



January 16, 2019

Volume 17 Issue 1



Flying Pilgrims

Aero News

Next Meeting: February 20th, 2019 at 7:00pm
Winter Location – Canton-Plymouth-Mettetal Airport
EAA Chapter 113

Inside This Issue

Approval of the Minutes
Committee Reports
Officer's Reports
Unfinished Business
New Business
Meeting Adjourned
Show and Tell



President Bill Slabey opened the general meeting at the EAA hangar at 6:58PM with 42 members present. Minutes from the December meeting are the contents of the December newsletter; Bill Slabey asked for approval of the minutes. John Lane motioned to approve, seconded, and a show of hands passed the motion.

Committee Reports:

The operating committee commenced its annually required session at 6:00pm before this membership meeting to decide upon the basic operations for the upcoming year. The committee was composed of your 4 officers, Jack Kezelian, and Trustees. Discussion was to finalize this year's budget and it was approved. We also approved to continue Bill Slabey as the registered agent of the Flying Pilgrims on matters of insurance and communication with AMA regarding our Chapter affiliation, among other tasks. We organized the activities calendar for this year. Status Quo was kept regarding 3 Fun Flys for the year and the Fall Phase-Out event, and the recognition of John Shoemaker as the new CD in charge of the Fall Phase-Out event. He will have Jack Kezelian as consultant on this event. Duties of committee chairpersons were sorted out and appointed by Bill. Jack Kezelian is the chairperson for airfield maintenance; Rick Reynolds is the club photographer; Ed Hernandez continues as Head Flight Instructor along with Dan Debens as sub instructor.

Officer's Reports:

Treasurer's Report:

Jordan reported that AMA insurance was paid, fees for use of the EAA Chapter clubhouse was allocated, lawn mowing expenses were increased by 10% for the budget, porta-potty fees have

been paid up front, Christmas Party costs were reported, as well as the incoming money for that; she also reported on field maintenance improvements allocations which are a major cost for the club. These normally include runway resurfacing, gravel road maintenance, and lesser improvements like table and chair replacements, propane costs for the grill at fun-flies and for winter heater at the west end shelter. Much of this was based on having 125 paid members (95 of which are paid up as of this report) at the regular membership fees for our budget base, as well as an expected 25% increase in monies from the Fall Phase-Out event.

President's Report:

Bill had no specific report of his own, other than to direct discussion to the various other officers and members to facilitate all the new and old business of this first meeting of the year to get things off to a running start. Well played, Bill! One suggestion that Bill made to the membership was that he thought it would be fitting to dedicate our upcoming fun-flies in the name of those members who passed on in 2018. Everyone agreed. When the dates are selected, these events will bear their names.

Vice President's report:

Jim Smith reported to members that Joe McCarthy was in the hospital at this time and was doing fine at his last visit.

Secretary's report:

Rick reported the finalized wording for suggested rule changes regarding flying at our field. The wording was discussed, after which a motion made and seconded to accept the new rule changes; motion passed. Included here are the rules changes:

11. *Rotor Aircraft must fly in the designated helicopter area except when adhering to the flight pattern over the runway.*
12. *Other than for take-off or landing, hovering of aircraft over the runway is not allowed while other aircraft are flying.*
13. *Aerobatic maneuvers, including knife-edge and high-speed low passes, are to be performed north of the paved runway when others are at the field.*
14. *There will be no RC flying when Willow Run's TFR's are in effect or when full scale aircraft are in the area practicing for Willow Run airshows.*

The complete rules will be sent to you in a separate email, and will be posted at the west end shelter as soon as the weather permits.

Unfinished Business:

Rick Reynolds reported on the rule changes to be placed in effect for our field that were discussed at previous meetings in 2018. These included rules for no-flying during TFRs and during practice of aircraft near our field at Willow Run events like the Thunder Over Michigan show. Details are in the secretary's report above.

New Business:

Jack Kezelian reported on the discussion to replace the west-end shelter. The roof is leaking, the wood is old, support poles have been heaved up and down from the freezing-thawing effects, and its over 20 years old. He consulted the company that built the east-end shelter. Plans would be to make this shelter cover over the asphalt pad east of the shelter so the dimensions would be 20ft by 60ft. Estimate was given in the low 9's, but there would be fewer poles than now exist in the

wooden shelter. It would include structure that would be better suited to assemble a winter enclosed addition similar to the one used now, but most likely an improved version. Height would be 8 feet at the lowest part of the roof from which you enter. Jack will continue to investigate affordable costs for this endeavour. We are not yet eligible for grant money but will be by next year. The possibility exists that we could construct this ourselves to save even more money. There is still some usable wood that could be salvaged from the existing shelter to use in the new one if we did this. Jack investigated pole barns from Menards, but these would include doors and windows that we don't need and cannot exclude from the cost of the kits available.

John Shoemaker got up to speak on this years Fall Phase-Out plans. He would like to see the money double this year, and is seeking sponsors for the show. John has seven members on the committee for this event developing ideas. Some ideas are to raffle off an E-Flight Apprentice, ready to fly model with radio, as well as to create a one-year paid membership to the club for someone in the visitor's crowd. That winner would have to pay to join the AMA, but otherwise this would not cost us anything. This last idea would require membership approval. Anyone with more ideas are encouraged to call John or email him. His information is on the website.

Meeting Adjourn:

The meeting was adjorned by Bill Slabey at 7:30PM.

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 and Committee Chairpersons for 2019

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		
Airfield Maintenance: –	Jack Kezelian		
Club photographer: –	Rick Reynolds		
CD in charge: –	John Shoemaker		

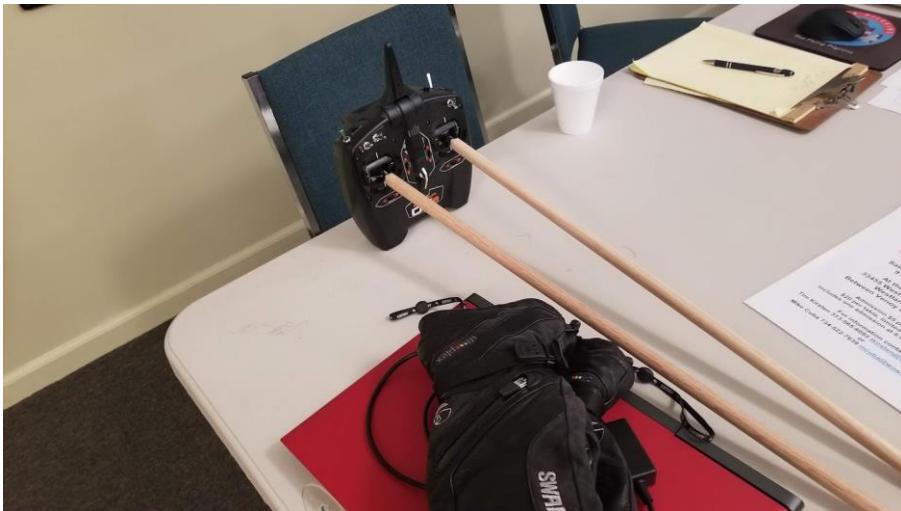
Webpage: Flyingpilgrims.com

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

Google Maps: Flying Pilgrims RC Club

SHOW & TELL

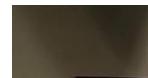
Jack Javor came up with a device to allow him to control his plane with gloves in the cold of the winter season. Gotta see this work!



Cooper Avery built his F-15 wood and foam model powered by a 46 OS 2 stoke engine. It has removable features for transporting.



Bill Slabey's black and white Dart XL is another plane in his arsenal for photography.





Jim Beavers has created his no-bounce struts for the larger planes, and he brought a jig that demonstrated the performance of these struts as compared to regular ones. This device is going to be on many fliers want-it list.



Hank Wilderman devised a unique plan for a retractable gear on a wing for demonstration, a step up from the gear mechanism that did not work as smoothly.



FAA Makes Major Drone ID Marking Change

The Federal Aviation Administration (FAA) posted a rule in the [Federal Register](#) requiring small drone owners to display the FAA-issued registration number on an outside surface of the aircraft. Owners and operators may no longer place or write registration numbers in an interior compartment. The rule is effective on February 25. The markings must be in place for any flight after that date.

