

SANDY'S GOT A NEW PLANE

Sandy Howard bought a Bonanza 1959 K-35 V-Tail and it is now happily in his hangar at the Pea Patch. On April 23rd Ed Christian wrote: "Sandy and I flew Delta out to Las Vegas and picked it up and did a 4-leg cross country to get it home which took two days. It was an adventure and maybe Sandy can talk about at the next meeting."



AVIATION QUESTION OF THE MONTH

Answer to last month's question: *Is a private pilot who is out of medical allowed to fly off the Phase 1 hours of his LSA homebuilt?*

According to EAA: A private pilot may conduct the Phase 1 aircraft testing under these conditions: His last medical certificate was not denied, suspended, withdrawn, or revoked; the aircraft meets the [FAR 1.1 definition of LSA](#); his private pilot certificate is current and valid for the category of aircraft he is testing, and he carries it on board; he carries his current state-issued driver's license on board; and he carries his logbook on board as well. You will note that these are exactly the same requirements for operating any LSA, regardless of the certification/testing status of the aircraft. Reference [FAR 61.301-327](#).

This Month's Question: A pilot was recently planning a flight to Martin State Airport and noticed the airport/facility directory listed the airport as having a PVASI. What is a PVASI?

FAA ANNOUNCES WHERE THE DRONES ARE

The FAA has responded to a Freedom of Information Act lawsuit by releasing two lists it says include all public and private entities that have sought authorization to fly drones over the United States. The lists include both the Certificates of Authorization issued to public entities and the Special Airworthiness Certificates issued to private operators. The Electronic Frontier Foundation (EFF) which brought the suits has posted the entities to an online interactive map and says "these lists leave many questions unanswered." Separately, congressman Joe Barton, R-Texas, and Edward Markey, D-Mass. have sent a letter to the FAA requesting its plans to protect the privacy of U.S. citizens regarding drone operations. In it they raised concerns about "adequate privacy protections" for citizens against potential "invasive and pervasive surveillance." The FAA's lists include police and border protection agencies, DARPA and military branches, and universities and colleges like Cornell and Georgia Tech. The EFF has sought and received assurances that additional information is coming. While neither the congressmen or EFF object broadly to the use of drones in a wide range of operations, they share concerns about "improper" or "unethical" uses that could endanger privacy rights. The National Defense Authorization Act calls for the FAA to create regulations to allow for more widespread unmanned aircraft use over the U.S. By 2015. (Information adapted from multiple sources April 23-27, 2012, including *AvFlash*, *FLYING eMagazine*, and the FAA)



FAA WON'T START IMPOSING CHART FEES, YET

The FAA will not begin imposing fees on third-party providers of digital chart products April 1, as had once been contemplated. The agency announced March 23 that there is no definite timetable to implement a new fee structure.



The FAA has been required by law to recover the cost of chart production for many years, and revenue has fallen short. The FAA announced last year that it is developing a plan to generate \$5 million in annual revenue from digital chart products, and met with vendors and industry groups to discuss the options. Some were clearly untenable. AOPA has worked closely with the agency, vendors, and industry organizations to provide feedback to the FAA to ensure that any proposal protects access to critical information for pilots, while allowing the FAA to meet its congressional mandate.

"The FAA is now verifying costs and pricing for AeroNav products to help develop a final proposal," the FAA announced March 23. "Although the FAA has not set any dates for completion of the final proposal or a timeline for implementation, the agency will keep the aviation community informed about its progress."

Heidi Williams, AOPA vice president of air traffic services and modernization, said AOPA will continue to work closely with the FAA to ensure access to critical information by pilots is preserved in the final policy and that any costs associated with the products are reasonable to members. (Information adapted from March 30, 2012, *AOPA ePilot* and the FAA)

TEAM RV TO PERFORM AT AIRVENTURE FOR THE FIRST TIME

Team RV, the world's largest air show team that combines precision formation flying and formation aerobatics, will make its first Oshkosh appearance this summer when it performs at EAA AirVenture Oshkosh (July 23-29). Team RV members will fly the RV kit aircraft from Van's Aircraft, the most popular amateur-built aircraft in the world with more than 7,000 currently flying.

Team RV consists of 12 aircraft that are capable of speeds in excess of 200 mph and gravitational forces of up to 6g's. The team flies tight formations of recognizable shapes and carries out difficult rejoins within the aerobatic box at show center. Its four-ship aerobatic wing integrates diamond loops, Cuban eights, line abreast hammerheads, barrel rolls, and more. Back on the ground, all ships salute the audience with a formation pivot turn and full smoke.



"Our routine requires intense concentration, highly developed stick and rudder skills, and complete trust in fellow wingmen," said Mike "Kahuna" Stewart, Team RV founder and flight lead. "The reward of carrying out an action-packed performance with multiple aircraft can only be attained as a result of the passion and dedication of all team pilots." Stewart started Team RV in 2002 and since then, the team has evolved to a 12-man group that now headlines national air shows throughout the eastern U.S. To learn more, visit the Team RV website. www.teamrv.us/ (Information adapted from April 13, 2012, *EAA eHotline* and *AvWebFlash*)

SHORT FINAL

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Conversation that took place while a student pilot was in the traffic pattern at KSAV:

Control Tower: "Cessna 12345, how much time do you have?"

Cessna 12345: "I have the plane until 5:30."

Control Tower: "I meant, 'How many hours do you have?'"

Cessna 12345: "About twenty."