

December 2014



EAA CHAPTER 145

SINCE 1962



**Chapter Meeting: Saturday, December 13, 2014 – 11:30 am
Riverview Airport (08C) in the meeting room**

This month EAA Chapter #145 members and Riverview friends and family are invited to the annual Christmas Brunch. The brunch will be held in the main hangar at 11am, with the "brunching" commencing at 11:30am.

Please bring a dish to pass...the Ham, place service, and drinks will be provided.

EAA #145 members can sign up with Dick Foster, otherwise there is a sign-up sheet posted on the bulletin board.

All pilots, family and friends are invited to this annual event.

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PRESIDENT'S CORNER

Once again we are in the "Season of Joy" As you know Happiness is not Joy. We are happy when we fly or build a project or sit around talking with our friends. Joy is the reason why we are happy. So what is the reason that we have Joy this time of year? This is not a big mystery and I bet you know the "Reason for the Season of Joy". If not, see me at the Brunch and maybe we can figure it out. I sincerely wish you happiness, but most of all Joy. Dick Foster

NEW ENGLAND FLYING ADVENTURE

Herb Harney will be giving a presentation about the New England Flying Adventure to EAA Chapter 211, on Friday December 5 at 7:30pm at the Grand Haven airport Terminal (3GM).

EAA HANGER

The chapter is looking into fitting a small "paint booth" into the EAA hanger. Let me know if you have any ideas. Rick Saliers is completing work on the tail feathers of his RV and doing a beautiful job of building racks to hold various components. Herb Harney is carefully working on fitting canopy on his RV, with the cost of plastic these days some things can't be rushed. Stop by and check on the progress of these projects. Also, let me know if anyone else is interested in using the EAA hanger to work on a project. Thanks, Dick

YOUNG EAGLES

The Young Eagle events are completed for this year. We still get positive feedback from people that had young people fly as Young Eagles and are making plans for next summer. The Chapter is very thankful for all the help the chapter members provide.



Drone Enforcement Will Target Certificated Pilots

The FAA issued Change 6 to the Compliance and Enforcement Handbook for its inspectors, providing enforcement guidelines for violation of the FARs by drone operators. Among its provisions, it establishes a basis for holding certificated aircraft pilots to a higher standard than other drone operators, potentially leading to harsher

punishments for certificated pilots who violate a reg when flying a drone. The FAA said the enforcement bulletin was

issued because "there is an increasing number of UAS (Unmanned Aircraft Systems—drones) operations conducted in the United States that are operated contrary to applicable statutory and regulatory requirements. These operations may create unacceptable levels of safety risk in the National Airspace System (NAS)."

The guidance goes on to point out that the FAA will use its resources to educate drone operators about regulatory compliance and, "when appropriate," take enforcement action against violators. As is standard practice with FAA enforcement guidelines, the guidance provides a list of considerations an inspector should look at in determining whether to take action against a violator and how harsh the penalty should be. The guidance specifically points out that certificated pilots should know better than to violate an FAR—"a certificate holder should appreciate the potential for endangerment that operating a UAS contrary to the FAA's safety regulations may cause." Therefore, the guidance provides that if the offender is a certificated pilot, her or his status as such may be considered an aggravating factor when considering the sanction to apply. Sanctions are ordinarily civil penalties, which are essentially fines. However, if the violator is a pilot, the guidance allows the FAA to pursue action against the pilot's airman certificate, including suspension or revocation.

FAA Cancels RC Aircraft Guidelines

The FAA has cancelled the 33-year-old advisory circular that sets out voluntary standards that most radio control model enthusiasts follow and aims to replace it with a set of enforceable regulations. On Oct. 10 Gary Norek, manager of the Airspace Policy and Regulations Group, applied to the agency's Performance, Policy and Records Management to cancel Advisory Circular (AC) 91-57, the document that until then asked hobbyists to keep their aircraft below 400 feet and not fly them near airports. The AC was issued in 1981 and was created to give the emerging RC hobby some framework for their activities. It became a self-enforced set of standards that the majority of those involved in the hobby voluntarily

adhered to through the clubs and organizations many belong to. In the modern context, however, those voluntary guidelines also applied to the millions of people who now fly small unmanned aerial systems (sUAS) for personal use and therein lay the rub.

The FAA now says the old model airplane guidelines are superseded by a section of the FAA Modernization and Reform Act which also "provides guidance to the model aircraft industry." The difference is that the new regs also include enforcement and penalty provisions that allow the FAA to investigate and sanction those who run afoul of the reg.



The memo also indicates the FAA is planning to issue a new advisory circular to cover hobbyists. Meanwhile, the new regs are being challenged by at least three lawsuits.

And Four Days Later....

As suddenly as it cancelled the rule, the FAA has reinstated Advisory Circular 91-57, the Model Aircraft Operating Standards that have guided radio control aircraft operators since 1981. As we reported last week, the AC was cancelled on Oct. 10. It was back in force by Oct. 14. Cancellation of the AC, which sets out the voluntary safety and good-neighbor practices for RC aircraft operations, took the RC and sUAS (small unmanned aerial systems) communities by surprise. Rich Hanson, who looks after government and regulatory affairs for the Academy of Model Aeronautics (AMA), got hold of Jim Williams, executive manager of the FAA UAS Integration Office, and was told it was all a mistake. "It was learned that the announcement was premature and the cancellation notice on the FAA webpage was posted in error," Hanson said in a statement.



Hanson also said the "outdated AC" will be cancelled in the future but not without notice and explanation from the FAA. The AC will be replaced with the Special Rule for Model Aircraft that is part of the current FAA authorization passed by Congress in 2012. The new rule has been updated to incorporate the rapidly expanding sUAS sector. In the meantime, the AMA, which sets RC model operating standards through its affiliated clubs, is urging members to maintain those standards while getting ready for the new regime. "AMA members are encouraged to become familiar with the provisions of the Special Rule and continue to operate their model aircraft safely and responsibly in accordance with the National Model Aircraft Safety Code and the AMA Safety Program," Hanson said in his statement.

F-15 STREAK EAGLE

The U.S.A.F. Museum's single-seat F15A, nicknamed "Streak Eagle," broke eight time-to-climb world records between Jan. 16 and Feb. 1, 1975. In setting the last of the eight records, it reached an altitude of 98,425 feet just 3 minutes, 27.8 seconds from brake release at takeoff and "coasted" to nearly 103,000 feet before descending. It was flown in its natural metal finish to reduce weight for the record-setting flights. To protect it from corrosion, McDonnell Douglas Corp. has since painted it in the gray color scheme of most operational F-15s.

"Streak Eagle" is an early preproduction aircraft. Differences in internal structure and systems operation made it too costly to return to operational service. It was delivered to the museum in December 1980 after it was no longer useful as a flight test vehicle.

You can see footage of the records on YouTube:

www.youtube.com/watch?v=HLka4GoUbl0 Part#1
www.youtube.com/watch?v=S7YAN9--3MA Part#2

....and I think you can get the groovy soundtrack on I-Tunes



EAA Chapter 145 website: www.145.eaachapter.org

EAA National website: www.eaa.org

Riverview Facebook: www.facebook.com/pages/Riverview-Airport/115468211816419



DUES ARE NOW BEING COLLECTED

Dues of \$35.00 are payable to "EAA CHAPTER 145" and can be mailed to Bob Swietek at the address listed at the end of the newsletter or brought to the monthly chapter meeting. If you need to make any updates on your contact information, please include the tear-off slip for member data update with your payment.

UPCOMING EVENTS

- December 13 Riverview Airport(08C) Riverview Airport Christmas Brunch**
- January 10 Riverview Airport(08C) January EAA#145 meeting – T.B.D.**
- February 14 Riverview Airport(08C) Feb EAA#145 meeting – T.B.D.**

If you know of events that should be on the event calendar, please e-mail them to me
 If you would like to be on the e-mail list for meeting and event reminders, or if you would like to receive the newsletter electronically, which is full color and delivered days before the print version... please send your e-mail address to:
randall.houtman@dematic.com

The 2014 Officers for EAA145:

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Treasurer's Report: (As of Dec 2nd)

Liabilities: \$3500.00	
Cash: \$118.62	Checking: \$76.34
Savings: \$6326.03	Total: \$6520.99

EAA CHAPTER 145 MEMBERSHIP APPLICATION / RENEWAL FORM DUES ARE \$35.00 PER YEAR – JANUARY 1st to DECEMBER 31st	
Name _____ Co-Pilot / Spouse _____ Address _____ City _____ State / Zip _____ e-mail address _____ Home Phone _____ Work Phone _____ National Membership # _____	Aircraft Owned _____ _____ Projects / % Complete _____ _____ Bring this form to the next meeting or mail to: EAA Chapter 145 Treasurer 6962 Bridgewater Dr. SE Grand Rapids, MI, 49546