



Flying Pilgrims Aero News

Next Meeting: October 17th, 2018 at 7:00pm

Fall Location – Canton-Plymouth-Mettetal Airport

EAA Chapter 113

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President Bill Slabey opened the general meeting at the EAA hangar with 34 members present. Minutes from the August meeting are the contents of the August newsletter; Bill Slabey asked for approval of the minutes. Motion was made by Jack and seconded by Tom to approve, and a show of hands passed the motion.

Officer's Reports:

Treasurer's Report:

Jordan reported that the membership is growing and has reached a count of 165 paid members.

President's Report:

Bill expressed thanks to Matt Bush who volunteered to cut the high grass and rough areas of the East End of the flying field using his own 43" John Deere mower prior to the Fall Phase-Out weekend. The members agreed with a round of applause for Matt. He also thanked Glen McIntosh for his tent at the Fly-In that he put up for people to sit in to eat, and of course not the least thanks to Jack Kezelian for his planning efforts to make this Fall Phase-Out a success.

Bill reminded members present that use of the EAA building for our meetings was contingent upon our clean-up of the room after we conclude our meetings, and asked members to remember to align the chairs as we found them, clean up the area and empty the trash after each meeting.

Vice President's report:

Joe had no pressing information to report.

Secretary's report:

Rick reported on the congressional House passing H.R.4 - FAA Reauthorization Act of 2018, which is considering altering the **FAA Modernization and Reform Act of 2012 HR 658, Subtitle B—Unmanned Aircraft Systems guidelines, SEC. 336-Special Rule for Model Aircraft**. This bill is now being discussed in committee with the United State Senate. As I had mentioned in the letter that I sent out to all members of The Flying Pilgrims last month, this committee is hearing testimony from the Commercial Drone Alliance, (CDA), the FAA, certain sections of the U.S. military, and Amazon, along with other corporate entities who would like to secure the Class G air space that we hobbyists fly in for their own commercial use. If the CDA has its way, under Section 336 they would place severe restrictions on this air space that could severely hamper or even reclassify much of the air space that we use for our hobby. Our own AMA is lobbying this committee to prevent this from happening, but they need your help. One of the things you can do is to write to your Senators and tell them that you want to preserve SEC. 336 as it was written in 2012.

The AMA sent out emails to officers of all the registered flying clubs like ours to ask them to have their respective members write to their Senators to tell them of charity events our clubs have sponsored. *That is one line of defense*. I have forwarded that notification from the AMA to each of you. Another line of defense that I have mentioned in my letter to all of you was to show this committee how the flying clubs have fostered education to the new and younger members of our clubs in the field of aviation and aeronautics. Our own Flying Pilgrims Club is very active in this role. Education in this country is a hot topic right now, and our role in shaping young minds in the fields of Mathematics, Science and Aeronautics has important ramifications. I strongly urge you to consider following the format I presented in my letter to you and write to Debbie Stabenow and Gary Peters, your Senators. You can send an email letter to them or call their office if you think that would have more impact. Their secretaries who would take your call are bound to tally your suggestions and opinions and report them to your respective Senators. I will re-send to you those letters addressed to your two Senators for you to use, and I am including again here two links on YouTube that discuss and explain this predicament.

<https://youtu.be/xLwrqJAuZ8U>

<https://youtu.be/ixSOaL9aXUA>

Committee Reports:

Bill Slabey briefly reported on the previous meeting's discussion regarding the repair or replacement of the central shelter (referred to as the West end shelter). It appears that efforts to come up with ideas on this matter have fizzled out and it is presently not an urgent matter at this time. This may come up again at a future meeting.

Unfinished Business:

Jack reported on the categorical costs and earnings from the Fall Phase-Out last weekend and that while we had made more money in some past years, we still netted approximately \$2600 from the weekend fly-in.

Jack Kezelian worked very hard to organize and implement the 35th Fall Phase-Out last weekend. He expressed his thanks to all of you who helped make that event successful in his email letter that he sent out on September 17th and mentioned many of you by name in that email. The club applauded Jack for his work in this matter at the meeting. Near the meeting's end Jack mentioned his desire to retire from this role and asked that the torch be passed on to another member who would

be willing to plan this major event for next year. He added that he will be available to help and guide a new CD in planning this for next year.

New Business:

There was considerable discussion after the fact about spectators and some with children milling about in the pit area during the Giant-Scale meet this past weekend. Most of this centered around safety issues, in



particular regarding a jet that crashed into the safety fence and the close call that might have been injurious to spectators and pilots. That crash damaged some planes that were parked too close to the safety fence. The discussion fostered many ideas about how to prevent this in future fly-ins. Food for thought. In upcoming meetings this will probably be tackled by committees planning next year's Giant Scale Fly-In. Most of the ideas were about ways to enforce the policy to keep anyone who is not a participating pilot out of the pit area.

On another note Bill mentioned that requests about getting or building some picnic tables for the East shelter need attention, and therefore we could use some volunteers to investigate the costs for these tables and/or work needed to build them. Complaints are that the existing tables are old and splintered and hook on your clothes and thus are in need of replacement. After much discussion, Jack Kezelian said that he would look into it and report on these tables in some future meeting. After Jack said he would work on this, someone asked if we could also get one down there at the helicopter pad, and there was a noticeable group "NO" aimed at that request. Bill mentioned that there is a table down there (that low metal rusted table).

Tom Ranta brought up an important topic that he felt very strongly about. He noticed that when the *Thunderbirds* were flying practice over our field before the *Thunder Over Michigan* air show at Willow Run 2 weeks ago, there were pilot(s) from the club flying their planes in our airspace. Tom's reasonable argument about this is that there was a known TFR during that practice (and of course also during the actual air show) and that we need to have some rules written here within our club structure to address this situation to clearly define when our pilots should not be flying their planes during events like this. It has become well known that the jets from air shows fly very low over our field during practice and we need to make sure that we are not flying during those times. Some opinions were that the field should be shut down during the whole interval from practice (usually on the preceding Friday) to the end of the air show. Other opinions were that we should only shut down during the practice sessions. Other opinions were that we should leave the flying field open during this time since it is a good site from which to observe the air show, but not fly our RC planes. Tom's concern was that you cannot always tell when the jets are going to fly over our field or where they might be coming from, so when we are aware that the jets are out on maneuvers that is the time to cease all model flying over our field. Seeing that this need further discussion, Bill suggested that the operating committee get together and adopt a written policy to address this, then present it to the membership for further discussion and adoption. Further discussion led to a motion by Les and second by Jim to write a rule that basically says no RC flying at times of Willow Run air shows when we know that the jets (*Thunderbirds* or *Blue Angels* or the like) are in the air. This is usually for about 1 hour each of the days of the air shows. A quick majority show of hands passed

this motion to create a ruling of no flying in this matter. Rick will attempt to word this appropriately to present to the membership for approval.

Meeting Adjourne

The meeting was adjourned by **Bill Slabey** at **7:50PM**.



FIELD OPERATION SAFETY starts with all members vigilance!

Follow the “SEE AND AVOID” GUIDANCE set forth by the AMA.

Call out warnings of approaching full size aircraft.

Fly at a safe low altitude relative to oncoming full-size aircraft.

Because of our location relative to Willow Run Airport, we have a **400 Ft.** height restriction.

Commercial test development of UAV’s is prohibited at the field.

Flying Pilgrims Club Officers for 2018

President: –	Bill Slabey	<i>Trustees:</i>	Baltasar Capote
Vice President: –	Joe McCarthy		Matt Delleva
Secretary: –	Rick Reynolds		Joe Nazelli
Treasurer: –	Jordan Hall		
Safety Officer: –	Glenn McIntosh		
Flight Instructor: –	Ed Hernandez	<i>Sub Instructor:</i>	Dan Debens
Webmaster: –	Carl Cornel		

Webpage: Flyingpilgrims.com

Facebook Page: <https://www.facebook.com/FlyingPilgrims/>

Google Maps: Flying Pilgrims RC Club

SHOW & TELL

Jack presented us yet again with a new airplane for his growing collection. This time it was a sleek silver Northrup Gamma 2-B Polar Star, a plane that he acquired from Jim Smith. Looks very similar to that racer flown by Howard Hughes! And it also looks much better



than it did when it was in Jim’s possession!!!

