

## PMAC November 2006 Business Meeting Minutes

President Bill Ridenour called the November 1<sup>st</sup> meeting at Mason Junior High School to order at 7:36 p.m. with 31 members and no guests present.

The minutes of October's meeting were read by Secretary John Zonneveld and accepted as read.

### Treasurers Report:

Frank Vella read the November Treasurer's report:

### Communications:

- ❑ Bill informed the group of the Midwest RC Society swap meet on November 5<sup>th</sup> from 9:00 – 1:00 in Northville.
- ❑ Ron Leake told the members that he had grass seed delivered today at a cost of \$200. The seed can be returned if necessary. As soon as the weather cools off, the seed will be spread on the field.

### Reports:

- ❑ Smitty spoke with Karis Floyd about asphaltting a landing strip at the field. Karis said that the proposal would have to go through about 6 committees and he's almost positive that it would not be approved.
- ❑ Ed Kincer gave his monthly training report. Last Thursday was the last night that trainer night will take place until spring. 12 new pilots have soloed this year thanks to the efforts of our instructors. Ed will be acquiring solo certificates to be awarded at this year's annual banquet. Anyone interested in being a trainer next year should contact Ed.

On the same note, Jim Wert commented that he appreciated our instructional program and our instructors. It's a labor of love on their part and he would like to applaud them for the great job they do.

- ❑ Keith Brown gave the field report. The field was cut last Thursday which will probably be the last time it is cut until spring. The fences will remain until the first snow flies. The port-a-potties will also remain until mid December.

Dave McDonald asked whether or not the port-a-potties should remain through winter for the winter flyers. Concern was voiced that the company that services them would not be able to gain access to the field during the winter.

Frank Vella suggested that we consider cutting down to one port-a-potty instead of two to save the club some money. Bill Ridenour said that that matter can be decided at a later date.

- ❑ Dave Stephens reported on the past road clean-up event. 14 – 15 people participated making it a success. The sign that was knocked down will be replaced. The next clean-up will be in the April time-frame.
- ❑ Al Johnson updated the group on the results of the swap meet. Between the 50/50, the raffle, table rentals and the door, we netted a healthy profit. Bill nominated Al to organize the swap meet next year.

## **Unfinished Business:**

- Bill Ridenour read the nominees for next year's elected officers and asked if there were any other nominees. Keith Brown made a motion that the vote be cast for all nominees. There was no discussion on the matter, a vote was cast and the new officers for next year will be:
  - President Shaun German
  - Vice President Admin Greg Smithson
  - Vice President Pub Relations Tom MacDonald
  - Secretary John Zonneveld
  - Treasurer Dave McDonald

Additionally, Ed Kincer will remain the chief flight instructor and Keith Brown will continue to lead the field committee.

Frank Vella asked which positions receive a free membership per the constitution. Bill read from the constitution that the following members receive free memberships:

- The President
- The Admin Vice President
- The PR Vice President
- The Secretary
- The Treasurer
- The Chairman of Field Maintenance and three assistants appointed by him
- The Flight Examiner(Chairman of student Flight Program)
- The Newsletter Editor

Frank Vella then made a motion for the club to reimburse Ed Kincer's dues for all of his hard work as Chief Flight Instructor and for maintaining the club web site. Sterling Smith seconded the motion. A vote was taken and the motion passed unanimously.

- Bill Ridenour read the change to the constitution that was proposed during October's business meeting to the group. The change reads as follows:

### **Revised Proposed Language to Article 11 replacing current Section 4:**

4. The sound requirement for all planes at the PMAC field shall be (1) 96dB at 25 feet and (2) if two (2) or more members determine that a plane is too loud in flight, or a complaint is heard from a neighbor in our outside overfly area, the plane must be grounded until at least three members of the safety committee witness its performance. If a majority confirms the plane to be too loud, it must remain grounded until it is permanently corrected.

Dave Stephens asked who is on the safety committee. Bill informed the group that the safety committee consists of the members on the executive board.

The change from the current constitution is that the maximum sound level has been lowered from 98dB to 96dB and the altitude is now specified as 25 feet.

Don Patterson stated that the IMAC uses a 10-foot rule and not a 25-foot rule and that 96dB at 25 feet equates to 104dB at 10 feet. He expressed concern that this was a relaxation of the current rule and there were no standard procedure for the safety committee to determine if a plane is too loud.

Don also told the group that Sky Masters uses a 10-foot rule as well.

Ed Kincer said that the 25 foot level was chosen due to “low-energy” noise from the air frame that dissipates above 25 feet according to IMAC articles.

Smitty has discussed this matter with the golf course and done some testing at the field with a sophisticated dB meter and one of our member’s larger airplanes and believes the new standard is reasonable.

Dave McDonald stated various reasons why he believes there is no objective standard and offered the opinion that if people think the plane is too loud, that means the plane is too loud and the issue needs to be addressed.

Bill Ridenour cut debate on the topic short and requested that an amendment to the proposed constitutional change be proposed or the agenda should move on.

Don made a motion to change the proposed constitutional amendment to read 98dB at 10 feet instead of 96dB at 25 feet. The motion was not seconded and therefore ruled dead.

Another motion to change the proposed constitutional amendment read that in the case of a complaint, the suspect airplane be tested by the agreed-upon standard and observed by at least one safety committee member instead of three. This motion was seconded by Karl Puro. After some debate, a vote was taken and the motion was defeated.

Finally, a vote was taken on the proposed constitutional amendment as previously recorded. The amendment was passed by a 2/3<sup>rd</sup> majority.

#### **New Business:**

- Bill Ridenour discussed the near-miss incident between an aircraft departing the Oakland airport and a plane at our field on October 8<sup>th</sup>. One of our larger airplanes flying straight up flew right in front of and over the full-scale aircraft before coming back down. There have even been reports that a tower staff member saw the airplane flying at the field. The incident was reported by the full-scale pilot to the FAA, MDOT, the Oakland International Airport and the Oakland County Sherriff’s Department.

Bill has set up a meeting with airport officials for Tuesday, November 7<sup>th</sup> at 10:00 a.m. at the airport and asked who else would be able to attend. The purpose of the meeting is to develop an operating agreement with the airport.

Bill read the e-mail from Karl Randall, the Airport Manager to Juan Zapata from MDOT:

The idea that Bill has discussed with the various officials he has spoken with involves training everyone what the 400 foot ceiling “feels like” using an altimeter that can be plugged into a vacant receiver channel. He has also agreed to define what our formal response to aircraft flying overhead will be. The FAA has already closed the issue according to Bill.

Dave MacDonald questioned the validity of the letter read by Bill based on invalid facts. He claimed that to say that the ATC staff can see a 12-ft span aircraft with the naked eye from 15,000 ft away is preposterous. He felt that the letter seemed to be slanted against us.

According to Bill, the incident occurred between 900 and 1200 feet. It is unclear whether that was above mean sea level (AMSL) or above ground level (AGL).

Frank Vella told the group that he spoke to Steve from the FAA who gave him the report over the phone. The incident happened between 8 – 900 feet. It was not a jet. It was a pusher amphibian taking off from runway 25R. The model flew in front of the airplane and over it. The airplane immediately returned to the airport and filed the report. Frank also spoke with the individual from the ATC that claimed to have observed the incident. One of the things he suggested to the FAA examiner was to possibly issue a permanent “Notice to Airman” or NoTAM that there is RC aircraft activity in the vicinity of the airport.

Dave Stephens flies full-scales airplanes and described how NoTAMs are relayed to pilots. They are appended to the airport’s weather report. Small aircraft are supposed to maintain an altitude of at least 800 feet unless taking off or landing.

Smitty suggested that we contact Bill Oberdyke about having a representative or legal counsel from the AMA attend the meeting.

Bill said the intent of the meeting will be to work towards an operating agreement, but not necessarily settling on one. Al Wesley suggested that it is not appropriate for us to try and reach an agreement before we’ve received the actual FAA report and fully understand the facts. He also suggested that we emphasize in the safety rules and even hang signs at the field stating the importance of avoiding interference with full-scale aircraft.

Frank Vella suggested that we withhold memberships next year until the members have flown with Bill’s altimeter to know what flying at 400 feet is like.

Shaun German asked what the altimeter cost, which is approximately \$40. Shawn suggested doing the 400 ft checks on Thursday trainer nights as well as other days as needed for those that can’t make it out on Thursdays.

Smitty suggested that we hold an event in the springtime and offer free food and demonstrate the 400 foot elevation.

The meeting will be at the General Administrative Offices at the airport (where the old tower used to be).

Smitty told the group that he spoke to Karis Floyd and Karis would like a meeting with the club officers in December to discuss our agreed-upon resolution.

Frank Vella suggested that future life-threatening and irresponsible acts be dealt with in a harsher manner than a letter up to and including possible ejection from the club.

**Announcements:**

- There were no guests and no announcements.

**Prizes:**

50/50 raffle sales - Unknown  
Winner – Ron Leake  
Airplane raffle  
John Glenn won and chose the field charger

Congratulations!

**Show & Tell:**

- There was no show & tell this month.

The next business meeting will be Wednesday, December 6<sup>th</sup>, 2006 at 7:30 P.M. at Mason Middle School.

The meeting was adjourned at 9:25 p.m.

Respectfully submitted by John Zonneveld – 2006 PMAC Recording Secretary