



EAA 172 *Chili Cook-Off*
 January 10, 2015
 Pea Patch Aerodrome (61GA), Blythe, Georgia

EAA 172 *Winter Soup Party
 and Valentine's Day*
 February 14, 2015
 Pea Patch Aerodrome (61GA), Blythe, Georgia

Birthdays

Mark	SLONE	01-03	Jamie	SANDEFORD	01-02
Marcus	JAKOB	01-08	Susanne	LEWIS	01-17
George	WEISS, SR.	01-19	Mary Ann	BRASWELL	01-20
Bobby	BRASWELL	01-25			
Barbara	KITCHENS	01-25			
Terry	STOUT	01-25			

Anniversaries

Keith & Lilly	ROBBINS	01-04
Kinsey & Denise	BUTLER	01-09

EAA 172 Night Out

Thursday, January 22: *EAA 172 monthly "get-together"* -- Social Meeting 6:30 PM -- This is a monthly non-business social gathering usually held on the fourth Thursday. This month's location will be at the **Villa Europa**, 3044 Deans Bridge Road, Augusta, Georgia 30906 (located just 1/2 mile off Bobby Jones Expressway, exit 5B). Phone number: 706-798-6211. Website: [Villa Europa](#). Map and directions: [Villa Europa Directions](#). For questions contact Virginia Bush 706-554-5618 e-mail: donr.bush@yahoo.com. On the Web go to nightout.jcmservices.net

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *Today is December 30 and I noticed in the aircraft logbook that the last annual inspection on the aircraft was completed December 8 of last year. Can I still fly the aircraft since that date has already passed this year?*

According to AOPA and the FAA: Yes, you can fly the aircraft until December 31 this year because the regulation for annual inspections, [14 CFR 91.409](#), says that an annual inspection must have been completed in the preceding 12 calendar months. This wording allows you to fly the aircraft until the end of the month without having to worry about the exact date the work was completed last year.

This Month's Question: In the early morning you walk to your airplane's tiedown spot and discover a sparkling coat of frost on the wings and other surfaces. How much frost is acceptable on a wing surface prior to takeoff? You can give the answer in either millimeters or a fraction of an inch or just give a description of the amount.

EVERYONE STILL WAITING FOR FAA UAV/UAS REGULATIONS

It seems that drone UAV (unmanned aerial vehicle) owners, both private and commercial, are still waiting for the FAA to issue its promised UAV *aka* UAS regulations. The FAA refers to UAVs as [UAS](#): unmanned aircraft systems. They were due to come out before the end of 2014 but did not. As one of only six sites in the U.S. cleared for the testing of commercial unmanned aerial vehicles, North Dakota has received requests from hundreds of businesses inquiring about using the facility. Dan Gunderson of Minnesota Public Radio wrote "Hundreds of companies have contacted North Dakota's unmanned aircraft test site over the past year hoping to test drones, cameras or other technology." Gunderson continued "The lack of rules is forcing businesses and even some North Dakota researchers to take their drones to Canada where it's easier to get permission for test flights." "The FAA is just not moving as quickly as we would like them to move and we don't really understand why that is," said Al Palmer, head of the Unmanned Aircraft Systems Center at the University of North Dakota in Grand Forks. The FAA is expected to release proposed rules for drones that weigh less than 55 pounds within the next month. But Palmer says those rules won't likely be final until 2017, extending the uncertainty for unmanned aircraft businesses.



Small drone
Dan Gunderson/
MPR News 2013

Back one year ago Russ Niles of AVweb wrote that the FAA is now saying it doesn't know when proposed rules governing the commercial use of small unmanned aerial systems will be ready for publication. And that was in January, 2014. FAA spokeswoman Elizabeth Cory told an Indianapolis television station there is now apparently no firm deadline. "We are continuing to work with our administration colleagues to finish the rule. I am sorry to say I do not have a date for you." In early December, 2014, Reuters, the international news agency, related that the FAA is closely guarding details, saying only that the rules will cover a wide range of users flying aircraft or drones weighing 55 pounds or less. But legal and policy experts who have advised the FAA and lobbied on drone regulations said they predict the new regulations will include restrictions on hundreds of thousands of people who fly quad-copters or toy planes in parks or backyards. Experts said that based on existing drone guidelines, the new FAA rules, expected to take at least a year to kick in, will likely require, among other things, recreational fliers to either join a community-based model aircraft organization - or obtain authorization from the FAA. The rules also could place other restrictions on people who fly drones recklessly, the experts said. If the rules omit discussion of recreational fliers, the experts added, that could sow confusion on what type of flying is allowed. "There's basically going to be two options," said Richard Hanson, director of government affairs at the Academy of Model Aeronautics, who has lobbied Congress and advised the FAA on drone regulations. "You either participate in a community-based organization or you have to follow the rules as if you are commercial operator."

(Information adapted from [Minnesota Public Radio](#), AVweb '[No Date' For UAS Rules](#), Reuters 12/13/14 [FAA UAV regs could include toys](#), the [FAA](#))

FAA RESTRICTS NIGHT LANDINGS AT DANIEL FIELD

According to a December 20, 2014, [article](#) in the Augusta Chronicle, the FAA has restricted night landings at Daniel Field ([DNL](#)). Daniel Field, managed by Augusta Aviation, has spent more than \$30,000 conducting land surveys, removing 30 trees and installing red blinking lights on top of the Newman Tennis Center clubhouse and light poles, said Becky Shealy, vice president of business development for Augusta Aviation. Until the Federal Aviation Administration says planes can land on runways without flying dangerously close to trees and structures, the agency has halted night flights into Daniel Field. The restrictions are limited to flights using instrument-controlled approaches, Shealy said. FAA spokeswoman Kathleen Bergen said the obstructions were identified during a "periodic review of instrument flight procedures at Daniel Field." Bergen referred further questions to Daniel Field, who she said was in the process of mitigating the issues. The process of identifying the objects, however, has been frustrating, said Steven Gay, president of Augusta Aviation. The FAA says there is one remaining obstruction, but the airport doesn't know what it is. "We are waiting for them to say 'this will do it.' Because it seems when they said 'this will do it' in the past and we do it, it doesn't meet their ultimate criteria. It's been a very frustrating thing for us," Gay said. Trees were removed from city property at the tennis center, Forest Hills Golf Club, the airport and rights-of-way. None were on private property, but Shealy said it's possible the airport will have to pay landowners to remove trees as the other three runways have to be cleared. (Information adapted from [Augusta Chronicle](#) 12/20/14, the FAA)



Red lights are illuminated on light poles at the Newman Tennis Center near DNL.