



# JCRC Flight Line

2019 Volume II, February 2019

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### Board Members

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

## High Flight®

Oh! I have slipped the surly bonds of Earth,  
and danced the skies on laughter-silvered wings:  
Sunward I've climbed, and joined the tumbling mirth  
of sun-split clouds, -- and done a hundred things  
You have not dreamed of -- Wheeled and soared and swung  
high in the sun lit silence. Hovering there  
I've chased the shouting wind along, and flung  
my eager craft through footless halls of air....  
Up, up the long, delirious, burning blue  
I've topped the wind-swept heights with easy grace  
Where never lark or even eagle flew---  
and, while with silent lifting mind I've trod  
The high untrespassed sanctity of space,  
put out my hand, and touched the face of God.

John Gillespie Magee, Jr.

## President's Message

Hi, this is Dan, the new President. I'm not much at speechifying so welcome, have fun and see you at the meetings and the field.

*Dan Jackson*

## Editor

Please send your input, questions or suggestions either by e-mail ([rossgtenn@gmail.com](mailto:rossgtenn@gmail.com)) or post to Glenn Ross, 134 Chock Creek Road, Johnson City, TN 37601-3639 by the 19<sup>th</sup> of the month you would like it included. Electronic input should be .jpgs and word documents (.doc or .docx).

THANKS!

*Glenn Ross*

## Next Meeting

Tuesday, 26 February 2019, 6:45 PM at the Harbour House Restaurant in Johnson City, Tennessee

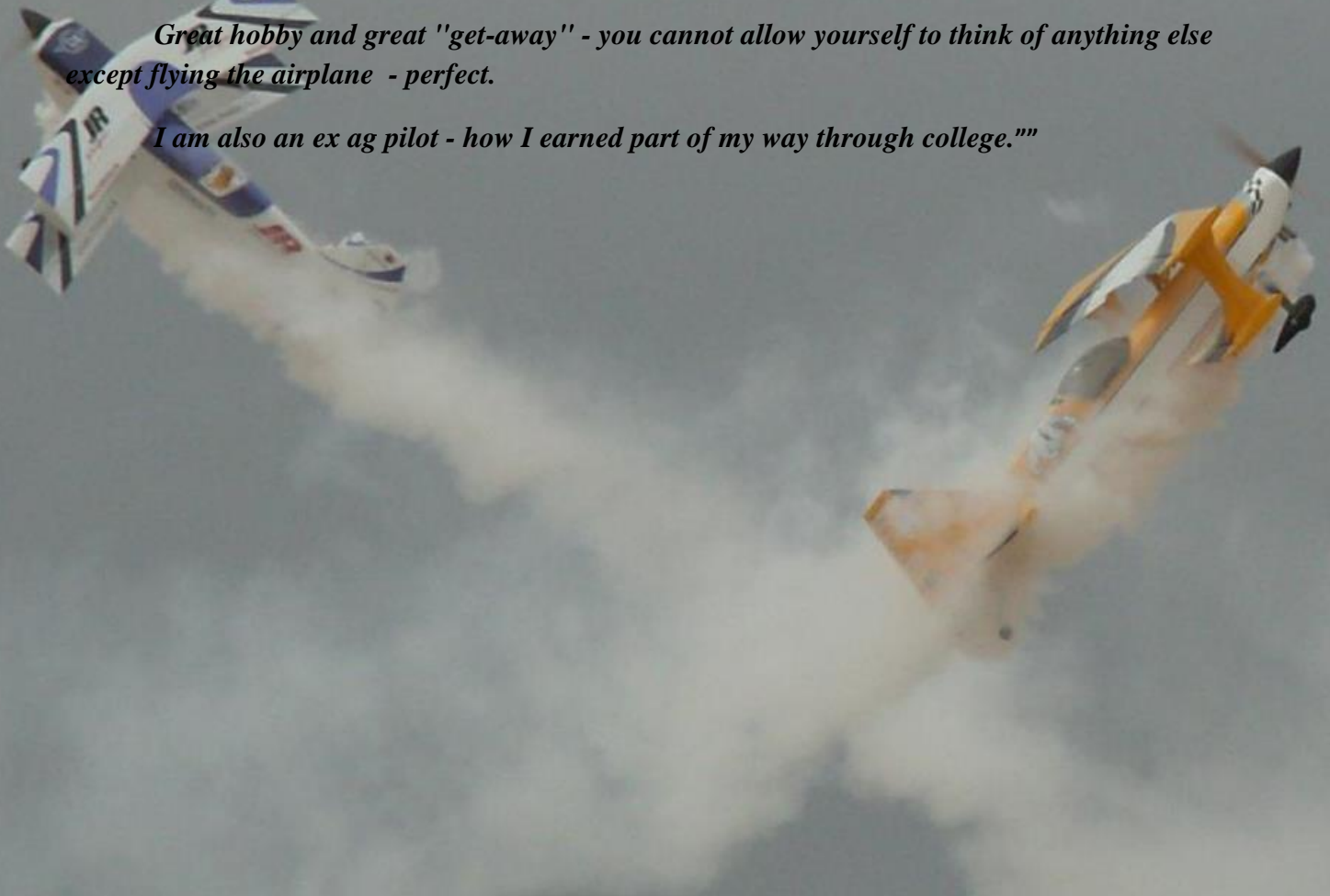
## New Member Information –

From George Harris –

*“I became interested in model aviation when a friend of mine, Henry Varner (check/safety pilot for Piedmont Airlines during the 60s), introduced me to it in the early 80s.*

*Great hobby and great "get-away" - you cannot allow yourself to think of anything else except flying the airplane - perfect.*

*I am also an ex ag pilot - how I earned part of my way through college.”*





FYI

We held our Annual ***First Fly*** Event on 1 January, 2019. Here are a few pictures:





FYI

January was a busy month after all. Not only did we have our first flying event, but on 22 January we also got delivery and set up of our Cover for part of our Flight Table Area. Four people turned out to provide any needed assistance to Vic Koenig, the project coordinator, as the contractors (Carolina Carports, Inc.) delivered and set up the shelter on the north side of the flight line. The two contractors had the shelter off loaded and completed in less than three hours!!





# What's the Story Behind Our Club ?

The Johnson City Radio Controllers started in February 1986 when a group of hobbyists started a club to begin flying in a farm pasture in the Boones Creek, Tennessee area.

JCRC was formed, Officers elected, application made to become an AMA chartered Club, and the first year's budget of \$570.00 was spent to prepare Farmer Walt Tittles' field as a flying site.

In April, after preparing the site and seeding the runway, DISASTER struck!! It was a dry season, there was no water for the new grass, and then a fire destroyed the flying site. Left without a field, the newly formed JCRC began a new search for a site. Attempts to fly at the Sullivan County Industrial park met with the Industrial Commission's decision *“the Piney Flats Industrial Park is not for recreational use”*.

The hunt went on and in July 1986, JCRC was finally able to begin flying, thanks to Mr. Decker, who owned the Old Decker Airfield in Jonesborough, TN. The club had a home until 1994 when the owner bowed to neighbor noise complaints and closed the field to model flying.

At about this time, Johnson City closed its Bowser Ridge Sanitary Land fill located off Eastern Star road. Aware of the closing and of the desire of many different groups to have access to the site, with assistance from AMA, JCRC began the necessary exploration with Johnson City government personnel to make the case for Bowser Ridge housing a model Airport with JCRC as its custodial and resident Flying Club.

Hard work and persistence pays off and in October of 1994, Johnson City signed a five year lease with JCRC and the Tri-Cities Model Airport at Bowser Ridge became reality.

In 1996, a covered Pavilion and safety fences were installed and in 1996 JCRC officially dedicated the field as the Odom field after one of the founders and driving forces for the site, who had passed away at age 53 in 1995.

From 1994 through 1997, JCRC made improvements on the field, from flying off bare dirt to flying off a struggling grass field. Getting good grass was, and still is, a struggle.

In March 1997 the Johnson City Commissioners unanimously voted to allow and assist JCRC to install a 500 foot by 30 foot asphalt runway and by May the 12<sup>th</sup>, JCRC had two runways, one in grass and one paved with asphalt.

In 1998, JCRC began a restoration project on the Johnson City Memorial T-33, under the leadership of Ed Fennel. Construction of flying pads and taxiways was completed in late 1999. The T-33 Project was completed; the Plane sited on a pedestal at the field entrance and dedicated in June of 2000.

In 2017, our 20 year old runway was regraded and repaved, addressing some of the worst effects of ongoing settlement issues. It was rededicated July 22<sup>nd</sup>, 2017 as the Odom-Fennell Field in honor of two founding members, without whom there would be no JCRC or our current flying site.

## Upcoming Activities

### Indoor Fly In

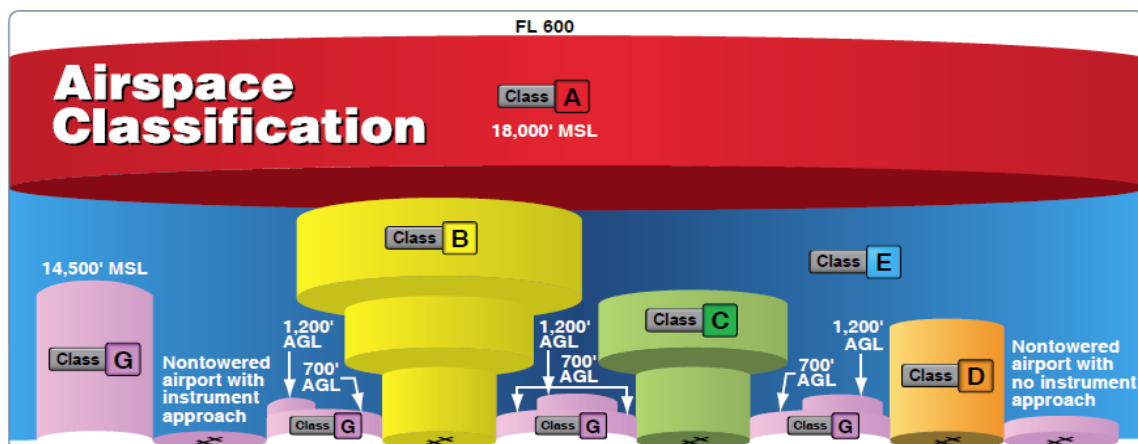
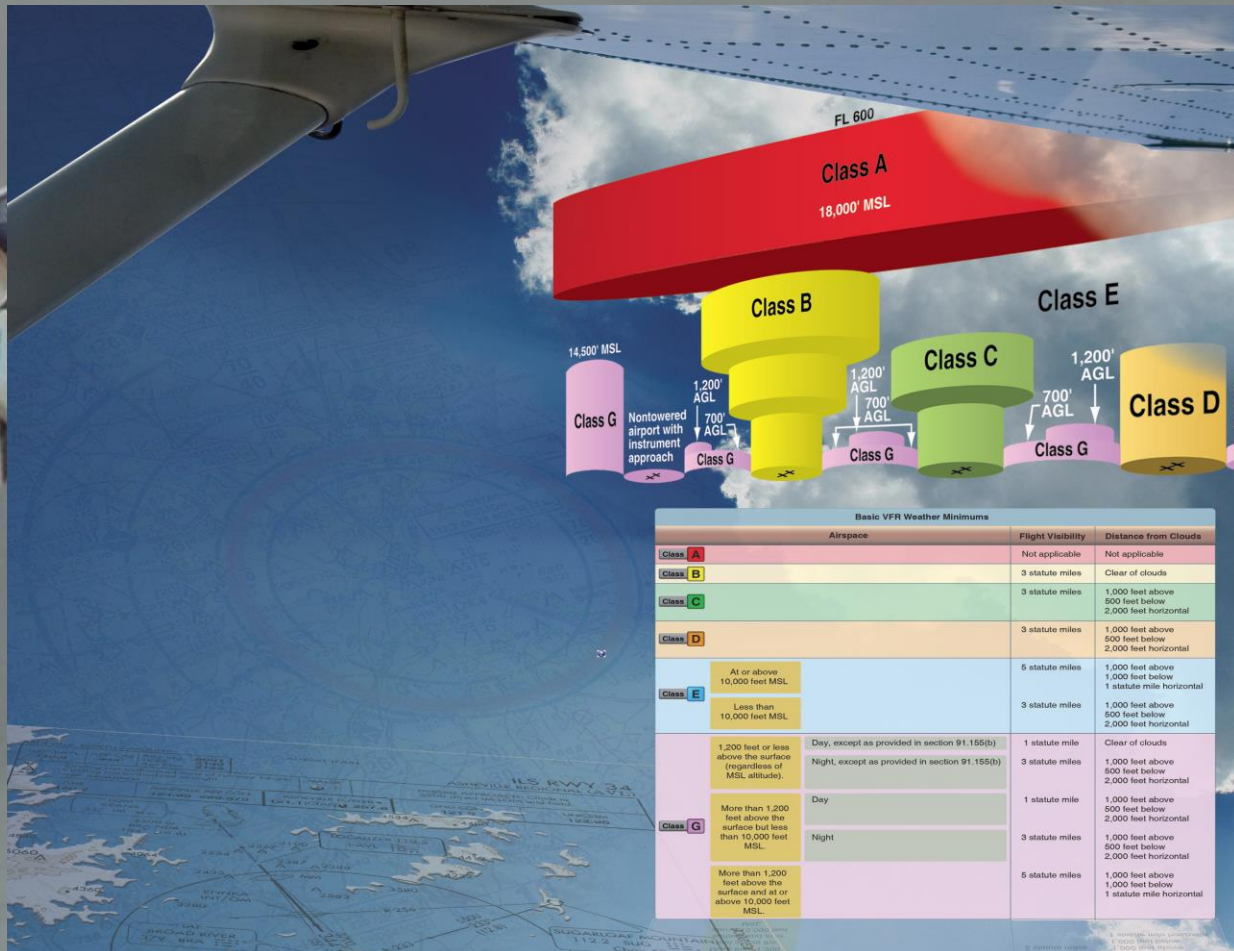
2 PM till 6 PM, 2 February 2019  
at Kingsport Civic Auditorium

### Indoor Fly In

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



Several people have asked” What is **OUR** Airspace? The answer is we fly in “**Class G**” airspace. Here are some charts and definitions from the FAA that describe the National Airspace and its Class relationships:



**Figure 15-1. Airspace profile.**



## Controlled Airspace

Controlled airspace is a generic term that covers the different classifications of airspace and defined dimensions within which air traffic control (ATC) service is provided in accordance with the airspace classification. Controlled airspace consists of:

- Class A
- Class B
- Class C
- Class D
- Class E



### Class A Airspace

Class A airspace is generally the airspace from 18,000 feet mean sea level (MSL) up to and including flight level (FL) 600, including the airspace overlying the waters within 12 nautical miles (NM) of the coast of the 48 contiguous states and Alaska. Unless otherwise authorized, all operation in Class A airspace is conducted under instrument flight rules (IFR).

### Class B Airspace

Class B airspace is generally airspace from the surface to 10,000 feet MSL surrounding the nation's busiest airports in terms of airport operations or passenger enplanements. The configuration of each Class B airspace area is individually tailored, consists of a surface area and two or more layers (some Class B airspace areas resemble upside-down wedding cakes), and is designed to contain all published instrument procedures once an aircraft enters the airspace. ATC clearance is required for all aircraft to operate in the area, and all aircraft that are so cleared receive separation services within the airspace.





### **Class C Airspace**

Class C airspace is generally airspace from the surface to 4,000 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower, are serviced by a radar approach control, and have a certain number of IFR operations or passenger enplanements. Although the configuration of each Class C area is individually tailored, the airspace usually consists of a surface area with a five NM radius, an outer circle with a ten NM radius that extends from 1,200 feet to 4,000 feet above the airport elevation. Each aircraft must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter must maintain those communications while within the airspace.



### **Class D Airspace**

Class D airspace is generally airspace from the surface to 2,500 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower. The configuration of each Class D airspace area is individually tailored and, when instrument procedures are published, the airspace is normally designed to contain the procedures. Arrival extensions for instrument approach procedures (IAPs) may be Class D or Class E airspace. Unless otherwise authorized, each aircraft must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while in the airspace.



## **Class E Airspace**


Class E airspace is the controlled airspace not classified as Class A, B, C, or D airspace. A large amount of the airspace over the United States is designated as Class E airspace.

This provides sufficient airspace for the safe control and separation of aircraft during IFR operations. Chapter 3 of the Aeronautical Information Manual (AIM) explains the various types of Class E airspace.

Sectional and other charts depict all locations of Class E airspace with bases below 14,500 feet MSL. In areas where charts do not depict a class E base, class E begins at 14,500 feet MSL.

In most areas, the Class E airspace base is 1,200 feet AGL. In many other areas, the Class E airspace base is either the surface or 700 feet AGL. Some Class E airspace begins at an MSL altitude depicted on the charts, instead of an AGL altitude.

Class E airspace typically extends up to, but not including, 18,000 feet MSL (the lower limit of Class A airspace). All airspace above FL 600 is Class E airspace.





## Uncontrolled Airspace

### Class G Airspace

Uncontrolled airspace or Class G airspace is the portion of the airspace that has not been designated as Class A, B, C, D, or E. It is therefore designated uncontrolled airspace. Class G airspace extends from the surface to the base of the overlying Class E airspace. Although ATC has no authority or responsibility to control air traffic, pilots should remember there are visual flight rules (VFR) minimums that apply to Class G airspace.



# AMA Updates

On January 14, 2019, the Federal Aviation Administration (FAA) published a notice of proposed rulemaking on the Operation of Small Unmanned Aircraft Systems over People and an advance notice of proposed rulemaking on Safe and Secure Operations of Small Unmanned Aircraft Systems. AMA's executive director, Chad Budreau, issued the following statement:

*"The proposed rulemakings on flying over people, night flying, and safe and secure operations are a step toward opening up the airspace for more commercial UAS operators. For model aircraft hobbyists, however, we do not anticipate these rules will have a significant impact on our existing guidelines for safe and responsible operation."*

*"Model aircraft flights over people are currently not allowed under AMA's community-based safety guidelines. We believe this is a sound and proven safety guideline for all recreational UAS operators. At the same time, we understand that some commercial applications present the need for UAS to fly over people for effective and efficient operations. We believe these operations should be allowed, provided they can be done safely and any potential risk to people on the ground is appropriately mitigated."*

*"In addition, AMA's safety guidelines allow night flying as long as a lighting system that provides the pilot with a clear view of the model's attitude and orientation at all times is in place. We believe this policy continues to make sense and, at first glance, is similar to what the FAA is proposing."*

*"AMA's safety guidelines also address several of the questions raised in the ANPRM for Safe and Secure Operations of Small UAS. For example, according to the safety guidelines, model aircraft are not allowed to be operated closer than 25 feet away from an individual except for the operator, with few exceptions. AMA also has varying guidelines for model aircraft with different capabilities."*

*"Lastly, and perhaps most importantly, AMA recognizes that one of the FAA's top priorities is to put remote identification rules in place to better facilitate the integration of UAS into the nation's airspace and address security concerns. We continue to ask for FAA collaboration in adopting remote identification requirements that reflect the operational use of UAS – model aircraft, under AMA's safety programming, pose no new risk to the airspace, therefore the remote identification rules for model aircraft operations should be more flexible."*

You can read AMA's full safety guidelines

<https://modelaircraft.us17.list-manage.com/track/click?u=5d1bcd71e8470e26bf525a4e2&id=6d5c0525b6&e=892b34b333>

and a recent post regarding AMA's recommendations for remote id

<https://amablog.modelaircraft.org/amagov/2018/12/04/remote-id-rules-for-model-aircraft-should-be-flexible/>.



# 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.

