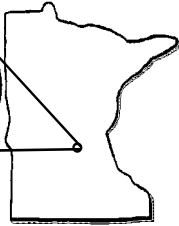
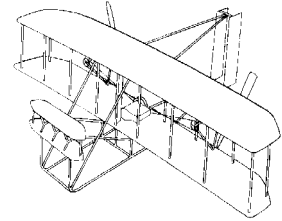




P. O. Box 1303
Monticello, MN 55362



The Wright Flyer



VOLUME 19 ISSUE 10

AMA# 4143

OCTOBER 2005

NEWSLETTER OF THE WRIGHT FLYERS R/C CLUB

Meeting Highlights

On Tuesday September 13th, the Wright Flyers held the monthly membership meeting at the Mississippi Park flying field. This was the last monthly meeting at the field for this season.

The meeting was called to order about 7:30 PM by president Scott Leiferman. There were 9 members present including four club officers. The minutes of the August meeting were reviewed and approved. A treasurer's report was given. The June and July portable toilet rental was paid and it included a surcharge for increased cost of fuel.

The progress of purchasing club logo shirts was reviewed. Wayne VanDenBoom had received orders for 37 items as of the day of this meeting. Orders for 9 more items were collected at the meeting to be forwarded to Wayne. He intends to send in the order to the supplier the day after the meeting.

Garth Landefeld requested that we roll the field to make it smoother for him to mow. Leo Davids volunteered to roll the field the next day with help from Rich Johnson. Rich will also replace some of the broken block that mark the flight stations on the field.

An announcement was made to the membership that the Princeton Flying Tigers will be having the annual Carlson Camp & Fly this coming weekend (17th, 18th).

On behalf of the Maple Lake EAA chapter, Garth Landefeld wrote to thank the WFRC club for their attendance and participation at the Maple Lake Airport Fly-in dinner last Sunday (11th).

The meeting was adjourned at 8:15 PM but daylight for flying had run out.

The next meeting is scheduled for 7:30 PM on Tuesday, October 11th, 2005. It will be held in room 30 of the Monticello Middle School.

WFRC Logo Apparel

Wayne VanDenBoom placed an order on September 14th for sweatshirts and tee-shirts he had collected from club members. Since they arrived, he has been out to the field a number of times with the newly minted shirts distributing them and collecting payment. You can either hook up with Wayne at the meeting on the 11th or give him a call (763-428-2360, wvandenboom@charter.net) to make arrangements to get whatever you may have ordered.

Those who have seen the results of Wayne's project to get the shirts done with a club logo are pleased with the results. The quality of the clothing and the silk screen logo appear to be every bit as good if not better than when it was last done many years ago. Wayne was able to get the club a good deal on the shirts and we are grateful for the work he is putting into getting us all a good value along with the publicity that goes with 40 some shirts promoting the club around central Minnesota.

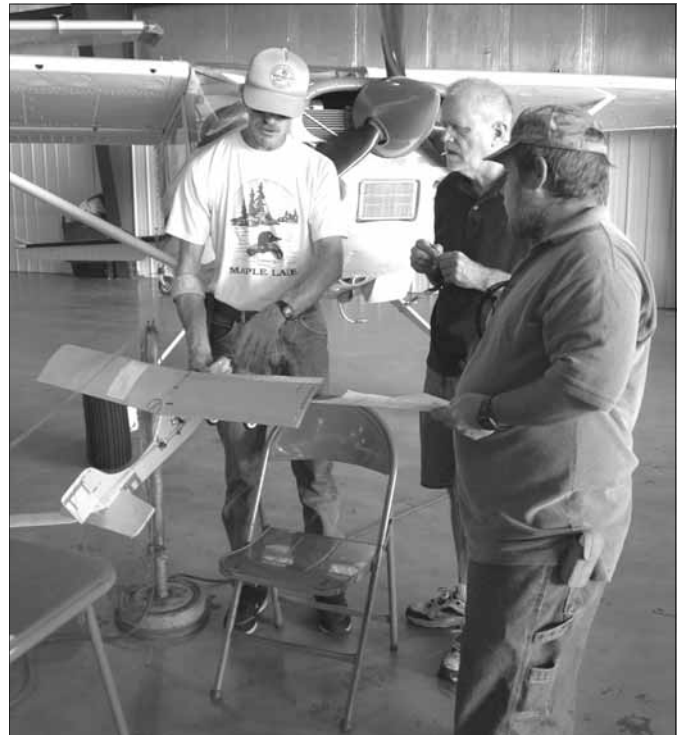


Maple Lake EAA Fly In Dinner

On Sunday, September 11th, the EAA Chapter 878 hosted their 19th annual pork chop dinner at the Maple Lake Municipal Airport. Dinner started at 11:30 AM and was wrapping up by about 2:00 PM. Garth Landefeld, Leo Davids, John Kossieck and Rich Johnson displayed RC aircraft at the fly-in. John brought his laptop computer to show aerial photos and videos which he has taken with his electric powered recon aircraft this season.

Along with the previously mentioned WFRC members who contributed to our display, there were at least another half dozen members circulating on the field and downing pork chops. We really appreciate the efforts of the Maple Lake EAA chapter to put on a fine aviation event.

The following photos were taken by Jean Davids to show some of the action at the fly-in. We hope you enjoy them.



Above: We owe John a lot of thanks for his efforts to make sure the display area was manned and to explain to visitors about model aviation. He did a great job!!



Above: WFRC Display of airplanes & helicopters.
Below: John's laptop video display was a hit.



Above: Just one of the many planes that flew in for the day.
Below: You can see that it was a pretty good turnout for the pork chops and the planes..





FAA and Model Aviation Issues

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.

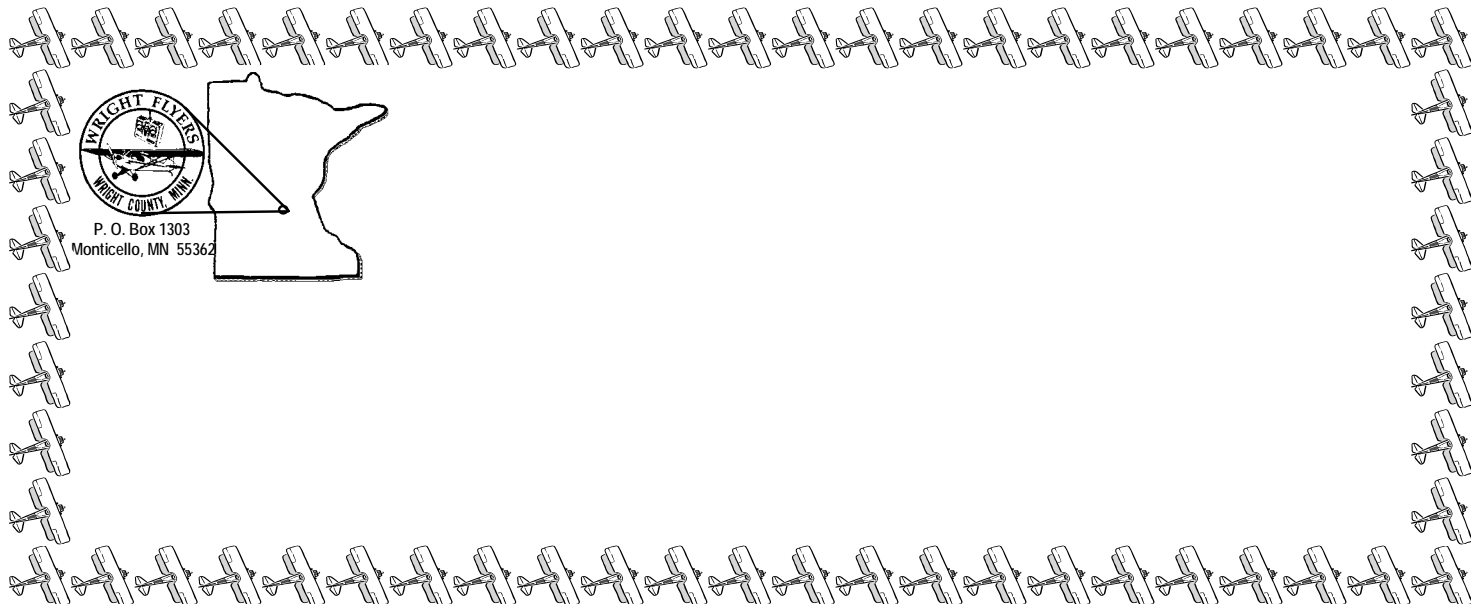
The second arena in which there have been many questions raised lately has to do with our use of airports for model airplane events. The real question is not the use of airports for model airplane activities—that has not been challenged—but rather the “total closure” of federally funded airports for 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 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 be-



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2005 Club Officers

Pres	Scott Leiferman.....	763-682-2707
VP	Wayne Van Den Boom....	763-428-2360
Treasurer	Perry Dzuik.....	763-477-6865
Secretary	Leo Davids	763-263-3577
Safety Off	Ron Bredeken.....	763-441-3199
News Ed	Jean Davids.....	763-263-3577

If you have news or ideas for articles you would like to see, you can email me at
jedavids@charter.net
Or call me at 763-263-3577.

ing 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?

*By Dave Brown
AMA President
September AMA Insider*