



JCRC Flight Line

2020 Volume II, February 2020

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	<i>Term</i>
JERRY BLACK -	2020 - 2025
CRAIG QUILLEN -	2019 - 2020
TERRY BAILEY -	2019 - 2021
ANTHONY HALL -	2017 - 2022
VIC KOENIG -	2020 - 2023
SKIP WELLER -	2019 - 2024

President's Message

President

It's time for Indoor Flying!! See Everyone on 1 Feb and 14 March at the Kingsport Civic Auditorium. Come out and support the club and beat the Winter Doldrums.

Dan Jackson

Editor

If any member has an article or something he would like to share with the club including items members would like to sell or buy, then send your input either by e-mail to rossgtenn@gmail.com or post to-

Glenn Ross
134 Chock Creek Road
Johnson City, TN
37601-3639,

Send your input by the 19th 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, 25 February 2020, 6:45 PM at the Harbour House Restaurant in Johnson City, Tennessee

New Member Information –

A big welcome to Edward (Keith) Nelson. Keith has started in our Flying program. He attended the January Club Meeting at Harbour House and is sending his check and application in to Anthony Hall ASAP.

Keith says *“thank you for the awesome greetings I received. I'm happy to be well gonna apart of the club. Looking forward to training with Mr. Vic and Mr. David also offered his assistance in helping me train and learn. Again thanks to you and all others. All made me feel welcome. Thank you.”*

We're sure glad to have you on board!!

Club Activities –

First Fly on New Year's Day was well attended; we even saw old friends who are now way outta the area. It was however a rather blustery day, Pooh!! There was Chili (Thanks to the Weller Family), sunshine, strong southerly winds with sudden periods of calm and quite a few “tricky” take offs and landings.

Skip Weller was first in the air, followed by Anthony Hall. Eddie Cline was third.





Upcoming Activities

Indoor Fly In

1 PM till 5 PM, 1 February 2020
at Kingsport Civic Auditorium

\$5.00 Landing Fee for Pilots



Indoor Fly In

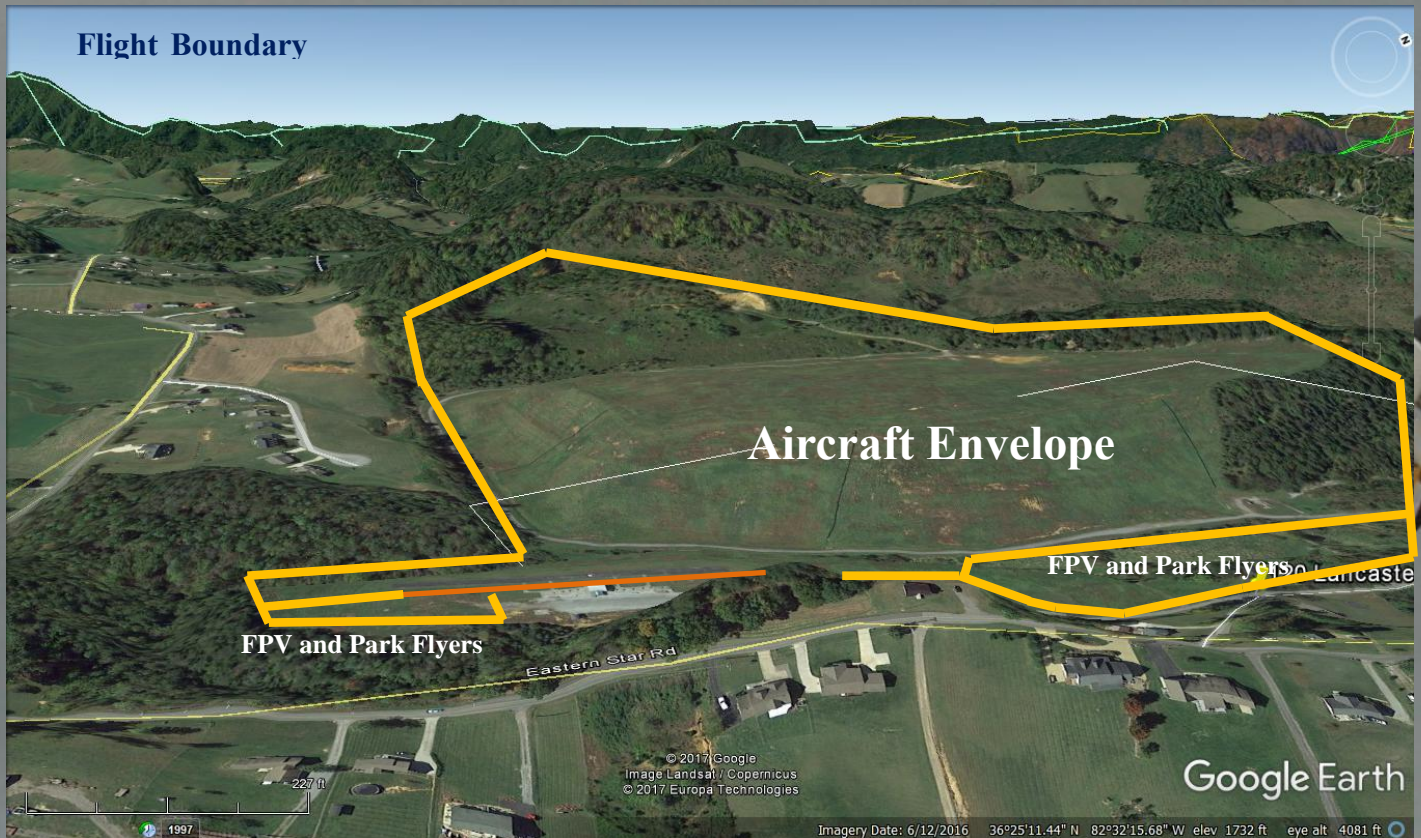
1 PM till 5 PM, 14 March 2020
at Kingsport Civic Auditorium

\$5.00 Landing Fee for Pilots



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

In the November Flight Line, I said the next fight for our hobby would be the FAA Knowledge Test. But, I was WRONG... The next big fight is one that won't get resolved right away but it needs our attention NOW, because the comment period in the Federal Register for the proposed rule for REMOTE ID ends on 2 March.

REMOTE ID RULE

On December 26th, the FAA sent an e-mail notifying its intent to publish proposed rulemaking on Remote ID via the Federal Register, providing links to the proposed rule. Unfortunately, the link is to a page stating that the rule won't be posted until 31 December but providing a "pre posting" document that may, or may not be the document that does get posted. Either way, there will be 60 days starting on 31 December to provide any comments.

On 27 December, AMA sent the following e-mail to its members reference the FAA's announcement:

Dear Members,

On Thursday, December 26, the FAA released its proposed rule on remote identification (remote ID) in the Federal Register. AMA is still reviewing the 319-page notice of proposed rulemaking; however, an early read indicates that we were successful in efforts to shape the proposed rule including not requiring onboard equipage for our members at our flying sites. We will continue to advocate for our members and the hobby by addressing the concerns in the proposal. We will share our full analysis in the coming days.

When the FAA announced plans to remotely identify unmanned aircraft a few years ago, the Academy immediately began advocating on behalf of our members, including shaping decisions during the 2017 Remote ID Aviation Rulemaking Committee. AMA recommended a **common-sense approach*** to remote ID that would be quick, cost-effective and easy for the recreational UAS community to comply.

Please keep in mind that this is a *proposed rule, not a final rule*. While AMA was successful in shaping elements of the proposed rule, we will continue to address unnecessary burdens for both manufacturers and the recreational community in the final rule and during implementation. AMA will soon ask our members to participate in the process by providing comments to the FAA.

The FAA will begin reviewing comments and feedback in March 2020. The comment review process could take weeks or months to complete before FAA publishes a final rule and begins the lengthy implementation process. We encourage members to look for future communications from AMA for the most current information regarding this proposed rule.

In the meantime, you can read Frequently Asked Questions on our blog. As always, please contact AMA Government Affairs at (765)287-1256 or amagov@modelaircraft with any questions. You can read the entire proposed rule and FAA's announcement [here](#).

Thank you,

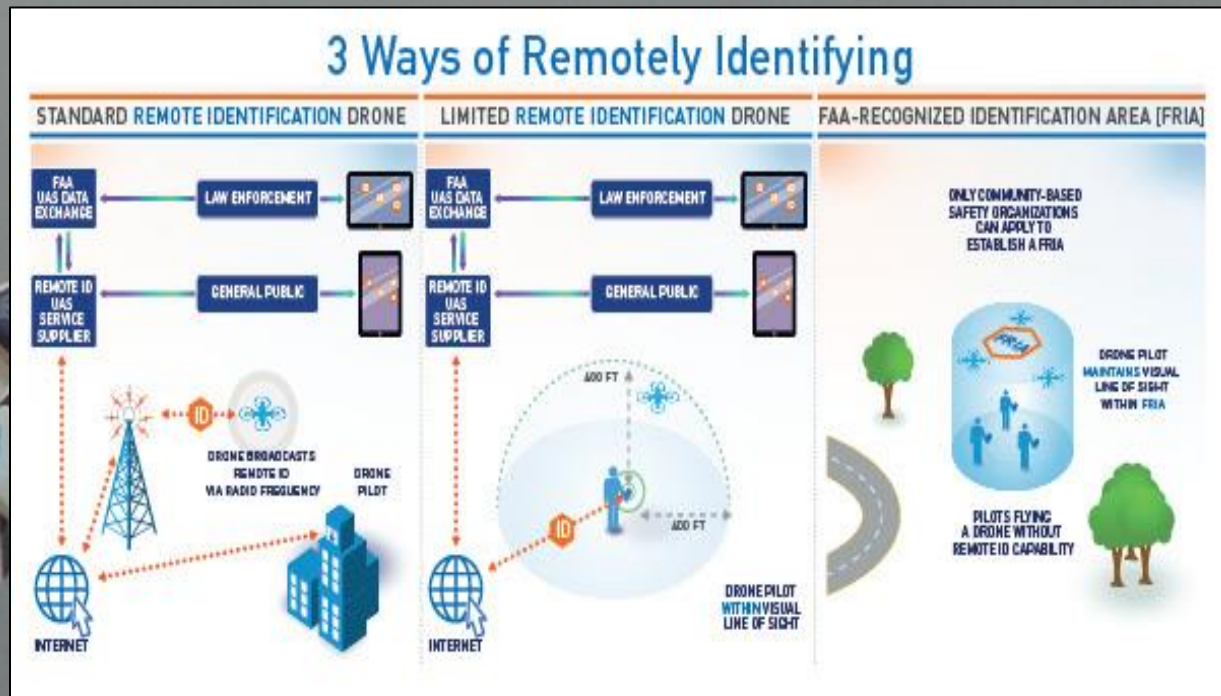
Academy of Model Aeronautics

**Bold italics added*

It should be noted that in the 319 page "pre-post" document, the possible impact to our community appears to be more than a "common sense" impact. Specifically, if there isn't an internet presence where you fly, and where you fly isn't an FAA designated FRIA, then you don't legally fly (excepting of course craft less than .55lbs or those flown exclusively indoors). If you fly an aircraft that is exempt from Remote ID (an amateur built aircraft, or a pre-ban aircraft), you can only fly it at an FAA designated location (FRIA), and only in line of site and without FPV. Also, you will have to register each of your aircraft individually and

obtain unique aircraft registration numbers, excepting of course craft less than .55lbs or those flown exclusively indoors.

Below is a graphic from the FAA that shows their proposed strategy (*note that although it says DRONE, to the FAA a UAS and a Drone are the same thing*).



Putting aside the impacts to current flying stock, the need to purchase compliant stock when it becomes available, registration costs, wireless costs, or other individual impacts and looking at only flying locations, this rule, as it stands, will make Flying Sites premium items. This is especially true for sites like ours where there is an internet presence and an AMA chartered club managing the site.

Since we are an AMA chartered club, our site SHOULD be able to get FAA designation (FRIA), assuming the process isn't onerous or costly. However areas like a city park or a friendly farmer's field, or even one's own 150 acre farm would not be legal flight areas unless they had publicly available internet connectivity or FRIA designation. The chances of getting the AMA and FAA to designate a private land holding as an FAA site, then allow the land owner to restrict its availability to the public would be extremely slim. Certainly, private land owners are not going to want to bear the cost of providing internet service or assume risk for anyone who shows up and wants to fly. One might be able to meet the internet connectivity requirement if one has a Smart phone, with an unlimited data plan and can configure it to communicate with the Remote ID capability of the aircraft.

What does this mean for JCRC?

- At a minimum, it means we need to read the document that gets posted to the Federal Register.
- Each member should send any personal concerns to the FAA via the comment capability provided and to our elected officials.
- As a club, we should be prepared to develop a club position and strategy based on both best case and the worst case scenarios.

Having plowed through the entire document, I believe a few changes could pave the way for most of what the FAA is trying to achieve while still keeping our hobby viable. Specifically I believe:

- changing the “Standard Remote ID” to operate using either Broadcast only of data elements or Transmission of data elements to the Internet as opposed to Broadcast and Transmit,
- putting in place the ability for private citizens, local and state governments and educational institutions to designate or have designated FRIAs and
- a small change to how serial numbers are constructed (replacing the Manufacturer’s code in ANSI/CTA-2063 with an Owner’s Code)

would make the rule far more palatable to the UAS community and still provide Airspace Awareness and support to Local Law Enforcement. Of course, had FAA followed the recommendations of the ARC they constituted that too would have been acceptable to the broad UAS Community.

Lastly, don’t let your current FAA registration lapse. When you need to renew, and for most of us that is this year, DO IT.

Take a few minutes to check out what others in our community are saying about the proposed rules. YouTube[®] is full of posts about the rule. Here is a link to what the CEO of DJI, a Quad Copter manufacturer had to say in his comment to FAA:

https://content.dji.com/we-strongly-support-drone-remote-id-but-not-like-this/?from=dap_unique&pbcr=qCg1DB1v&pm=custom

and another link discussing their Aeroscope approach:

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

Finally, a guide on how to submit comments to the Federal Register:

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

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.

