



March 8 2014

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Southern Alameda County Radio Controllers

President: Steve Hoyt

Secretary: Matt O'Sullivan

Vice President: Bob Freshwater

Treasurer: Jim Utley (510) 352-3150

The Cub meeting was at 7:30 PM March 8, 2014

Club Meeting 7:30 PM:

Location: Clubhouse

Officers Present: Steve Hoyt President, Bob Freshwater Vice President, Jim Utley Treasurer, Matt O'Sullivan Secretary, Lou Morales Safety Officer, Jim Solar Past President

February minutes were approved as published in the newsletter

Treasurer's Report:

January and February approved as read

Old Business:

The discussion about the Family Day was carried on at length and will continue at the April meeting.

New Business:

None.

Field Report:

The smokers have been doing a good job of keeping their butts picked up. The field is in good condition. The area around the new Heli Pad has had the grass cut, it is not open for use yet and we need to work up new safety procedures. There should only be one person flying at a time and it should be limited to 600 size electric only. There are new boundary markers put up, to avoid flying over the caretaker's house. There is a proposal to call for a work party on 3-29-14 and 3-30-14 to get things set up.

Safety Report:

Lou Morales indicated that things are good, however some folks are getting lazy about putting their transmitters back into the impound as required. The other issue is that when landing some people are taxiing their

planes towards the pits, this could be a hazard if they lose control. People should taxi either straight down the runway or away from the pits.

Prospective New Members:

Dave Lathrop, was voted in.

Announcements:

None.

Show and Tell:

Jim Solar presented a Hobby King Night Flyer. It is a foam with lights installed that is very easy to build.

Art Vargas presented a Horizon Hobby MR 109. The plane has flaps, ready for receiver install.

Steve Hoyt showed a Heli Max Quadcopter fully equipped with a camera available for \$139.00

Next Meeting at the Clubhouse April 12 at the clubhouse.

Late Breaking News:

I flew today (Sunday) and Jerry Turnney "speared" a plane into the field a hundred yards out, toward the sanitary plant.

Within a few minutes while Jerry was making his way out there, smoke became visible from the spot, first white, then dark gray.

He arrived and from the pits we could see flames growing in the surrounding grass! I grabbed the extinguisher and Burt grabbed the 5 gallon can of water and we ran to the fire. Remaining flyers called 911. By the time we arrived a "crop circle" of fire was blazing around the crash site. The fire was clearly growing and I have no doubt that if we had not been there quickly, it would have burned up the entire field! !

The plane was almost indistinguishable and 99 percent of the fire was the dry grass, and it was growing.

I hit the fire with the extinguisher and Burt followed up with water and we got it under control just as a fire truck started up the road toward our parking lot. The firemen checked our work and left satisfied that we had put it out.....

Jim Utley arrived soon after. I told him the story and he came up with a plan to purchase more extinguishers and water sprayers.

"Safety Officer"? I don't get paid enough.....

Truly a scary morning...

Lou



Lou's Seagull Yak 54 Arf 90

Photo courtesy of Burt Rosenweig

Got pics? Send them to jeff.whitney@sbcglobal.net

Please include the photographer's name and model details.

Editor's thoughts and musings:

You have probably heard about the fire at the field already (story on page 3). I have heard of LiPo fires, and know one club member who experienced a charger fire (no names mentioned Lou) - but this is the first local *documented* case as a result of a crash that I know of. One of the workers at the local hardware store told me that he would watch them flying (illegally) at the local High School and that they would routinely burst into flames as a result of a crash. Having crashed a couple of electrics myself I knew that was BS—But Jerry's misfortune makes it must more plausible.

We are fortunate that Jerry was not alone, and that a couple of members were quick-witted enough to not only keep an eye on the situation but to also take preventative action.

A really big Thank You is in order for Lou and Burt—so here ya go:

THANK YOU!

Jeff

NTSB Ruling:

In a ruling late Thursday, 3/6, NTSB Administrative Law Judge Patrick Geraghty ruled that the FAA policy banning the commercial operation of unmanned aircraft is “non-binding”, hence unenforceable. The judge found that the policy wasn't written as part of a formal rule-making process and the FAA hadn't complied with the requirements of the Administrative Procedures Act. The FAA policy was published in the Federal Register in 2007 and has effectively banned the operation of commercial and public use UAS in the national airspace over the past seven years.

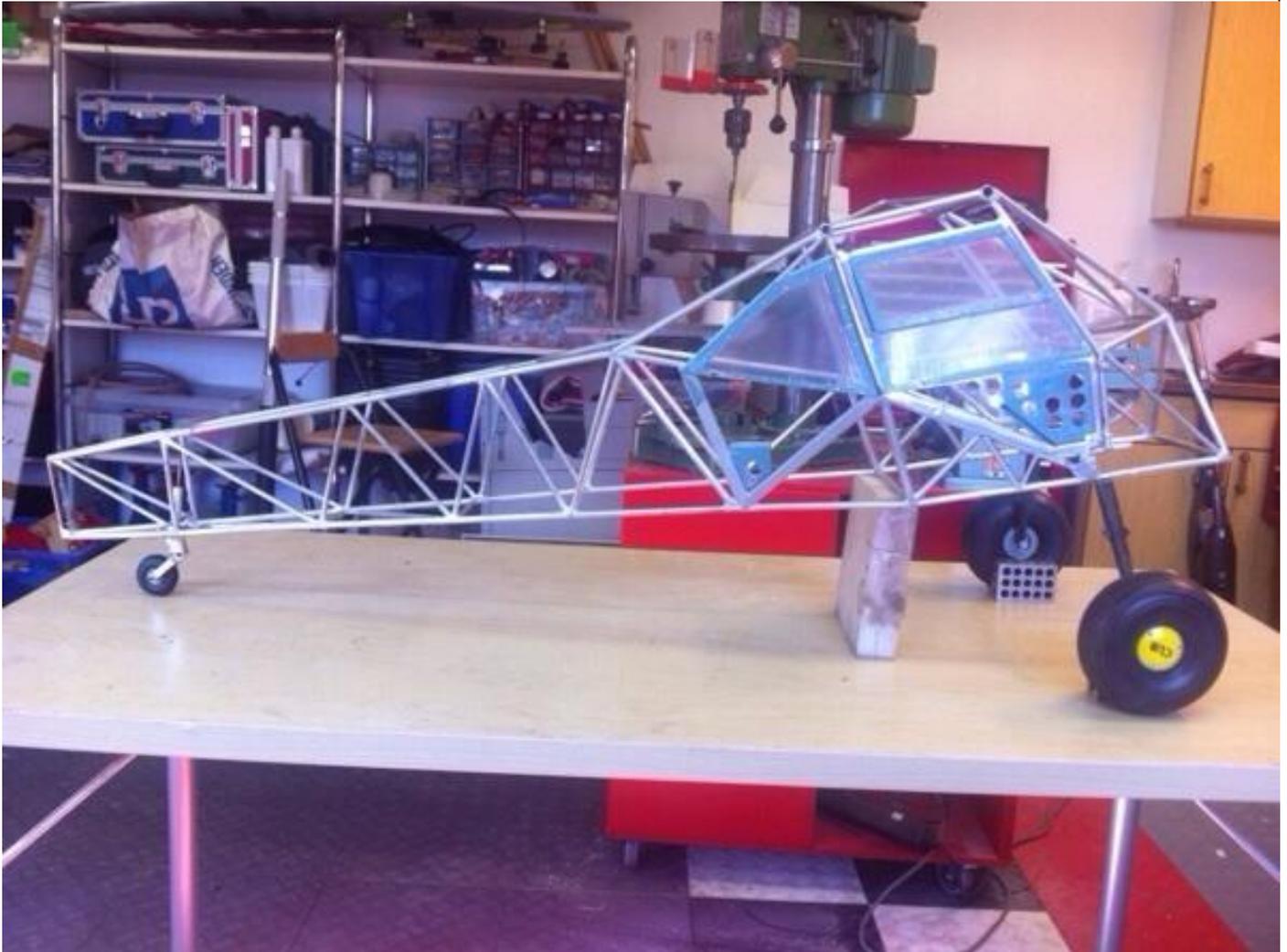
This finding came as part of the judge 's ruling on attorney Brendan Schulman's motion to dismiss FAA's Order of Assessment against Raphael Pirker, aka “Trappy”. Mr. Pirker was fined \$10,000 by the FAA under 14 CFR 91.13 for allegedly operating an aircraft in a careless and reckless manner while flying a UAS through the University of Virginia campus in Charlottesville, Virginia. This ruling effectively lifts the ban on the commercial operation of small unmanned aircraft, those aircraft that would otherwise meet the description of a model aircraft. It's a bit too soon to say how the FAA will respond to the ruling, or what this means to the UAS community. But, by all accounts, this is a game changer.

For the full story click [HERE](#)

For the decision click [HERE](#)

Stuff:

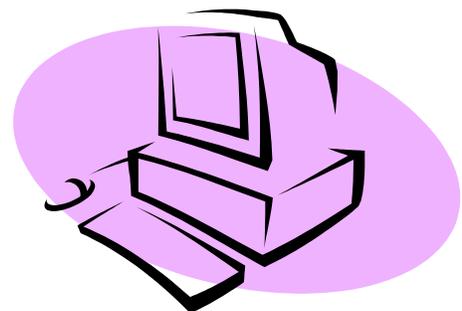
Remember the Auster AOP9 I showed a couple of months ago? Here is a progress pic: The bluish things on the forward fuselage are operable doors. This is all framed with aluminum tubing—he is using that low temperature aluminum “welding” rod. The main gear legs are molded carbon-fiber.



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SACRC
Treasurer
14921 Fjord St.
San Leandro, Ca. 94578

SACRC "SacRats"
Visit our website @ www.sacrc.org



Jeff Whitney - Editor
jeff.whitney@sbcglobal.net