



# JCRC Flight Line

2021 Volume VIII a, August 2021

## President's Message

Hello Fellow Club Members,

Like it or not, our hobby is changing. We've grown over the past 100 years, from wooden free flight gliders through control line alcohol and castor oil fueled planes to early single channel pulse radio control and into the 2.4 GHz revolution, fueled by the introduction of electric, nitro, foam, and quad copters. With each change there has been both embrace and resistance. Through it all, we've endured and formed bonds of comradery and friendship.

Currently, we are seeing change driven by the FAA and its congressional mandate to safely integrate unmanned aircraft operations, both commercial and recreational into the nation's airspace.

As a result, how we fly and the requirements on us are changing. In this **Special Edition**, we are reprinting several of the things from past issues that deal with things we now are required by law to do in order to continue flying recreationally. We're reprinting these to aid our members who are new to the sport and also our current members who may not have been aware of these emerging requirements.

Agree or not, like it or not, happy or not, we still must follow the law of the land. So, in that vein this **Special Edition** will cover several things with which we must comply.

*David Jones*

## Introduction

Over the past three months, we have seen about a 10% increase in new members. This Member Information section is focused on covering several requirements that have recently been placed on our hobby to inform both our new members and our current membership who may have not been fully aware of the changes we are experiencing.

We are made up of mostly recreational flyers. Our club is focused on recreational flying. We are chartered by the Academy of Model Aeronautics (AMA), currently the only FAA recognized Community Based Organization. We require our members to be members of AMA to take advantage of the AMA insurance program which covers the club and Johnson City, who owns our flying site and leases it to us for our use, in part based on that insurance coverage. Our club does not engage in for hire activities. We are not an organization whose function is the generation of income through use of its aeronautic assets; we do not charge fees for our flight instruction program, use of our facility or assistance of our club members. We levy a membership fee to our members which is used to maintain our facility, cover our operating expenses, fund our training program and support our community outreach.

Why is saying all of this important? All flying of Unmanned Aircraft, regardless of type, in US airspace is now governed under part 107. There are exemptions to the requirements of part 107, for the military, law enforcement and certain other designated entities, and as a result of congressional action, for *recreational only* fliers (49 USC 44809) . To be a recreational flyer, one must meet **ALL** of the following conditions:

1. Fly only for recreational purposes (enjoyment).
2. Follow the safety guidelines of an FAA-recognized Community Based Organization (CBO).

**Note:** We (*the FAA*) have not yet begun officially recognizing CBOs. Recreational flyers are directed to follow the safety guidelines of existing aeromodeling organizations or use the FAA provided safety guidelines per Advisory Circular 91-57B.

3. Keep your drone within the visual line of sight or use a visual observer who is co-located (physically next to) and in direct communication with you.
4. Give way to and do not interfere with manned aircraft.
5. Fly at or below 400' in controlled airspace (Class B, C, D, and E) only with prior authorization by using LAANC or DroneZone.

6. Fly at or below 400 feet in Class G (uncontrolled) airspace.
7. Note: Flying drones in certain airspace is not allowed. Classes of airspace and flying restrictions can be found on our B4UFLY app or the UAS Facility Maps webpage.
8. Take The Recreational UAS Safety Test (TRUST) and carry proof of test passage.
9. Have a current registration, mark your drones on the outside with the registration number, and carry proof of registration with you.
10. Do not operate your drone in a dangerous manner. For example:
  - a) Do not interfere with emergency response or law enforcement activities.
  - b) Do not fly under the influence of drugs or alcohol.

So, members of our club must be able to prove they meet all of these requirements for EACH flight they make as a recreational flyer, or else they must gain part 107 certification. If flying a craft in excess of 55 Pounds, takeoff weight, then the requirements of the paper (N-number) registration process also must be met to meet Number 9.

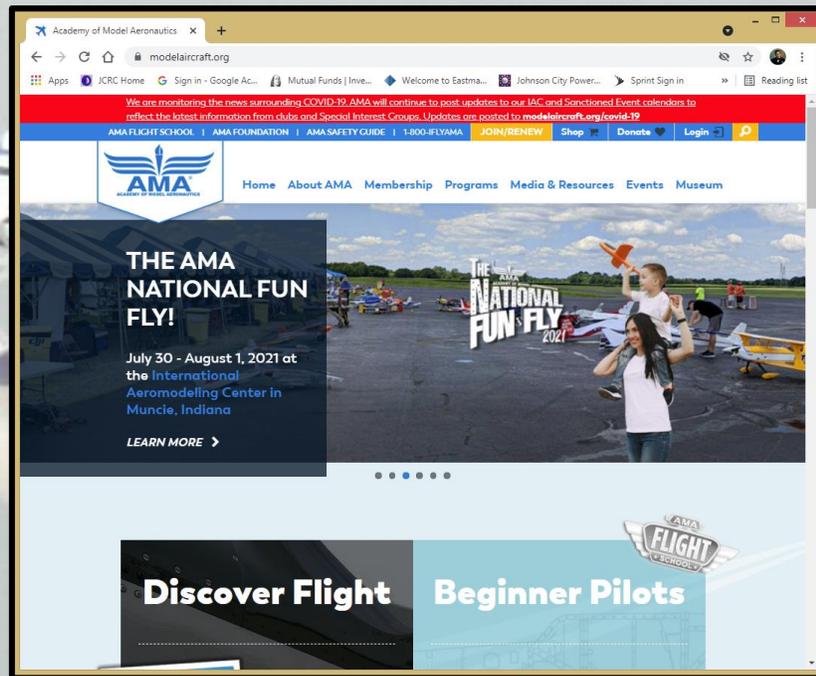
The following pages cover how to join the AMA, or to renew current membership, how to register with the FAA, or renew your existing registration, how to take the TRUST Knowledge test and Frequently Asked Questions about TRUST, and information about LAANC. It also has a link to a mapping tool to show where controlled airspace in the region exists to assist you in making sure you are not inadvertently flying where you shouldn't when not using the Club airfield and some final instructions/reminders.

## JOIN OR RENEW AMA

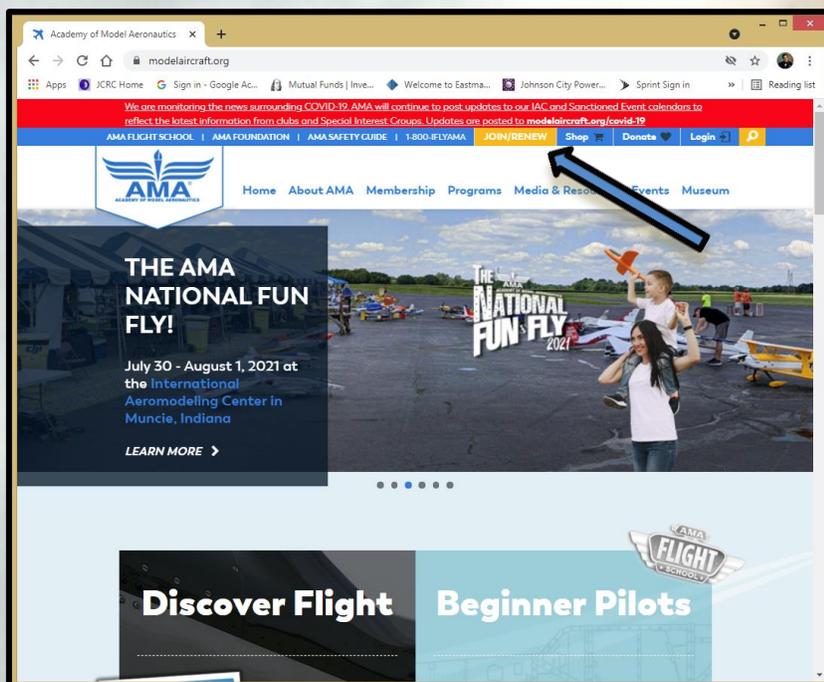
The AMA website is:

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

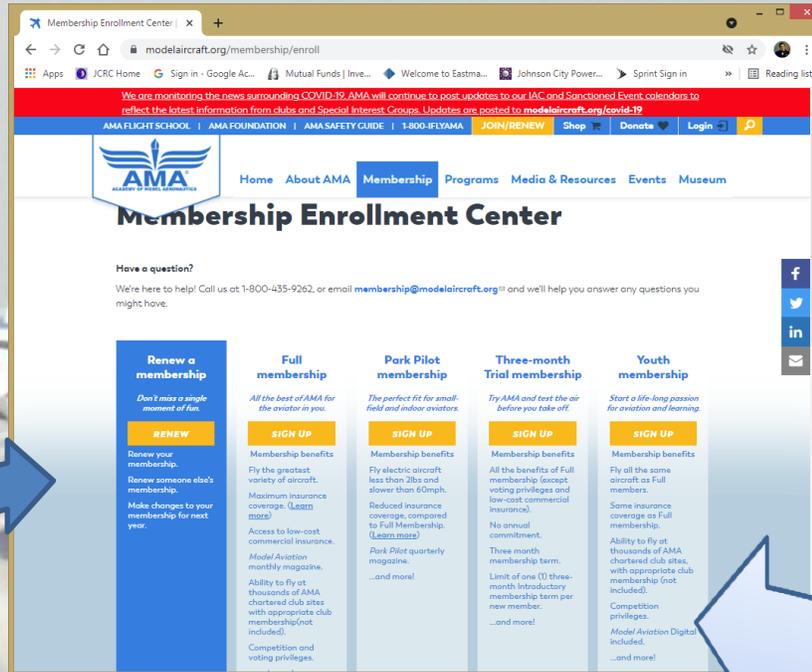
When you click the link, the home page appears:



At the top, select the “JOIN/RENEW” Hyper link.



The following page will open:



At this page determine if you are:

Renewing your membership

or Joining

Then select the correct hyperlink and follow the instructions/Prompts.

## REGISTER OR RENEW WITH THE FAA

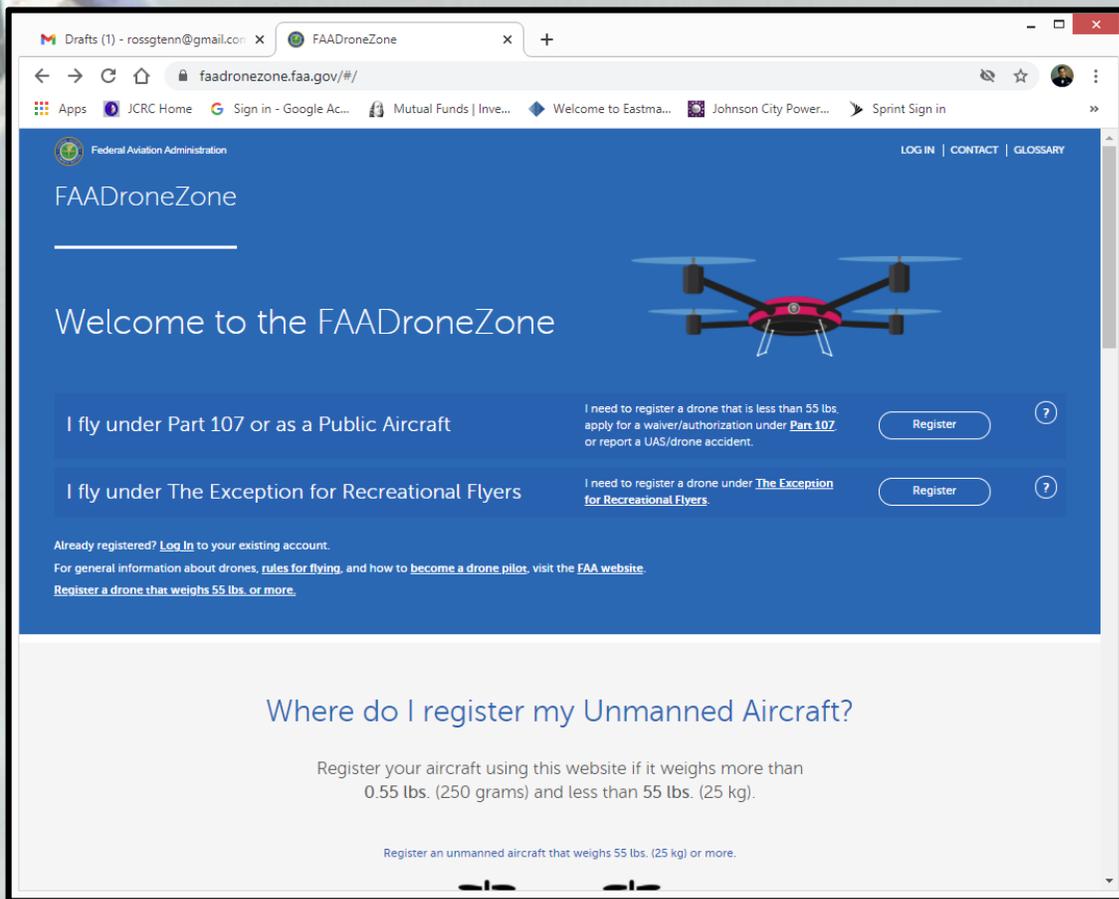
Renewing your FAA Registration was due in December, 2020. If you didn't renew, please do so. You never know how this process could be impacted as the FAA moves forward with its UAS Airspace integration mandate. If you have never registered, then take the time to do so now. Remember, you must have your FAA registration in place and marked on your aircraft to fly at Odom-Fennell Field.

Register at this link:

<https://faadronezone.faa.gov/#/>

""Yes, I know, you think we don't fly drones, but to the FAA, all Unmanned Aircraft are drones...""

This is the page you should see:



The screenshot shows the FAA DroneZone website interface. At the top, there is a navigation bar with the FAA logo, the text "FAADroneZone", and links for "LOG IN", "CONTACT", and "GLOSSARY". Below this, the main heading reads "Welcome to the FAADroneZone" next to a drone illustration. Two primary registration paths are presented: "I fly under Part 107 or as a Public Aircraft" and "I fly under The Exception for Recreational Flyers". Each path includes a brief description of the requirements and a "Register" button with a help icon. A footer section titled "Where do I register my Unmanned Aircraft?" provides additional guidance on weight-based registration rules.

Federal Aviation Administration  
FAADroneZone  
LOG IN | CONTACT | GLOSSARY

### Welcome to the FAADroneZone

I fly under Part 107 or as a Public Aircraft  
I need to register a drone that is less than 55 lbs. apply for a waiver/authorization under [Part 107](#) or report a UAS/drone accident. Register ?

I fly under The Exception for Recreational Flyers  
I need to register a drone under [The Exception for Recreational Flyers](#). Register ?

Already registered? [Log In](#) to your existing account.  
For general information about drones, [rules for flying](#), and how to [become a drone pilot](#), visit the [FAA website](#).  
[Register a drone that weighs 55 lbs. or more.](#)

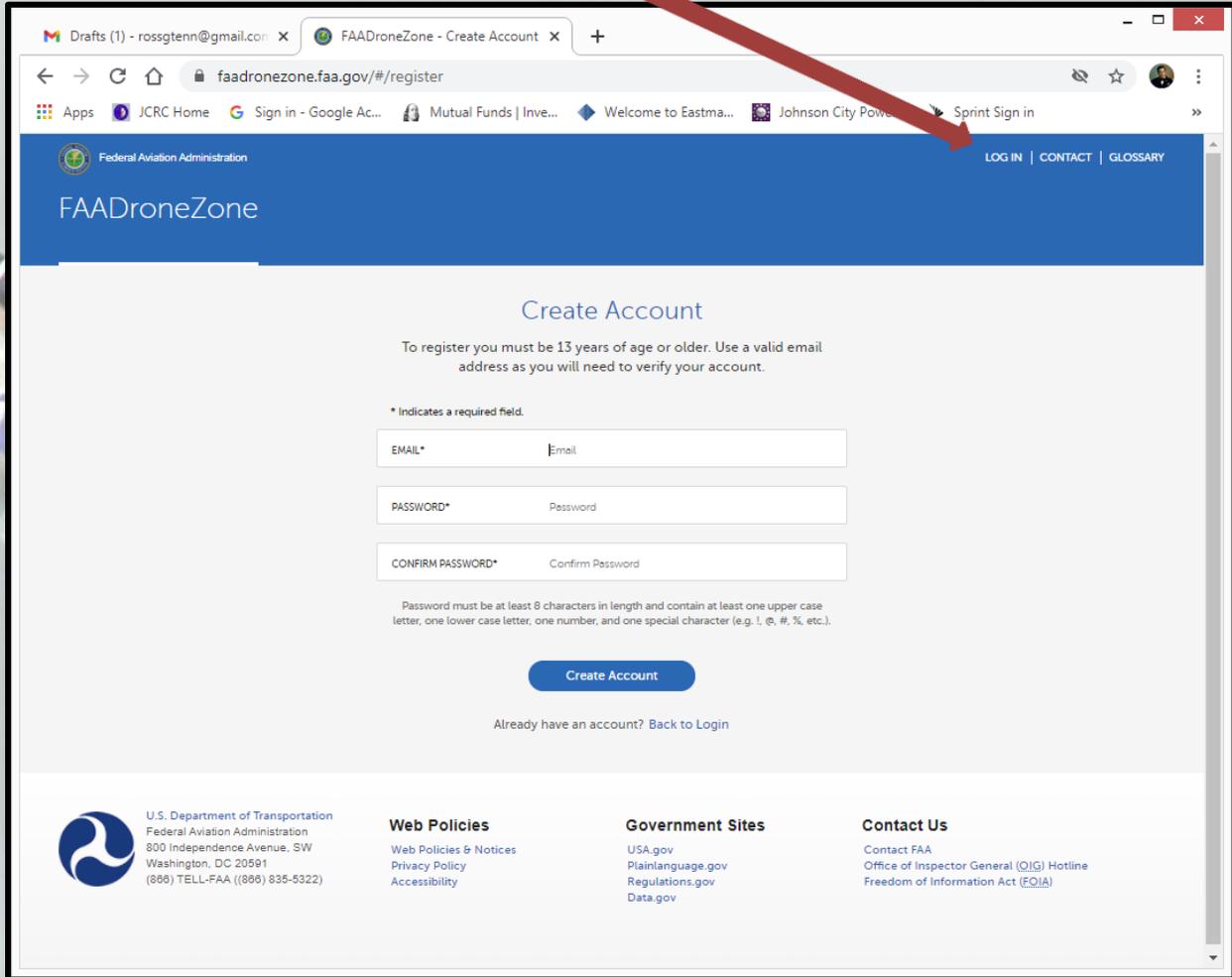
### Where do I register my Unmanned Aircraft?

Register your aircraft using this website if it weighs more than 0.55 lbs. (250 grams) and less than 55 lbs. (25 kg).

Register an unmanned aircraft that weighs 55 lbs. (25 kg) or more.

Unless you are renewing under part 107, or fly an aircraft that weighs over 55 lbs., select the I Fly Under The Recreational Flyers tab and renew there.

If you don't have an account, create one and proceed. Otherwise, select the LOG IN at the top right of this page and proceed.



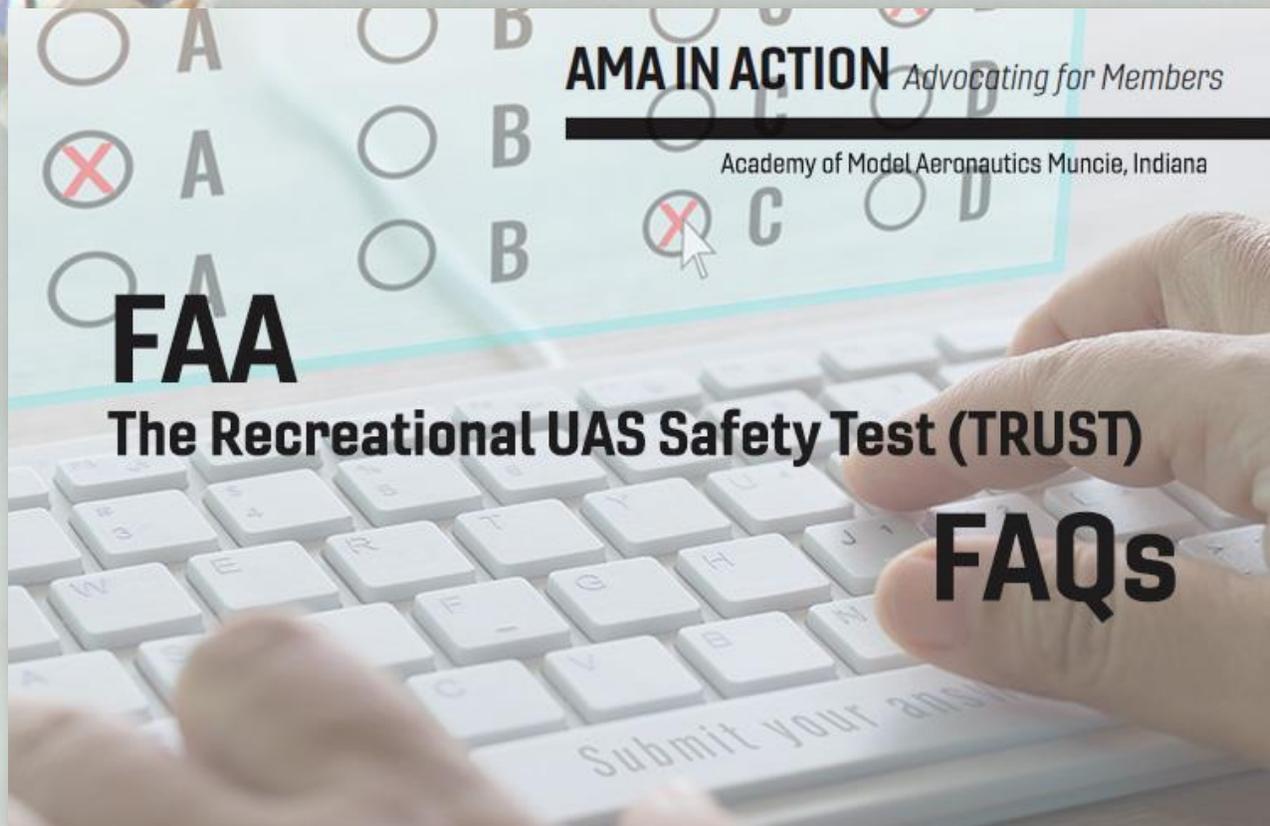
Remember, the cost is \$5.00 and you must put the number they give you (if you are renewing, it's the same as you now have) on the outside of all your craft.

## TRUST KNOWLEDGE TEST

In June, the AMA finally provided information on the FAA's Recreational Pilot Safety Test. Called TRUST (The Recreational UAS Safety Test). Following is that information:

### The Recreational UAS Safety Test (TRUST) FAQ

On February 22, 2021, the FAA released information regarding the next step of implementation of the Recreational Knowledge and Safety Test. This step includes the application process for organizations interested in serving as test administrators for The Recreational UAS Safety Test (TRUST). See below for FAQs regarding the test:



#### **Q: What is "TRUST"?**

A: "TRUST" stands for The Recreational UAS Safety Test

#### **Q: Why do I need to take TRUST?**

A: The Knowledge and Safety Test is a congressional mandate in the FAA Reauthorization Act of 2018. All UAS users must pass the test in

order to operate a recreational model aircraft (UAS) within the National Airspace System (NAS).

**Q: I have a Part 107 Certificate; do I also need to complete TRUST?**

A: Yes. There are no exemptions from taking the test, including for currently certificated pilots. Anyone flying recreational UAS is required to complete the test.

**Q: Are youth under the age of 18 required to complete TRUST?**

A: Yes. There are no exemptions from taking the test, including for minors. Youth can get assistance from an adult, if needed.

**Q: How often do I need to take the test?**

A: At this time, recreational operators only need to take the test once to comply.

**Q: What will be on TRUST?**

A: The test will have approximately 25 multiple-choice questions about basic safety guidelines and recreational flying knowledge that most AMA members likely already know. Early indications are that this test will be fail-proof and every recreational user will be able to complete and pass the test.

**Q: Does TRUST cost anything?**

A: No. Test administrators are prohibited from charging a fee, either directly or indirectly, to individuals taking the test.

**Q: How will I know that I have passed TRUST and am able to fly my UAS?**

A: Once you complete and pass the test, your test administrator will provide you with a TRUST completion certificate that you can either print or save electronically. This certificate is proof of your compliance with the Reauthorization Act of 2018 and your passage of the test.

**Q: Will TRUST affect my AMA membership benefits?**

A: Proof of test completion will not be a requirement for AMA membership. However, each member affirms that they will follow AMA's safety code, including applicable laws and regulations, when he or she signs up to be a member.

**Q: When will recreational users be required to take the test?**

A: The FAA has not yet released dates regarding when the test will be available to users, but members should expect the testing requirement to be in place sometime in the second half of 2021\*.

The testing requirement is now in place. AMA is one of a number of organizations and companies (eg. Boy Scouts of America, the Pilots Institute, etc.) administering the test. AMA's test is on line at their website. Twenty-three multiple choice questions, with no ability to complete the test without selecting the correct answer comprise the test. That is to say, if you pick the wrong answer for a question, you cannot go to the next question till you select the correct answer for the question you are on. It is structured as a tested training exercise. There is a block of training, followed by several questions on that area

for each area. Each block must be completed before being able to move to the next block. The test will take as long as it takes for you to read each screen, and then move to the next screen until you have gone through the entire training session. The test is FREE. If you go to a site and are asked to pay, then it may not be the official test, beware...DO NOT PAY TO TAKE THE TEST!!!

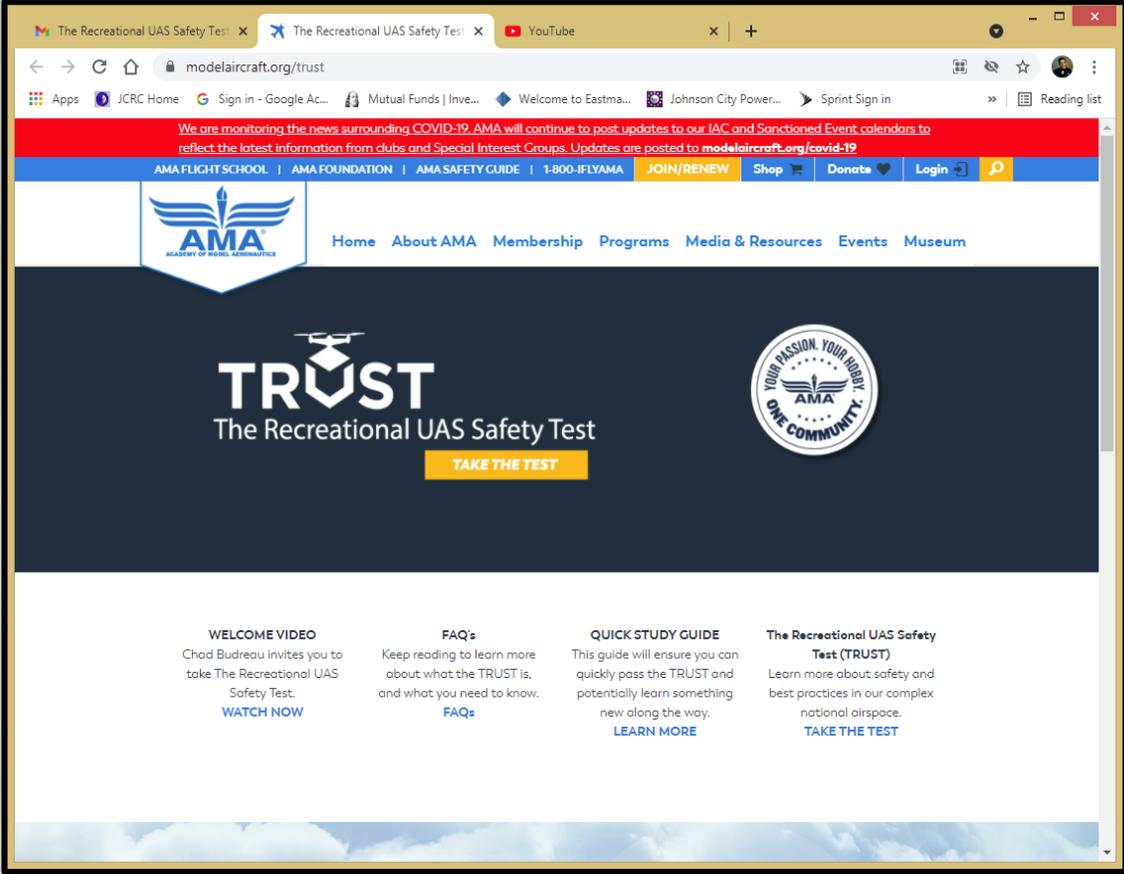
When you complete the test you are taken to a page to enter your name and generate the certificate. YOU MUST either print out, save electronically via .pdf download or capture the generated certificate as an image. If you don't, you will have to take the test over as the test system does not save your results.

FAA requires you be able to provide proof that you passed the test upon request by FAA, Law Enforcement or other authorized entities. The certificate is a two page 8 & 1/2 by 11 inch printout. The AMA location for the test and study materials is:

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

This is a screen shot of the AMA page. The text at the bottom right "Take the Test" is the hyperlink to the test. You should take the test and obtain your certificate expeditiously.

This U-Tube video - <https://www.youtube.com/watch?v=oyE2x9B0CVA>- explains very clearly the requirements for flying under the recreational exemption (USC44809) to FAA's Part 107, which is how most of us operate.



The screenshot shows a web browser window displaying the AMA website. The browser's address bar shows the URL [modelaircraft.org/trust](https://www.modelaircraft.org/trust). The website has a blue header with the AMA logo and navigation links: Home, About AMA, Membership, Programs, Media & Resources, Events, and Museum. Below the header is a dark blue section with the text "TRUST The Recreational UAS Safety Test" and a prominent yellow "TAKE THE TEST" button. To the right of this text is a circular logo with the text "YOUR PASSION. YOUR HOBBY. ONE COMMUNITY. AMA". Below this section are four columns of content:

- WELCOME VIDEO**: Chad Budreau invites you to take The Recreational UAS Safety Test. [WATCH NOW](#)
- FAQs**: Keep reading to learn more about what the TRUST is, and what you need to know. [FAQs](#)
- QUICK STUDY GUIDE**: This guide will ensure you can quickly pass the TRUST and potentially learn something new along the way. [LEARN MORE](#)
- The Recreational UAS Safety Test (TRUST)**: Learn more about safety and best practices in our complex national airspace. [TAKE THE TEST](#)

## LAANC INFORMATION

**Academy of Model Aeronautics, UASidekick Partner to Disseminate Free LAANC Flight Planning Software to UAS Hobbyists**



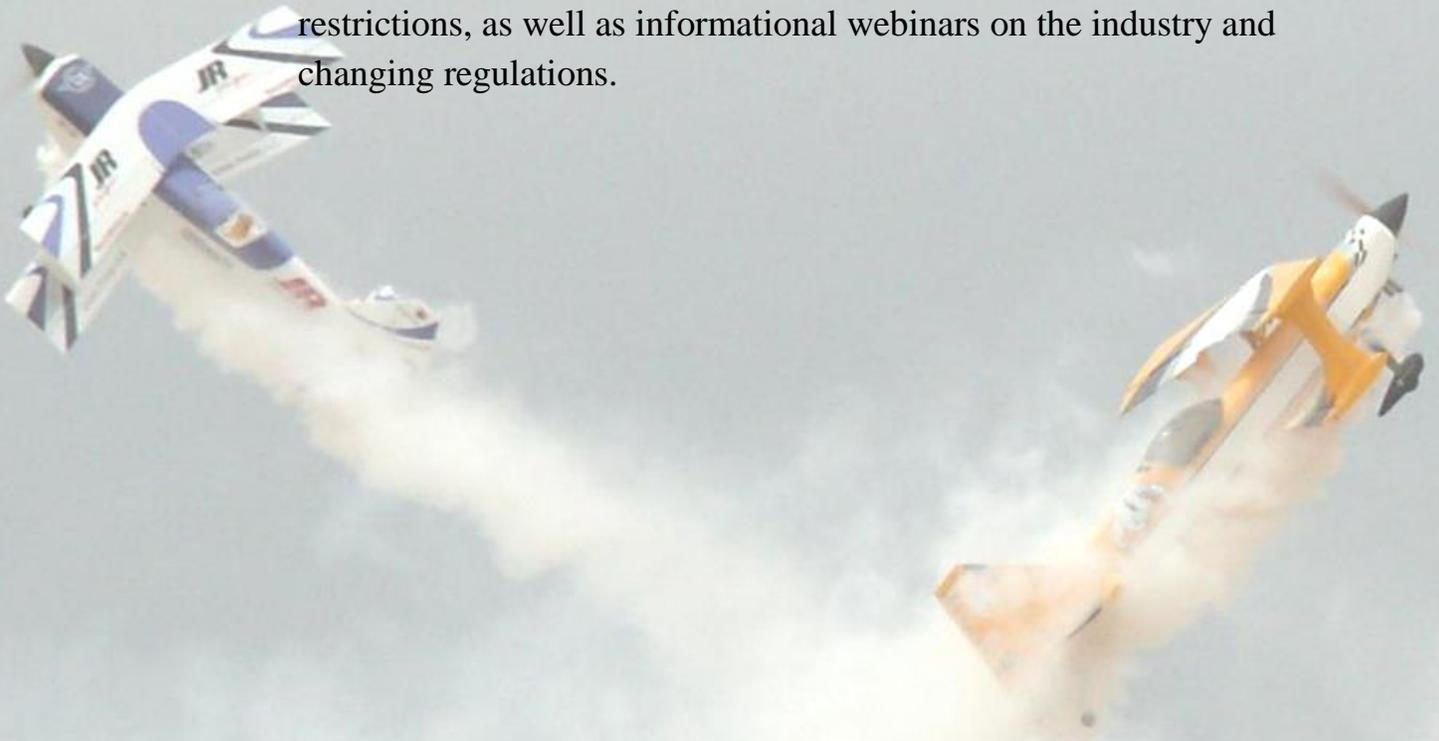
**Muncie, Indiana** – The Academy of Model Aeronautics (AMA) and UASidekick announced a new partnership today to disseminate free recreational Low Altitude Authorization and Notification Capability (LAANC) flight planning to nearly 175,000 UAS hobbyists who are members of AMA. The software allows pilots to file LAANC authorizations with the FAA when flying in controlled airspace via a web portal and mobile application. It includes additional flight planning tools such as interactive maps, weather information and flight logs.

“One of our top priorities is helping hobbyists comply with evolving regulations. We are proud to partner with UASidekick, which has developed the leading technology to help recreational and commercial pilots secure necessary approvals from the FAA and plan safe flights. This cutting-edge technology will hopefully make the safe operation of UAS a little bit easier for our community,” said Chad Budreau, the Executive Director of AMA.

“At UASidekick, we have always been committed to the “Safer Skies” mindset and working closely with industry professionals like AMA. We are confident that the hobbyist community will find immense value in the quick and easy access to the regulatory system that our software provides. Our goal is to provide streamlined authorization services and flight planning tools that make flying safer and less burdensome for AMA’s community,” said Nathan Ruff, CEO and Cofounder of UASidekick.

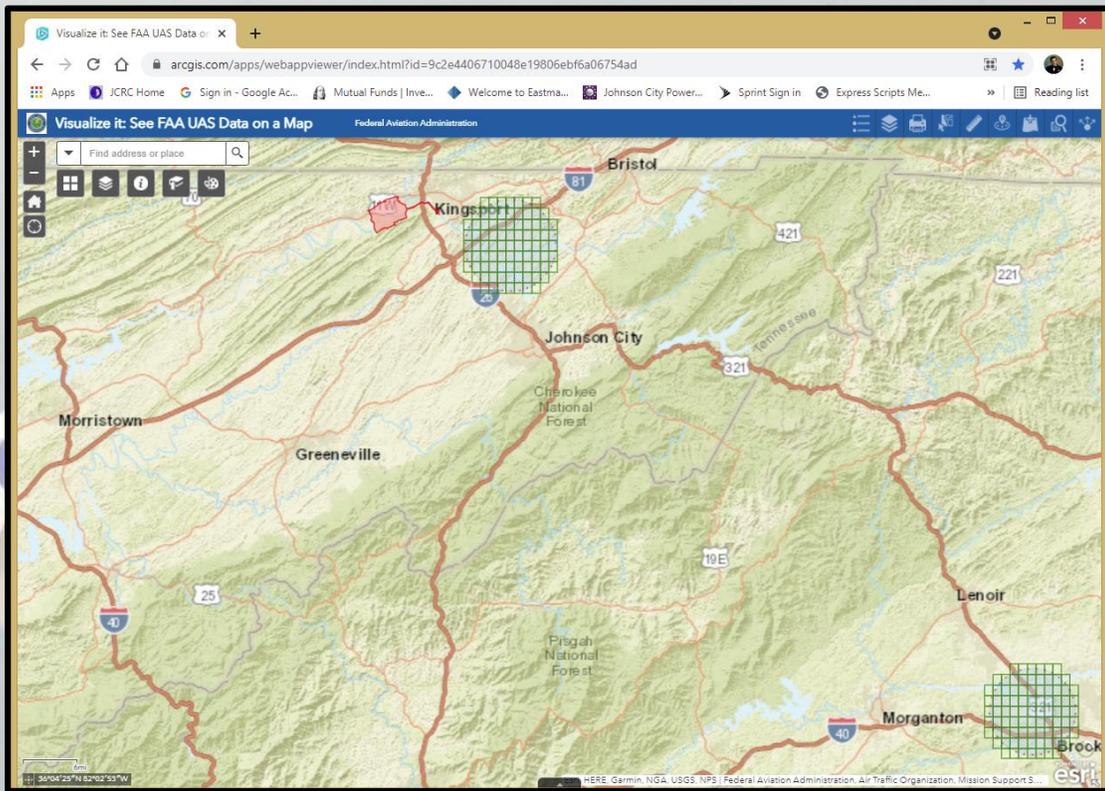
In addition to access to free LAANC flight planning software, AMA members will also receive a significant discount for the full UASidekick functionality for commercial and organization UAS pilots.

UASidekick is also planning to integrate into its map functionality information about AMA's flying sites across the U.S. and future UAS events hosted by AMA. UASidekick and AMA will provide training webinars to help UAS pilots understand the airspace and flight restrictions, as well as informational webinars on the industry and changing regulations.

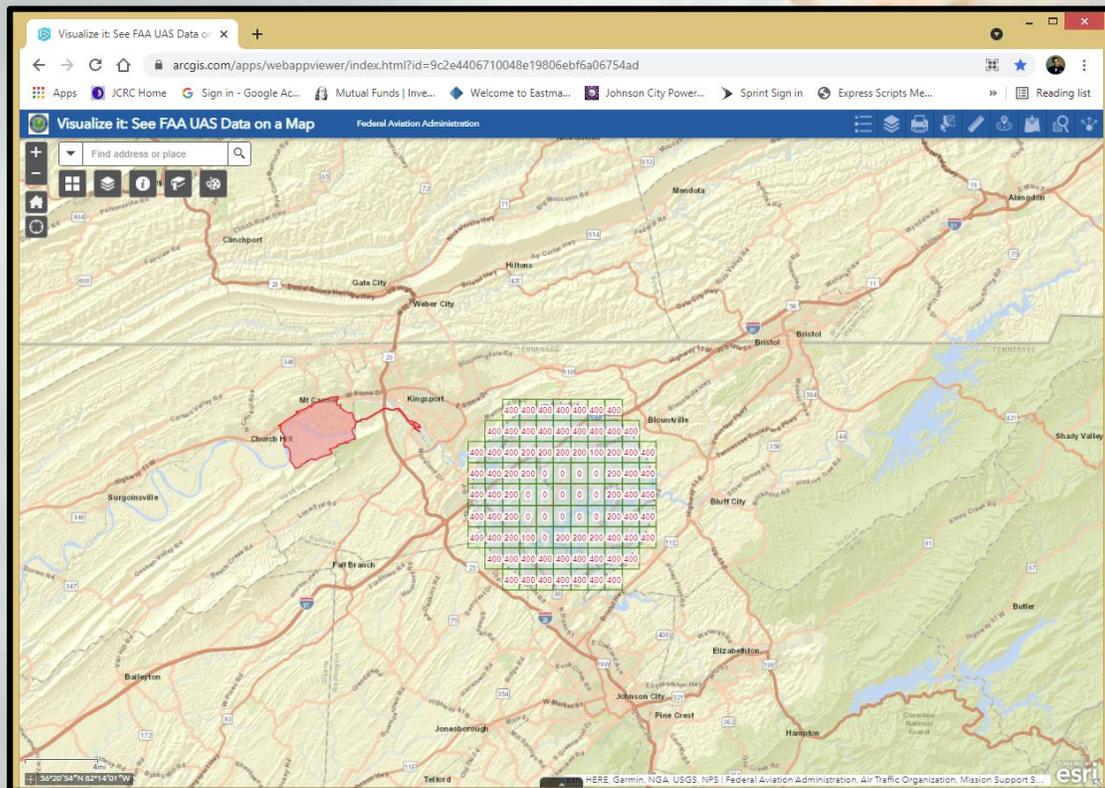




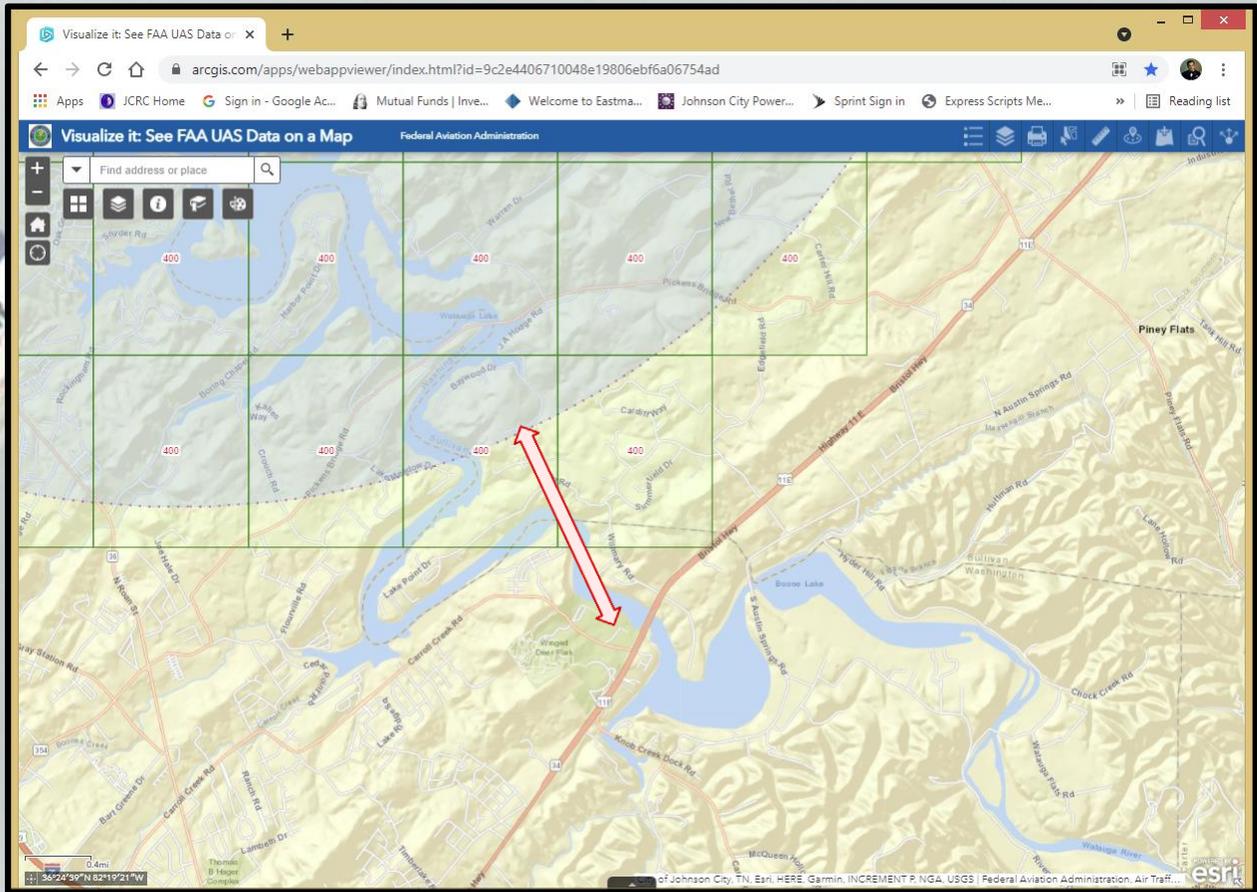
Clicking on the map, then scrolling with the mouse scroll wheel will zoom into the map.



You can pan left, right, up and down.



You can move to the area you are expecting to fly and determine if there are any “in place” restrictions. For example if you were planning on flying at winged Deer Park, in Johnson City, in the field near the Tot Lots you would see that you are just outside the Tri Cities Airport Controlled Space Boundaries:



## FINAL INSTRUCTIONS/REMINDERS

All recreational flyers are required to meet the conditions for the recreational exemption and to be able to show any requesting FAA employee or member of Law enforcement:

- Your FAA Registration
- Proof that you have passed the TRUST
- the rules\* under which you are flying

*\* We fly under the AMA's rules and, when at the field, in accordance with our field rules which mirror the rules of the AMA supplemented with site and club specific additions.*

When at the field, you can comply by pointing to the rules posted on the 4'x8' plywood board located on the North Flight Table overhead cover and by having the following on you when you fly:

- Your AMA Membership card
- Your FAA Registration Certificate
- Your TRUST Completion certificate and
- Your JCRC Membership Card

We suggest you keep each of the above in the plastic pouch attached to your member Lanyard and keep that on your person at all times you are flying. Whether you wear your lanyard around your neck, clipped to your belt or hat, strapped to your garter, or keep the documents .pdf files or pictures on your smartphone, you decide. But with and on you they should be.

Lastly, the FAA requirements do not apply when flying Indoors and the FAA registration requirement does not apply to craft under 255grams (8.9 oz) takeoff weight, indoors or outdoors. However, for club members, the requirement to have your AMA number on the outside of the aircraft, regardless of weight remains in effect.