



NEWSLETTER

Aerial Drone Usage on the Rise

*By David Mann, VP/GM, Racine Commercial Airport Corporation
Batten International Airport*

I got to the airport on Monday, October 12th and almost as soon as I arrived one of the local pilots walked in my office with a quadcopter drone he found crashed right near the intersection of Taxiway "A" and "C". I inspected the drone and it was not in bad condition. One propeller guard was cracked, both landing skids were broken and it had a large crack in the body of the arm going from the center out to one of the propellers. It had an attached camera bay but the door was open and no camera inside. I sent an email with a picture to the local TV station and the local newspaper. Then I called the FAA "Drone Man" as it is illegal to fly a drone within five miles of the airport without permission. All three showed up at the airport fairly quickly and we got it in the paper and on the evening news. The drone was a fairly inexpensive Cheerson CX-20 with an average price of about \$250 to \$300. Being more of a hobby drone it also lacked a serial number.

The next morning as I was inspecting the new construction at the airport, I received a call that I had a gentleman wishing to speak to me. I returned to the terminal and invited the man to my office and told him to have a seat. He promptly held out both arms as if to have handcuffs put on and said, "I wish to turn myself in." I looked at him, I smiled and said, "Are you really the drone pilot?" We had a long conversation. He had flown some in his life and worked at one time for a major aircraft manufacturer.

We discussed at length how and what happened especially as he lives 2 ½ miles from the airport. This was actually his first flight with the drone and the Chinese written directions leave a lot to be desired. When you send an arming signal to the drone the power comes on and the GPS starts looking for satellites and when it is picking up enough the green light comes on. That certainly does not mean that the GPS knows where it is yet and most likely the home base is still China. Anyway while he was hovering around the backyard it moved away from him and he pressed "Home" to get it back. It took off like a homesick angel probably looking for China!!! He grabbed his wife and they took off after it in the car. By this time I am in tears from laughing. He is so nervous thinking we were going to prosecute him and he also just quit smoking 44 days ago. It also appears he is truly worried about what his children are going to think.

I gave him a set of drone rules for dummies and a lot of other information. I showed him how to use www.airmap.io to find airspace in which to fly. If you have not been to www.airmap.io, try it out as there is truly not a lot of airspace left where you may operate a drone. I called the FAA and explained what had happened and listened to the laughter all over again. Definitely the FAA can laugh! They said I did well with him and they only took his name and address in case he was a repeat offender. Oh Yeah! One other item. I gave him his drone back.

This was the first incident and it happened on October 16th. Currently I know of at least 6 drones that are being flown within five miles of this airport and don't have permission.

Two Longtime Notable Airport Managers Retire

By Bob O'Brien, WAMA Executive Director

Chuck Behnke retired in March 2015 as the longtime Airport Manager in Manitowoc. Chuck's designated replacement is Jeremy Hildebrand. Jeremy was able to attend last year's Wisconsin Aviation Conference in LaCrosse, which he noted was very helpful to him given his lack of background in airports.

We wish both Chuck and Jeremy the very best!

Jim Retzaff retired as Airport Manager in West Bend, WI in September. Jim gained his pilot's license in 1979. Professionally, he served as Post Master for 34 years; civically he served as an Airport Commissioner for West Bend's Airport from 1994 through 2001.

In 2004 Jim was hired as the Airport Manager, a position he held for the next eleven years. Mike Shaw has been appointed to replace Jim.

Congratulations to both Jim & Mike!

A Creative Way to Control Wildlife

All airports deal with wildlife issues. The Cherry Capital Airport in Michigan is using a K-9 named Piper for Wildlife Control. Though rare, dogs are one of the most effective methods of wildlife mitigation at airports. According to their website, the Cherry Capital Airport is finding the K-9 Piper to be a proactive approach to wildlife management and aviation safety. He is the only Wildlife Control K-9 on staff at an airport in Michigan and, the airport believes, one of less than ten in the United States. K-9 Piper's function is to increase safety by responding directly to reports of wildlife and conducting regular patrols. He spends most of his time chasing birds away from the runways and taxiways. Border Collies are perfect for this type of work because they are natural herders. K-9 Piper is a 7-year-old, high drive Border Collie who loves to work. His handler, Brian Edwards, has been at the Cherry Capital Airport as an Airport Operations Supervisor since 2008. When they are not working, they are training. They have even won a few 5k obstacle races together! For more information on K-9 Piper visit <http://www.tvcairport.com/airportk9/index.php>.



3rd class medical initiative

By Elizabeth Tennyson, AOPA Senior Director of Communications

The Senate Committee on Commerce, Science and Transportation has reviewed S.571, better known as the Pilot's Bill of Rights 2, and passed an amendment offered by Sen. Joe Manchin (D-W.Va.), bringing third class medical reform one step closer to reality. A full committee vote on the amended legislation was temporarily deferred as a result of scheduling conflicts.

"We are pleased that this vital legislation is still moving ahead, and we look forward to a full committee vote soon," said AOPA President Mark Baker. "The legislation has strong bipartisan support from senators who understand that the third class medical process is long overdue for reform and want to help hundreds of thousands of pilots fly safely without having to make repeated trips to an aviation medical examiner or submit reams of paperwork to the FAA year after year."

The committee considered several possible amendments to the Pilot's Bill of Rights 2 at the Nov. 18 markup, including two offered by Ranking Member Sen. Bill Nelson (D-Fla.), but ultimately passed only the Manchin amendment, which had strong support from the aviation community and medical professionals. One amendment offered by Nelson would have required a panel of aerospace medical experts to create a checklist of conditions that could impair the individual's ability to safely operate an aircraft and which pilots would have to sign along with the physician's verification. Opponents argued that doctors are well equipped and in a better position than a federal agency to know what to look for in a standard physical exam. The other Nelson amendment would have limited certain liability protections to federal employees, whereas the Manchin amendment extends those protections to federal contractors including pilot examiners, aviation medical examiners, and others. Both Nelson amendments were defeated 11-13.

"We appreciate the leadership of Senator Manchin, himself a general aviation pilot, and other committee members who recognize the significance of third class medical reform to our community," Baker said. "The fact that this legislation has come so far is also a testament to the engagement of AOPA's members who have contacted their elected officials more than 94,000 times so far this year to seek their support for the Pilot's Bill of Rights 2 and medical reform."

Earlier in the week, AOPA and 16 other aviation organizations sent a letter to committee leaders urging them to pass the Pilot's Bill of Rights 2 and the Manchin amendment. In addition to promoting third class medical reforms, the amendment includes reforms to the FAA's Notice to Airmen (notam) program, which ensures pilots receive critical safety information as part of their preflight preparation, and provides protections to volunteer pilots who fly in the public interest.

As amended, the Pilot's Bill of Rights 2 would allow hundreds of thousands of pilots who have held a valid third class medical, either regular or special issuance, within 10 years of the legislation's enactment to fly without needing to get another FAA medical exam. It would apply to pilots flying VFR or IFR in aircraft weighing up to 6,000 pounds and carrying up to five passengers at altitudes below 18,000 feet and speeds up to 250 knots.

For pilots whose medical certificate lapsed more than 10 years before the legislation is enacted and those who have never held a medical certificate, a one-time medical certification will be required. After a pilot has been medically certified once, either through

the regular or special issuance process, he or she will also be able to fly indefinitely without needing to go through the FAA medical certification process again.

Pilots who develop certain medical factors, including some cardiac, psychological, or neurological conditions, will have to get a special issuance medical one time only. Under the Manchin amendment, the FAA will have one year from the date the legislation becomes law to produce a final rule reflecting the legislation's provisions. If the final rule is not ready by that date, pilots will be allowed to fly under the guidelines set out in the legislation without facing FAA enforcement action. For more information, visit AOPA's frequently asked questions regarding third class medical reform.

"Senator Inhofe, Senator Thune, Senator Manchin, and our AOPA members have worked hard to keep this legislation alive at a time when Congress is faced with a litany of challenging issues," said Jim Coon, AOPA senior vice president of government affairs. "Today's action is a step forward, and we will do all we can to capitalize on this momentum to make third class medical reform a reality for the hundreds of thousands of pilots who are tired of struggling with unnecessarily cumbersome and costly regulatory hurdles."

Once the amended version of the Pilot's Bill of Rights 2 passes the committee, it will go to the full Senate, where the legislation has 69 cosponsors. Similar legislation in the House has 150 cosponsors. After passing both bodies the bill will then go to the president for his signature.

2016 Wisconsin Aviation Conference, Oshkosh

By Bob O'Brien, WAMA Executive Director

The Conference Planning Committee met for a 2nd time on November 18th at Volk Field. As of this date we can confirm that the Conference will be hosted by Wittman Field from May 2nd through the 5th (2016) at the Best Western Premier Waterfront Hotel & Convention Center.

The Conference format is being rebuilt to produce a more productive, interactive and informative program. Coordination is underway with both the FAA and Wisconsin Bureau of Aeronautics (WiBOA) for individual airports to schedule private, one-on-one, meetings to discuss matters specific to those airports during the Conference.

The General Sessions are likewise being spiced up such that the FAA, WiBOA and others are asked questions by the Moderator and Audience in an effort of creating a more open and timely exchange of information .

The Monday night "Welcome Dinner" will be held off-site and INDOORS, just 10 minutes from the Conference Center, along Lake Winnebago at the historic Yacht Club known as

"The Water's".

On Tuesday night, the "Annual Banquet" will also be held off site, this time at the world renowned EAA Founder's Room and Museum.

Session topics will soon be announced.

For additional information regarding Exhibiting, Sponsorships or otherwise becoming involved in the 2016 Conference, please contact Bob O'Brien at 608-739-2011 or bob@thewisconsinriver.com.

Conference Room Reservations - Reserve NOW for best rooms at the lowest rates

This next year's Wisconsin Aviation Conference will be hosted by Wittman Field and held at:

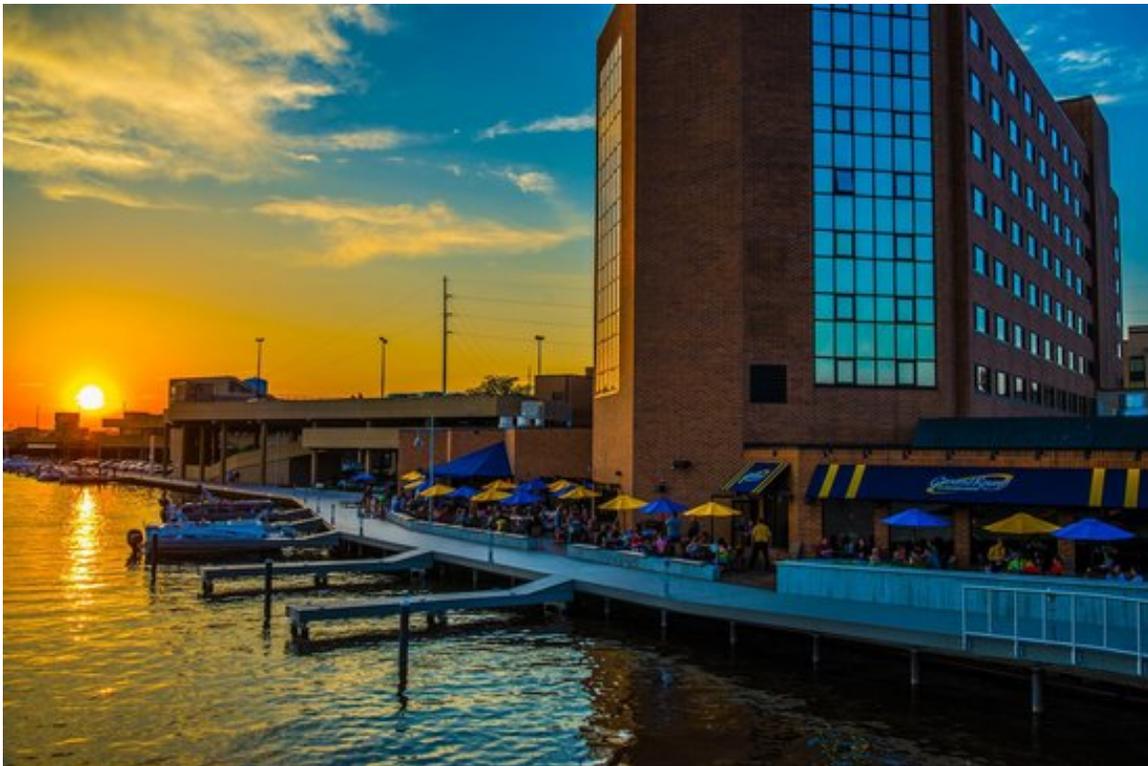
Best Western Premier Waterfront Hotel & Convention Center

1 North Main Street

Oshkosh, WI 54901

<http://oshkoshwaterfronthotel.com/>

920.230.1900



Room Rates are the cheapest when booked Now!

- \$99.00 now until April 4th, 2016

- \$109.00 April 5th - 18th, 2016

- \$119.00 April 19th through May 2nd, 2016 or earlier if Hotel was to be "SOLD OUT"

Waiting means you'll miss the best rooms and lowest rates.

Book yours right away - I have and got a room overlooking the waterfront!

Seeking 'About the Airport' Contributors

The Wisconsin Airport Management Association would like to feature your airport in our newsletter. Send a few pictures with a brief paragraph on new construction, airport information, etc. that you would like to share with other airports to Bob O'Brien at bob@thewisconsinriver.com and we will include the information in a future newsletter.

Member Involvement

As WAMA becomes more active, we could use greater member involvement in the following committees:

Scholarship/ Awards chaired by Dave Jensen

Member Relations (Membership, Communication, Marketing) chaired
by Jeremy Sickler & Mark Riegelman

Governmental Affairs chaired by Abe Weber

Conference Sponsorship chaired by Steven Wright

Conference Exhibitors chaired by Charity Speich

Conference Registration chaired by Clint Torp

Conference Program chaired by Tony Yaron

For additional information, please contact Bob O'Brien at 608-739-2011 or bob@thewisconsinriver.com.

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