

LIVE FREE AND FLY



BullSheet



Meeting Schedule

Next Meeting **9 February 2026**

Club meetings are held on the second Monday of each month.

Next meeting

Our regular monthly meeting will held on February 9th at 7:00 PM in the Litchfield Middle School.

The Bull sheet is published by the Southern New Hampshire Radio Control Club (SNHRCC), Inc, a non-profit Academy of Model Aeronautics (AMA) Chartered Club #408, for the promotion of building and flying Radio Controlled (RC) model aircraft.



BullSheet

Greetings Folks!

We hope you have gotten some good building in this winter, or indoor flying in Fremont. This month, we can have a brief discussion of our field search, flying events for the season, and let's also bring in our winter projects (rebuilt and repairs).

I hope some of you were able to attend the Frozen Fingers Fun Fly, unfortunately I was under the weather and unable to make it.

See you Monday!

Cody





Southern NH Radio Control Club Meeting Minutes
Jan 12th, 2026
Litchfield Middle School

Officers in attendance: Cody, Mark, Ed, and John
The secretary's and Treasurers reports were read and accepted.

Club Officers

PRESIDENT

Cody Wojcik

Salem, NH
603.479.3799

VICE PRESIDENT

Mark Auclair

Windham, NH

SECRETARY

John Hayes

Litchfield, NH
603.345-5604

TREASURER

Ed van der Veen

Hudson, NH

WEBMASTER

Ed van der Veen

Hudson, NH

SAFETY OFFICER

Brian Nadeau

NEWSLETTER

John Marien

Merrimack, NH
603.860.0050
John@ne-aero.com

FLIGHT INSTRUCTORS

John Hayes

603.345.5604

John Marien

603.860.0050

Cody talked about the attempt to gain access to farmland in Litchfield only to be told this property was also under Conservation Commission rules which prevents its use for our purposes.

The Litchfield Recreation committee was open to us using the in-town fields but would need to be scheduled around other activities.

Ken asked about having a warrant article and if that could help. Cody explained that it would only be advisory and not affect the Conservation Commission position.

Ken asked about the Mel's Fun Park parking area which is large and only used in the fall and winter.

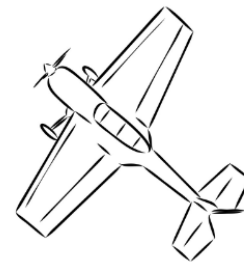
John Marien asked about the Merrimack closed landfill.

In Exeter there will be no indoor flying on Sundays.

Frozen Fingers Fun Fly will be held in Merrimack on Feb 1st.

Ray Lamarre asked about the 35-acre lot behind his house which was a Hudson Water Company parcel. This site was brought up when we were dealing with Hudson.

John



Drone Import Bans

Latest Information

The primary change to the regulatory landscape that affects us is the inclusion of new drone products in the FCC's covered list. The Covered List is a "list of communications equipment and services (Covered List) that are deemed to pose an unacceptable risk to the national security of the United States or the security and safety of United States persons." <https://www.fcc.gov/supplychain/coveredlist>

This document gives some background: <https://www.fcc.gov/sites/default/files/National-Security-Determination-for-UAS.pdf>

On December 22, they added:

"Uncrewed aircraft systems (UAS) and UAS critical components produced in a foreign country^{††} and all communications and video surveillance equipment and services listed in Section 1709(a)(1) of the FY25 National Defense Authorization Act (Pub. L. 118-159)"

to the covered list. Section 1709(a)(1) of the FY25 National Defense Authorization Act basically names DJI and Autel products.

On January 7, the language was changed/clarified to:

"Uncrewed aircraft systems (UAS) and UAS critical components produced in a foreign country^{††} —except, until January 1, 2027, (a) UAS and UAS critical components included on the Defense Contract Management Agency's (DCMA's) Blue UAS Cleared List,[#] and (b) UAS and UAS critical components that qualify as "domestic end products" under the Buy American Standard, 48 CFR 25.101(a)—and all communications and video surveillance equipment and services listed in Section 1709(a)(1) of the FY25 National Defense Authorization Act (Pub. L. 118-159)"

This clarification basically carves out a handful of cleared drones for the next year (drones from the Blue list, which have production in friendly countries like Europe/Israel/Australia and have met some approval from the DCMA), and drones/drone products which meet the Buy American standard which basically means that at least 65% or more of the cost of the bill of materials of the product is American sourced/produced, or that there is no viable American-sourced alternative. <https://www.ecfr.gov/current/title-48/chapter-1/subchapter-D/part-25/subpart-25.1/section-25.101>

A large portion of the confusion comes from the definition of "UAS Critical Components". The FCC states:

"^{††}For purposes of inclusion of UAS and UAS critical components, we incorporate the definitions included in the associated National Security Determination."

Which is:

"Uncrewed aircraft (UA)" has the meaning found in 47 CFR § 88.5: An aircraft operated without the possibility of direct human intervention from within or on the aircraft.
 Uncrewed Aircraft System (UAS): For the purpose of this determination, the term "uncrewed aircraft system (UAS)" has the meaning found in 47 CFR § 88.5: An Uncrewed Aircraft and its associated elements (including an uncrewed aircraft station, communication links, and the components not on board the UA that control the UA) that are required for the safe and efficient operation of the UA in the airspace of the United States.
 UAS Critical Components: For the purpose of this determination, the term "UAS critical components" includes but is not limited to the following UAS components and any associated software:

- Data transmission devices
- Communications systems
- Flight controllers
- Ground control stations and UAS controllers
- Navigation systems
- Sensors and Cameras
- Batteries and Battery Management Systems
- Motors"

However, the FCC does not have any mechanism of controlling most of these components. Their mechanism is to hold approval for communications components. They also state that FCC approval for these components is not needed on their FAQ: <https://www.fcc.gov/covered-list-faqs-uas-and-uas-critical-components>

I can only guess as to why they used this definition for critical components. They could have just as easily made a new definition for UAS Critical Communications components which only included the devices that require FCC approval.

So, at the end of the day, the result is:

- No new DJI/Autel FCC approvals, old approvals will stand
- FCC approvals for drones and drone-specific components are really not affected right now due to the Buy American standard. The manufacturing landscape of the country will not change in 11 months so I expect the can will get kicked or maybe something reasonable will come out of this.

Cody



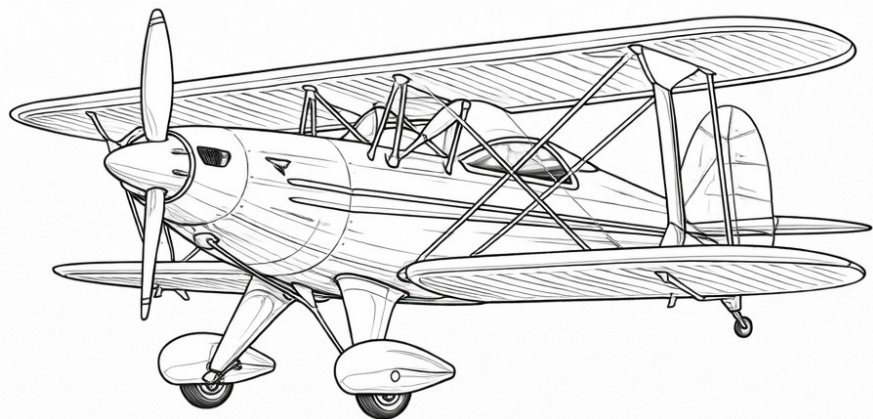
Darrel Wagner
Fun-Fly 2025



Accepting, photographs, interests, build projects, personal updates, news, stories, gossip, anything -

....Please send to your humble editor to be included in next edition.

John@ne-aero.com



Steen Skybolt Model D



The Recreational UAS Safety Test (TRUST)



<https://www.youtube.com/watch?v=ZklBwvy6gZc>

This video explains the TRUST Test REQUIREMENT.

<https://trust.modelaircraft.org/>

This is the Course/test site.

ABOUT THIS TRAINING

WELCOME TO THE RECREATIONAL UAS SAFETY TEST (TRUST)

The Academy of Model Aeronautics is an **FAA-approved Test Administrator of The Recreational UAS Safety Test** (TRUST).

TRUST is a collaboration between the FAA and industry to provide TRUST and educational safety material to Recreational Flyers.

Recreational flyers can access the TRUST here by clicking START below!

Upon completion of the test recreational flyers should print or save a digital copy of their completion certificate and keep it on their person when they fly. The Academy of Model Aeronautics cannot re-issue your completion certificate if it is lost. The FAA cannot re-issue your completion certificate. Should you lose your completion certificate, you will need to re-take TRUST and obtain a new certificate.



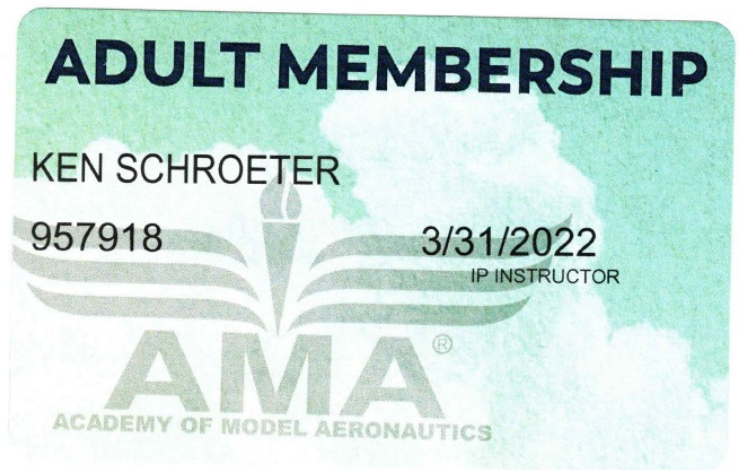
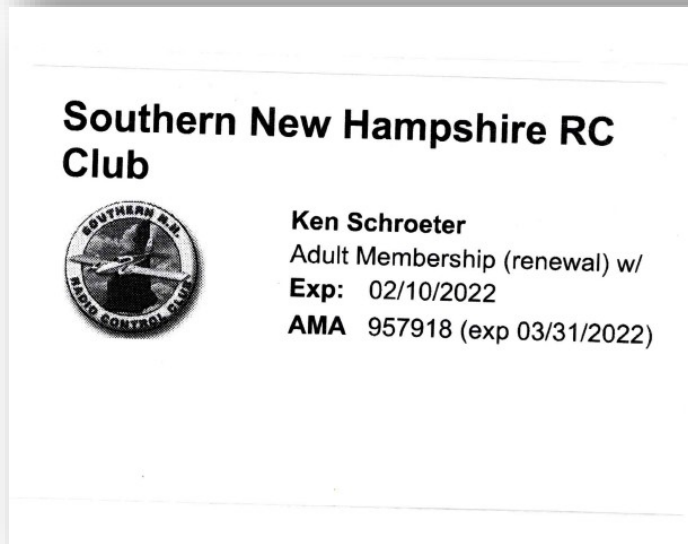
NOTAM

This is a requirement of the AMA and FAA, so please take the few minutes to take the course. The “test” is a set of slides explaining the knowledge base required, followed by a few “keep doing it until you get it right” questions that is the actual test. Its quite simple if you watch the slides. You will need to keep a copy of the certificate with you when flying. Once and done forever.

No whining,

REQUIRED FLIGHT DOCUMENTS

These are the required documents to fly at an AMA Chartered Field.
For the FAA you technically only need your FAA Number where it can be seen on your aircraft in plain view (i.e. not inside). I keep them in my radio box.



1. FAA Drone Registration Number/Card
2. TRUST Certificate
3. Current Club Card
4. Current AMA