



2023 Volume XII, Dec 2023

# JCRC Flight Line

## -CLUB OFFICERS 2023-

### President

Glenn Ross  
(423) 282-1197

### Vice President

### Treasurer

Anthony Hall  
(423) 915-9468

### Secretary

Eric (Nick) Nicodemus  
(423) 946-2525

### Safety Officer

Keith Nelson  
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### Field Marshals

Skip Weller (423) 946-3840  
Craig Quillen (423) 384-4621  
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Edward Nelson (423) 491-2139 (c)

### Newsletter Editor

Dewan (DJ) Brooks  
(423) 609-4497 (c)

### Webmaster

Craig Quillen  
(423) 384-4621

### Event Coordinator

Glenn Ross  
(423) 282-1197

### Board Members

	Term
Anthony Hall -	2024 - 2028
Vic Koenig -	2020 - 2023
Skip Weller -	2019 - 2024
Jerry Black -	2020 - 2025
Craig Quillen -	2021 - 2026
Tim Edwards -	2022 - 2027

### Upcoming Meeting

Upcoming vote for Vice President, so please attend and make your vote count.

## Editor's Notes

I just wanted to say thank you to all those who elected me to do the newsletter. Johnny has been great in providing me with all kinds of helpful hints and tips. Just hope that I will be able to do make everyone proud and do a great news letter.

This year seems to have started off with a bang so far. January 1st was a windy one for sure. First flyers on the field were Jeremy Brooks, David Jones, and Johnny Judd. Jeremy was the first flyer on the first day of the new year. Unfortunately he was also the first crash as well due to equipment malfunctions. All in all it was a great day to fly. I'm sure there will be more great days of flying to come for these and all members.

If there is anything that anyone would like me to add or cover just let me know. Any and all help is greatly appreciated.

## Next Meeting

***Tuesday, 31 January 2023, 6:45 PM  
at Liberty Church***

[Directions](#)

**Upcoming Events:**  
**Indoor Second Fly**  
**12 Noon-4PM, Saturday**  
**February 11th, 2023**  
**Liberty Fellowship Hall**

### Did you know:

Receive a one year AMA membership credit for each three (3) new AMA members who join. Yes, you can earn more than one free year!

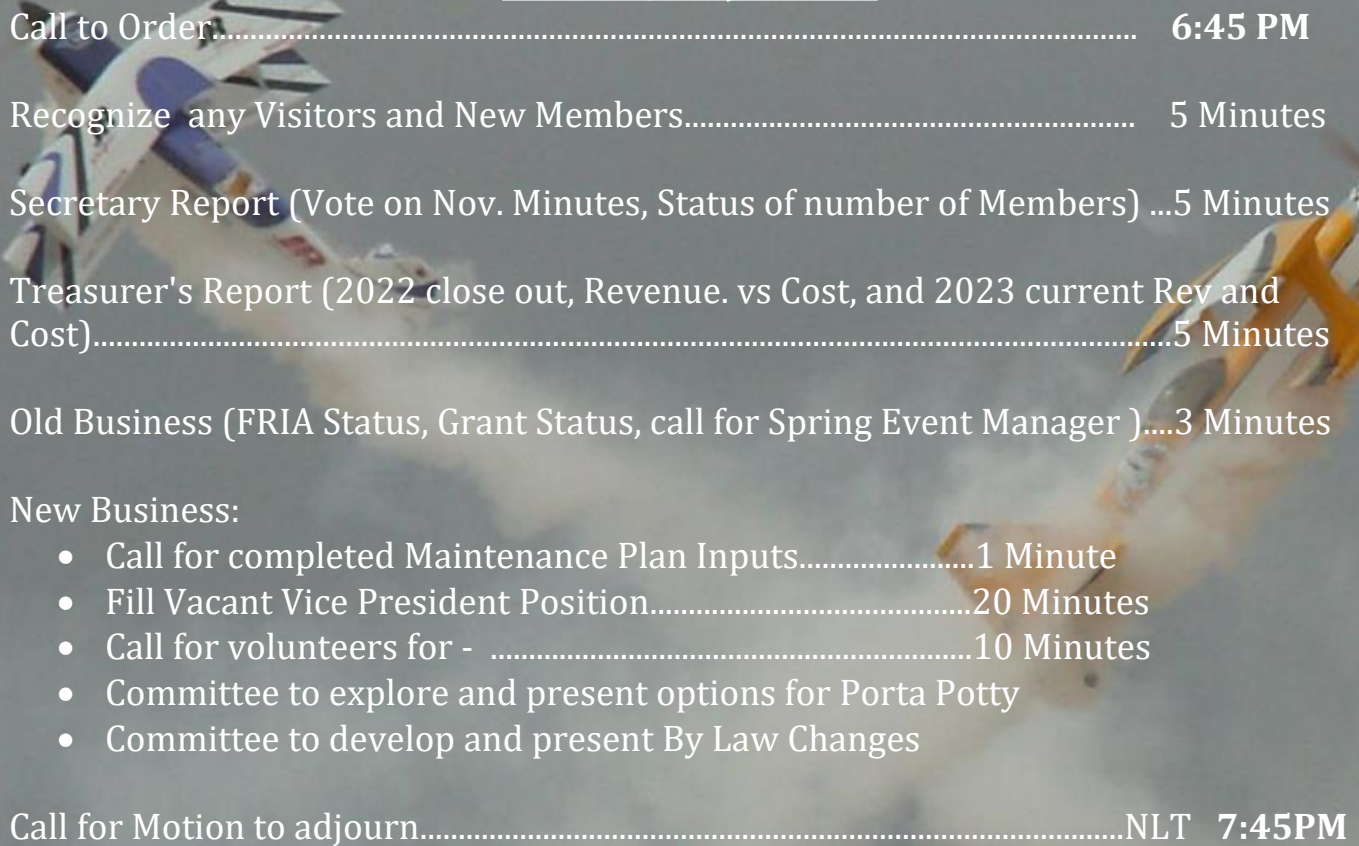
Click link below to learn more:

[Sign Three Fly Free](#)

### Agenda for Monthly Meeting:

Tuesday night, 31 Jan at 6:45 PM we will have the first Membership Meeting of the year. There are several areas that need to be addressed Glen has provided an agenda of topics that we will need to cover and complete. I will post the monthly agenda and if you have anything that you would like to have covered please send it to Mr. Glenn Ross Ovia email, or call at 423-282-1197 two weeks before the meeting so he can get it onto the agenda.

### AGENDA, 31 Jan 2023



Call to Order.....	6:45 PM
Recognize any Visitors and New Members.....	5 Minutes
Secretary Report (Vote on Nov. Minutes, Status of number of Members) ...	5 Minutes
Treasurer's Report (2022 close out, Revenue. vs Cost, and 2023 current Rev and Cost).....	5 Minutes
Old Business (FRIA Status, Grant Status, call for Spring Event Manager )....	3 Minutes
New Business:	
• Call for completed Maintenance Plan Inputs.....	1 Minute
• Fill Vacant Vice President Position.....	20 Minutes
• Call for volunteers for - .....	10 Minutes
• Committee to explore and present options for Porta Potty	
• Committee to develop and present By Law Changes	
Call for Motion to adjourn.....	NLT 7:45PM

Please remember, only current (2023) members will be allowed to vote for the new VP. - Adult = 1 vote  
Family = 1 vote  
Park, Minor, Emeritus, VIP = no vote.

***Filling the vacant Vice President position is a hot topic, so please try to attend and participate. Your votes do count so we need all members there to vote.***



## Club Activities for January 2023–

### First Indoor Fun Fly-(Liberty Church Fellow Ship Hall)

Some of the guys that came to show off there skills and what they had to fly.





First Indoor Fun Fly-(Liberty Church Fellow Ship Hall) cont.





## First Fly of the Year-(Odom-Fennell Field)

It was nice to see all the members come out to start January off with a bang during the first fly event of the year. The turn out was great and new piece of aviation introduced as well..... a hybrid quad copter/pusher craft. A big Thank You to Mr Shane from Hybrid Projects, for introducing our members to this and all that it can do. There were also many things to choose from to keep the bellies warm and also the hands. Also a big thanks to all who brought food, drinks, grilled cheese sandwiches, crock pots full of all kinds of things, banana pudding, pulled pork, cinnamon rolls. A big thanks to the two ladies that generously contributed the multitude of goodies being brought, its never disappointing.

## Field Information –

No significant activities at the field this *Month, or for this Issue*

## Member Information – Part 1

A New Year means new officers. The new officers have been signed in to their new positions and have already been discussing new things for the coming year. With change there is always an adjustment period as well. I just wanted to say that with change comes growth as well and we are already seeing new members that have joined. Congratulations and welcome fellow members.

### PRESIDENT:

Glenn Ross

### VICE PRESIDENT:

### BOARD of DIRECTORS:

Anthony Hall

### SECRETARY:

Nick Nicodemus

### TREASURER:

Anthony Hall

### SAFETY OFFICER:

Keith Nelson

### WEBMASTER:

Craig Quillen

### FIELD MARSHALS:

Skip Weller

Craig Quillen

David Jones

Edward Nelson

### NEWSLETTER EDITOR:

Dewanan Brooks (DJ)

### EVENT COORDINATOR:

Glenn Ross

## Member information- Part 2

Members Request :

I posed a question to all the members, if there was anything they would like to see added in the newsletter. Someone suggested doing a bio on a different member each month, also the history of the club and how it got started and various other suggestions. So I was able to locate an article that was written by Mr Glenn Ross about how the club was started. Hope this is informative to you as it was me.

### ***The Johnson City Radio Controllers***

*By Glenn Ross*

*“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 paid 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 12th, 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 22nd, 2017 as the Odom-Fennell Field in honor of two founding members, without whom there would be no JCRC or our current flying site.*

*In 2019, we added a 12 foot by 24 foot covered Sun Shade on the North side of the Flight Preparation area to provide overhead shelter for the Flight Prep Tables, as well as a rainwater catchment system to provide non-potable water for field maintenance.”*

## **On the Flight Line –**

With the changing weather and all the wind and rain, make sure that you test your equipment before coming to the field and bring extra batteries.

## **AMA and FRIA Information:**

Hello Fellow Club Members,

Our hobby is changing. This year will see much more of the new requirements that the FAA has placed on our hobby come into practice. 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.

### **Final Rule on Remote Identification of Unmanned Aircraft (Part 89) December 28, 2020**

The Remote Identification of Unmanned Aircraft Final Rule is the next incremental step toward further integration of Unmanned Aircraft (UA) in the National Airspace System. In its most basic form, remote identification can be described as a "digital license plate" for UA. Remote ID is necessary to address aviation safety and security issues regarding UA operations in the National Airspace System, and is an essential building block toward safely allowing more complex UA operations.

The final rule establishes a new Part 89 in Title 14 of the Code of Federal Regulations. The final rule has been sent to the Office of the Federal Register and will become effective 60 days after the publication date in the Federal Register. Publication is expected in January 2021. Compliance timeframes and major provisions are summarized below.

### **Operating Rules**

Under the final rule, all UA required to register must remotely identify, and operators have three options (described below) to satisfy this requirement. For UA weighing 0.55 lbs or less, remote identification is only required if the UA is operated under rules that require registration, such as part 107. Operational rules take effect 30 months after the effective date of the rule.

#### **1. Standard Remote ID Unmanned Aircraft:**

- Broadcasts remote ID messages directly from the UA via radio frequency broadcast (likely Wi-Fi or Bluetooth technology), and broadcast will be compatible with existing personal wireless devices.



- Standard Remote ID message includes: UA ID (serial number of UA or session ID); latitude/longitude, altitude, and velocity of UA; latitude/longitude and altitude of Control Station; emergency status; and time mark.

- Remote ID message will be available to most personal wireless devices within range of the broadcast; however, correlating the serial number or session ID with the registration database will be limited to the FAA and can be made available to authorized law enforcement and national security personnel upon request.

- Range of the remote ID broadcast may vary, as each UA must be designed to maximize the range at which the broadcast can be received.

## 2. UA w/ Remote ID Broadcast Module:

- Broadcast Module may be a separate device that is attached to an unmanned aircraft, or a feature built into the aircraft.

- Enables retrofit for existing UA, and Broadcast Module serial number must be entered into the registration record for the unmanned aircraft.

- Broadcast Module Remote ID message includes: serial number of the module; latitude/longitude, altitude, and velocity of UA; latitude/longitude and altitude of the take off location, and time mark.

- UA remotely identifying with a Broadcast Module must be operated within visual line of sight at all times.

- Broadcast Module to broadcast via radio frequency (likely Wi-Fi or Bluetooth technology).

- Compatibility with personal wireless devices and range of the Remote ID Broadcast Module message similar to Standard Remote ID UA (see above).

## 3. FAA-Recognized Identification Areas (FRIA):

- Geographic areas recognized by the FAA where unmanned aircraft not equipped with Remote ID are allowed to fly.

- Organizations eligible to apply for establishment of a FRIA include: community-based organizations recognized by the Administrator, primary and secondary educational institutions, trade schools, colleges, and universities.

- Must operate within visual line of sight and only within the boundaries of a FRIA.

- The FAA will begin accepting applications for FRIAs 18 months after the effective date of the rule, and applications may be submitted at any time after that.
- FRIA authorizations will be valid for 48 months, may be renewed, and may be terminated by the FAA for safety or security reasons.

### **Design and Production Rules for Manufacturers**

• Most unmanned aircraft must be produced as Standard Remote ID Unmanned Aircraft and meet the requirements of this rule beginning 18 months after the effective date of the rule.

• Remote ID Broadcast modules must be produced to meet the requirements of the rule before they can be used.

• The final rule establishes minimum performance requirements describing the desired outcomes, goals, and results for remote identification without establishing a specific means or process.

• A person designing or producing a standard UA or broadcast module must show that the UA or broadcast module met the performance requirements of the rule by following an FAA-accepted means of compliance.

• Under the rule, anyone can create a means of compliance. However, the FAA must accept that means of compliance before it can be used for the design or production of any standard remote identification UA or remote identification broadcast module.

• FAA encourages consensus standards bodies to develop means of compliance and submit them to the FAA for acceptance.

• Highlights of Standard Remote ID UA Performance Requirements:

- o UA must self-test so UA cannot takeoff if Remote ID is not functioning
- o Remote ID cannot be disabled by the operator
- o Remote ID Broadcast must be sent over unlicensed Radio Frequency spectrum (receivable by personal wireless devices, ex: Wi-Fi or Bluetooth)
- o Standard Remote ID UA and Remote ID Broadcast Modules must be designed to maximize the range at which the broadcast can be received.



## **Other Provisions in the Remote ID Final Rule**

- Automatic Dependent Surveillance-Broadcast (ADS-B) Out and Air Traffic Control (ATC)

### Transponder Prohibition for UAS

- o The final rule amends Parts 91 and 107 to prohibit use of ADS-B Out or ATC Transponders on UAS unless otherwise authorized by the Administrator, or if flying under a flight plan and in two-way radio communication with ATC.

- o ADS-B Out & ATC transponder authorization is likely for large UAS operating in controlled airspace.

- o Part 89 prohibits the use of ADS-B Out as a means of meeting remote ID requirements.

- Aeronautical Research

- o The rule provides for operators to seek special authorization to operate UA without remote identification for the purpose of aeronautical research or to show compliance with regulations.

- Deviation authority

- o Final rule provides a mechanism for the FAA Administrator to authorize deviations from the operating requirements.

- Foreign Registered Civil Unmanned Aircraft Operated in the United States

- o The rule allows a UA registered in a foreign country to be operated in the United States only if the operator files a notice of identification with the FAA. This enables the FAA and law enforcement to correlate a remote ID broadcast with a person responsible for the operation of a foreign-registered UA.

## **Major Changes from Proposed Rule to Final Rule**

- Network-based / Internet transmission requirements have been eliminated. The final rule contains Broadcast-only requirements.

- UAS operators under the Exception for Limited Recreational Operations may continue to register with the FAA once, rather than registering each aircraft. However each Standard UA or Broadcast Module serial number must also be entered into the registration record for the unmanned aircraft.

- ‘Limited Remote ID UAS’ has been eliminated and replaced with Remote ID Broadcast Module requirements to enable existing UA to comply.
- FRIA applications may be submitted to the FAA beginning 18 months after the effective date of the rule, and applications may be submitted at any time after that.
- Educational institutions may now apply for FRIAs as well as community-based organizations.

## Did you know?

Did you know that the AMA has a program available where you can receive a one year AMA membership credit for each three (3) new AMA members who join. Click this link to find out more. [Sign 3 Fly Free Program](#)

## [Sponsors:](#)



Just wanted to say thank you for Sponsors: [Hobby Town](#) in Johnson City. They are always adding new items and are eager to help with anything you need.



[Johnson City Heating & Air – Ed Ritsko](#) supports our club in so many ways. He donates his time and money to provide raffle items and equipment to keep our field running.



## Upcoming Events– 2023 – From Glenn

*""Members, here is the 2023 Event Schedule. We now have Event Masters for all but the Spring Fun Fly and the Halloween Fun Fly. Please consider volunteering to run one of the two orphan events. Just send me an email to [rossgtenn@gmail.com](mailto:rossgtenn@gmail.com) with the event you would like to run and I'll add you to the schedule. We will hold the Indoor events this year at the Liberty Church Fellowship Hall since the Kingsport Auditorium will be unavailable due to requirements for the Dobyns Bennett Sports Program. The Fellowship Hall is a little bit more than 1/2 the length of the Civic Auditorium, but we've had people flying there after some of the Monthly meetings. So, come on out and show off your skills!! Finally, SPA has selected the 24th and 25th as their event dates in June.""*

### JCRC 2023 Event Schedule

Event	Date	Event Manager	Location	Status
	<i>Club Sponsored</i>			
First Fly	7 Jan 2023, 08:00 AM till 12:00 PM	Skip Weller	Air Field	
Indoor First Fly - Open to the Public	14 Jan 2023, Noon till 4 PM	Tim Edwards	Liberty Fellowship Hall – 844 Liberty Church Road, KPT	
Indoor Second Fly - Open to the Public	11 Feb 2023, Noon till 4 PM	Tim Edwards	Liberty Fellowship Hall – 844 Liberty Church Road, KPT	
Spring Fun Fly and Swap Meet - Open to the Public	29 Apr 2023, 9 AM till 2 PM		Air Field	
National Model Aviation Day and Club Pic Nic – <b>Members and invited Guests Only Event</b>	12 August 2023, 9 AM till 4 PM	Anthony Hall	Air Field	
Learn To Fly with JCRC - Open to the Public	16 Sept 2023, 9 AM till 2PM	Phil Swihart and Johnny Judd	Air Field	
 <b>Night Flight, It's All Right!!</b>	26 September, 2023 following last Chill and Grill – 8:00 PM till 11:00 PM	Skip Weller	Air Field	
<b>Halloween Fun Fly</b> - Open to the Public	28 October 2023, 10 AM till 2 PM	Dj Brooks	Air Field	
	<i>Non Club Event, Club Hosted</i>			
Third Annual East Tennessee SPA Competition or Masters – Public Spectators Welcome	24-25 June- 9 AM till 4 PM, Saturday & 9 AM till 1 PM on Sunday	Vic Koenig	Airfield	

## Winter Meetings

Here are the directions to Liberty Fellowship Hall, where we will have our monthly meetings for October, November, January, February and March.

### **From Johnson City:**

Heading North, towards Kingsport, on N Roan St/TN-36, travel through Boones Creek, through the intersection of HWY75 (the hwy to Tri-Cities Airport) . At this point, Hwy 36 becomes a two lane road. Continue north past the Intimate Treasures shop . As you start down the hill, Liberty Church Road is on the left, half way down. Make a left onto Liberty Church Road and the church is **0.6** miles, on the left.

The fellowship hall is at the rear of the church.



### **Address:**

844 Liberty Church Road, Kingsport, Tennessee 37663

### **From Kingsport:**

Heading South, towards Johnson City, on Hwy TN-36, travel through Colonial Heights. At Midway, the road widens to a three lane road to ascend a hill. Liberty Church Road is half way up the hill on the right, about 200 feet past a Convenience Market . Make a right onto Liberty Church Road and the church is **0.6** miles on the left.

The fellowship hall is at the rear of the church.