

# PEORIA RC MODELERS OFFICIAL NEWSLETTER

September 2005



AMA Club No. 313  
Field GPS W89 30.608 N40 55.128 Elev. 531  
[www.peoriarcmodelers.com](http://www.peoriarcmodelers.com)

## Club Officers

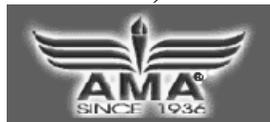
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## Central Illinois Finest RC Flight Training Program

Learn to fly RC at the Peoria RC Modeler's club aerodrome and earn your "Solo" Flight Proficiency Patch. If desired, continue on with more advanced proficiency ratings. All ratings are complimented with a certificate and flight patch. Instruction is by four qualified RC instructors. Instruction is free. All students must be a member of the Peoria RC Modelers and the AMA. Call a RC flight instructor to set up a training program.

Robert Draper	Fixed wing electrics and sport flying.	(309) 692-7404
Wes Miller	Fixed wing scale and sport flying.	(309) 274-3919
Dave Olson	Fixed wing electric and sport flying.	(309) 688-6204
Bob Wilson	Fixed wing aerobatic flying.	(309) 243-7225

Peoria RC Modelers  
11115 Evans Mill Rd  
Princeville, IL 61559



## Upcoming Events

- Next Club Meeting: Tuesday, October 4, 6:00 at the flying field.
- “Liars and Flyers” Breakfast: 7:00 every Saturday morning at “The Back 40”.
- The IMAC “Tucson Shootout” Tucson, OK International Modelplex Park  
October 5 - 9, 2005

## Meeting and Official Club Doings

*Cover Photo: Club Secretary/Treasurer, Jim Fassino's Cessna 195 at Mt Hawley airport.*

Vice President Terry Beachler conducted the meeting. President Wes Miller was unable to attend.

- Jim Fassino gave the treasurers report.
- The meeting was mostly involved with discussions about the upcoming nominations and election of new officers.

The October meeting will be the official nomination of officers.

For 2006, Terry Beachler has volunteered for the president's position.

Jim Fassino has agreed to stay at the Secretary/Treasurer's position.

Chris Haley agreed to remain at the Safety Officer position and take on the responsibilities of the webmaster.

Bob Wilson had agreed to remain as newsletter editor but Machael Seyfert expressed interest in this position as well. Therefore, Bob Wilson has volunteered for the VP position instead. During the November meeting we will vote on all of these club officers and make it official. Anyone else wanting to step into the political limelight needs to submit their name at the October nominations.

## FOR SALE

Contact Bob Wilson at 243-7225 for the following:

Goldberg Staudacher, built for 61-91 2 stroke or 91-120 4 stroke (not a beginner's airplane). \$100.00

Hog Bipe, OS 91 4s engine. W/ engine: \$300. W/o engine: \$200.

Goldberg Extra ready to fly w/ servos, battery, engine OS 120 4 stroke, minus receiver: \$400. W/o engine: \$300. W/o engine, battery, servos: \$250.

Aeromaster Bipe, OS 61 FSR 2 stroke. W/engine: \$280. W/o engine: \$180.

Contact Jim Fassino at 243-8590 for the following:

Funtana 90 \$145.00

Contact Roger Stegall (Rstegall@LRNelson.com) for the following:

New -- Never flown P47 58" WS, with mechanical retracts - OS 91FS motor - completely revamped by OS - not started since reworked, spinner, realistic pilot, remote fuel filler, switch harness, All servos included with extensions -- add battery and receiver and it is ready to fly. A great looking plane for \$275

## SIG Column

(Special Interest Groups)

### Sport Flying

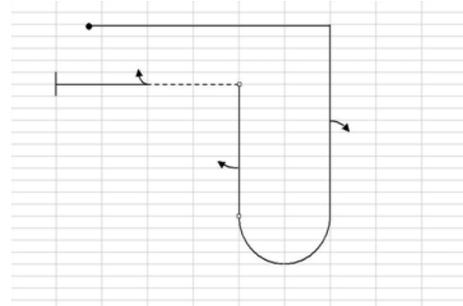
The majority of flying at the field has been centered around sport flying. Most of us have just been boring holes into the sky. This all to brief Fall period is the primo time to fly and hopefully you will all get out to sample the calm air and mild temperatures.

### Scale

Wes Miller has completed his house project and we look for him to come roaring back into the RC scale scene. He vowed to the editor to have the B24 flying by spring of 2006. Wes will be fiber glassing the Liberator yet this month and has already started purchasing the Saito engines. The editor will vow to have his "Art Chester's Jeep" flying in spring of 2006. Wes has also long coveted a love affair with the P38 Lightning. With some prodding from his daughter Page, he finally knuckled under and purchased Nick Zirolli plans for his 114 incher. Now, what about that Supermarine Spitfire Wes??

### Aerobatics

This months aerobatic challenge is a reverse humpty bump with some goodies thrown in. Actually, a pretty easy maneuver once you conquer the fear of diving straight at the ground. We'll call this one "The Squeezer". Here is the talk through. From level flight push 90°, establish a vertical downline, perform ½ axial roll, re-establish vertical downline, perform ½ inside loop, establish a vertical upline, perform ½ axial roll, re-establish vertical upline, pull 90° to horizontal, inverted flight, perform ½ axial roll to upright flight.



### EDITORIAL

This months editorial is an article by Dave Brown on the AMA vs FAA. Very interesting and something that could impact us down the line.

### FAA and Model Aviation

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 UA's 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

## Editorial (con't)

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 *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 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.