



# Eagle Screams



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March 2007

The Screamin' Eagles Giant Scale Model Airplane Club meets on the 2nd Thursday of the month. If you have any questions about club activities or meeting location please contact one of the following members.

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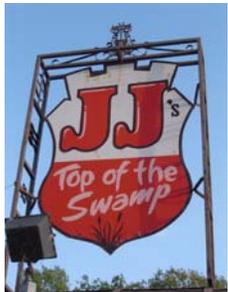
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## March Meeting will be held at JJ's "Top of the Swamp"

The Thursday March 8, 2007 meeting, and the rest of our winter meetings, will be held at JJ's "Top of the Swamp". We thank Manager Tim Faust for the use of JJ's for our meetings. As you recall, JJ's has great food and drinks so get there early to help show our appreciation for

use of the facilities. Remember, we will be labeling our June event flyers for mailing so try to make it to help out. Also bring lots of show and tell.

Le Roy 

## Prez Sez — By Bill Disch

Well it's just a little closer to spring. Hope you liked the last few days?? Not much news to talk about. Liked the pictures of all the aircraft. Got my Bucker done. I didn't have any plans so I built it from a picture of a 1944 Bucker Jungmeister. It has a 70in. wingspan, Ekco 2300 Engine, weighs 12#, and JR Radio. See you at the meeting.

Bill 

## February Minutes - By Richard Cohoon

Secretary's report was accepted as printed in the newsletter. Treasurers Report was presented by Le Roy

### Old Business:

No formal discussion of old business.

### New Business:

Discussion about flyers for the June event: It was determined that we will mail flyers to various clubs in the region. Doug has provided 250 copies of the flyer. They will be available for the mailing activity, which will happen at the March meeting. Le Roy will contact Mark Johnson for the label file.

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Duties for the June event were assigned or volunteered for as follows: **Flight line** - Doug, **Impound** - Harold & Harley, **Registration** - Le Roy, **CD** – Le Roy, **Advertising** – Harley, **Food** – Richard.

Door Prize:

Harold donated carving for a door prize. It was won by Tom Lazar.

Show and Tell:



Doug Yaroch showed plans for one of his next projects. This time it is a B-17 which will be done in markings of his father's squadron. I'd be willing to bet this is one that won't take on the Yaroch trademark snap roll on takeoff.



Harley Nelson is at it again. Another airplane for Wayne to test fly. This time it is a modified Cub modeled after a scale duster. Listening to Harley talk about his creations is fascinating to say the least.



*The Screamin' Eagles offer their deepest sympathy in the passing of fellow Eagle and long time friend Tom Lazar. May he rest in peace and fly with all the great aviators who he now joins in his eternal life.*



Trez/Ed Sez – By Le Roy Stuczynski`

**H**i Eagles. As I sit here doing this newsletter I am in a state of disbelief that we have lost Tom Lazar due to complications of a stroke. I went to his wake and had the privilege to meet his family. I had no idea he had so many siblings. I hope they enjoyed me sharing stories of my friendship with Tom as much as I enjoyed talking about it with each of them. I knew about his mother because he was her primary caretaker and I met her at our 2005 Screamin' Eagles event. He was recovering from his heart surgery and participated as a spectator along with his mother. I also knew of one of Tom's nieces because he often spoke of her MS and some of the fund raising for MS he did with her. He was very proud of those accomplishments. Incidentally, the activities involved Chili cooking. I had a long conversation with his niece about my friendship with her Uncle and our mutual MS. Illness. I could tell she loved her uncle deeply.

About 3 months ago Tom's mother had a stroke and was at the Karmenta Nursing Home for rehab. My mother lives at Karmenta and played Bingo with Tom and his mother on Wednesdays and Saturdays. Tom visited his mother every day and frequently visited my mother. Leora is recovering well from her stroke but who would ever think a stroke would take Tom at age 60. .

In speaking with his brother George, we discussed the large amount of modeling things Tom has. George says this stuff is Tom's assets and will need to be sold to cover expenses. I suspect you Eagles who are also MARCS members may have already contributed to a collection for the family

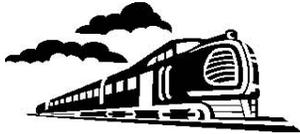


**Tom with his Mother Leora at our 2005 event.**

but I'd like to see a contribution specifically from the Screamin' Eagles. I would like to put this on the agenda for Thursday's meeting. I'll be bringing all the labeling stuff to the meeting for our event flyer mailing project. Lastly, I have discovered we only have about 25 IMAA three part registration forms left so we need to discuss placing an order through Doug to get more. Doug can fill us in on the setup and printing costs associated with getting more forms.

Well it's been quite a month with different types of weather conditions and the passing of Tom but I'll see you at the meeting on Thursday. Pray for good weather so we have a good crew for event flyer mailing assembly.

Le Roy 



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### [FAA and Model Aviation](#) - by Dave Brown, AMA President

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 *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



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***Brrrrrrrr!***

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