

## BOOTLEGGING IN ALASKA



It's bitter cold and you want to sit next to the roaring fireplace with your hot toddy. January 11 is [Hot Toddy Day](#). It's so cold here that you comfort yourself by thinking of Alaska where coldness is the norm and the 15 degrees it is outside in the Augusta, Georgia, area would be considered warm or hot. What you might not know is that many areas of Alaska are still in the 1920s regarding prohibition. Your liquor store may be three miles away, and you complain. In Alaska often the nearest liquor store is 300-400 miles away. In all but the big cities ("big" there is much smaller than Augusta) flying is perhaps the principal method of getting around and traveling. People often hop a ride on a friend's plane to see someone. Planes are often the only transportation available to carry food, supplies, and luggage to hundreds of rural towns.



Alaska is perhaps the last home of the old-timey gold miner and back-woodsman. It has plenty of people working in the oil industry. These are not the fake "tough people" seen on TV but the real thing. And the authorities – the sheriffs, local police, and state troopers – focus on bootlegging just as Eliot Ness did in the old TV series the [Untouchables](#).

An Alaska pilot who was convicted of bootlegging will get to keep his Cessna 206, a judge ruled this week. Air taxi operator Ken Jouppi was convicted in August for letting a passenger load alcohol onto an airplane in April 2012 and then flying it into the remote village of [Beaver](#), home to fewer than 100 people, where alcohol is banned. The case "serves as a precautionary tale for pilots," according to the local Alaska Dispatch. There are 77 communities in Alaska that ban the importation and sale of alcohol. The passenger who loaded the beer onto the airplane served three days in jail and paid a \$1,500 fine. A pilot in Alaska has to be nosy about what is in his passengers bags, boxes, and luggage. Even if the pilot does not know what his passenger is carrying, he could be legally responsible for bootlegging if his passenger is carrying alcoholic beverages to a dry village.

When a case of Budweiser, a bottle of Rich & Rare Canadian whiskey and a box of Franzia wine each sell for \$100 in Alaska for \$500 you could order your weight in alcohol and triple your money by selling it to friends and neighbors. Many people there do that. Now rest easy, since prohibition is less in Georgia or South Carolina though not as lenient as in other states such as Michigan where you can get Jim Beam at your local Walmart. At least here you don't have to fly to get a beer. (Information adapted from [AvwebFlash](#), 12/30/13, [Fairbanks Daily-News Miner](#), [Alaska Dispatch](#), [Anchorage Daily News](#) 11/30/13 )



### AVIATION QUESTION OF THE MONTH

**Answer to last month's question:** *Even if you wait the required eight hours after consuming your last alcoholic beverage, your alcohol concentration must be below what level to fly legally?*

**According to AOPA and the FAA:** In a blood or breath specimen, the alcohol concentration must be below 0.04. Alcohol concentration means grams of alcohol per deciliter of blood or grams of alcohol per 210 liters of breath. If a person is under the influence of alcohol, that person may not act as a crewmember of an aircraft. (Source: [FAR § 91.17](#).) One newsletter commenter, a physician, also mentioned that you should also not be still hungover. According to the FAA regarding hangovers "A pilot with these symptoms would certainly not be fit to safely operate an aircraft. In addition, such a pilot could readily be perceived as being 'under the influence of alcohol.'" See the FAA brochure [Alcohol.pdf](#)

**This Month's Question:** You change your permanent mailing address. However, you remain in the same state, county, town, and zip code. Are you required to notify the FAA of this move? For example, you change from 104 Bordan Street, Augusta, GA 30909 to 106 Bordan Street, Augusta, GA 30909.

### SHORT FINAL

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**Mother heard scolding her son at Oshkosh:**

"So help me God, if you don't straighten out, I am going to send you home on a commercial airliner!"

## BRAD PITT BOUGHT A SPITFIRE

Brad Pitt bought a WWII Spitfire airplane for \$3.3 million. He was inspired to purchase the plane once used by the Royal Air Force after working on his recent war movie 'Fury' according to the New York Daily News. The 49-year-old actor has developed a fascination with World War II since working on his latest movie 'Fury' and has splashed out on one of the fighter aircraft which was commonly used by the Royal Air Force during the battle, which took place between 1939 and 1945. A source told The Sun newspaper: "Brad, who has done everything from sleep in the trenches to learn



to drive a tank for the film, has now invested in one of the iconic machines." Brad will get lessons on how to fly the plane at Boulton Flying Academy in Oxford where students are taught how to operate the Spitfire safely. Brad, who raises six children with fiancée Angelina Jolie, is currently busy filming 'Fury' near high security men's prison The Mount, which is located on the outskirts of Bovington village in Hertfordshire, East England. Angelina who got her license first, in 2004, is also a pilot. 'Fury', starring Brad Pitt and Shia LaBeouf, is a World War II drama following the trials of a tank squadron as they infiltrate Nazi territory. The movie's not due out in theaters until November 2014, but the crew has nearly concluded filming and Pitt's congratulated himself for his own hard work by buying the Spitfire. (Information adapted from [New York Daily News](#) 12/03/13, [jaunted.com](#), [Irish Examiner](#) )

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## DRONES, AGAIN. FAA CRACKS DOWN ON ILLEGAL ONES

Unmanned aerial vehicle hobbyist Raphael Pirker is fighting a \$10,000 fine levied against him by the Federal Aviation Administration in a case seen as a test of the burgeoning commercial UAV industry, which is awaiting rules by the FAA on flying the unmanned aircraft in U.S. airspace. "[UAVs] have an outstanding safety record and most of them are made small



and light enough to be safe to use around people, unlike manned aircraft or other tools that drones are looking to replace," Pirker said. His model-airplane-sized drone darted around buildings, zoomed over a hospital heliport and buzzed passersby to shoot a promotional video. Those were tame moves by his standards. The fine issued June 27, 2013, was the first U.S. enforcement action against a drone pilot, and thrust Pirker into a debate over regulating unmanned aircraft as planes

and helicopters costing less than \$1,000 enter the market. Pirker's lawyer is appealing the fine against the Swiss citizen dubbed an "aerial anarchist" in a report by Bard College's Center for the Study of the Drone. He doesn't dispute the flight occurred while saying the fine should be dismissed because the FAA hasn't written rules.

FAA's Test: The only way to operate a drone in the U.S. now is to get a limited permit from the FAA, which doesn't grant them for commercial flights like Pirker's. The agency has awarded 1,014 such certificates since 2009, according to its website. The agency hasn't completed rules for unmanned craft other than for those under 25 pounds used by law enforcement. It's also wrestling with privacy issues raised by lawmakers and groups such as the San Francisco-based Electronic Frontier Foundation. An FAA order charged Pirker with operating a drone made with a foam wing and weighing less than 5 pounds in a "careless or reckless manner." The agency declined to comment on the case, citing the pending litigation, Laura Brown, a spokeswoman, said in an interview.

While Pirker appears to be the first drone operator to be fined by the FAA, according to Pirker's lawyer, Brendan Schulman, two recent incidents in New York raised safety and legal concerns. A Queens man died Sept. 5 after he was struck in the head by his remote-controlled copter. A Brooklyn man was charged this month with reckless endangerment after a drone struck buildings and crashed onto a sidewalk near Grand Central Terminal.



But this is not stopping Jeff Bezos, the Amazon CEO. He wants to deliver packages weighing less than five pounds by UAVs. He is hoping that the FAA will make them legal. Bezos said the drones can't launch before 2015, "because that's the earliest we could get the rules from the FAA." At most, he said, the system should be up and running within four to five years. It won't be easy, he said, because the system must be reliable, redundant, and safe. "This thing can't land on somebody's head while they're walking around their neighborhood," he said.

(Information adapted from [Bloomberg.com News](#), [modelaircraft.org](#), [AvWeb AvFlash](#) )