

WYMAN FOX



Wyman, a retired veteran of the U.S. Marine Corps, passed away late Friday, February 28, 2014, at his home, surrounded by his family and friends. His wife, Virginia, had passed away several years ago. Wyman was extremely active with EAA 172 from the mid 1990s up to 2006 when his health difficulties caused him to lessen his involvement. He was the first Young Eagles Coordinator for EAA 172. He also was the first coordinator of the Wrens Fly-in. Having a profoundly disabled son, Billy Fox, Wyman was very involved with rights for those who are physically and mentally disabled. He donated power equipment to the EAA 172 workshop at the Pea Patch and was very active with all club, Young Eagles, and fly-in activities especially Boshears.



Obituary

From past years, which can be seen in the on-line EAA 172 Website, here are some excerpts:

Up to about **2003**, Wyman handled the membership list for the club. Also, though not Young Eagles Coordinator after 1998 when he transferred the duties to Mark Thompson who held those duties up to the time of his death in January, 2000, he was always at Young Eagles events to help out with paperwork up through the mid 2000s. Wyman also participated at the club meetings until his health started to deteriorate.

[2001 – 2002 EAA 172 EVENTS](#)

[1999 – 2000 EAA 172 EVENTS](#)

[1997 – 1998 EAA 172 EVENTS](#)

From the May, 1998, meeting: Young Eagles Coordinator Wyman Fox said that they had flown 116 Young Eagles so far this year.

In December, 1997:

Wyman Fox received a special plaque as "Chief Flight Leader" for "Dedicated service to the Young Eagles Program, EAA Chapter 172, 1997." In accepting his plaque, Wyman said "I appreciate this but I could not do it without the support of everyone throughout the year."

For November, 1997:

Wyman Fox reported on the Young Eagles program. The last rally was highly successful and brought the count up to 463 Young Eagles flown this year.

In October, 1997, Wyman worked with setting up things for the Boshears airshow:

In January, 1997:

Wyman Fox was awarded a plaque and Chapter Service Award for the work he had done during 1996 for the Young Eagles Program. Wyman thanked everyone who helped: the pilots and the ground crew. He said that unofficially the EAA 172 Young Eagles Program had flown 198 young people in 1996.

[1996 EAA 172 EVENTS](#)

The **May, 1996**, club meeting was the Wrens Fly-In. Wyman Fox took overall charge of the arrangements. On May 10, the day before the fly-in, several members prepared the field and hangar for the fly-in and brought chairs, tables, a tent and other items from the Pea Patch to the Wrens airport.

January 11, 1996: During the first weekend of the year Wyman Fox and Dennis Allen gave orientation flights to 34 new Young Eagles. A letter had been received indicating that EAA 172 is in the top ten percent for the Young Eagles' program.

THE FAA DISPELLS MYTHS ABOUT ITS AUTHORITY

There have been a number of stories and news articles about being able to fly under 400 or 500 feet since “the FAA has



Hobby drone or commercial venture?

no authority to control what I do just above the ground and below where airplanes fly.” Not so! In a strongly-worded [posting](#) on its website, the FAA directly addressed what it called “misconceptions and misinformation about unmanned aircraft systems (UAS) regulations.” It listed seven common myths and set out the underlying facts on each. The myths include that the FAA doesn’t control airspace below 400 feet—it is responsible for all U.S. airspace from the ground up, and said it believes the myth comes from the idea that manned aircraft must generally stay at least 500 feet above the ground; that commercial UAS flights are legal if over private property and under 400 feet—not so, trying to operate a UAS commercially by claiming



compliance with Model Aircraft guidelines doesn’t cut it, commercial operations must be approved by the FAA on a case-by-case basis; and that commercial UAS operations fall under a “gray area” of the FARs—again, not so, operating any aircraft in U.S. airspace requires some level of FAA approval. This seems to mean that you could not throw a rock to the ground from a second-story window without getting FAA approval. Actually what the FAA is looking at is commercial operations, or commercial operations pretending to be “hobby” air work.

Other myths busted by the FAA included: There are too many commercial UAS operations for the FAA to stop—the FAA said that it is monitoring them closely, often hears about them via complaint or self-posting on Internet sites and has a number of enforcement tools it is willing to use; commercial UAS operations will be OK after Sept. 30, 2015—again not so, that’s the date the FAA is required to come up with a “safe integration” plan and phase in will be incremental; and that the FAA predicted there will be as many as 30,000 drones by the year 2030—the FAA says that figure is outdated, it currently predicts as many as 7,500 small commercial UAS may be in use by 2018, assuming the necessary regulations are in place. (Information adapted from [AvwebFlash 03/03/14, FAA](#))

TOWER HUMOR

Cockpit to Tower

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have digital watches!"

AVIATION QUESTION OF THE MONTH

Answer to last month’s question: *If a weather briefer, an FAA Flight Service Station (FSS) Specialist, tells a pilot "VFR flight not recommended." must the pilot comply with the weather briefer’s recommendation? Under which weather conditions will a weather briefer tell a pilot "VFR flight not recommended"?*

According to AOPA and the FAA: When visibility and sky conditions for the proposed flight would, in the briefer’s judgment, make flight under VFR doubtful, the briefer may say "[VFR flight not recommended](#)." The statement is advisory in nature, so after receiving that recommendation the pilot is still free to make the appropriate "go or no go" decision. (Source: [AIM 7-1-4](#)); "The Federal Aviation Administration Flight Service Manual requires flight service stations (FSS) to use National Weather Service data and products when providing pilots with a flight weather briefing. As part of this briefing, the FSS attendant makes a recommendation on the appropriateness of a Visual Flight Rules (VFR) flight. If the weather is observed or forecast to be Marginal VFR (MVFR) or Instrument Flight Rules (IFR), and VFR flight is doubtful, the attendant will advise the pilot that "[VFR Flight Not Recommended \(VNR\)](#)." MVFR or IFR conditions were a factor in nearly 70 percent of the weather-related fatal accidents."

This Month’s Question: Your aircraft is based at a small, private airport. The annual inspection is due this month. Your favorite mechanic is located at the municipal airport and you are going to fly your airplane over there to have the inspection completed. The two airports have a straight-line distance of 8 nautical miles. Can you log the flight time as cross-country time?