



*The Leader In Recreational Aviation*

## Chapter 736 Newsletter for January 2005

# Happy New Year

### **PILOTS REQUIRED TO REPORT LASER INCIDENTS**

In the wake of recent incidents involving laser devices pointed at aircraft, Transportation Secretary Norman Mineta announced Wednesday that beginning January 19, all pilots will be required to immediately report any laser sightings to air traffic control. Sec. Mineta, speaking at FAA's Oklahoma City office, said that ATC would then advise pilots operating in the area of the incident via Automatic Terminal Information Service (ATIS) as well as inform law enforcement officials.

### **NTSB Issues Stern Warning on Wing Ice**

The NTSB issued an alert to all pilots to take extra care in de-icing their planes prior to departure. The Board wants pilots to be especially wary of small amounts of ice since, according to their report, fine particles of frost or ice the size of a grain of table salt and distributed as sparsely as one per square centimeter over an airplane wing's upper surface can destroy enough lift to prevent that airplane from taking off. Such sparse ice would likely be difficult to visually detect on most wings so the NTSB urges pilots to feel the tops of wings with their bare hands to better detect minute ice accumulations and to apply de-icing fluid, such as glycol, as necessary. During wind tunnel tests, researchers found that sparse ice accumulations such as those described above cut lift by 22 percent in ground effect and cut lift by 33 percent in normal flight.

For more information, visit the NTSB web site at:

<http://www.nts.gov/Pressrel/2004/041229.htm>

### **A Bit More Down to Earth, Light Sport Pilot PTS Released**

If the price tags on the light jets all the buzz these days are too high for you to stomach, and you want to fly this year, the long-awaited Light Sport Pilot certificate is almost here. The Practical Test Standards, released by the FAA on December 29, describe all of the maneuvers that pilots must competently demonstrate on check rides in order to pass the Light Sport practical test. Going hand-in-hand with the PTS, the FAA also announced the first initial qualification class dates for designated pilot examiners. The first class,

scheduled for January 17-22, will have eight students; there are eleven more classes scheduled for 2005, variously in Florida and Oklahoma City. Pilots can also look forward to a new 8710 form of sorts sometime in January so that prospective Sport Pilots can complete the necessary paperwork when they take their check rides. While these three milestones many seem trivial and mundane, they are significant for marking progress in the first new rating in years, and one that many in the aviation community will help attract new members.

### **EAA SEEKS SOLUTION FOR AMPHIBIOUS LSA OPERATIONS**

In EAA's ongoing work with the FAA to create clear and acceptable standards for light-sport aircraft, EAA has identified inconsistencies in various FAA and industry communications regarding amphibious LSAs. Anyone considering operating an aircraft with both land and water capabilities as a LSA should be aware of this.

It's unclear if the Sport Pilot Rule's language prohibits LSA certification of any aircraft that allows a pilot to change the position of the landing gear while the aircraft is airborne. The ability to reconfigure the gear for land or water operations while the aircraft is on the ground or in the water is acceptable.

The intent is clear: maintain the operational simplicity of sport pilot aviation by ensuring that the takeoff and landing for each sport-pilot flight will use the same medium (land or water). The FAA believes this will help prevent gear-down landings on water and gear-up landings on water.

EAA is questioning FAA, however, whether the enforcement of this policy will focus on pilot practices or to aircraft capabilities.

There are two possibilities available:

1. EAA supports allowing a sport pilot to fly an aircraft that allows for gear repositioning in flight and that complies with all other LSA specifications, provided that the pilot refrain from reconfiguring the gear during flight.
2. The other option would prohibit aircraft that allow in-flight gear reconfiguration from qualifying as LSAs, thereby restricting them from sport-pilot use. In this case, FAA would not certificate such aircraft as LSAs.

The FAA is currently crafting an Advisory Circular on sport pilot and light-sport aircraft which is projected to include clarification of this issue. In the meantime, EAA will continue to advocate that all amphibious airplanes meeting the other performance and specification parameters, regardless of gear-repositioning features, be included among LSA-eligible aircraft.

### **NEXT MEETING**

Our next meeting will be held at OWK on Tuesday, Jan 18, 2005 at 7:30 p.m.