



JCRC Flight Line

2019 Volume I, January 2019

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	<i>Term</i>
ROLAND BOLES -	2014 - 2019
CRAIG QUILLEN -	2019 - 2020
TERRY BAILEY -	2019 - 2021
ANTHONY HALL -	2017 - 2022
GEORGE BAKER -	2018 - 2023
SKIP WELLER -	2019 - 2024

President's Message

Outgoing President

This is my final report as outgoing President. I hope everyone has enjoyed themselves as much as I have this past year.

We held three indoor fly-ins at the Kingsport Civic Center. The increase in fliers and visitors from one event to the next was great to see. We held two sanctioned events at the field with a tremendous turnout by folks. The Spring Fly-In and Swap Meet had a huge turnout with people everywhere and most everyone having a great time.

The inaugural EDF event was a success with lots of people attending and being able to have Motion RC attend to give added benefit.

Chillin' & Grillin' was well attended and we really had a good time.

Tim Edwards

Incoming Editor

With this edition, I am trying to add several items I missed from Newsletters past and several things I've heard asked for in our newsletter. These include information about our new members, our club's history and a forum for members to sound off. In line with that, this is a call to all members to submit any articles, letter, pictures, or information and that also includes items members would like to sell or buy.

Just send your input either by e-mail (rossgtemn@gmail.com) or post -

Glenn Ross, 134 Chock Creek Road, Johnson City, TN 37601-3639 - by the 19th of the month you would like it included. Electronic input should be .jpegs and word documents (.doc or .docx).

THANKS!

Glenn Ross

Next Meeting

Tuesday, 29 January 2019, 6:45 PM at the Harbour House Restaurant in Johnson City, Tennessee

New Member Information –

Since September 2018, the following have joined us:

- Jonathan Booher
- Tim Booher
- Philip Swihart
- George Harris
- Kyle Moore
- Collin Mathews
- James Davison, and
- Kevin Rice

Here's a little about a few of them:

From Jonathan Booher – *“I just got into r/c; this summer was when I got my first plane, then got my dad (Tim) to buy one a little later. We were flying in the park (Wing Deer Park) and met a guy I can't remember his name; he had a yellow timber. He told us about the club. Later I worked on a guy's car at work - he had a plane in the back of his car and also talked about the club. After that we joined up and glad we did. The next time we were there (at Wing Deer Park) my dad got his Maule stuck in that tree next to the playground, and the fire department got it down for him. That was another reason we joined; we wanted a better place to fly without all the trees...”*

From Phil Swihart – *“As a teenager I really liked to be around airplanes, so after high school I joined the Air Force as an airplane mechanic (Crew Chief). Four years active duty and five years Reservist, earned A&P License, worked for NASA, Kennedy Space Center, for 30 years. A friend introduced me to radio controlled airplanes five years ago ... have not missed a weekend flying. I retired a couple years ago and recently moved to Johnson City to be close to family members. Looking forward to meeting club members and expanding flight skills.”*

From Kyle Moore - *“I'm a software engineer from Bristol, TN who has been flying R/C aircraft since circa 2000, when I bought a \$30, 2-channel micro cub from EBay. I've been involved in the hobby in some capacity since then, enjoying a variety of different types of models and flying. In the mid-late 2000's I was primarily interested in helis, but flying less frequently these days, I prefer the relaxation of improving my landings with fixed wings to the intensity of not destroying a heli while attempting piro flips (you might find me landing my Multiplex Fun Cub on floats at Steele Creek park on a nice day). It seems that the 3D heli scene has been all but eclipsed by quads and FPV, which I have yet to get involved with, mostly grumbling that they can't hover inverted. That said, I've recently picked up Real Flight 8, and FPV quad racing is a blast (albeit much more difficult than I imagined).*


I joined the club for the chance to do a little flying with other enthusiasts (read: stop crashing in my neighbor's back yard) and to potentially allow for flying some larger scale craft. Unfortunately, the time change and weather has prevented me from making many visits so far, but I intend to stick around past the New Year and look forward to meeting more members and the Tuesday cookouts.”

FYI -


This was what was happening at our field nineteen years ago (September 1999):

CHANNEL USAGE


CHANNEL	RADIOS
11	NA
12	3
13	0
14	5
15	3
16	9
17	1
18	7
19	1
20	7
21	2
22	7
23	1
24	7
25	2
26	7
27	0
28	7
29	1
30	8
31	3
32	2
33	4
34	5
35	1
36	7
37	4
38	10
39	5
40	2
41	3
42	11
43	1
44	11
45	3
46	11
47	3
48	11
49	2
50	10
51	0
52	16
53	1
54	11
55	3
56	5
57	1
58	3
59	2
60	5



DERWIN CARTMELS' BARE BONES
STAUDACHER S-300GS




LYLE SAMS' QUARTER SCALE EAA
BIPLANE



RICK POWELL AND .40 SISE 300S

UNDER CONSTRUCTION

THE BUILDING OF THE TAXIWAY HAS BEEN
UNDERWAY FOR SOME TIME NOW. THIS IS
FOR THOSE OF YOU WHO MAY NOT HAVE
SEEN THE PROGRESS



And this was happening at our field September 2018 (JetFest):



Upcoming Activities

New Year's Day Fly In

10 Am to 3 PM 1 January 2019 at
Odom Fennell Field



Indoor Fly In

2 PM till 6 PM, 2 February 2019
at Kingsport Civic Auditorium

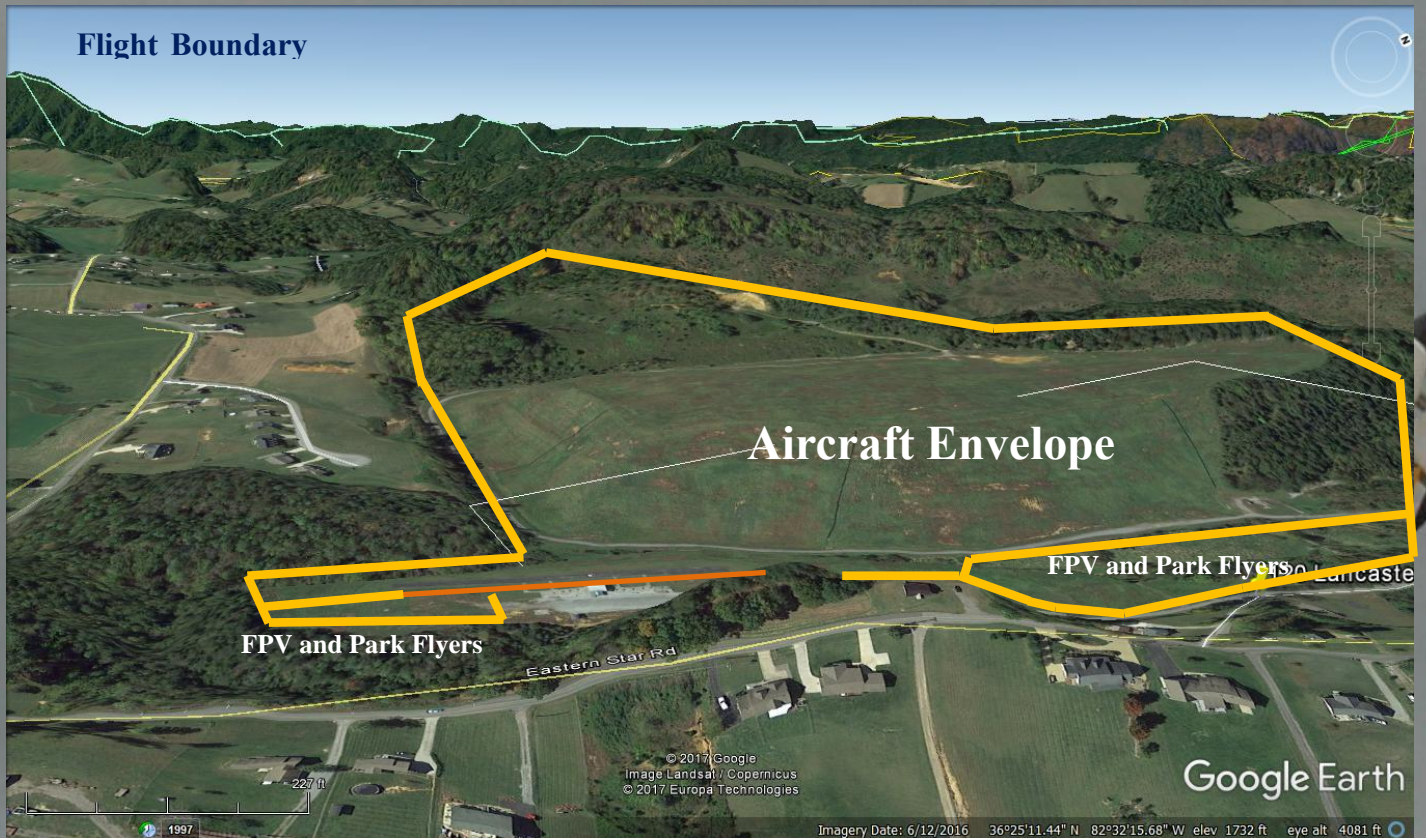


Indoor Fly In

2 PM till 6 PM, 16 March 2019
at Kingsport Civic Auditorium

Tips and Techs

Odom -Fennell Field



Our GPS Location is:

Latitude: 36 degrees, 25 Minutes 6 Seconds North

Longitude: 82 Degrees, 32 Minutes, 7 Seconds West

Elevation: 1,713 ASL

Orientation: Our runway is oriented along 20 degrees through 200 degrees, magnetic.

AMA Updates

As you know, on October fifth, 2018, President Trump signed the FAA Reauthorization Act into law. As a result, Section 336 is repealed and our hobby now falls under section 349. The AMA recently stated that the FAA has informed them that AMA Members should continue to operate under the criteria of Section 336 and AMA's Safety Code during the transition period. That transition period hasn't been defined or announced.

What does this mean for JCRC? Currently with the exception of the 400 foot ceiling and the requirement for registering with the FAA and properly marking our craft, we continue to operate as before and we need to pay close attention to developments as the AMA puts out continued information. So far, it appears that the remote identification mandate is being addressed and bears paying attention. The 180 day requirement for development of the Knowledge and Safety Test will happen in late March, so that should also be monitored.

Following is the text for Section 349, which now replaces Section 336 under which we used to operate. United States Code, title 49, Chapter 448, Unmanned Aircraft Systems is the main body in which our new section resides:

SEC. 349. EXCEPTION FOR LIMITED RECREATIONAL OPERATIONS OF UNMANNED AIRCRAFT.

(a) In General.—Chapter 448 of title 49, United States Code, as added by this Act, is further amended by adding at the end the following:

“§ 44809. Exception for limited recreational operations of unmanned aircraft

“(a) In General.—Except as provided in subsection (e), and notwithstanding chapter 447 of title 49, United States Code, a person may operate a small unmanned aircraft without specific certification or operating authority from the Federal Aviation Administration if the operation adheres to all of the following limitations:

“(1) The aircraft is flown strictly for recreational purposes.

“(2) The aircraft is operated in accordance with or within the programming of a community-based organization's set of safety guidelines that are developed in coordination with the Federal Aviation Administration.

“(3) The aircraft is flown within the visual line of sight of the person operating the aircraft or a visual observer co-located and in direct communication with the operator.

“(4) The aircraft is operated in a manner that does not interfere with and gives way to any manned aircraft.

“(5) In Class B, Class C, or Class D airspace or within the lateral boundaries of the surface area of Class E airspace designated for an airport, the operator obtains prior authorization from the Administrator or designee before operating and complies with all airspace restrictions and prohibitions.

“(6) In Class G airspace, the aircraft is flown from the surface to not more than 400 feet above ground level and complies with all airspace restrictions and prohibitions.

“(7) The operator has passed an aeronautical knowledge and safety test described in subsection (g) and maintains proof of test passage to be made available to the Administrator or law enforcement upon request.

“(8) The aircraft is registered and marked in accordance with chapter 441 of this title and proof of

registration is made available to the Administrator or a designee of the Administrator or law enforcement upon request.

“(b) Other Operations.—Unmanned aircraft operations that do not conform to the limitations in subsection (a) must comply with all statutes and regulations generally applicable to unmanned aircraft and unmanned aircraft systems.

“(c) Operations At Fixed Sites.—

“(1) OPERATING PROCEDURE REQUIRED.—Persons operating unmanned aircraft under subsection (a) from a fixed site within Class B, Class C, or Class D airspace or within the lateral boundaries of the surface area of Class E airspace designated for an airport, or a community-based organization conducting a sanctioned event within such airspace, shall make the location of the fixed site known to the Administrator and shall establish a mutually agreed upon operating procedure with the air traffic control facility.

“(2) UNMANNED AIRCRAFT WEIGHING MORE THAN 55 POUNDS.—A person may operate an unmanned aircraft weighing more than 55 pounds, including the weight of anything attached to or carried by the aircraft, under subsection (a) if—

“(A) the unmanned aircraft complies with standards and limitations developed by a community-based organization and approved by the Administrator; and

“(B) the aircraft is operated from a fixed site as described in paragraph (1).

“(d) Updates.—

“(1) IN GENERAL.—The Administrator, in consultation with government, stakeholders, and community-based organizations, shall initiate a process to periodically update the operational parameters under subsection (a), as appropriate.

“(2) CONSIDERATIONS.—In updating an operational parameter under paragraph (1), the Administrator shall consider—

“(A) appropriate operational limitations to mitigate risks to aviation safety and national security, including risk to the uninvolved public and critical infrastructure;

“(B) operations outside the membership, guidelines, and programming of a community-based organization;

“(C) physical characteristics, technical standards, and classes of aircraft operating under this section;

“(D) trends in use, enforcement, or incidents involving unmanned aircraft systems;

“(E) ensuring, to the greatest extent practicable, that updates to the operational parameters correspond to, and leverage, advances in technology; and

“(F) equipage requirements that facilitate safe, efficient, and secure operations and further integrate all unmanned aircraft into the national airspace system.

“(3) SAVINGS CLAUSE.—Nothing in this subsection shall be construed as expanding the authority of the Administrator to require a person operating an unmanned aircraft under this section to seek permissive authority of the Administrator, beyond that required in subsection (a) of this section, prior to operation in the national airspace system.

“(e) Statutory Construction.—Nothing in this section shall be construed to limit the authority of the Administrator to pursue an enforcement action against a person operating any unmanned aircraft who endangers the safety of the national airspace system.

“(f) Exceptions.—Nothing in this section prohibits the Administrator from promulgating rules generally applicable to unmanned aircraft, including those unmanned aircraft eligible for the exception set forth in this section, relating to—

- “(1) updates to the operational parameters for unmanned aircraft in subsection (a);
- “(2) the registration and marking of unmanned aircraft;
- “(3) the standards for remotely identifying owners and operators of unmanned aircraft systems and associated unmanned aircraft; and
- “(4) other standards consistent with maintaining the safety and security of the national airspace system.

“(g) Aeronautical Knowledge And Safety Test.—

“(1) IN GENERAL.—Not later than 180 days after the date of enactment of this section, the Administrator, in consultation with manufacturers of unmanned aircraft systems, other industry stakeholders, and community-based organizations, shall develop an aeronautical knowledge and safety test, which can then be administered electronically by the Administrator, a community-based organization, or a person designated by the Administrator.

“(2) REQUIREMENTS.—The Administrator shall ensure the aeronautical knowledge and safety test is designed to adequately demonstrate an operator’s—

“(A) understanding of aeronautical safety knowledge; and

“(B) knowledge of Federal Aviation Administration regulations and requirements pertaining to the operation of an unmanned aircraft system in the national airspace system.

“(h) Community-Based Organization Defined.—In this section, the term ‘community-based organization’ means a membership-based association entity that—

“- is described in section 501(c)(3) of the Internal Revenue Code of 1986;

“- is exempt from tax under section 501(a) of the Internal Revenue Code of 1986;

“- the mission of which is demonstrably the furtherance of model aviation;

“- provides a comprehensive set of safety guidelines for all aspects of model aviation addressing the assembly and operation of model aircraft and that emphasize safe aeromodelling operations within the national airspace system and the protection and safety of individuals and property on the ground, and may provide a comprehensive set of safety rules and programming for the operation of unmanned aircraft that have the advanced flight capabilities enabling active, sustained, and controlled navigation of the aircraft beyond visual line of sight of the operator;

“(–) provides programming and support for any local charter organizations, affiliates, or clubs; and

“- provides assistance and support in the development and operation of locally designated model aircraft flying sites.

“(i) Recognition Of Community-Based Organizations.—In collaboration with aeromodelling stakeholders, the Administrator shall publish an advisory circular within 180 days of the date of enactment of this section that identifies the criteria and process required for recognition of community-based organizations.”.

(b) Technical And Conforming Amendments.—

-TABLE OF CONTENTS.—The table of contents for chapter 448 of title 49, United States Code, as added by this Act, is further amended by adding at the end the following:

“44809. Exception for limited recreational operations of unmanned aircraft.”.

- **REPEAL.**—Section 336 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 40101 note) and the item relating to that section in the table of contents under section 1(b) of that Act are repealed

JCRC Sponsors

Hobby Town USA

Located at 3515 Bristol Highway in Johnson City, Hobby Town offers a full range of hobby needs, from model rail roading, to automotive modeling and aviation modeling. A strong sponsor of JCRC, they offer JCRC club members a 10% discount. Phone: (423) 610-1010.



Benedict's Ace Hardware Store



Due to the sale of *Great Planes* model parts and accessories, Benedicts Ace Hardware is discontinuing their aircraft parts sales. Once the current inventory, shown in the picture below, is gone, they will be out of this product line with no plans to restock. Get stuff while you can. They are at 3607 North Roan Street in Johnson City; (423) 282-1950.

