



THE *SPORT FLYER*



December 2002

DATE AND TIME for December Chapter Meeting
>>> Sport Flyers, Dec. 19th, 7:30pm <<<

Want Back-Issues? See Chapter 774's Website at: www.eaa774.org

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Pat's Patter

By Pat Fulco

Saturday, December 1st, we had our Young Eagles event and flew 62 youngsters safely. This year, in spite of the disaster of September 11th and unusual weather, we still managed to fly over 200 kids, so we should be proud of the pilots and volunteers who have been dedicated since 1994 to keeping this chapter supportive in this program. We have had new pilots and volunteers take the place of those who could not or no longer have their planes available, so the interest is still there. So thanks again

for all of you for another successful day and especially to you Woody for giving us a great place to fly and all the donations you provide.

NOTICE: Our December meeting will be on Thursday, December 13th at West Houston Airport. (one week earlier than normal). We are moving the meeting up one week due to Christmas so mark your calendar for December 13th. Our speaker will be Roger Hoestenbach with great words of wisdom to finish our year off. Be there !

NOTICE: Our Annual Dinner and January meeting will be on Saturday, January 26th at West Houston Airport (Upstairs). Dinner will be a buffet and cost will be \$25 per couple or \$13 per individual. The ladies will be in competition for best table decoration (\$100 for best table) and we will also have some other fun things happening. Again, cost is \$25 per couple or \$13 per individual. We need to have the money in advance by January 15th for food preparation. This is always a treat for everyone so try to come and get to know your fellow members. Money can be given to me or mailed to:

Pat Fulco
20250 Smithfield Crossing
Katy, TX 77449
Tel. 281-492-8450

All ladies are invited to enter for table decorations, but let me know.

Johnnie Deel called and said that Red is progressing along and would really appreciate your going to see him or mailing him a card. Johnnie's telephone number is 936-372-5105. Call for address of rehab for Red.

Still need suggestions for programs !

See you on the 13th, Pat.



Chapter Dues Coming Up: Get an EAA Calendar !!

Chapter dues are due at the first of the year. With your renewal is a 2003 EAA Calendar (Family Plan gets one calendar). Rick Human now has the calendars and they will be available at the next meeting. This year we have purchased some additional calendars that may be purchased for \$5.00 each while they last. (about 15 cents over the chapters cost.) Make your \$20 check payable to EAA Chapter 774.

Send to: [Rick Human](#) 15803 Knoll Lake, Houston, TX 77095 (281)463-6769

From the Editor's Desk...

Blue Skies ! - Gary





Clarifying the Confusion

EAA Explains the Sport Pilot Rule

As EAA staff members traveled around the country this year discussing the proposed sport pilot/light-sport aircraft rule changes with members and enthusiasts, it's become apparent that there's a lot of confusion about the rule and its practical use. That's not surprising. This is a comprehensive rule. In fact, it is essentially three rules in one package, including:

1. New sport pilot ratings, including student pilot, pilot, and instructor ratings.
2. A new aircraft category—light-sport aircraft—with two levels of certification: special light-sport aircraft and experimental light-sport aircraft.
3. Two new airman maintenance ratings tied specifically to the new lightsport aircraft category—a repairman certificate with maintenance privileges for the special light-sport aircraft category and a repairmen certificate with inspection privileges for the experimental light-sport aircraft category.

It's important to keep in mind that the proposed rules that apply to a sport pilot do not necessarily apply to private pilots or higher who fly either of the two new categories of light-sport aircraft, and vice versa. For example, a sport pilot may fly any aircraft that meets the definition of a lightsport aircraft, but the aircraft does not need to be certificated as a light-sport aircraft. In other words, a sport pilot may fly an aircraft certificated as:

1. A special light-sport aircraft or an experimental light-sport aircraft, or
2. An experimental amateur-built aircraft (note the aircraft's certification does not change, nor do its operating limitations or its maintenance requirements), or
3. A primary category aircraft—Quicksilver GT-500 or RANS S-7C, or
4. A standard category (type-certificated) aircraft (note again, the aircraft's certification and maintenance requirements do not change).

Likewise, the pilot of an aircraft that is certificated in the light-sport aircraft category does not have to be a sport pilot. A certificated pilot with any rating can fly an experimental or light-sport aircraft as outlined in that aircraft's operating limitations. Specifically, the holder of a private pilot certificate, or higher, may elect to fly either a special light-sport aircraft or an experimental light-sport aircraft. This pilot would only need to meet the category/class requirements of his/her individual private pilot's certificate. With regard to maintenance and inspection issues, the two new repairman certificates for light-sport aircraft do not affect any preventive maintenance, maintenance, or inspection requirements for the experimental amateur-built, primary, or standard category aircraft that sport pilots may fly. However, owners of special or experimental LSA will be required to maintain their aircraft in accordance with the proposed maintenance guidelines. A repairman certificate with a maintenance rating will be required for maintaining and inspecting special LSA. To obtain this rating, an individual must attend and meet all requirements of an 80-hour maintenance course. A repairman certificate with an inspection rating will be needed to perform inspections on experimental LSA. To obtain this rating, an individual must attend and meet all the requirements of a 16-hour inspection course. The owner can do routine preventive maintenance. In the accompanying charts, we've attempted to visually clarify the pilot requirements and operation, maintenance, and certification requirements as associated with the SP/LSA proposal.



**May the Peace and Joy
of the
Holiday Season
be yours
Today and Always**