



The Leader In Recreational Aviation

Chapter 736 Newsletter for July 2018

Fly-In

Weather for the Fly-In was great. We flew approximately 80 Young Eagles. Thanks to all the pilots and everyone who pitched in to make the event a success.

FOREFLIGHT, UAVIONIX OFFER \$500 RECEIVER WITH CARBON MONOXIDE DETECTOR

The new “Sentry” Automatic Dependent Surveillance-Broadcast (ADS-B) receiver is about the size of a cigarette pack.

And if someone were actually smoking cigarettes in the tight confines of a general aviation cockpit, the Sentry’s built-in carbon monoxide detector would surely sound its alarm.

Sentry is the latest collaboration between **ForeFlight**, maker of the pioneering and still-dominant iOS app, and **uAvionix**, an innovative creator of miniature, low-cost ADS-B equipment. The two firms joined forces last year to design and market the Scout, a minimalist, \$200 ADS-B receiver.

Sentry is an upmarket, full-featured ADS-B In box that sells for \$500. It offers a 12-hour internal battery, CO detection, synthetic vision, in-cockpit weather, and traffic information.

“The safety benefits of ADS-B are obvious and we want every pilot to have them,” said Tyson Weihs, ForeFlight co-founder and CEO. “There’s a price point for every pilot, and Sentry fits right in the middle.”

Sentry comes with a suction cup mount, a USB charging cable, and a padded carrying case. Pairing with an iPhone or iPad is done wirelessly via the Sentry’s internal Wi-Fi signal and ForeFlight app.

Sentry should be mounted vertically on a side window where the pilot can see the unit’s LED lights, which turn green when it’s powered up and receiving GPS and ADS-B signals. (The CO detector light is green in clean air.) ForeFlight confirms its wireless connection with “Sentry, Good” in the top left corner of the Maps screen.

In flight, the dual-band receiver shows subscription-free weather and ADS-B-equipped airplanes. Like all GPS receivers, the traffic picture is limited unless you’re in an aircraft that actively pings the system via an ADS-B Out transponder.

Flying with Sentry, or any fully functioning ADS-B receiver, so greatly enhances pilot situational awareness that it's hard to believe we ever got by without it. The ability to identify traffic beyond visual range, monitor changing weather conditions, and avoid terrain vastly increases flight safety and enjoyment.

The Sentry (which only works with ForeFlight) is a powerful new tool that pilots will find simple and fun to fly with—and its long battery life makes it particularly useful in airplanes that don't have USB charging outlets (or electrical systems).

Only half of ForeFlight's current subscribers connect to ADS-B devices in flight—and Weihs said that's sure to change as the FAA's 2020 mandate draws nearer, and pilots who have seen the benefits of subscription-free weather and traffic signals get accustomed to having them.

FAA warns against drone registration schemes

The FAA is warning drone owners — especially hobbyists — about people offering to “help” register their drones with the agency.

The **FAA Drone Zone** is all you need – and it costs only \$5.

There are a number of entities that offer to help drone owners and operators file an application for a registration number. Some attempt to mimic the look of the FAA's website with similar graphic design and even the FAA logo, or suggest they are somehow “approved” by the agency.

They aren't — and you could be wasting your money, FAA officials say.

“The FAA neither regulates these entities nor will speculate on their legitimacy,” officials said in a prepared release. “However, we have recently received reports of vendors charging exorbitant fees up to \$150 for this service. The actual FAA registration fee is \$5. For that charge, hobbyists receive one identification number for all the drones they own. All others pay the registration fee for each drone they intend to operate.”

You should only register your unmanned aircraft at the FAA Drone Zone, officials say.

“It's the only way to make sure your drone is legally registered and that you've gotten your money's worth,” they add.

US court upholds FAA drone regulation

The FAA just scored a legal win in its ongoing back and forth with drone hobbyists. The U.S. Court of Appeals opted to uphold a ruling granting the administration's authority over consumer UAVs, a move that is expected to lead the way for additional restrictions on flight.

The ruling is based, in part, on a 2012 law passed by Congress that puts the FAA in charge of the then-emerging drone category. At the same time, however, it left a bit of an opening, essentially grandfathering in owners of some model aircraft already governed by safety

organizations. According to the act, the FAA “may not promulgate any rule or regulation regarding a model aircraft.”

That loophole of sorts is what spurred drone hobbyist John Taylor’s case, which temporarily blocked the FAA’s drone registry requirement. Back in December, however, Trump signed a bill reinstating the registration.

Today, the court shot down Taylor’s request yet again. “Because the rule is within the agency’s statutory authority and is neither arbitrary nor capricious, the petition for review is denied,” Judge Merrick Garland wrote in the opinion.

As The L.A. Times notes, this decision will also be regarded as a win for Google and Amazon, who have both been lobbying hard for regulation on hobbyist drones as they look to the skies for projects like Prime Air and Project Wing. Along with registry, future laws may include additional flight restrictions and required self-identifying beacons.

As Corps Competes With Airlines for Pilots, Big Bonuses Up for Grabs

The Marine Corps will offer pilots up to \$210,000 to stay on for another six years as the military fights to keep its aviators from trading in their uniforms for jobs with commercial airlines.

Marine fixed-wing, rotary and tiltrotor pilots will see a slew of financial and flexible-career incentives in fiscal 2019 as part of the service's annual aviation bonus plan. Details will be released in an upcoming Marine Corps-wide administrative message, which Lt. Gen. Michael Rocco, a career aviator and head of Manpower and Reserve Affairs, signed Friday.

"One of the things I'm pretty excited about is that we gave them options," Rocco said. "We gave the [officers] choices ... where if they want to, they can sign up for two, four or six years."

Manpower officials hope staggering pilots' contracts not only stabilizes the "inventory" of aviators so everyone doesn't leave at once, he said, but also signals to Marines that leaders want them to have more choices in their careers.

The Air Force and Navy have announced similar bonuses for pilots. Rocco said the Corps hasn't lost as many aviators to commercial airlines as the Air Force. But the bonuses will help make it competitive with the Navy and Air Force, said Maj. Clif Rateike, the aviation officer planner.

The bonuses will target the captains and majors the Marine Corps wants to retain. Pilots in 10 military occupational specialties -- AV-8 Harrier pilot; F-35B Joint Strike Fighter pilot; F/A-18 Hornet pilot; F/A-18 weapons system officer; MV-22

Osprey pilot; KC-130 Hercules co-pilot; KC-130 pilot; UH-1 pilot; AH-1 pilot; and CH-53 pilot -- will qualify.

Fixed-wing and MV-22 pilots with less than 11 years in uniform who are willing to serve another six will see the biggest bumps with an extra \$35,000 per year, or \$210,000 paid out over the life of their contract. Marines who prefer a lump-sum option can pocket \$178,500 at once, according to a draft copy of the MARADMIN.

Those with less than 11 years in who want to stay only another four years can pocket an extra \$30,000 per year, or \$120,000 total. Pilots of those aircraft who've served between 11 and 13 years can also earn \$120,000 over a four-year contract, and those with 13 to 14 years in qualify for \$60,000 over two years.

F/A-18 weapons systems officers and Huey, Cobra or CH-53 pilots with less than 13 years in are eligible for \$80,000 over four years. Marines in those MOSs with between 13 and 14 years in can pocket \$40,000 -- \$20,000 per year -- if they sign on for another two years.

Factors such as retention in a particular MOS and the number of pilots in the pipeline to fill those slots influenced the bonus rates, Rateike said.

But offering incentives to every community is important for morale, Rocco said, adding that, early in his career, he saw some Cobra pilots qualify for bonuses while Huey pilots were left out.

"That's a terrible environment to be in, where somebody's basically doing the same job ... and [one] gets a bonus and you're not," he said. "Here, there is a bonus for everyone."

'A BUSINESS DECISION'

The Marine Corps can't compete with the salaries some commercial airlines are offering pilots, said Col. Gaines Ward, the manpower plans officer. But bonuses can influence a Marine's decision when it comes time to decide whether to stay or go.

Col. Sean DeWolfe, the aviation colonels monitor, said every Marine reaches that point in his or her career. Deciding whether to sign another contract becomes a personal decision.

"I didn't stick around because there was a bonus. I wanted to be around Marines, and a bonus just happened to be there," he said. "I have acquaintances though where the bonus did keep them in ... because at that point, it becomes a business decision when you reach that crossroad."

Like many Marines, pilots face that decision point around the 10-year mark, Ward said, which is why the aviation bonuses target those around that mark.

Aviation bonuses have been helpful in getting pilots to stay in the past, but it's not the only factor Marines weigh. Pilots' work-life balance and day-to-day life in the squadrons are also areas the Corps is monitoring closely, he added.

Pilots aren't the only Marines who can earn big bonuses in 2019. Earlier this week, leaders announced a host of re-enlistment bonuses for enlisted personnel in dozens of specialties, including squad leaders, air-traffic controllers and counterintelligence Marines.