

# Balsa Dust

Newsletter of the Fergus Falls Regional R/C Flyers  
PO Box 224  
Fergus Falls MN 56537



## FROM THE PRESIDENT

Welcome to all, the 4th of July has come and gone. I hope all of you enjoyed a fun and safe week. There has been a fair amount of activity at the field recently. That is good to see.

I would like to congratulate Dr. Dan Lembcke on his recent retirement. Dan practiced for 33 years, mostly in the Fergus Falls and Battle Lake clinics. He rewarded himself with a Turbo Timber after some coaxing by me. Shame on me! Dan has been flying it on floats at his lake home as of late. Remember Dan, during retirement every day is a Saturday. We always spend the most \$ on Saturday.

I recently had a chat with Manfred. He is "hanging in there". He is hoping to make it to the flying field soon on one of the nice days. Jerry L. Johnson is undergoing some chemotherapy treatments. Let's keep him in our thoughts and prayers. It's great to see Tom Kalvik out tearing up the sky again. Keep them flying guys.

Upcoming events include the Electric Fly-in Event in Osseo on July 13th, Watts over Owatonna July 25-27, Valley RC Flyers Fun Fly August 3rd, and the Fergus Falls Fun Fly September 14th.

Our monthly meeting will be held July 11th at 7pm at the club field. If you know of anyone interested in our hobby, invite them to our field. I'm looking forward to seeing you at the field for some flying and trucking.

Keep the wheels down,  
Tom

## July 11<sup>th</sup> Meeting @ the field Meeting @ 7:00

### Notes from the June 13<sup>th</sup> Meeting

The June meeting of the Fergus Falls RC Flyers was held on June 13, 2019, at the flying field. Members present were: Tom Kalvik, Scott Hafner, Bill Roberts, Larry Simonson, Floyd Lee, Roger Simonson, Chris Mavis, Jerry L. Johnson, Tom Davis, and Mike Drouillard. Old business: There was a great turnout for the float fly held on June 8 at Bass Lake. Even though there was wind blowing up to 30 mph, everyone who participated had a good time, got some flying and enjoyed a nice lunch. Thanks to everyone for coming and a special thanks to those who helped put it on. New business: Tom Davis talked to Dave Jennen at the airport and they are fine with our club flying. They would like us to participate in the Young Eagles program. Tom Kalvik made a motion to check into it. Seconded by Chris Mavis. Motion carried. Chris Mavis made a motion to adjourn, seconded by Jerry Johnson. Meeting adjourned.

Respectfully submitted  
Mike Drouillard  
Secretary

## Pictures from the Prez.....



*Scott Lembcke flying his Flightest Scout*



*Dan Lembcke ready for a flight on his new Turbo Timber. Son Scott giving him some advice.*

**Thanks to Prez Tom for the photography!!!!**

# FROM HOBBY TO BUSINESS



your part. That work means putting on your learning cap and hitting the books, so to speak. You will need to pass a 60-question exam administered by the FAA; studying will be necessary to achieve the 70% grade to pass. Fortunately, there are a number of excellent services online that provide study guides and practice tests that are invaluable to the learning process. I used UAV Ground School (contact information is listed in “Sources”), which has videos, as well as interactive slideshows, to present the information. It is also presented by FAA-certified flight instructors and uses actual test questions from the FAA exam, so you’re not surprised on test day with topics you weren’t prepared for. A free study guide in PDF format is provided on the FAA’s website. It covers all of the pertinent information. In all, I spent approximately an hour or so each day studying throughout the course of two weeks, with the last couple of days spent taking practice tests repeatedly. By the time I was ready to take the real test, I was consistently above 90% on each attempt, and I felt confident that I had learned the right things to succeed.

learn about the National Airspace System (NAS) and how it is divided. You will need to know and understand how airspace classification is determined and how it can impact your flight plan. When you understand those things, you’ll move on to arguably the most important and most confusing part of studying for the exam: sectional charts. Sectional charts are used by full-scale pilots and show topographical information that is important for pilots to operate safely in the NAS. They show terrain elevation, airport information, airspace classification, and much more. It will be important to know how to read these charts to be able to answer many of the questions on your exam, so spend extra time understanding how these charts are written. Finally, you’ll learn about emergency management and protocols, basic weather theory, and understanding weather charts, NOTAMs, and METARs. No, that’s not gibberish—these are important notifications for pilots. NOTAM stands for Notice to Airmen and METAR is the format used to report weather information to pilots. Both are commonplace in the full-scale world and are used to form flight plans, so it is important for you, as an sUAS pilot, to understand these so that you can safely operate in the airspace.

## GETTING YOUR PART 107 by Matt Ruddick | [mattr@modelaircraft.org](mailto:mattr@modelaircraft.org)

IN THE MIDDLE OF 2016, the FAA released its final rules about flying small Unmanned Aircraft Systems (sUAS) commercially. Under these new regulations, if you planned to fly only for recreational purposes, nothing would really change; however, if you wanted to take an overhead photo for a local realtor or add some aerial flare to your budding wedding photography business, you would be required to obtain your Part 107 Remote Airman Certificate. Although there are many opinions about the requirements to fly commercially, this article isn’t to debate those opinions. Instead, I want to lay out the process of obtaining a Part 107 and offer some tips for those who want to obtain one. Study The road to get your Part 107 certificate isn’t a tough one, but it will require some work on

**What Topics Are Covered?**  
The Part 107 exam covers a lot of areas. As you go through your study course, you might think to yourself that some of this has nothing to do with flying drones. On the surface, you might be right, but it will be important to know this information because much of it is the same information that fullscale pilots work from every day. Because you will be sharing the airspace with them, it’s important to know what their frame of mind is in a given situation. First, an overview of the fundamentals of flight, including basic aerodynamics and how lift is achieved, will be covered in their basic forms. These will likely be a review of things you already know, but it’s good to see how it’s presented in this context. You will also



Meeting  
July 11<sup>th</sup> @ the field.  
Meeting @ 7:00

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