



ATTACHMENT 1

U.S. Department
of Transportation

**Federal Aviation
Administration**

Eastern Region
Regional Counsel
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1 Aviation Plaza
Jamaica, NY 11434

JUN 27 2013

FEDERAL EXPRESS, REGISTERED MAIL - RETURN RECEIPT REQUESTED, AND
ELECTRONIC MAIL

Raphael Pirker
Melchutistrasse 47
8304 Zurich
Switzerland

Docket No. 2012EA210009

ORDER OF ASSESSMENT

On April 13, 2012, you were advised through a Notice of Proposed Assessment that the FAA proposed to assess a civil penalty in the amount of \$10,000.

After consideration of all the available information, it appears that:

1. On or about October 17, 2011, you were the pilot in command of a Ritewing Zephyr powered glider aircraft in the vicinity of the University of Virginia (UVA), Charlottesville, Virginia.
2. The aircraft referenced above is an Unmanned Aircraft System (UAS).
3. At all times relevant herein you did not possess a Federal Aviation Administration pilot certificate.
4. The aircraft referenced above contained a camera mounted on the aircraft which sent real time video to you on the ground.
5. You operated the flight referenced above for compensation.
6. Specifically, you were being paid by Lewis Communications to supply aerial photographs and video of the UVA campus and medical center.
7. You deliberately operated the above-described aircraft at extremely low altitudes over vehicles, buildings, people, streets, and structures.

8. Specifically, you operated the above-described aircraft at altitudes of approximately 10 feet to approximately 400 feet over the University of Virginia in a careless or reckless manner so as to endanger the life or property of another.
9. For example, you deliberately operated the above-described aircraft in the following manner:
 - a. You operated the aircraft directly towards an individual standing on a UVA sidewalk causing the individual to take immediate evasive maneuvers so as to avoid being struck by your aircraft.
 - b. You operated the aircraft through a UVA tunnel containing moving vehicles.
 - c. You operated the aircraft under a crane.
 - d. You operated the aircraft below tree top level over a tree lined walkway.
 - e. You operated the aircraft within approximately 15 feet of a UVA statue.
 - f. You operated the aircraft within approximately 50 feet of railway tracks.
 - g. You operated the aircraft within approximately 50 feet of numerous individuals.
 - h. You operated the aircraft within approximately 20 feet of a UVA active street containing numerous pedestrians and cars.
 - i. You operated the aircraft within approximately 25 feet of numerous UVA buildings.
 - j. You operated the aircraft on at least three occasions under an elevated pedestrian walkway and above an active street.
 - k. You operated the aircraft directly towards a two story UVA building below rooftop level and made an abrupt climb in order to avoid hitting the building.
 - l. You operated the aircraft within approximately 100 feet of an active heliport at UVA.
10. Additionally, in a careless or reckless manner so as to endanger the life or property of another, you operated the above-described aircraft at altitudes between 10 and 1500 feet AGL when you failed to take precautions to prevent collision hazards with other aircraft that may have been flying within the vicinity of your aircraft.
11. By reason of the above, you operated an aircraft in a careless or reckless manner so as to endanger the life or property of another.

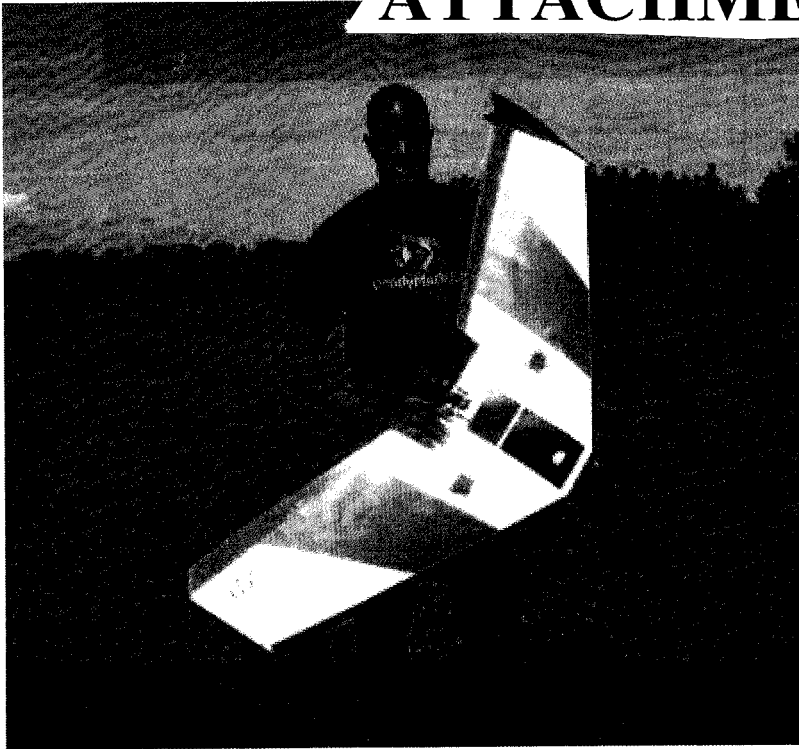
By reason of the foregoing, you violated the following section(s) of the Federal Aviation Regulations:

- a. Section 91.13(a), which states that no person may operate an aircraft in a careless or reckless manner so as to endanger the life or property of another.

NOW THEREFORE, IT IS ORDERED, pursuant to 49 U.S.C. §§46301(a)(1) and (d)(2) and 46301(a)(5), that you be and hereby are assessed a civil penalty in the amount of \$10,000.

You may pay the penalty amount by submitting a certified check or money order payable to the "Federal Aviation Administration" to the Office of Accounting, 1 Aviation Plaza, Jamaica, NY 11434. **In the alternative, you may pay your civil penalty with a credit card over the Internet. To pay electronically, visit the web site at <http://div.dot.gov/fea.htm> and click on "Civil Fines and Penalty Payments" which will bring you to the "FAA Civil Penalty Payments Eastern Region" page. You must then complete the requested information and click "submit" to pay by credit card.**

ATTACHMENT 2



Specifications

MODEL: Zephyr II

MANUFACTURER: RiteWingRC (ritewingrc.com)

DISTRIBUTOR: RiteWingRC

TYPE: electric flying wing

SMALLEST FLYING AREA: football field

IDEAL FOR: intermediate or advanced

WINGSPAN: 56 in.

WING AREA: 770 sq. in.

READY-TO-FLY WEIGHT: 4lbs 7oz

WING LOADING: 16 oz sq.ft

PRICE: \$130.00

CENTER-OF-GRAVITY: 9 3/8" back from nose

GEAR USED

Radio: Spektrum DX8, Orange rx, (2) RiteWingRC metal gear servos-elevons

Motor: RiteWingRC 1200kv, 65amp ESC (ritewingrc.com), Turnigy 5amp 26v BEC (hobbyking.com)

ATTACHMENT 3

AC 91-57

DATE June 9, 1981


ADVISORY CIRCULAR



DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C.

Subject: MODEL AIRCRAFT OPERATING STANDARDS

1. PURPOSE. This advisory circular outlines, and encourages voluntary compliance with, safety standards for model aircraft operators.
2. BACKGROUND. Modelers, generally, are concerned about safety and do exercise good judgement when flying model aircraft. However, model aircraft can at times pose a hazard to full-scale aircraft in flight and to persons and property on the surface. Compliance with the following standards will help reduce the potential for that hazard and create a good neighbor environment with affected communities and airspace users.
3. OPERATING STANDARDS.
 - a. Select an operating site that is of sufficient distance from populated areas. The selected site should be away from noise sensitive areas such as parks, schools, hospitals, churches, etc.
 - b. Do not operate model aircraft in the presence of spectators until the aircraft is successfully flight tested and proven airworthy.
 - c. Do not fly model aircraft higher than 400 feet above the surface. When flying aircraft within 3 miles of an airport, notify the airport operator, or when an air traffic facility is located at the airport, notify the control tower, or flight service station.
 - d. Give right of way to, and avoid flying in the proximity of, full-scale aircraft. Use observers to help if possible.
 - e. Do not hesitate to ask for assistance from any airport traffic control tower or flight service station concerning compliance with these standards.


R. J. VAN VUREN
Director, Air Traffic Service

Initiated by: AAT-220