



December 2019

# Balsa Dust

An Official Publication Of Genesee Valley Aero Modelers, Ltd.

[www.gvam.org](http://www.gvam.org)

[www.facebook.com/gvaero/](https://www.facebook.com/gvaero/)

Editor: Peter Donk 2044 Deiter Rd. Wayland, NY 14572 [peterdonk@aol.com](mailto:peterdonk@aol.com)

## NEXT G.V.A.M. MEETING

Saturday 1/11/20 1:00pm at the Honeoye Public Library  
(8708 Main St. Honeoye)

Reminder: The January and February meetings are social only. No official club business will be conducted at these meetings.

## Indoor flying Schedule

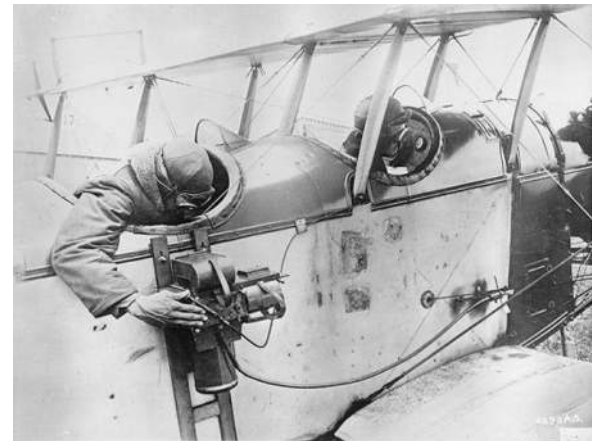
Sunday 1/5/20 - Livonia Middle School Gymnasium, 1pm-4pm

Sunday 2/2/20 - Livonia Middle School Gymnasium, 1pm-4pm

## Did You Know?

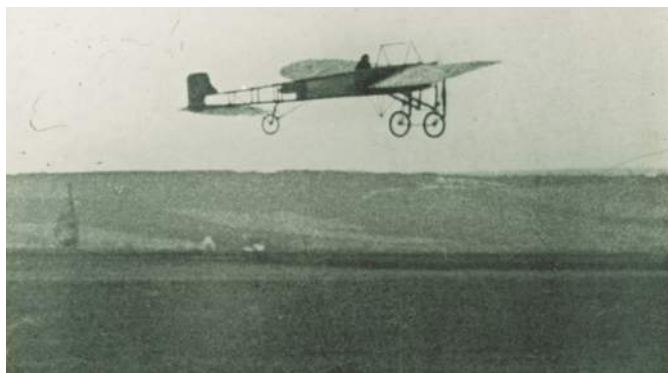
By Nick Trezza

Ho! Ho! Ho! Ladies and gentlemen, it's time for Did You Know?! Way back at the start of World War One, one of the first things airplanes were used for was reconnaissance to map out what enemy territory looked like and check on troop movements. So, "How did they do that?" you ask (I know you asked that). Either a pilot or a lucky passenger would take the old-style camera (that had the old-style glass plates) and lean way out of the airplane to take the picture. Then they'd remove the glass plate from the camera and install a new plate for the next photo. They did all of that while flying the plane. Another option was strapping the camera to their chest and leaning over again to take the picture. Finally, someone came up with the idea to mount the camera to the side of the plane to take the picture (which turned out to be a greatly preferred technique).



The next item is about a guy everyone has heard of (if you've ever been near a plane)... Eddie Rickenbacker. Before he enlisted and became one of WW1's most decorated pilots he was a world-famous race car driver. When he first enlisted, he got to go to France and wound up being General John

Pershing's personal chauffeur. After doing that a while he wanted a little more excitement and went to gunnery school and completed a flying course. Now old Eddie only flew from March to October of 1918 in the war but in that short time became the leading U.S. Ace with 26 victories. He made it through the war O.K. and for several years after became an aviation racer. After that he was the president of Eastern Airlines from 1938 to 1959.



The last item is about the first pilot who flew the English Channel, Louis Bleriot. Now he did this in 1909 in a monoplane Bleriot XI. If you look at this plane it's nothing more than a bag of sticks covered with some fabric. What amazes me is he left the coast of France in July 25th at 4:40 in the A.M. and arrived in England at 5:20 A.M. This means that he made most of the trip in the dark. What's more amazing is he made the whole trip flying not more than 60' in altitude and did it without any navigational equipment,

not even a compass (I can't even go to the bathroom at night without a roadmap).

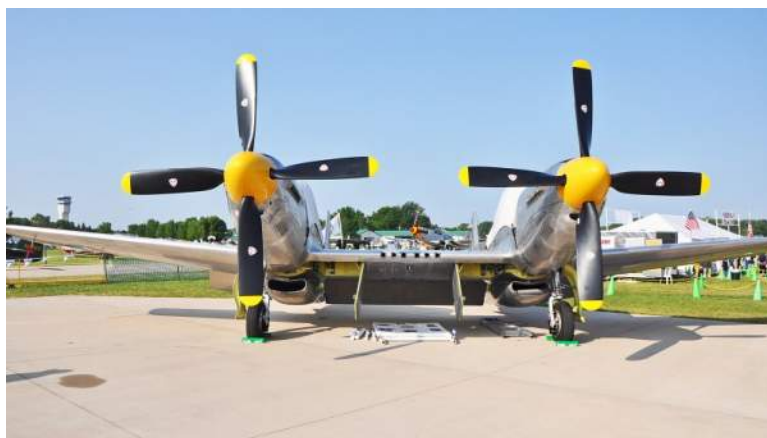
Well gang, that's it for me. I hope everyone has a good holiday season and gets everything they wished for from Santa. In the words of jolly old Santa, "Merry Christmas to all --- and to all a good flight!"

Nick T. V.P.

## Glenn's pics from Oshkosh

These were the comments Glenn sent along with this group of photos:

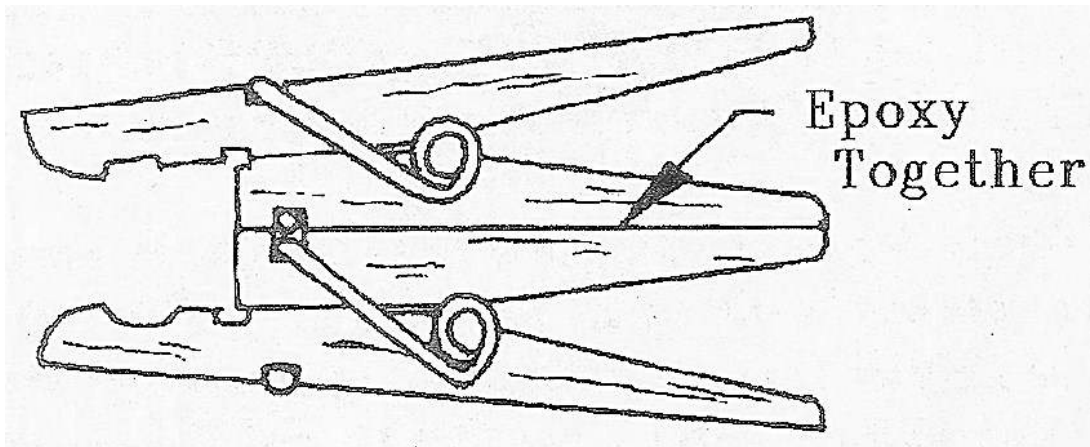
*As far as I am concerned this was the star of the show, the XP82. That thing was awesome. They had a P51 sitting next to it and the XP82 was much taller. The P51 wing came to about your shoulder and the XP82 wing came about to your head. The plane has counter rotating props and was planned to carry two pilots to spell each other off. It was faster than the Mustangs as the Mustangs had to really hustle to keep up with the B29s. The Mustang carried 500 gal of fuel where the XP82 carried 1800 gal. One flew from Hawaii to New York nonstop (approx. 5000 miles) and still had a good amount of fuel left. They put on an awesome demonstration on Saturday.*





## Tips and Tricks

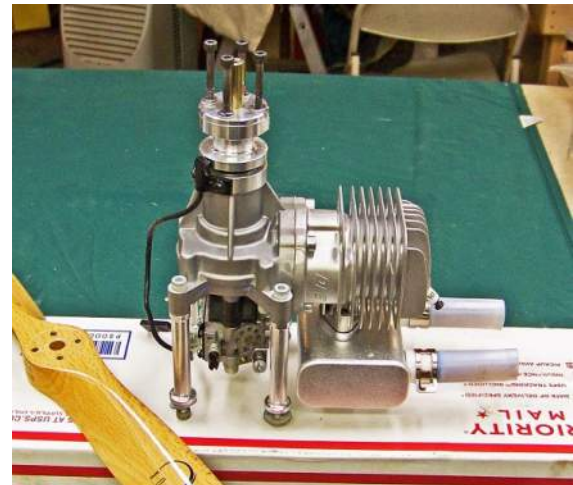
It seems like every time I turn around I find another useful modification for the venerable garden variety wooden spring-type clothespin. I have literally hundreds of these little guys in the shop that I use for all kinds of miscellaneous clamping jobs but I've run into many situations where their jaws just wouldn't open quite wide enough to be useful. Well, here's the perfect solution. A picture is worth a thousand words so enough said...



## Projects

Not much time for projects yet. That'll change after the first of the year when I only have to work every other Saturday. In the meantime, I do what I can.

I went through the carb on this DLE 35 I acquired from John Miller a couple of years back and had 'er running really nicely on the test stand. The 19X8 Xoar prop seems to be a pretty good match so far. This little animal will be going in the Super Decathlon ARF I have yet to start assembling.



# Photos from the Field



Just another beautiful day at the field



Nick and Max in deep discussion (possibly about the moral implications of flying drones or electrics?) 😊



Looks like picnic time (circa 1965 maybe?). Once a P-47 man always a P-47 man



Another Golden Age pic from the 60s. Nice looking plane



"I think the wreckage is in the woods right over there"



Some people seem to have spent a lot of time at the field over the years. They look aggravated. Must be a rain delay?

From here on each day brings a little more daylight!!!



# Knowledge and Safety Test is Coming

Well folks, it looks like AMA's language is indicating it has gone from putting up a strong fight for the rights and privileges of its members to simply informing us about what new regulations the FAA will impose on us in the not-very-distant future. I'm far too aggravated to write about it in an acceptable manner so I'll just reprint the latest AMA update and FAQs so we can all at least stay updated with the latest information. For those who may not have seen it yet:

## Recreational Knowledge and Safety Test Update

The FAA announced on Monday, Dec. 9 that they have selected 12 organizations, including AMA, to make recommendations for the administration of the upcoming recreational knowledge and safety test. In September, AMA submitted a request for information (RFI) to show interest in becoming an administrator of the test. The knowledge and safety test is one of the eight statutory requirements found in the Exception for Limited Recreational Operations of Unmanned Aircraft to operate as a recreational flyer in the NAS. If you have questions, please contact us at (765) 287-1256 or [amagov@modelaircraft.org](mailto:amagov@modelaircraft.org).

### FAQ:

#### **Q: I have seen communications about an upcoming test. What is this?**

A: Soon, all recreational flyers will have to pass the recreational knowledge and safety test. Completion of the test is one of the eight statutory requirements to operate under section 349, the exception for limited recreational operations of unmanned aircraft.

#### **Q: When will the test become available?**

A: There has not been a set release date for the test, but it will likely be rolled out in early 2020. We will continue to update our member communication platforms when new information becomes available.

#### **Q: Who will have to take this test?**

A: All recreational flyers will have to pass the test once it comes out. It is written into law and required of all recreational flyers to pass the test and maintain proof of passage. While we don't have plans to require the test for membership, we should keep in mind that the FAA could require testing for our members as a requirement for CBO recognition.

#### **Q: I have been an AMA member and flying model aircraft for years. Why do I need to take a test?**

A: The test will be an educational opportunity for all UAS operators and will show that AMA members have been demonstrating safe and responsible operations. It may be redundant for some who have operated safely in our community for years, but it will help educate the general public about the rules of the airspace.

#### **Q: I noticed multiple organizations on the list sent out by the FAA. Why are there more than one?**

A: The objective is to develop a relationship between the FAA and third-party entities that will allow the entities to be able to administer the knowledge, training, and test content on various platforms that are positioned to maximize access to the recreational flier community.

#### **Q: Will there be a fee associated with taking the knowledge and safety test?**

A: If the AMA decides to administer the test, we plan to provide the test to our members at no additional cost.

#### **Q: What will the test look like? I am nervous that I will not pass.**

A: AMA has been working closely with the FAA through the entire testing process and we held a seat on the testing review board to help develop the questions. This helped steer the direction of the test and gave the perspective of a recreational flyer. We are being told that the test will be approximately 25 questions. If the tester misses a question, the test will bounce back to the question and have information for the tester to read and reselect an answer. The test will not be as extensive as a [part 107 test](#).

#### **Q: I would like to study for the test. How can I go about doing so?**

A: The plan is that AMA will begin with education and outreach around the knowledge and safety test requirement, followed by an interactive and flexible online or in-person testing platform that allows the test taker to learn. Lastly, we plan to provide proof of completion/passage via email and follow-up to retake the test as required by the FAA.

#### **Q: Will the test be reoccurring, or will I only have to take it once?**

A: Some details regarding the test are not clear yet, therefore, we are not sure if this will be a one-time-only test or will have to be retaken after a certain amount of years. AMA has proposed different solutions for members regarding a reoccurring test.

#### **Q: Where will the test be administered, online-only or will it be written?**

Currently, there is not a definite answer to where the test will be administered. AMA has asked that a written and an online test are available to the public to take. We want our clubs and members to have the opportunity to take a written test at a fixed location.

#### **Q: What is the minimum age for the test? How are children going to be able to pass this test?**

A: The test will be available for all ages, however, children under the age of 13 will need consent from their parent or guardian. AMA works to ensure the safety of all members including those under the age of 13.

# Likeable Links

Genesee Valley Aero Modelers website - <http://www.gvam.org>

Genesee Valley Aero Modelers on Facebook - <https://www.facebook.com/gvaero>

GVAM YouTube channel - <https://www.youtube.com/channel/UCk7v-HTFGO-6NRtHYM5C6Q>

Windy.com (wind/weather forecasting) - <https://www.windy.com/42.737/-77.542?41.810,-77.542,7>

Weather Underground - <https://www.wunderground.com>

Academy of Model Aeronautics - <http://www.modelaircraft.org>

AMA District II - <http://rcpilot.wixsite.com/amadistrictii>

AMA YouTube Channel - <https://www.youtube.com/channel/UCBnIE7hx2BxiKsWmCpA-uDA>

Rochester Aero-Modeling Society - <https://www.ramsrc.org>

Windy Ridge RC Flyers (Hammondsport) - <https://www.rcflightdeck.com/club.cfm?id=1283>

Canandaigua Sky Chiefs - <http://www.canandaiguaskychiefs.org>

Southern Tier Aero Radio Society ("STARS" - Cuba) - <http://www.rcstars.org>

Sky Rovers RC Flying Club (Phelps) - <http://www.skyrovers.org>

Finger Lakes Air Pirates (Seneca Falls) - <http://www.flapsrc.com>

Radio Control Club of Rochester - <http://www.rccr1957.com>

AeroFred (free model airplane plans) - <https://aerofred.com>



If anyone has any projects or experiences or anything at all RC-related you'd like to share here please feel free to send it to me and I'll include it in a future edition... Pete [peterdonk@aol.com](mailto:peterdonk@aol.com)