

## NAVY RELEASES DEFINITIVE HISTORY OF NAVAL AVIATION

WASHINGTON, D.C. — The Navy has released online its recently-published, two-volume history of U.S. naval aviation. “United States Naval Aviation 1910–2010” by Mark L. Evans and Roy A. Grossnick is the Naval History and Heritage Command’s fourth update to the original history, which was initiated in 1960. That first issue celebrated the first 50 years of United States naval aviation and this two-volume set commemorates the centenary. The latest update breaks U.S. naval aviation history into two volumes:



Chronology and Statistics.

This and other free Naval History and Heritage Command publications can be found [here](#).

Hard bound copies of the book are available from the Government Publishing Office [Website](#).

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## FAA IS ISSUING RULES FOR DRONES

Everyone knew this would happen: All the “bad boys” who are flying their drones too high, in front of actual aircraft, over their neighbor's property, crashing into people, cars, and buildings have gone too far and pushed the rule makers to



create some onerous rules. The FAA will be issuing some drone rules this coming week that will be difficult for them to enforce. For example, does your drone weigh 8 or more ounces? If so, you will be required to register it with the government. On November 23, 2015, the Federal Aviation Administration released a list of recommendations for how to better monitor recreational use of the machines. These were created by an FAA task force that was composed of 25 people, including representatives of drone



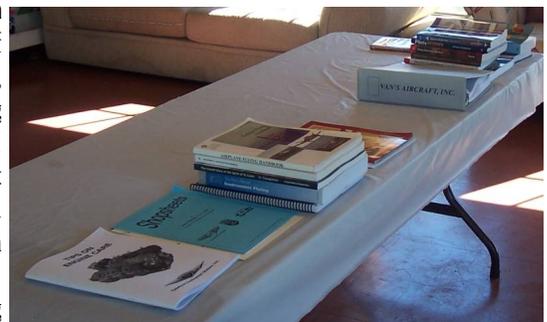
makers, technology companies, an airline pilots association and government officials. Under the proposal, most drone owners would have to register the machines with the federal government, which would place the information in a national database, the first such requirements. In addition to entering the machines into a national database, the task force said, drone owners should display a government-issued registration number on each machine (like an N number, a *tiny* N number in some cases!). The group also recommended that owners submit their names and addresses, but said email addresses and phone numbers should be optional. The rules would apply to recreational drones weighing half a pound – 8 ounces – to 55 pounds. The FAA would enforce registration rules and oversee the database. The task force recommended that the FAA carve out separate registration-related penalties for drones. Registration violations applying to any aircraft can now exceed \$25,000. That amount was established to deter suspected drug traffickers and tax evaders but should not apply to users of small recreational drones, the groups said. The FAA is widely expected to approve the bulk of the recommendations this month, just in time for Christmas. Those who fly agricultural aircraft, which normally fly very low over crops, have come out very much in favor of a tighter control of drones which can and have interfered with agricultural dusting and spraying.

( Information adapted from New York Times 11/23/15 [FAA Rules May Hover Over Holidays](#), NAAA→[in favor of registration](#), AOPA News→[DJI tightens drone flight limits](#) )

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## DONATION OF AVIATION BOOKS RECEIVED

We want to thank pilot and Boshears volunteer Dan Scukanec from Evans, Georgia, who gave EAA 172 a number of books. At the end of August, Dan wrote “I have several aviation publications (Bingelis books, IFR instructional manual, AC 43.13-1B & 2B, sheet metal building basics, and a RV-9A plans book) plus a couple of Vans practice kits I would like to place in the clubhouse for EAA 172’s use.” He left them at the clubhouse on August 29th. Note that we now need a Club Librarian to handle any of the publications EAA 172 has in cabinets and on shelves. Joe Miles, who recently passed away, handled that in the past. Let your new president, [Andy Lee](#), know if you are interested in helping out with our books.



## CAN YOU NAME THAT PART?



AOPA has this fun quiz for the holidays!

How much do you really know about the common and not-so-common parts of an aircraft? AOPA challenges you to test your aircraft parts knowledge with these close-up photos. You have five minutes to complete the 15-question quiz, so open your toolbox and begin! Take the [QUIZ](#)

*For the best user experience, please use a tablet or computer.*

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## FOR SALE:

Members' Items for Sale

**THE iFly 720 GPS for Aviation HAS BEEN SOLD!**

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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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