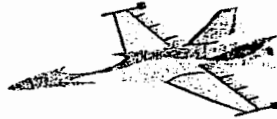


October 2005

THE



# SIGNAL SQUEAKER

Chartered Club #371

A. M. R. C. C. Member

THE OFFICIAL MONTHLY NEWSLETTER OF THE SIGNAL SEEKERS R/C CLUB

<i>PRESIDENT</i>	<i>Bob McDonald 734-421-4330, 28746 Westfield, Livonia MI 48150</i>
<i>VICE PRES.</i>	<i>Bob Kane 902 River Ct., Wyandotte MI 48192</i>
<i>SECRETARY</i>	<i>Paul Blanchard 313-563-5143, 22223 Military, Dearborn MI 48124</i>
<i>TREASURER</i>	<i>Barney Polzin 734-728-3029, 609 Worcester, Westland MI 48185</i>
<i>NEWSLETTER</i>	<i>Jerry Wino P.O. Box 614, Garden City MI 48135</i>
<i>TRUSTEES</i>	<i>Quinten Ray, Bob Dunlap, Randy Ryan. Al Junko, Bob Duncan (alt.)</i>

*MEETINGS Fourth Monday of every month at Garden City Log Cabin at 7:30 PM*

**Next Meeting: Monday, Monday, October 24, at Maplewood**

Happy fall, all you Signal Seekers members! Here it is again, Halloween just around the corner and before you know it, the holidays will be upon us. There's still plenty of good flying weather ahead of us as well, and it's been reported that the field is in great condition. What more could you ask for? Just get past some of the rough spots on the road, and you're in like Flynn.

We're only three meetings away from the annual Christmas meeting. Can you believe it? I'd like to know how many members throw snow skis on their airplanes and go out flying in the snow. That would be a good topic to do a little report on in an upcoming issue.

As usual, check out the meeting minutes in this issue and happy flying!  
-Ed

## SIGNAL SEEKERS RC CLUB MEETING

Meeting Date: September 26, 2005

Meeting was called to order by President Bob McDonald and the roll call was taken.

### REPORTS:

- The Minutes were approved as written and the Treasurer's Report was approved as read.
- The field is reported to be in excellent condition, the road has had some pot holes filled but still needs some more work.

### OLD BUSINESS

- Bob Kane apologized for not having the Pattern Contest this year because of a conflict with his daughter's wedding but asked if there was interest for next year.

### NEW BUSINESS:

- Raffle tickets for the Christmas Raffle are available from Bob Dunlap.

### MONTHLY RAFFLE:

- Simple 400 Plane Kit:- Kieth McCrary.
- Monokote:- Chuck Lee.
- Sealing Iron:- Bob McDonald.
- ESV Meter:- John Brxys.
- Prop:- Floyd Gregory.
- Bottle of CA:- Paul Bedard.
- Electric Fuel Pump:- Bob Dunlap.

It is with great sorrow that we report the passing of two long time members. Gary Kasmer, who retire about 3 years ago and moved up North, died while on a trip to China. George Balos, a current active member, passed away in August of this year.

SUBJECT: SIGNAL SEEKERS R/C CLUB DUES FOR 2005.

SS05DUES

1. THE FOLLOWING RECEIVE FREE DUES FOR SELLING 100 OR MORE CHRISTMAS RAFFLE TICKETS: DOUG BEAVER, ROBERT BROOKS, GEORGE COOLEY, DARREN COVINGTON, JAY DUNKIN, JAMES ESPER, MATT GLADD, JOSEPH KOWALSKI, TIMOTHY TOWNLEY, TOM VASILOFSKI, DARREL WARREN. NOTE CLUB OFFICERS, NEWSLETTER EDITOR (JERRY WNO), NEWSLETTER PRINTER (MIKE FERGUSON), CHANNEL IDENTIFICATION PIN NUMBERS (DAN ROSS), AND FIELD GRASS CUTTING (DARREN COVINGTON) ARE NOT REQUIRED TO PAY DUES.
2. HONORY MEMBER: TO BE DETERMINED.
3. THE FOLLOWING INDIVIDUALS HAVE PAID THEIR 2005 DUES:

RAYMOND ZELLNER	12/16/04	RICHARD SAWICKI	12/16/05	FLOYD GREGORY	12/16/05
ROBERT FENCE	12/16/04	NICK BARACOS	12/16/05	STUWART WRECKERLY	12/16/05
MIKE FERGUSON II (JR)	12/16/04	WALTER KOPACZ	12/27/05	AL JUNKO	01/24/05
LARRY COULSON	01/24/05	CHARLES LEE	01/24/05	ROBERT DUNLAP	01/24/05
KEN JOHNSON	01/24/05	JAMES CUMMINS	01/24/05	TOM MELITA	01/24/05
EUGENE HILDEBRANDT	01/24/05	ROBERT LAKASIK	02/28/05	DANIEL McLALIN	02/28/05
QUINTEN RAY	02/28/05	ART ADAMISIN (BIG ART)	02/28/05	LARRY LETKE JR.	02/28/05
LARRY LETKE SR.	02/28/05	RICHARD THAXTON	02/28/05	DENNIS SUMNER	03/03/05
PERRY TUTSOCK	03/07/05	ROB BUSSINGER	03/18/05	GEORGE BALOS	03/28/05
RANDY RYAN	03/28/05	RICHARD MALIK	03/28/05	RAYMON BLAKE	03/28/05
JOHN HARTMAN	03/28/05	PAUL BEDDARD	03/28/05	EDWARD LAICH	03/28/05
ROLAND ROBERTS	03/28/05	MARK KNOTE	03/28/05	BILL ROGERS	04/10/05
CRAIG MARKYVECH	04/11/05	ROBERT SCOTT	04/14/05	LYNN SCOTT (S)	04/14/05
GABOR TOLNAI (TONY)	04/21/05	STANLEY OLESZKOWICS	04/25/05	CHARLES SCHWARTZ	04/28/05
CLAYTON HERST	04/25/05	MICHAEL PTAK	04/28/05	STEVEN CECALE	04/28/05
WILLIAM PASCHEN	04/28/05	CURTISS NIXON	04/28/05	ZACHARY NIXON (J)	04/25/05
RAYMOND MARLO	04/28/05	MIKE REININK	04/28/05	TOM POLK	05/23/05
SCOTT PASCHEN	05/23/05	SCOTT GODFREY	05/23/05	KEITH McCRARY	05/27/05
DARYL BRIM	04/25/05	JOHN STEVENS	06/23/05	JOHN STEVENS JR. (J)	06/23/05
MATHEW DELEVA	06/23/05	DONALD BORKIN	06/23/05	CLAYTON HERRST	06/23/05
JOHN SINGLER	05/94/05	GLENN NAFIN	06/28/05	ED WHITE	07/07/05
PETE COLLISON	07/18/05	JOSEPH LIJOI	07/25/05	RANDY JAROIS	07/25/05
EDGER JOHNSON	08/22/05	JOHN BRZYS	08/22/05		

NOTE: ANY ERRORS OR OMISSIONS, PLEASE INFORM ME. INDIVIDUALS WHO PAY BY MAIL, MUST PROVIDE PROOF OF "05" AMA MEMBERSHIP AND A SELF ADDRESSED AND STAMPED ENVELOPE.  
BARNEY POLZIN (734) 728-3029

## FAA and Model Issues by Dave Brown

Why are we hearing so much about the Federal Aviation Administration (FAA) lately? Many modelers are asking this question, so I'll try to give you an explanation that you can share with other members.

The FAA's recent interest in our activities is coincidentally coming from two separate areas within the FAA. The first issue at hand is airspace used by model airplanes. Their attention is focused on us because of technological growth within model aviation and the use of unmanned aircraft for myriad commercial and governmental purposes. The FAA is wrestling with the best way to safely integrate these operations into the national airspace, which will be a daunting task.

Another reason the FAA is focusing on model aviation is because many of these commercial and government activities are being conducted with model airplanes that have been modified to make them suitable for these tasks. In the *eyes* of the FAA-or at least within the current thinking of the FAA-a model airplane ceases to be a model airplane when it is used for any commercial purpose, regardless of its size. What it becomes and what regulations it is subject to is still up in the air. Although the FAA is discussing this topic, it seems to be adamant that the aircraft are no longer model airplanes, and should not be operated under the guise of the unregulated-or perhaps more appropriately, self-regulated-sport of model aviation.

Unmanned aircraft or UAs are the latest moniker for these non-model airplanes, replacing the earlier RPV and UAV. At the root of the difficulty is the basic philosophy of the FAA, which separates model airplanes flown for sport and recreation from UAs. It is one of its uses rather than one of its descriptions. Within the aeromodeling community, we tend to differentiate between UA and model airplanes on the basis of equipment and technology, and this difference in philosophy creates a few misunderstandings.

As you can imagine, this transitional period, while they develop regulations to apply to these unmanned aircraft, will be full of turmoil as each local office of the FAA applies its own interpretation to the situation.

AMA is working with the FAA in an attempt to keep the sport of model aviation alive and well, while the FAA grapples with the difficult task of defining the regulatory climate for UAs. In the meantime, we as aeromodelers need to become familiar with the national airspace system. We may end up in a situation in which limits on the airspace we are allowed to fly in will be determined by the class of airspace in which we are flying. You may want to make a small investment in a book called *The 2005 FAR/AIM Book*, and study the airspace section.

The second arena in which there have been many questions raised lately has to do with our use of airports for model airplane events. The real question is not the use of airports for model airplane activities-that has not been challenged-but rather the "total closure" of federally funded airports for model airplane activities. The FAA has many policies that regulate the management and use of airports in general, and even more regulations apply to airports that receive federal funding. Among those regulations is a provision which prohibits the "total" closure of a federally funded airport for "non aeronautical activity."

This regulation has existed for a long time, but it has been interpreted differently by different regions of the FAA. It may have been the basis for some refusals to allow modeling events to take place in the past; we have certainly been refused the use of airports, but I am not aware of this regulation being stated as the reason.

In the current situation, a modeling group wanted to use an airport for a jet fly. With the support of the airport management and the local chamber of commerce, the group applied to the local FAA office to close the airport for the duration of the event.

The local FAA office rejected the request, deciding that model airplane activity constitutes a "non-aeronautical" use of the airport. The local club, as well as the local politicians while they develop regulations to apply to these unmanned aircraft, will be full of turmoil as each local office of the FAA applies its own interpretation to the situation.

## (FAA Cont)

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The local FAA office rejected the request, deciding that model airplane activity constitutes a "non-aeronautical" use of the airport. The local club, as well as the local politicians and chamber, pushed the question "upstairs" to the FAA in Washington, and the FAA supported the local office's determination.

At that point, the decision was still local, but when it was pointed out to the FAA that similar situations in other parts of the country were not being made subject to this rule, the FAA issued a letter which "clarified" the situation to all regions. This letter effectively defined model airplane activities as "non-aeronautical" activity for purposes of this rule.

This would seem to shut us out of some airports, but even that is not the final word. Because the term "total closure" isn't defined and is used only in one paragraph of the entire document dealing with airport regulation, what constitutes "total closure?" Is closure of the only runway at a single runway airport for 10 minutes a "total closure?" How about closing it for four hours, opening it up to full-scale traffic for an hour, and then repeating the schedule?

Another obvious question is why would model airplanes be non-aeronautical activity in the eyes of one part of the FAA, while another part of the FAA considers us a being subject to its rules? Again, AMA is working with the FAA to resolve this issue, and we seem to be making some progress. In the meantime, I would recommend that you not change the way in which you do business. This ruling would seem to affect only those situations in which we are proposing to close the entire airport or the only runway of an airport that receives federal funding.

That narrows the effect of this ruling considerably, and I would not let this ruling stop me from making the request for any airport that you would have considered before this ruling because it may still be subject to interpretation. Or perhaps it may be changed by the FAA as a result of our efforts to have it changed. Fortunately, while the FAA initially presented a firm reaction to our questions, they are now becoming more receptive to our position that we should be allowed this access.

That's how my month as president has gone; how has yours gone? •



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