

PMAC January 2007 Business Meeting Minutes

President Shaun German called the January 3rd meeting at Mason Junior High School to order at 7:36 p.m. with 44 members and no guests present.

The minutes of December's meeting were read by Secretary John Zonneveld and accepted with the following corrections:

- ❑ The "400 foot net" mentioned in December's meeting referred to a virtual ceiling for RC aircraft, not an actual net.

Treasurers Report:

Dave McDonald read the November Treasurer's report.

- ❑ Dave also discussed the following tentative event dates for 2007:
 - TAG (AMA Introductory program) - May 19th, Sunday would be the alternate - Ed Kincer to CD
 - Giant Scale – June 10th - Tom MacDonald to CD
 - Electric – August 12th - Sterling Smith to CD
 - Scale – September 16th - Don Hines to CD
 - Picnic – September 30th - George Dzahristos to CD
 - Swap Meet – Oct 21st – Al Johnson to CD
- ❑ Shaun German asked that all CDs get their sanctions ASAP so we don't have to contend for these dates.
- ❑ The 2006 Treasurer audit was performed this month and everything checked out.
- ❑ At the same meeting, the budget committee approved \$2300 for a new riding mower.
- ❑ Dave announced that he had park stickers for members to purchase.

Communications:

- ❑ There were no communications.

Reports:

- ❑ Ed Kincer reported that he applied for the TAG program. He called yesterday and talked to Carl Mulrone. Carl said that several clubs had applied and they hadn't made a decision yet. Ed doesn't expect to hear back for 60 – 90 days.
- ❑ Ed Kincer gave his monthly training report. We soloed another pilot in December - Michael Blake. He's 15 years old, built his own trainer and soloed on December 30th. That makes 14 total pilots soloed in 2006

Unfinished Business:

- ❑ Shaun read the constitution changes proposed by Dave McDonald from last month's meeting.
- ❑ Smitty raised discussion regarding the letter sent to Ed from the park officials and their proposed lease addendum.

The lease addendum addresses language changes regarding the necessity for motor vehicle permits. It also covers the new safety requirements including signage about requiring a field spotter. Park rangers will be monitoring for spotters.

The addendum also mentions allowing other groups to utilize the field when not in use by flyers.

Failure to meet these requirements could result in cancellation of our lease. Additional requirements include:

- We must notify the park of any events prior to the events.
- Spotters must be present whenever anyone is flying and must be at least 16 of age.
- We must have a safety program and post the appropriate signage.
- We must notify the control tower whenever flying.
- A flight log must be maintained at the field recording the times of flights, pilots' names and whether the tower was contacted.
- Acceptable hours of operation will be included in the safety rules. We are proposing a change to allow electrics to fly prior to the 10:00 start time for fuel aircraft.
- Smitty and Dave McDonald have been trying to get a hold of Karis Floyd to discuss the new addendum but haven't been successful yet.

Ed read an Advisory Circular from the FAA to the AMA regarding operations in proximity to airports. John Valencia clarified that an Advisory Circular is a rule being communicated to pilots.

Bill Ridenour added that he had notarized and sent in a prior lease addendum before any of this happened. These revisions were sent after the lease addendum had already been sent. Bill recommended that we question that point.

Hank asked if we can request to change the 16 yr old spotter rule to a responsible person. Possibly to having a club member (of any age) or any responsible person of 16.

Dave clarified that we are not planning on accepting the addendum as is and are proposing more realistic measures.

Dave also suggested that we amend the proposed amendment to the constitution to include a clarification that the spotter must be 16 years old.

Shaun re-read the proposed amendment.

Dave motioned to change the proposed amendment to include the fact that the spotter must be at least 16 years of age. Sterling Smith seconded the motion.

The motion was debated.

Don Patterson proposed including the new safety rules in the constitution explicitly. Don read the new safety bulletin rules and suggested we include them verbatim in the constitution and/or the addendum to the lease.

Dave McDonald suggested that we may consider putting up a sign instead of including it in the constitution or the addendum to the lease.

John Z. expressed concern about adding such detailed safety requirements to the lease agreement.

Shaun reread the first proposed amendment to the constitution.

A vote was taken on the motion to change the proposed amendment to include the 16 year old requirement. The motion was approved by a majority vote.

Next, a vote was taken on the proposed amendment to the constitution and was passed by a two thirds majority.

- ❑ Don Patterson raised concern with some of the wording of the new safety rules. Specifically, proposed that the five points be added as-is and the last point be changed to "failure to follow these rules will lead to immediate suspension of flying privileges, there are no exceptions"
- ❑ Dave McDonald suggested again that we post the new safety rules at the field on a sign and inform the park that we have posted them.
- ❑ Don made a motion that we put a sign up at the field with the heading (in large print) – Spotter Requirements followed by points 1 – 4 as worded in the safety bulletin with the 5th point being that failure to follow these rules will lead to immediate suspension of flying privileges and further disciplinary action at the discretion of the safety committee.

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 2/3rd 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 8th. 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 Sheriff's Department.

Bill has set up a meeting with airport officials for Tuesday, November 7th 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-scale 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 6th, 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