gullwing emitted a puff of white smoke and dropped back. The wings waggled. Tom had a problem. The smoke became a thin trailing mist as the Gullwing started irreversibly downward. We were over Baltimore County Air Park and that is where Tom had to go. I got on the horn to try to clear traffic. Tom made a beautiful touchdown and rolled out onto a ramp. We pulled the Gullwing to a tie down spot. The motor was a wipe-out even though it had never stopped running. I could not afford to buy a new motor then, so the decision was made to bring the big plane to my back yard in Annandale. It took four trips, the last one requiring a wide load permit for the 11 ft 6 inch wheel span. The Stinson was reassembled in the yard.

The decision was made to restore the Gullwing in full military colors. Excellent black and white photos of an original V-77 were obtained from All American Engineering in Baltimore, they remade the mail-pick-up Gullwings widely used during the 1930s.

Color references were obtained from the British Air Museum at Hendon Airdrome and from paint chips found about the airframe. The airframe restoration process took four years. During this period the business of architecture went into a steep slump. The Gullwing became a financial Albatross. A used Lycoming R680-13 was found (the -13 being an aluminum case and the -9 magnesium) and it was completely overhauled by two very good friends. Mating the 300 hp engine to the completed fuselage was an event. We fired the Lycoming up in the front yard in Annandale. It ran fine. What a beautiful sound.

Colors of the V-77 were yellow underside and circlets around all of the British roundel insignia. Top surfaces were dark gray and sea green, a very drab combination. The original V-77 had an antenna from the fin to each wingtip. The gear legs ran straight to the wheel hub and there were no pants. On all other Gullwings the gear legs run to the top corner of the pants for better aerodynamics and turn down to the wheel hub. My "civilianized" Gullwing came with pants so they stayed on. Also the large rear windows had been altered back to the common small ones and were not restored to the large military version.

When you have a Gullwing in a hangar, and you are going to the airport to fly it, the roadway seems to move under the hood of the car as fast as a tectonic plate undergoing subduction, but finally you get there. As the hangar door slides away the controllable pitch Hamilton Standard propeller comes into view, then the Lycoming radial. The propeller is turned sideways to clear the hangar structure above. The wingtips only clear the hangar sides by 6 inches so you push-out very carefully. You walk around the big plane supposedly looking for things awry, but your eyes are drawn to the cohesive curvilinear lines of the classic design: the big bow of the huge, sweeping rudder, the smooth fabric fairing of the fin, the wing tiedowns for which you must carry a small ladder in the airplane to reach, then the large round cowling are all caressed by the eye. The Gullwing seems to present a different vision with every different angle that it is viewed from.

FARM OFFICERS for 2022		
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Secretary . . . . .	Jeff Killen	703-369-0807
Treasurer . . . . .	Nic Burhans	540-219-9646
Safety Officer . . . . .	Gordon Collyer	540-547-4117
Field Marshall . . . . .	Ralph Graul	540-729-1586
Member at Large. . . . .	Charlie Koustenis	703-378-6214

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***2023 Board of Directors Nominations***

- 1. Dave Rothbart**
- 2. Nic Burhans**
- 3. Jeff Killen**
- 4. Ernie Padgett**
- 5. Ralph Graul**
- 6. Charlie Koustenis**
- 7. Bill Flathers**

**Respond to Jeff Killen with your vote of 7 candidates, via snail mail, email, or at the Christmas party on December 3.**