CHAPTER
613
October 2005

(Chapter 613 web site)
www.eaa-chapter613.org

News and Views: Tom Edwards

The rain and lousy weather is upon us. Time to think about some deferred maintenance, a Wings seminar, or that instrument rating. At least we have our potluck dinner and pancake breakfasts to look forwards to.

I e-mailed a lot of you about a Musketeer I learned was up for sale. It seems one of you bought it! Whoever it is ought to confess up to it and let us all in on it.

In the Good News department, Doc Josh is now available for physicals at North Ramp Aviation. The trip down Williston road isn't as much fun and a ferry ride across the lake but a little time will be saved.

Short and sweet this month as I have happenings at home and work that are changing very quickly!

Chapter 613 Potluck
Shelburne Airport
Sunday October 23rd at 1:00
Bring a dish to share with others
Sodas, iced tea and coffee provided

Come enjoy good food and company for the first get-together of the season!

Flight Advisor Corner: Hobie Tomlinson

The Sport Pilot Rules

I thought this month would be a good time to talk about the recent Sport Pilot rules. We will consider these rules from the standpoint of how they affect each of us in our various positions within the aviation community. We will take a look at:

- **Aircraft**
- **Mechanics**
- **Flight Instructors**
- **Pilots**
- **Medicals**
- **Examiners**
- **Privileges**

Aircraft which can qualify as Light-Sport Aircraft are as diverse as aviation itself. They include Airplanes (Land & Sea), Gliders, Gyroplanes, Airships, Balloons, Powered Parachutes and Weight-Shift-Control (Trike, Land & Sea).

For the purposes of our discussion, we will stick to Airplanes (Land & Sea) as that is what most of us are operating. For an Aircraft to qualify as a Light-Sport Aircraft, the following criteria must be met:

1. Maximum gross takeoff weight (as originally certified) of 1,320 lbs (ASEL) or 1,430 lbs. (ASES)
2. Maximum stall speed of 51 mph (45 knots)
3. Maximum speed in level flight with maximum continuous power (Vh) of 138 mph (120knots) – Note: A separate logbook endorsement is required for any LSA with a Vh of over 100 mph (87 knots)
4. Two-place maximum (pilot plus one passenger)
5. Single (non-turbine) engines only, but includes rotary or diesel
6. Fixed or ground adjustable propellers only
7. Unpressurized cabin
8. Fixed landing gear only (except seaplanes or gliders)
9. May have been manufactured under the old CAR 3, the new FAR Part 23, or the new Special Light-Sport Aircraft (LSA) certification. These aircraft may be used for flight instruction & rental.
10. May be licensed under Experimental Light-Sport Aircraft (E-LSA) if kit or plans built. These aircraft may only be used for sport & recreation.
11. Must have an FAA registration –N-number
12. May be of U.S. or foreign manufacture.
13. May have a standard airworthiness certificate (Manufactured under the old CAR 3 or the new FAR Part 23). These aircraft retain their standard airworthiness certificate, but may be operated as LSA by Sport Pilots if they meet the above criteria.
14. May be operated at night if equipped per FAR91.209 and operated by a pilot holding at least a Private Pilot Certificate and a 3rd Class Medical.

What is quickly being discovered is that the promise of a low cost new aircraft has proved illusionary. The newly manufactured Light Sport Aircraft are ranging form the high $50,000 dollar range to well over $100,000. The lower end of the price range generally uses a Rotax engine while the top end typically uses the Continental O-200.

By far the best bargain in the market place is the restored WW II era primary training airplane. These include such aircraft as the Aeronca Champ & Chief, Piper J3, J4, L4 & PA11 and the Taylorcraft BC-65 series & L-2. Also some models of Ercoupe, Interstate, Luscombe, and Porterfield qualify. The aircraft which qualify will generally be the ones which originally came as 65 or 75 hp models. When the later 85 & 90 hp versions were introduced, the original certified maximum takeoff gross weight was also increased, making these later versions ineligible to be operated as Light Sport Aircraft. A more complete list of Light Sport eligible aircraft is available on the EAA Sport Pilot website @ http://www.sportpilot.org.

Good restorations of these aircraft can generally be obtained in the $18,000 to $35,000 range. The Taylorcrafts seem to be the least expensive, with Aeroncas in the middle and the Piper J3 series typically the most expensive. These aircraft are far & away the best buys in the LSA category.

Mechanics which can work on LSA vary according to the type of airworthiness certificate issued to the aircraft. For aircraft having a Standard Airworthiness Certificate, not much has changed. While preventive maintenance may be preformed by any pilot holding a Recreational Pilot Certificate or greater, all other maintenance must be preformed by either a mechanic holding an A & P Certificate or a Part 145 Certified repair station. When the aircraft is operated commercially in Rental or Flight Instruction use, it must have 100 hour inspections as well as an Annual Inspection. For LSA use, these are called "Condition" inspections. For use other than as a Light Sport Aircraft, an annual inspection must be preformed by a person holding an Inspection Authorization (IA) or a Part 145 Repair Station.

An aircraft Manufactured and certificated as Special Light Sport Aircraft (SLSA) is slightly different. Preventive maintenance may now be preformed by any pilot holding a Sport Pilot or higher certificate. All other Maintenance (including Annual and 100 Hour condition inspections) must be preformed by a person holding a Repairman Certification-Maintenance (LS-M), an A&P Mechanic or a Part 145 Repair Station.

An aircraft licensed as Experimental Light Sport Aircraft (ELSA) is owner maintained. The annual condition inspection for these aircraft may be preformed by the owner if they hold a Repairman Certification-Inspection (LS-I). Otherwise it must be preformed by a person holding a Repairman Certification-Maintenance (LS-M), an A&P Mechanic or a Part 145 Repair Station.

Also the ELT, Transponder, Pitot/Static and VOR checks must still be completed if required by the type of operations being utilized.

Two new Light Sport Repairman certificates are created by the rule. They are Light Sport- Inspection (LS-I) and Light Sport-Maintenance (LS-M). To earn one of these certifications you must:

- Be at least 18 years old
- Speak, read & understand English
- Be a U.S. citizen or legal permanent resident
- Demonstrate the requisite skill to determine whether an E-LSA or S-LSA is in safe condition for flight.
- Complete a 16 hr course on the inspection requirements for that particular class of light-sport aircraft for the LS-I Repairman Authorization.
- Complete a 120 hr course (airplane category) on the maintenance requirements of that particular class of light-sport aircraft for the LS-M repairman Authorization.

Currently only two repairman courses are available, both for the 16 hour LS-I Repairman authorization. One is through EAA's SportAir Workshops and the other through a California company whose website is www.rainbowaviation.com.

Flight Instructors also have some changes under the Sport Pilot rules. Pilots currently holding a flight instructor certificate may instruct sport pilots in the category and class for which they hold a flight instructor certificate, provided they have at least 5 hrs experience in a LSA of that category and class.

Flight instruction for a Sport Pilot license may be given in an aircraft which does not meet the requirements of a Light Sport Aircraft, but the Practical Test for Sport Pilot must be completed in an aircraft which does meet the requirements of a Light Sport Aircraft.

Flight Instructors may administer the Practical Test for additional Sport Pilot Privileges. This is authorized provided the applicant currently holds a Sport Pilot Certificate or higher and was not trained by the same Instructor. This Practical Test must be administered in accordance with the FAA Practical Test Standards (PTS) for Sport Pilots (FAA-S-8081-29 issued December 2004). Upon completion of the Practical Test, the applicants application form (FAA 8710-11) is completed and mailed to the applicable FAA FSDO for processing. If the practical test was completed successfully, the instructor then endorses the new "Operating Privilege" in the applicant's logbook.

A person may apply for a Flight Instructor Certificate with a Sport Pilot Rating with the following experience:

- Endorsed for and passed a Knowledge Test on Fundamentals of Instructing.
- Endorsed for and Passed a Knowledge Test on the Aeronautical Knowledge Areas for Sport Pilot Certification applicable to the Category & Class sought
- 150 hrs flight time as a pilot which must include at least…
  1. 100 hrs flight time as PIC of powered aircraft
  2. 50 hrs flight time in single engine airplanes
  3. 25 hrs cross-country flight time
  4. 10 hrs cross-country flight time in a single engine airplane
  5. 15 hrs flight time as PIC of a single-engine light sport aircraft.

This looks like a good place to break for this month. Next month we will look at Pilots, Medicals, Examiners and Sport Pilot Privileges.

The thought for this month is: "It's not where you are that counts, but where you're going!"
So until next month, remember to Think Right to Fli-Rite!

Young Eagles: Donald Taylor

Chapter 613 flew Young Eagles in Montpelier on Saturday 24th. We flew a total of 22 kids.

The pilots and number they flew

Mike Pecue	4
Bill Yendrzeski	5
Steve Couzelis	5
Don Taylor	8

Young Eagles To Date

Young Eagle Flights have started to pick up! We have flown 229 Young Eagles so far, which leaves 71 more to go for our total of 300.

George Godin	6	Donald Taylor	107
George Coy	1	John Butterfield	18
Don Nowakowski	8	Mike Pecue	17
William Hanf	8	Chuck Robitaille	10
Ronald York	9	Steve Couzelis	17
John McNerney	17	Bill Yendrzeski	6

Please let me know if you have flown any more Young Eagles

Did You Know? BY: Don Taylor

Does any one still remember what VOR stands for?
I don't know how recently certificated pilots know that a VERY HIGH FREQUENCY OMNI RANGE SYSTEM can be abbreviated VOR!

Dunkin Donuts sells more cups of coffee than any one else in the country!

Safety Tip: by Donald Taylor

80% of aviation related accidents and incidents are related to human factor causes.

Prioritizing:

When faced with a survival situation from a downed aircraft, assess your situation. What are your potential options? Take an inventory of your supplies, equipment, and surroundings. Examine personal capabilities. Your priorities should be:

Medical care

Shelter and Fire

Signaling

Sustanance (needs for maintenance and support)

Tend to those immediate needs and develop a contingency plan so that you will know how to deal with situations as they arise. Most downed aircraft are located within 72 hours (3 –days and nights)

Survival is considered to be 5% physical stress and 95% mental.

It is recommended to stay with your aircraft, as you are more apt to be found near it. Don't travel away from you crash site unless you are positive about where you are and where you are going.

For Sale

RV-7 project: Plans, Empenage kit (primed and riveted) and standard wing kit (not started – still in crate). Save a little time and money. Call Tony Speranza 878-7377 or 598-7160

Calendar of Events

Oct 18	FAA Seminar, Aeronautical Charts, Little known facts, South Burlington
Oct 19	FAA Seminar, Aeronautical Charts, Little known facts, North Clarendon
Oct 23	Chapter 613 Potluck, Shelburne, 1:00pm Bring a dish to share!
Nov	Pancake Breakfasts to start! Times and locations to follow!

Check out www.flyins.com for all the places you would care to fly!

Check out www.faasafety.gov for seminar info and registration!

EAA CHAPTER 613
Tom Edwards

124 Wild Rose Circle
Shelburne, VT 05482

FIRST CLASS MAIL

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OFFICERS/COMMITTEE MEMBERS

President	Phone	Address	e-mail
Terry Griffin	878-7436	4160 Saint George Rd, Williston 05495	trg216@aol.com
Vice President			
Don Nowakowski	899-5163	146 Raceway Rd, Jericho 05465	nowakod@us.ibm.com
Treasurer			
Steve Couzelis	893-0029	9 Pine Harbor Rd, Milton 05468	flybuddy20@yahoo.com
Secretary			
Marge Butterfield	878-6337	721 No.Williston Rd, Williston 05495	airbear@surfglobal.net
Newsletter Editor			
Tom Edwards	355-4244	124 Wild Rose Circle, Shelburne 05482	k1kbl@msn.com
Scholarship Committee			
Frank Gibney	879 7419	1147 Sunset View Rd. Colchester 05446	gibneyf@aol.com
Young Eagles Coordinator			
Don Taylor	868 3809	11 Ferris St., Swanton 05488.	
Technical Counselor			
George Coy	868 2698	116 St. Albans Rd, Swanton 05488	george@gesoco.com
Assistant Tech Counselor & Activities Committee			
John Butterfield	878 6337	721 No.Williston Rd, Williston 05495	airbear@surfglobal.net
Chapter Web Site			
Dick Bayer	796-4432	20B South Main St., Alburg 05440	webmaster@grnmtsolutions.com