

Cockpit Clutter

EAA Chapter 45 web site <http://45.eaachapter.org>



Chapter 45 Newsletter

Experimental Aircraft Association

MARCH 2017

The February meeting had a visit from Henrik Vejlstrop, a representative of the local FAA office who gave us a presentation on the correct and legal use of DRONES.



Henrik is at left, giving an entertaining and informative talk about drones and multicopters, or UAS (Unmanned Aircraft System)

We also had a visit from a number of members of the local RC club, Mon Valley Radio Control, who also attended to hear the talk from the FAA.

It was interesting to note that while it seemed Henrik's presentation was insightful to many of us, the RC fliers seemed to think that the FAA is draconian in its rule making.

At right is a member of the Mon Valley RC club, Lew Marascalco who brought along a number of his hand built multicopters for display. Lew has built a number of other RC projects, including a large scale helicopter, but has since jumped into the multicopter hobby at a high level. A few of the units were tiny, and one was huge in size. He gave a great presentation. Thanks, Lew



Notes from the talk given by Henrik Vejstrup of the FAA on Unmanned Aircraft Systems

- Read all instructions that come with your multicopter
- You SHOULD have DRONE INSURANCE!! Homeowners insurance will not cover damages and there have been many, many accidents with people and property damage [*Yikes! Insurance; Who would think of that?!*]
- Do not fly over people; Accidents happen. Henrik gave several examples from a simple bonk on the head of an unsuspecting person in a crowd, to face lacerations, fingers cut off and eyes sliced by invisible props.
- 400 foot maximum fly height
- Must be line of sight for control
- There is a smart phone app to show airport areas, so there is no reason to accidentally fly within the 5 mile permissible closeness to an airport
- You may fly near an airport with prearranged agreement from the airport operator and or the control tower
- Drones are not allowed in state parks; AND the park's rules many times are much more stringent than the FAA's
- FAR 91.119 (Federal Aviation Regulations) show minimum safe altitudes over people, structures and the ground. For the most part, these rules also apply to drone use
- Speed is limited to 100 miles per hour
- Multicopters and RC aircraft that weigh more than .55# (point five five lbs.) MUST have an FAA registration number attached to the aircraft. It does not have to be visible and many times, the number is attached under the battery pack so that it cannot be lost or removed easily in flight.
- Part 107 of the FAA rules are for Commercial Operators who use drones for business

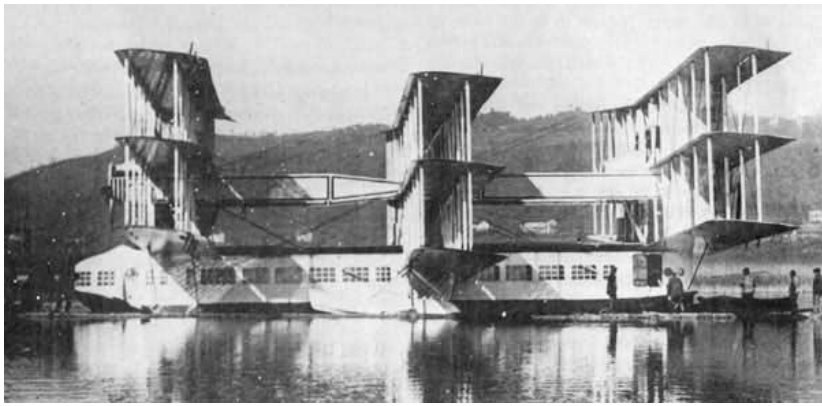
March Meeting – March 17th 7:30PM at the chapter hangar

Tentatively there is an attempt to have the guy from the glider group to come and give a demo of his glider simulator.

More information from FAA Advisory Circular 43.13-1B Acceptable Methods

7-37. GRIP LENGTH. In general, bolt grip lengths of a fastener is the thickness of the material the fastener is designed to hold when two or more parts are being assembled. Bolts of slightly greater grip length may be used, provided washers are placed under the nut or bolthead. The

maximum combined height of washers that should be used is 1/8 inch. This limits the use of washers necessary to compensate for grip, up to the next standard grip size. Over the years, some fasteners specifications have been changed. For this reason, it is recommended when making repairs to an aircraft, whose original hardware is being replaced, that you must first measure the bolt before ordering, rather than relying on the parts manual for identification. In the case of plate nuts, if proper bolt grip length is not available, add shims under the plate. All bolt installations which involve self-locking or plain nuts should have at least one thread of the bolt protruding through the nut.



The picture at left.... Was it a real airplane or is it photo-shopped? Ask me when you see me. Jack

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TENTATIVE CALENDAR OF EVENTS 2017

Planning and setting of dates are typically done by your board of directors at the beginning of the year and sometimes change. Unless noted, meetings are held at the chapter hangar at Rostraver Airport. Hangar is C1

March 10- Board Meeting 7:30 PM
 Directors and Board Meeting at Rostraver. All are welcome to attend our business meetings.

March 17th –General Meeting

April 14th - Board Meeting

April 21th – General meeting

Monday night workshop / build nights are EVERY Monday night, unless winter weather is bad.

check out the meeting web site for any important updates

<http://imapilot55.wix.com/ch45>