

## THE INTEGRATION OF UAVS INTO NATIONAL AIRSPACE IS BEING DELAYED

The FAA Modernization and Reform Act, signed into law on February 14, 2012, included a provision requiring the FAA safely to integrate UAVs into the national airspace by September, 2015. A UAV is an unmanned aerial vehicle, commonly



known as a drone, that is an aircraft without a human pilot on board. Its flight is either controlled automatically by computers in the vehicle, or under the remote control of a navigator, or pilot on the ground or in another vehicle. There are many news reports of them being used in Afghanistan and Pakistan. But they are increasingly being used in the United States by Homeland Security - border patrol - and even by local police departments and real estate agents. In most cases the private use by local police or citizens to spy on others is



not legal unless licensed to do so by the government. Citing safety concerns and privacy issues, the FAA has delayed the selection of U.S. sites for the testing of unmanned aircraft, effectively putting the brakes on a push to integrate UAVs into civil airspace. There is a concern that the use by untrained personnel might cause problems in airspace used by general aviation as well as commercial aircraft. Recently an anti-hunting group snooped over property where hunting was occurring using a drone, possibly violating state trespassing laws and Federal law since it was done near an airport.

Members of Congress in states where unmanned aerial systems are built are upset at news of the delay, and in particular the FAA's contention that it was moving to protect privacy, which they said has never been a part of the agency's mandate. In a letter to Republican Congressman Howard McKeon of California, chairman of the House Unmanned Systems Caucus, FAA Administrator Michael Huerta said the establishment of six test sites for UAV for experimentation has been suspended indefinitely. "Our target was to have six test sites by the end of 2012," Huerta wrote in the letter. "However, increasing the use of UAVs in our airspace also raises privacy issues, and these issues will need to be addressed as unmanned aircraft are safely integrated." "The FAA will complete its statutory obligations to integrate UAS into the national airspace as quickly and efficiently as possible," Huerta's letter states. "However, we must fulfill those obligations in a thoughtful, prudent manner that ensures safety, addresses privacy issues, and promotes economic growth."

(Information adapted from the November 20, 22, 2012, *Flying Magazine*, *AvWebFlash*, August 7, 2012, *Flightglobal*, [Homeland Security Newswire](#) )

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## NTSB PUTS GA SAFETY ON MOST WANTED LIST

The NTSB has once again included general aviation safety in its annual list of "[most wanted safety improvements](#)," and in doing so the board lamented the fact that GA continues to have the highest accident rate within civil aviation including a fatality rate that has jumped by 25 percent in recent years. In many cases, it finds that pilots did not have the "adequate knowledge, skills or recurrent training to fly safely, particularly in questionable weather conditions." The board also said that sophisticated glass cockpit displays present a "new layer of complications for general aviation pilots. Not only are pilots dying due to human error and inadequate training, but also they are frequently transporting their families who suffer the same tragic fate." "Pilots should be trained to use all available sources for weather information," the NTSB said, "including the internet and satellites." Also, they should train on flight simulators that are specific to the avionics they will be flying and be tested on the use of weather, instruments and glass cockpits.



EAA said that it is continuing to lead and collaborate on a variety of programs that are focused on lowering the general aviation accident rate, with efforts that range from aircraft construction to pilot decision-making. Sean Elliott, EAA vice president of advocacy and safety, said "We maintain that education is a far better way to improve safety than regulation. That includes education from our organization and the safety mindset that every aviator must have. Many of the accidents we see are from common avoidable factors. We can never stop learning from each other."

AOPA, through the AOPA Foundation and Air Safety Institute, remains committed to continued improvement of GA safety, according to foundation and Air Safety Institute President Bruce Landsberg. "AOPA has been a leader in the study and prevention of accidents and our dedication to improving GA safety through online courses, safety videos, live seminars, and publications continues," Landsberg said. "These training efforts reached 1.9 million people in 2011, and they are on track to meet a similarly high number of aviators this year."

(Information adapted from the November *EAA e-HOTLINE*, *Flying Magazine*, *AvWebFlash*, *AOPA ePilot*, NTSB)

## UPCOMING EVENTS

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### *December, 2012*

**Saturday, December 8: Annual EAA 172 Christmas Party at 12:30 PM at the Pea Patch Aerodrome (61GA); runway 01/19: 2500' x 150' sod -- fair --; GPS: 33° 18.08' N / 82° 10.46' W; Elevation 434' , 4511 Boulineau Rd., Blythe, Georgia, 30805. UNICOM 122.7 mhz. We will be having fried turkey. Those whose last names begin with A-M please bring desserts; those whose last names begin with N-Z please bring side-dishes. Please bring an unwrapped toy for a girl or boy for the CMC (Children Medical Center) at GHSU (Georgia Health Sciences University) - formerly MCG. Click <http://www.airnav.com/airport/61GA> for airport info. For Christmas Party information contact Al Nodorft, (706) 955-1049 eMail: [Nodorft@Hotmail.com](mailto:Nodorft@Hotmail.com) or John Magnan (706) 547-3607 eMail: [jcm2@earthlink.net](mailto:jcm2@earthlink.net) Click [HERE](#) for directions (both land and air). Click [HERE](#) for the Yahoo directions. Click <http://www.airnav.com/airport/61GA> for airport info. For the agenda click [HERE](#).**

**Sunday, December 9: SOUTH CAROLINA BREAKFAST CLUB** Greenville Downtown Airport, Greenville, South Carolina (KGMU) UNICOM 122.95; CTAF 119.9. ZIPcode 29607. Arrival: 7:30 - 9:00 AM. Breakfast: Between 9:00 & 9:30 - 11:00 AM. Departure: 11:30 AM. Contact Anne Hawkins (803) 432-9595. Click <http://www.airnav.com/airport/KGMU> for airport info. For driving directions click on [Greenville Downtown Airport](#) .

**Sunday, December 23: SOUTH CAROLINA BREAKFAST CLUB** At the Twin Lakes Airpark, [Ballard's hangar](#), Twin Lakes, South Carolina (S17). CTAF/UNICOM: 122.9. ZIPcode 29847. Arrival: 7:30 - 9:00 AM. Breakfast: Between 9:00 & 9:30 - 11:00 AM. Departure: 11:30 AM. Contact: Anne Hawkins (803) 432-9595. Click <http://www.airnav.com/airport/S17> for airport info. For driving directions click on [Twin Lakes Airport](#) .

**Thursday, December 27: EAA 172 monthly "get-together" -- Social Meeting** 6:30 PM -- This is a monthly non-business social gathering held on the fourth Thursday. Because of all the holiday happenings this month, there will be no EAA 172 social "get together". The next one will be January 24, 2013. **Contact Virginia Bush for more details 706-554-5618 e-mail: [sporthorses9@gmail.com](mailto:sporthorses9@gmail.com) .**

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## BOSHEARS SCHOLARSHIP WINNER THANKS EAA 172

Nick Thompson, one of the winners of the Boshears Scholarship at the Boshears SkyFest this year, wrote a very kind letter of thanks to the Chapter:

*Oct. 30, 2012*

*To EAA Chapter 172*

*I'm one of the lucky winners of the Boshears Scholarship this year. This award of 10 hrs. is really going to help me on working toward my hours needed for flight instruction. Right now I've been taking lessons at Augusta Aviation since September as part of my Senior Project at school. My mentor is Mr. Paul Stenz at Daniel Field and with all his help and knowledge I'm on my way to obtaining my pilot's license. Thanks for making this scholarship available for young future "pilots" possible. Now my dreams are coming true of becoming a pilot. It's people like you that make this happen by helping with scholarships.*

*Sincerely,*

*Nick Thompson*

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## Reno Air Race Future Appears Safe



After a successful show this past September, with gorgeous weather conditions and strong attendance numbers, the 50th edition of the Reno Air Races has been scheduled for September 11 through 15 of next year.

### **Future schedules from the Reno Air Race committee:**

The 50th Annual National Championship Air Races will run from September 11 through 15, 2013. Aircraft qualification periods are scheduled for September 10 and 11, 2013. Future events are set for September 10-14, 2014 and September 16-20, 2015.

(Information adapted from the late November, 2012, *AvWebFlash*, *Flying Magazine*, and from [AirRace.org](http://AirRace.org))