

... the bottom line in our hobby is *fun!*

Last month I applauded the efforts of more than 170 AMA clubs that participated in the inaugural National Model Aviation Day with a focus on supporting the Wounded Warrior Project. The sum continues to grow and the funds raised now exceed \$75,000. Thanks again!

Also mentioned was the fundraising effort by the National Miniature Pylon Racing Association (NMPRA) in support of the Cliff Telford Memorial Scholarship Fund. At its recent championship race at the Old Julian Airport in Julian, North Carolina, NMPRA raised an additional \$1,360. Thank you to all of those involved.

We spent several days in Washington, D.C., meeting with FAA Executive Manager Jim Williams at the Unmanned Aircraft Systems Integration Office. The focus of the meeting was to discuss the efforts and progress toward enacting the Special Rule for Model Aircraft provided in the FAA Modernization and Reform Act of 2012.

The meeting was productive and concluded with a renewed commitment to moving this issue forward.

While in Washington, Sen. Mark Begich (Alaska) and Sen. Jim Inhofe (Oklahoma) were kind enough to talk with us and expressed a positive view toward model aviation.

Meetings with congressional staffers in the House and Senate were also on our itinerary. Those with whom we spoke were interested in our progress with the FAA. Lunch with an FCC official was also on the agenda. The issues discussed



Last summer, Rich Hanson (L), Director of Public Relations & Government Affairs, AMA President Bob Brown, and Tony Ngo of IntelligentUAS (R) provided an sUAS demonstration for Jamie Lee of the FAA UAS Integration Office at the DC Radio Control Club venue near Boyds MD. Bob is holding a DJI 550 multirotor UAS.

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included the use of noncompliant equipment currently available.

At the end of our short week, it was evident that our efforts in the national political arena have had a positive outcome.

While in Washington, we made an interesting

side trip to a fly-in hosted by the DC Area Drone User Group. This event began with a seminar about thermal imaging, and then progressed to a typical event similar to any other RC fly-in. The group incorporated safety rules nearly identical to those of the Academy.

Unfortunately, the gathering ended prematurely because of heavy rain, but it clearly illustrated that multirotor

operations can be conducted in an intelligent, safe manner. It appeared the participants' primary interests were in discussing technology rather than specific flying activity.

You will see two new columnists in *Model Aviation* in the coming year. Both of these men have extensive knowledge of helicopters and multirotors.

Although some of us may question our involvement in the sUAS arena many others find it intriguing. We have to realize that this is only one more form of aircraft that provides enjoyment to our membership. As long as the craft is flown in accordance with our rules, it should cause no problems.

I hope that the sUAS community will join us and engage in the traits of safe flying. I think we all remember that the bottom line in our hobby is *fun!*

Happy holidays! 🚁