



# THE *SPORT FLYER*



May 2005

**!!! NOTICE !!!**  
**May meeting will be May 19<sup>th</sup>**  
**At West Houston Airport, 7:00pm**

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Email List: [subscribe to EAA774@aol.com](mailto:subscribe to EAA774@aol.com)

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**Rick Human**  
**15803 Knoll Lake**  
**Houston, Tx. 77095**



## May Meeting on May 19<sup>th</sup>, 7:00pm at West Houston Airport

Our May 19th meeting will be held at West Houston airport. The featured speaker will be Carl White. Carl is an accomplished pilot and restorer / builder. He has just finished building and flying his original design "Junkyard Dog". Should be a really great presentation.

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## Heads Up for August.... The Spitfire Project Update !!



For our August 18<sup>th</sup> Chapter meeting, Mr. Rayburn Thompson will be speaking about the restoration and history of his Spitfire project. That meeting will be held at his hanger at Covey Trails, with more details to follow. For those who've seen the Spitfire project in the past, you already know the amazing restoration journey this Spitfire has been through. But it's always a super treat to get to see this animal up close and personal. Our many thanks in advance to Mr. Thompson for hosting us in August and giving us the latest scoop.

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## EAA Chapter 774 Email List

If you want the latest scoop and details that concern our chapter, be sure to ask to be added to our Chapter 774 email list. Pam Kelley has been gracious enough to manage this for us and gets timely info out concerning local events, meetings, chapter news, etc. Send a note with your email address to Pam at [EAA774@aol.com](mailto:EAA774@aol.com) .

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## Chapter 774 Project Photos and Updates

Our chapter Webmaster, Phil Birkelbach, is in the process of setting up a member's project section on our website. Here's your chance to show off your baby, either finished or in the process !If you have any digital pictures of your project please feel free to email them to us. We are going to be adding a projects section to this website very soon and would like to show off the work that our members are doing. Send your pictures, descriptions, or even your own website address and we'll figure out a way to get them on the site.

Send your emails to: [webmaster@eaa774.org](mailto:webmaster@eaa774.org)



## Letter from the Editor.....

There's a line from the Kevin Costner movie, *Dances with Wolves*, that seems appropriate here. Costner's character is crossing the plains with a guide enroute to his remote outpost. Along the way, they find a skeleton with arrows shot into it. The guide laughs and says, "Right now, someone back home is sayin'..' Why don't he write ? "

That's the way I'm sure many chapter members have felt the last four months about myself and the newsletter. Well, you see, it's like this: In the beginning, there was the heavens and the earth....well, maybe that's too far back. Let skip ahead to the part where I left my corporate job and started working for myself and was supposed to have all this extra time. The interesting thing about time and space is that any extra you have will soon become filled. Like a two car garage becoming filled with a new airplane project, my extra time soon became filled with kid's activities like swimming, gymnastics, Girl Scouts, you name it.

My only semi-saving grace has been Pam Kelley and her fabulous chapter email list. With, I believe, a little over half the chapter now on the list, Pam has kept those members up to date on meetings, events, etc, and hopefully many of the remainder has been kept abreast of events by word of mouth. While it is our eventual goal to eliminate the paper newsletter, I want everyone to know that it's my intention to get back on track with the paper newsletter until such time as we are ready to move entirely to the email list and website as the primary sources of chapter news and information. The advantages of the email list and website are obviously the timeliness of information and of course zero cost to the chapter, thus saving us hundreds of dollars each year.

So, those who haven't gotten on the email list, I encourage you to do so. Until then, let me remove the arrows from my back so people won't have to say... "Why don't he write ? "

Rgds,  
Gary Craze

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## Going to Oshkosh ?

If you're planning on going to Oshkosh this year (and who wouldn't with the one-time chance to see things like the WhiteKnight / Spaceship One and the Global Flyer), and you'd like to see who else from the chapter is going, drop myself, Gary Craze, an email at [garycraze@hotmail.com](mailto:garycraze@hotmail.com) I'll collect up a list of attendees and contact info and when we near the date, I'll have the email list share it with everyone so that perhaps we might have a chapter get-together one evening for dinner.

Assuming all goes well over the next couple of months, Ted Callahan and I will be trailering his freshly hatched Nieuport 11 up to OSH for display.

Hope to see you there !

## Central Texas airport bill moves forward

AOPA staff were in the Texas capitol last week to seek Senate support for a bill that would free up funding and create a badly needed airport near Austin. House Bill 2656 successfully passed the Texas House last week and has moved on to the Senate. Continuing an effort that goes back years, AOPA Vice President of Airports Bill Dunn and AOPA Southwest Regional Representative Shelly Lesikar will be working with senators prior to the legislature's scheduled May 30 adjournment. In the early 1990s, the City of Austin began planning to close Robert Mueller Field, an airport that served general aviation exceptionally well with its close location to the city, and transfer both GA and commercial operations to the distant former military airfield at Bergstrom Air Force base. Local pilots and AOPA recognized that that would not serve GA well and began lobbying to keep Mueller as a GA-only facility. The city promised — but never delivered — equal facilities for GA at Bergstrom. So AOPA began efforts to get a new GA airport built. In 1999, AOPA nearly succeeded in getting a bill that would have required the state to take over Mueller, downsize it, and operate the airport as a strictly general aviation facility. In the 2001 legislative session (the Texas legislature meets every other year), AOPA helped get House Bill 2522 passed and signed by the governor. That started the Texas Department of Transportation on a project to identify sites for a new airport. Unfortunately, local officials wouldn't approve any of the three locations TDOT had picked. This latest bill reenergizes the process of building a new airport.

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## ATTENTION, EXPERIMENTAL/HOMEBUILT PILOTS

### Category and Class Rating Required to Carry Passengers

May 9, 2005 - On April 21, 2005, FAA Flight Standards reinforced a regulatory requirement for passenger-carrying experimental/amateur-built aircraft pilots to have category and class ratings for the aircraft they intend to fly. The new Notice, [N 8700.42](#), also provides a "grandfather" clause allowing current pilots without the required ratings a limited window of opportunity (through August 31, 2005) to obtain them. This new policy does not apply to pilots flying experimental aircraft who do not carry passengers.

Here's the procedure:

1. The airman must complete an [FAA Form 8710-1](#).
2. The airman must currently hold a Recreational Pilot certificate or higher.
3. The airman must have at least five hours as pilot in command flight time in the category, class, make, and model of experimental aircraft between September 1, 2004 and August 31, 2005.
4. An authorized flight instructor must provide a logbook endorsement that the applicant is proficient to act as PIC of that category, class, make, and model of experimental aircraft.
5. The airman must make an appointment with a DPE or an FAA Operations Inspector (ASI), who will verify that 1-4 are completed correctly, then issue the new certificate. No DPE or ASI flight evaluation is required.
6. The new pilot certificate will be issued with the following restriction placed on it: "Authorized Experimental Aircraft: (category) and (class), (make) and (model)."

Examples:

- a. Pilots who hold a private pilot SEL airplane category and class rating certificate, and fly a SEL experimental aircraft, no action is required.
- b. Pilots who hold a private pilot SEL airplane category and class rating certificate, and fly a multi-engine experimental aircraft (MEL), will need to comply with the new requirements.
- c. Pilots who hold a private pilot SEL airplane category and class rating certificate, and who fly an experimental single-engine sea plane, will need to comply with the new requirements.
- d. Pilots who hold a private pilot Glider category and class rating certificate, and who fly an experimental single-engine helicopter, will need to comply with the new requirements.

Designated Airworthiness Representatives (DARs) or FAA Inspectors (ASIs) will continue issuing operating limitations without this new requirement, until the FAA issues the revision based on notice N 8700.42. However, at the time the operating limitations are issued, DARs/ASIs will brief the builder/owner of the new requirement.