



KNOX COUNTY RADIO CONTROL

February 2020 Newsletter

Knoxville TN AMA #594
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PRESIDENTS CORNER



To better communicate to our members things I think you should know about, I am starting a very short column for each newsletter called “Presidents Corner”

Our banquet on January 14 was a nice success. In addition to good attendance, we had lots of fun talking about unique and interesting things that happened at the field during 2019. There were some very funny stories, including a detailed description of the “best prank in KCRC history”. I was surprised that many people in attendance had not heard some of these funny stories.

Since the feedback was so positive, we may consider making it an annual tradition at future banquets to encourage members to tell

unique and funny stories about things that happened at the field during the past year.

Our next KCRC meeting is February 11. At that time Ed Dumas will update everyone on the new proposed FAA regulations that look like they will negatively affect our flying. He will also provide some advice as to how we can best communicate our opinions to the right people to help stop some of this craziness.

I would also like to discuss some of the events we are thinking about having during the year and see what everyone thinks. We are planning to do club paid “first class” picnic cookouts on Memorial Day, July 4, Labor Day, and Cub Fest. In addition to the SPA and

Cub Fest events, we are also thinking of having an Indoor Fly (in March), a Float Fly, and possibly an EDF Jet Event. We will look forward to your comments and suggestions.

Also, we will be discussing KCRC rule simplification, which was originally brought up by Allan Valeo last September, and then taken on by Ed Dumas and the Executive Committee.

Other things you should know. Jim Maines will be the Safety Officer for 2020, and will be implementing a safety education program that includes some short presentations at most of our meetings.

And lastly, John Basalone has agreed to continue acting as field manager for 2020, including doing all the mowing and field maintenance without compensation. Without John's dedication and contributions we would be facing some major issues. THANK YOU JOHN.

Frank

From Ed Dumas

The following is my take on the FAA's Notice of Proposed Rulemaking (NPRM) for the Remote ID of small UAS.

In a nutshell, I think it is designed to kill the hobby of flying radio-controlled models for recreation in a matter of a few years. I'm going to quote from the NPRM directly so you can read for yourself exactly what the FAA is proposing to make law. All of the direct quotes from the FAA will be in italics and my personal comments will be in normal font. I will also attempt to provide background information to familiarize you with the context in which I've extracted the

quotes where necessary. If, after reading the following, you do not agree that there is a systematic effort afoot to dismantle the hobby of flying radio-controlled models as we know it, I would like to hear your reasoning as to why.

First, this notice is of PROPOSED rulemaking, so nothing has been made law yet, but it is precariously close. To quote:

This proposal envisions that within three years of the effective date of this rule, all UAS operating in the airspace of the United States will be compliant with the remote identification requirements.

This means potentially about four years from now!

To get started, we will talk about amateur-built UAS, which would be the typical model aircraft that we all build and fly. What does the FAA consider an amateur-built aircraft? To quote:

Amateur-built unmanned aircraft system means an unmanned aircraft system the major portion of which has been fabricated and assembled by a person who undertook the construction project solely for their own education or recreation.

How would these aircraft be affected by the proposed rules? Again, to quote:

Accordingly, an amateur-built UAS that is fabricated and assembled without remote identification would be restricted

to operating within an FAA recognized identification area in accordance with §§ 89.105(c) and 89.120.

OK, so what is this FAA Recognized Identification Area (FRIA)? It is an area specially set aside to allow aircraft that can't comply with the Remote ID rules to be able to fly. To quote:

Only a community based organization (CBO) recognized by the Administrator would be allowed to apply for the establishment of an FAA-recognized identification area.

-and-

For UAS not equipped with Remote ID, the way to identify and comply with the intent of the remote identification rule is to operate within the FAA-recognized identification areas. The intent is to minimize the regulatory burden for operators of UAS that do not have remote identification equipment, while still meeting the intent of the rule. This proposal would not preclude UAS with remote identification from operating in or transiting the airspace over FAA-recognized identification areas; it would simply limit UAS with no remote identification equipment from operating anywhere else.

So, as I read this, an FAA-recognized identification area (FRIA) is an area where amateur-built UAS can fly. It turns out this is the ONLY area in which an amateur-built UAS can fly under these rules. This is worth remembering! But,

you'll also notice that aircraft that are remote-ID equipped ARE allowed to fly in FRIA's at will. Put in simple terms, "the big boys can run over us in our sandbox, but WE can ONLY fly in OUR sandbox!"

Now, that sounds pretty good, eh? The FAA is looking out for us, and giving us a place to fly our airplanes in the sky. Indeed, this is what the FAA anticipates about FRIAs. Again, quoting:

The FAA assumes that all Academy of Model Aeronautics (AMA) flying sites will submit requests to become FAA-recognized identification areas, and that 90 percent of the requests will be approved. The remaining ten percent are assumed to be in sensitive areas and therefore will not be approved to become an FAA-recognized identification area.

So, this still sounds good, but they estimate they are going to take 10% of the sites away, right off the bat... Hmmmm...

Now, let's investigate just what it takes to get, and keep, a FRIA. Again, quoting:

Under the proposed § 89.210, a request to establish an FAA-recognized identification area would have to be submitted within 12 calendar months from the effective date of a final rule and would have to include certain specified information, including at a minimum:

blah, blah, blah, blah... (my words)

They go on to specify, in a lot of detail, who can submit a FRIA application (the AMA, and only one person within the AMA at that) and the procedures they must go through to do it. But I think the key is the 12 month stipulation. This says that, from the time this rule becomes law, there will only be 12 months to establish a FRIA. Period.

The regulatory hurdles required to get, and keep, a FRIA are significant. I liken the process to starting a journey through a field laden with land-mines... Stepping on any single land-mine will result in the loss of your FRIA (flying field), forever, and they have pulled out all the bureaucratic tricks in their bag to ensure this has a high statistical probability of happening, like this one. Again, quoting:

Unless renewed, an FAA-recognized identification area would be automatically cancelled as of the day immediately after its expiration date.

(The renewal process doesn't sound like a cakewalk either, my words)

-and-

Once the CBO has terminated an FAA-recognized identification area, the CBO may not reapply to have that flying site re-established as an FAA-recognized identification area and that site would no longer be eligible to be an FAA-recognized identification area.

Ughh... Here's the kicker... Quoting again:

The FAA is proposing to accept applications for FAA-recognized identification areas within 12 calendar months of the effective date of a final rule. At the end of that 12-month period, no new applications for FAA-recognized identification areas would be accepted. After that date, the number of FAA-recognized identification areas could therefore only remain the same or decrease. Over time, the FAA anticipates that most UAS without remote identification will reach the end of their useful lives or be phased out. As these numbers dwindle, and as compliance with remote identification requirements becomes cheaper and easier, the number of UAS that need to operate only at FAA-recognized identification areas would likely drop significantly.

Resistance is futile, you will be assimilated... (my words)

There it is folks, in black and white. When I found this statement in the proposal my jaw dropped. This is what I consider the smoking-gun that declares the FAA's intent to dismantle model aviation as we know it...

Now, if you're thinking, fine, I'll just get the remote ID equipment and put it in my plane and fly anyway, think again. That is the subject of another article, but the requirements are indeed, onerous. For starters, all the equipment required to become Remote ID compliant will be expensive (it has to be FAA-certified, from a certified manufacturer, pass FAA testing, etc., etc.) Anyone that flies full-scale will recognize this as a page (or 48) from the FAA-

PMA approval process that all certified aircraft parts need to go through in order to be put into service on a certified airplane. This really is a long process, and the salient quotes accompany it are beyond the scope of this article. Trust me though, I don't think anyone would want to go down this road.

But, suppose you do decide to go down the road. This leads to another interesting find... Again, to quote:

The FAA also proposes to revise the registration requirements in part 48 to remove the provisions that allow small unmanned aircraft to register as model aircraft under a single Certificate of Aircraft Registration and to require the individual registration of each aircraft, regardless of its intended use. This means that every small unmanned aircraft registered under part 48 would need to have its own Certificate of Aircraft Registration.

OK, so when the FRIA's go away, and we have no choice but to fly aircraft that are Remote ID capable, we now have to register each and every one of them. Which leads us to the inevitable conclusion as to where all of this is going (I bet you saw this coming!):

Recreational flyers will also be required to pay a \$5 registration fee to the FAA for each additional aircraft registered. Government fees and taxes are considered transfer payments per OMB Circular A-4 and are not considered a societal cost.

blah, blah, blah, blah... (my words)

So, to recap... In order to fly a model airplane that is amateur-built under these proposed rules, which could be in effect in as little as four years from now, it must be flown in a FRIA. And only in a FRIA. FRIA's are going to be hard to get, and are designed, bureaucratically, to go away after a finite period of time. After that, the FAA expects all of us, if we decide to fly at all, will only fly FAA-approved aircraft that contain FAA-approved equipment, and to dutifully register each and every aircraft with the FAA from now on. Not my idea of a bright future for model aviation...

That's it for now, but I urge you to please do your part and submit a thoughtful, well-reasoned comment on this NPRM before the deadline, which is March 2, 2020. I also urge each and every one of you to make your comments unique and please include a personal story about how this proposed rule will affect you, your kids, your grandkids, their kids, and all the folks who care about flying aircraft that they have built themselves. The FAA, by law, has to read each and every comment. If we all copy the same template, they can just say they've already addressed all our concerns, trash our responses, and move on to making this LAW.

The FAA honestly thinks that this proposal will satisfy everyone that wants to fly a drone, or a model airplane in the National Airspace System for the rest of time, otherwise it wouldn't be out for public comment. They honestly think they can meet everyone's needs, from now on, and this is their proposed way to do it. It is up to each and every one of

us to tell them that there are other, more reasonable ways to preserve model aviation as we know it!

Let's make them work for their living... Lest we all fly only DJI's!

--Ed

Some thoughts about learning how to fly well from ALLAN VALEO

I struggled with right and left for a long time before I settled into a near comfortable sense of controlling my fixed wing airplanes. Recently I started to get the feeling that right and left weren't the best definition of what I needed to control my airplanes. As smooth as my flights seemed to be, I still had reversal woes that shook my confidence at times. I started to visualize right as clockwise and left as counter clockwise and a lot of my little mistakes started to resolve. Now, I can't think right and left anymore. I just see my model going with or against the way of the clock. The only reversal that remains a concern that has to do with inverted flight. If you're inverted, as Randy Phillips often observed, "When you're inverted, down is up and up is expensive!"

What does this do for an explorer like me? Well, I have a small helicopter and I've literally banged my head against the wall trying to get my heli to stay in control when it was facing me. All the controls are reversed and the stress has been over whelming. I'm now getting better control of my flights in the simulator and I'm excited about trying my ideas on the actual model at KCRC. It sure seems natural to put the monster's nose down to get it to fly forward regardless of whether it's pointed at me or not. The real change in my attitude is that the turns are actually CW and CCW, not right and left, and the simulator is showing me that the yaw control is more

effective than the bank control for turns. Coordinated turns still need both control actions but it sure feels more natural now.

I can't guaranty how well an approach like this will help everyone's flying, but I would advocate trying it for anyone trying to get over the reversal effect that happens when their aircraft is flying towards them. It's liberated me and raised my confidence level more than anything else I've tried.

January Banquet



Once again KCRC held its annual banquet at the Golden Oak Restaurant in Oak Ridge and although the room wasn't completely full there were only a few seats remaining. When I arrived at about 6:20 there was already a small and

growing crowd. I wasn't able to take a lot of photographs as I was busy taking in membership renewals and handing out 2020 member packets. And, I think my camera intimidated those I asked to help.



Membership

Current paid 2020 membership is 43 and I have a lot of member packets left to give out. Each packet contains a welcome letter, an information sheet to allow members to update their information, a return address label to send back corrected information sheets and the all important 2020 club sticker to be placed on the upper left side of your transmitter. If you need more than one sticker simply ask.



At the February meeting I will be continuing to sign up returning members and after February there will be a \$5 penalty (\$77). I am accepting mail in renewals. Send checks to (no cash please)

KCRC c/o Michael Catlin
6812 Adrian Rd
Knoxville, TN 37918

The gate combination will be emailed to current members only and after February only current members will receive email notices and newsletters. Newsletters will still be posted on the clubs website <http://www.kcrctn.com>. However, this may change in the future and only newsletters from previous years will be available to non-members.

Remember, only those with current AMA membership will be allowed to fly at the field.

Upcoming Events

The February club meeting will be at the New Beginnings Baptist Church 11218 Yarnell Rd. February 11 at 7:00PM

We will be accepting dues for 2020. Cash, check or credit card accepted. There will also be a special presentation.

Tennessee Eagles Fun Fly Saturday April 18 Tennessee Eagles R/C Club, Harriman TN

House Mountain May 16 -17. F5j. Glider contest

Tennessee Eagles War Bird Event Saturday, June 13 Tennessee Eagles R/C Club, Harriman, TN

House Mountain Aug 5-9. Huckfest

Tennessee Eagles Charity Event Saturday September 19 Tennessee Eagles R/C Club, Harriman TN

House Mountain Sept 25 -27. Warbirds

Don't forget to visit KCRC Knox County Radio Control on Facebook!

203 members strong.

Daily 3 day weather predictions

Daily aviation photos

Event advertisement from other area clubs

Items for sale.

Articles, information and aviation related videos.

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