

## THE FAA DOES CONTROL EVERYTHING IN THE AIR!

In a recent past [Pea Patch Post](#) there was an article about an FAA Administrative Law Judge blocking the FAA from fining someone who flew a drone without a license or waiver from the FAA. The man had flown an unmanned aerial vehicle around the University of Virginia to capture video of the campus. Judge Patrick Geraghty had ruled in March, 2014, that there was "no enforceable FAA rule" that applied to a model aircraft, such as the Ritewing Zephyr that Pirker was flying.

On November 18, 2014, the National Transportation Safety Board (NTSB) ruled on the FAA's appeal in [Huerta v. Pirker](#), a case in which the FAA levied a \$10,000 fine against an operator of a camera-equipped model airplane for careless and reckless operation as well as illegally operating an aircraft for compensation. The case is the first attempt by the FAA to hold an operator of an unmanned aerial system (UAS) liable for violations of federal aviation regulations. The board stated that the original judge "erred in presuming the regulations categorically do not apply to model aircraft. The plain language of the definitions and regulation at issue simply does not support such a conclusion." The FAA had successfully argued that, despite its size and the fact that it is a remote-control model airplane, the device was an "aircraft" and subject to Part 91 rules, which prohibit careless and reckless operation of an aircraft. The NTSB agreed and said that the model aircraft met the broad statutory definition stating that "an aircraft is 'any' 'device' that is 'used for flight,'" Pirker was subject to [14 CFR 91.13](#) in the same way he would be if he were piloting a manned airplane.



So, don't play with paper planes in the air without ATC clearance, otherwise a \$10,000 fine is looming in your future!

( Information adapted from NTSB [Huerta v. Pirker](#), [EAA eHotline](#) 11/20/14, [AOPA ePilot](#) 11/21/14, [FAA](#) )

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## ST. SIMONS ISLAND FLY-IN A "RESOUNDING SUCCESS"

Some of the EAA 172 members who were not at the November 8 meeting may have gone to the big AOPA regional fly-in at St. Simons Island. [General Aviation News](#) reported that the weather was perfect for the fly-in at Malcolm McKinnon



Airport ([KSSI](#)) at St. Simons Island, Georgia, on November 8th. They wrote "The weather was good VFR. The airport was made for this event with ample parking space for both aircraft and autos, and plenty of both indoor and outside ramp space for the exhibitors, meals, and speaking sessions." They reported an attendee count of 1,850, which, they wrote, was not as high as some of the other fly-ins. AOPA reported that its final fly-in of the year was a "resounding success with thousands of pilots, hundreds of airplanes, and dozens of activities. Some 543 airplanes flew in for the event, including 17—from Bonanzas and Cherokees to a Wilga—whose occupants camped out the night before."

Guy Maher, AOPA reporter, wrote "I arrived on the day before the Saturday event, and my 310 was one of the 200 aircraft that arrived that day. It was the highest count of any of the [AOPA] fly-ins for the day before arrivals, and the total aircraft count was also the highest of all the fly-ins at 543. Seventeen of those aircraft were campers who had their own grass area to park on the grounds. There were more than 500 automobiles as well." He wrote that he did not attend the Friday night dinner, but there were more than 300 people who did and experienced the area's finest BBQ. The morning started with a pancake breakfast and the show officially opened at 10:00 AM on Saturday. By that time KSSI "was a sea of parked airplanes." Maher wrote "As soon as my wheels touched town, everyone from AOPA staffers, volunteers, to resident FBO Golden Isles Aviation, made the aircraft parking, servicing, and rental car acquisition quick and easy. Departures were just as smooth."



( Information adapted from [AOPA ePilot](#) 11/14/14, [General Aviation News](#) 11/16/14 )

**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](mailto:veryhappyhouse@bellsouth.net)

Phone number: Cell: 803-292-2235

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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 STOJ 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](mailto:kcr83406@yahoo.com)

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