



# THE *SPORT FLYER*



August 2004

**!!! NOTICE !!!**  
**August meeting will be Aug 19th**  
**At Sport Flyers Airport, 7:30pm**

**Want Back-Issues?** See Chapter 774's Website at: [www.eaa774.org](http://www.eaa774.org)

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## **August Meeting on Aug. 19<sup>th</sup>, 7:30pm at Sport Flyers (Milholland)**

We will be having the August meeting at Milholland's hangar on the 19th of the month. Our program speaker will be the chapter's own Dirk Kretschman. Dirk's topic will be his VP-2 project, which is now flying.

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### **AirVenture Attendees Can't Get Enough of Sport Pilot/Light-Sport Aircraft Rule**

On the opening day of EAA AirVenture Oshkosh 2004, the FAA published its final rule implementing the long-awaited sport pilot/light-sport aircraft (SP/LSA) certification standards. The new rule—which goes into effect September 1, 2004—generated an enormous amount of interest among EAA members and attendees during EAA AirVenture. In addition to the crowds surrounding the Sport Pilot Center at the center of the fly-in grounds, major elements of EAA AirVenture's weeklong program included a complete series of briefings, with EAA and FAA personnel ready to answer questions and distribute information on the new rule.

Underlining the importance of the new rule to aviation's future, FAA Administrator Marion Blakey's first stop on her incredibly busy agenda after arriving Thursday morning was the Sport Pilot Center in the EAA Member Village. There, she met with a crowd of EAA members.

Later in the day, during the traditional "Meet The Administrator" session, she added, "With one stroke of a pen we've made recreational flying more fun, safer, and more affordable. At your request getting wings just got to be considerably easier to do, and that's a wonderful thing.

Light-sport aviation just got an important infusion of safety as well."

But there is much work still to be done by EAA. For example, one of the most-anticipated features of the new rule allows sport pilots to fly without a traditional FAA medical certificate. In effect, the new rules allow sport pilots to self-certify to the FAA that they are medically fit to fly, a concept already embodied in aviation regulations.

When it comes to deciding what to fly under the new rules, the questions of what is and is not a light-sport aircraft (LSA) and how it can be used also were hot topics this week. An LSA is one with a maximum gross takeoff weight of 1,320 pounds (599 kg). This weight can be exceeded—up to 1,430 pounds—if the aircraft is equipped with floats for water operation. Except for amphibious aircraft, the landing gear must be fixed in-place—no retractable LSAs are allowed. Also, there is a lighter-than-air LSA category, the maximum gross weight for which is 660 pounds (300 kg).

Performance characteristics also help determine what "fits" into the LSA category and were widely discussed during the week. The maximum allowable stall speed is 45 knots (52 mph), while the maximum speed in level flight with maximum continuous power is 120 knots (138 mph).

Finally, in addition to simplifying the training and certification requirements for the coming crop of sport pilots, the new rule also recognizes that the existing one-size-fits-all maintenance requirements for certificated aircraft won't be the best solution for LSAs. Instead, the new rule distinguishes between the many different types of LSAs when it comes to deciding how they must be maintained and who can work on them.

When people think about the future of anything, what comes to mind most often is hardware and technology, the tools we use to move forward. As it has for more than half a century, EAA is championing ways for people to become participants, not just aviation spectators. With the new SP/LSA rule a main focus, EAA AirVenture Oshkosh 2004 clearly ushered in the next century of flight. If this week's events were any indication, it promises to be quite a ride.

# Basic Parameters of the Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft Rule

*This is a synopsis of the definition of a light-sport aircraft category, the requirements to obtain a sport pilot certificate, and requirements to obtain a repairman certificate with a maintenance or inspection rating. For more complete details, see EAA's final analysis of the rule.*

## Light-Sport Aircraft:

- Maximum gross takeoff weight-**1,320 lbs** (599 kg.), **1,430 lbs.** if float equipped.
  - Lighter-than-air light-sport aircraft maximum gross weight-660 lbs (300 kg.)
  - Maximum stall speed-**51 mph** (45 knots)
  - Maximum speed in level flight with maximum continuous power (Vh)-**138 mph** (120 knots)
  - Two-place maximum (**pilot and one passenger**)
  - **Day VFR** operation only (unless the aircraft is equipped per FAR 91.209 and the pilot holds at least a Private Pilot certificate).
  - Single, non-turbine engine only
  - Fixed or ground adjustable propeller
  - Unpressurized cabin
  - Fixed landing gear
  - Repositionable landing gear for seaplanes allowing the wheels to be rotated for amphibious operation.
  - Can be manufactured and sold ready-to-fly under a new Special Light-Sport aircraft certification without FAR Part 23 compliance. Aircraft must meet ASTM (American Society of Testing and Materials, Int'l) consensus standards. Aircraft under this certification may be used for sport and recreation, flight training, and aircraft rental.
  - Can be licensed Light-Sport Aircraft Experimental if kit- or plans-built. Aircraft under this certification may be used only for sport and recreation and flight instruction for the owner of the aircraft.
  - Can be licensed Light-Sport Aircraft Experimental if it was kit- or plans-built and operated as an ultralight trainers. Application must be submitted within 36 months after the effective date of the rule.
  - Will have FAA registration-"N" number.
  - Aircraft category and class includes: Airplane (Land/Sea), Gyroplane, Airship, Balloon, Weight-Shift-Control (Trike Land/Sea), and Powered Parachute.
  - U.S. or foreign manufacture of light-sport aircraft is authorized.
  - Aircraft with a standard airworthiness certificate that meet above specifications may be flown by sport pilots. However, that airworthiness certification category will not be changed to a light-sport aircraft. Holders of a sport pilot certificate may fly an aircraft with a standard airworthiness certificate if it meets the definition of a light-sport aircraft.

## The Sport Pilot Rule:

A sport pilot may exercise flight privileges in one or more of the following aircraft categories:

- Airplane (single-engine only)
- Glider
- Lighter-than-air (airship or balloon)
- Rotorcraft (gyroplane only)
- Powered Parachute
- Weight-Shift controlled (e.g. Trikes)

The sport pilot rule:

- Creates a new **student sport pilot certificate** for operating any aircraft that meet the definition of a light-sport aircraft.
  - Creates a new **sport pilot certificate** for operating any aircraft that meet the definition of a light-sport aircraft.
  - Creates a new **sport pilot instructor** certificate.
  - Requires FAA knowledge (written) and practical (flight) test.
  - **Credits ultralight training** and experience toward a sport pilot certificate.
  - Credits sport pilot flight time toward more advanced pilot ratings.
  - Requires either a **3rd class FAA medical** certificate or a **current and valid U.S. driver's license** as evidence of medical eligibility (provided the individual does not have an official denial or revocation of medical eligibility on file with FAA).

- Does not allow carrying passengers for compensation or hire
- Allows sharing ("pro-rata") operating expenses with another pilot.
- Allows **day VFR** flight only.
- Allow sport pilots to fly vintage and production aircraft (standard airworthiness certificate) that meet the definition of a light-sport aircraft.

### **Sport Pilot Instructors:**

The new sport pilot/light-sport aircraft rule:

- Creates new sport pilot flight and ground instructor certificates.
  - Allows instructors to use ultralight exemption experience.
  - Allows conversion to sport pilot instructor status for ultralight instructors.
  - Allows current CFI's to train sport pilots.

### **Repairmen Certificates**

The sport pilot/light-sport aircraft rule creates a new Repairmen Light-Sport Aircraft certificate-with either a maintenance or inspection rating. To obtain such a repairman certificate, you must demonstrate a skill level sufficient to determine the aircraft is in a condition enabling safe flight, and

- for a Inspection rating-complete a **16 hour course** on the inspection requirements of the particular class of light-sport aircraft;
- for a Maintenance rating-complete a course - **120 hours** (airplane category); **104 hours** (weight shift or powered parachute); **80 hours** (glider or lighter-than-air) -- on the maintenance requirements of the particular class of light-sport aircraft.

### *Other LSA Maintenance Options*

Maintenance--including all inspections on *special light-sport airworthiness certificated aircraft*--can be completed by:

- An appropriately rated mechanic-that is, A&P, IA
  - An appropriately rated repair station;
  - A repairman (light-sport aircraft) with a maintenance rating, or
  - A certificated pilot (Sport Pilot rating or higher) may perform preventative maintenance.

Maintenance--including all inspections on *experimental light-sport airworthiness certificated aircraft*--can be completed by:

- An appropriately rated mechanic-that is, A&P, IA
  - An appropriately rated repair station; or
  - A repairman (light-sport aircraft) with a maintenance rating;

To perform inspections on your own aircraft, you must have a repairman's certificate (light-sport aircraft) with an inspection rating.

More extensive training can lead to a general repairman's certificate (similar to IA, inspection authorization) for operations such as dealers, manufacturers, etc.

## **FOR SALE:**

Corvair engine, 110hp/164cu.in. (case serial# ending in RF). It does not come with the heads as it had 140 heads (I need spares for my two 140hp engines), but the rest of the engine is complete. The previous owner took it apart to rebuild it, but then got cold feet. All of the nuts bolts & pieces are sorted, so it is not a mess. The crank (code#8409), cam, cylinders, etc. all appear to be fine. 1st \$50 takes it. Contact David Brown at [brownd@bsci.com](mailto:brownd@bsci.com), or 281-579-9321.