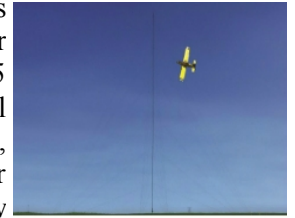


SOME STATES ARE PROTECTING AG PILOTS

Last month one of our club Ag pilots, Pierre Smith, mentioned that he was recently at an Ag pilot conference in Louisville, Kentucky. One big topic of discussion was the “popping up” of METs – meteorological evaluation towers.



These are put up all over to evaluate wind conditions for possible future installations of wind towers for producing electricity. They are usually exactly 199.5 feet above ground level, half a foot under the legal height where markings are required, not just recommended, by the FAA. According to [NAAA](#), the “Voice of the Aerial Application Industry”, these towers, which are not noted on charts or NOTAMs, are a deadly hazard to those spraying fertilizers and pesticides at high speed a few feet above the ground using helicopters or airplanes. In a recent case, a settlement was reached on the wrongful death action filed by the family of California agricultural aviator Steve Allen in the amount \$6.7 million against a group of defendants representing tower manufacturing, wind energy, land-owning and farming interests for not marking or making the pilot aware of the location of an unmarked meteorological evaluation tower (MET). The settlement establishes a standard of care as to the use of METs for wind prospecting in agricultural areas.



Wind turbines and unmarked meteorological evaluation testing towers (METs) are two separate but related problems affecting agricultural pilots and other low-level aviators.

To ensure proper marking of towers under 200 feet, NAAA has sent letters to the American Wind Energy Association and dozens of U.S. meteorological evaluation tower (MET) manufacturers warning them that ignoring an FAA Advisory Circular (AC) providing guidance on the marking of METs and other government warnings on the risks posed by unmarked METs would very likely result in legal liability for a tower company whose tower resulted in an accident due to improper marking. The FAA amended Chapter 3 of its [AC 70-7460-1](#) in 2011 to include marking METs under 200 feet in height and recommended the entire MET structure should be painted with alternate bands of aviation orange and white paint.

The state of Oklahoma seems to be ahead of many states, including Georgia, in protecting its Ag pilots. Oklahoma Gov. Mary Fallin has approved a set of AOPA-backed emergency rules to promote safety of flight by requiring the marking of towers set up by wind-energy companies to help evaluate sites for power generation. Fallin’s approval, awaited after the Oklahoma Aeronautics Commission approved its draft regulations on November 13, 2014, is expected to reduce the collision hazard between agricultural and other low-level flights and the so-called meteorological evaluation towers (METs) that are appearing in numbers, and with little notice, in many areas.



AOPA supported the state’s action to regulate METs—as it has done in other states—because structures less than 200 feet high do not fall under FAA hazard-marking requirements. As the wind-energy industry has expanded, several accidents involving METs, including one crash in Oklahoma, also have elicited concerns about flight safety from the National Transportation Safety Board.

Oklahoma’s new rules will require the marking, painting, and flagging of towers that are at least 50 feet high. Under another provision, the state will maintain a database of tower locations.

(Information adapted from [AOPA Tower Marking 12/30/14](#), [NCAA - aviation.org](#), the [FAA](#))

Some German Aviation Terms

(With apologies to our German members!)

PILOT---Der Pushenpullen Bankenyanken Tailschwingen Werker

STUDENT PILOT---Der Dumbkopf Das Lernen Fliegen Un Hopen To Jobenfinden Mit Der Airlines

FLIGHT INSTRUCTOR---Der Timenbuilder Mit Less Den 1000 Hrs
Multienginefliegen. Teachen Dumbkopfs To Fliegen Vile Waitenwatchen Fer Der Letter Mit Der Joboffering Frum United

AIRLINE TRANSPORT PILOT---Das Grosse Overpaiden Und Under Werken
Whinencomplainer Biggen Schmuck Dat Fliegen Mit Das Big Airlines

FOR SALE:
Members' Items for Sale

Club Member Aaron Ramsey still has this aircraft for sale.

Quicksilver MX Sprint

Single place – high wing – Single Engine
Wing Span 18'- 1"

Empty Weight 250 lbs. (true ultralight!)

Gross Weight 525 lbs.

Useful load: 275 lbs.

Engine: Rotax 447

Fuel capacity: 5 U.S. gallons

Takeoff distance 50' obstacle: 200 feet

Rate of climb: 900 ft/min

Landing distance: 200 feet

Maximum level speed: 54 mph

Also included with sale is a Rotax 503 engine that needs servicing/rebuilding.

Located at a private airstrip near Blythe, Georgia in a covered hangar.

For the full version of this ad with much more information click on: [For Sale: Quicksilver MX Sprint](#)

ASKING: \$4,500 OBO

This ad was *NEW* 01/27/14

Contact Aaron Ramsey

e-mail: veryhappyhouse@bellsouth.net

Phone number: Cell: 803-292-2235



EAA 172 member Keith Robbins still has this engine for sale:

Continental O-300-D engine with Airflow Performance injection.

Engine log included. TT 2274. SMOH 1135. Cylinders replaced STO H 62.4

- Custom Full flow intake manifolds.
- Injectors and log manifolds installed and tested by Airflow Performance in South Carolina.
- Engine stored in shipping box, turned, and cylinders blown with oil.
- Engine attached to a custom mount.
- New plugs and wires.



Continental O-300-D lower side



Continental O-300-D bottom & frame

Contact Keith Robbins by e-mail: kcr83406@yahoo.com

For the full version of this ad, with enlargements, click on: [For Sale: Continental O-300-D engine](#)