

Aviation Law Section Theme Introduction

By Euel W. Kinsey

The photo on the cover of this issue was taken by one of our section members, Charles Senger. It is a U.S. Air Force Heritage Flight of a World War II-era P51D Mustang flying in formation with an F-16 fighter jet. It certainly reminds us that aviation technology has really progressed over the last 75 years. My primary flight instructor was a Tuskegee Airman, and I loved hearing stories about his flights back and forth to Detroit using primitive navigation techniques.

Since I first started flying in the early 1980s, we have seen so many positive improvements in avionics. Our cockpits now have GPS, which permits us to save time and fuel by flying directly to our destinations instead of following airways — and we can't get lost! We have both radar and destination weather information in the cockpit. We also have improved technology that lets air traffic control know exactly where we are at all times. Many pilots fly with glass displays where everything is depicted on two or three large screens.

Our section members share a passion — a love of all things related to aviation. COVID-19 cannot dampen that passion, but it certainly diminished our flying hours. As the country reopens, opportunities for flying to our favorite destinations and reuniting with friends and family members will reemerge.

As always, our section members will be called upon to advise and defend drone operators who find themselves charged with rule violations by the Federal Aviation Administration; assist aircraft buyers or lessees, including helping to decide how to title it; help clients obtain proper insurance coverage; and even give advice about how to organize and conduct an air show. This issue of the *Bar Journal* touches on all these topics.

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Dean Greenblatt's article covers the rapidly emerging area of enforcement concerning drones. Jeffrey and Ethan Beswick share advice on how to best assist your clients who decide to buy an airplane. Jeff Whalen, Todd Dixon, and Mary Comazzi offer sage knowledge on leasing structures and avoiding inadvertently becoming a charter operation. Charles Senger and Donald Frank lend their advice on the changing world of aircraft insurance, which has become more expensive for most pilots and owners during the last two years. Finally, Stephen Tupper and Kevin Walsh share their experiences with bringing air shows to communities.

I am sure you will enjoy the issue. I wish all of you a safe and prosperous year. Most importantly, fly safe! ■



SBM Aviation Law Section Chair Euel W. Kinsey is an experienced litigator and pilot. He owns and flies a Cessna 310Q. Kinsey currently serves as chair for the National Advisory Board of the Aircraft Owners and Pilots Association Airport Support Network, which is comprised of representatives from each region of the country. He received the AOPA Sharples Award in

2005 for his work on preserving the Coleman A. Young International Airport. In the past, he served as chair of Lifeline Pilots, the oldest charitable flying organization in the country.

