



The Leader In Recreational Aviation

Chapter 736 Newsletter for May 2005

The following is a request from Ed Roy, Chapter Treasurer

WANTED, like right now if possible.

The "DONATION" of new or used lawn mower (repairable??) to be kept at our clubhouse for the sole purpose of maintaining the grass around said clubhouse. If you have such an item and are willing to part with it a chapter member will pick it up, if you wish, and give you a "hug" of thanks.

O.K., if you're not into hugs, we'll take the thing and run.

Would like to get busy on this soon or we may have to ask for a bushwacker as well.

Chapter Note

Annual dues (\$20.00) are now due. Please either bring your payment to the next monthly meeting or mail your check to Ed Roy, Treasurer.

ATTENTION, EXPERIMENTAL/HOMEBUILT PILOTS

Category and Class Rating Required to Carry Passengers

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.

This new requirement does not do away with requirement for the pilot to meet [FAR 61.31\(e\), \(f\), \(g\), \(h\), \(i\), or \(j\)](#).

LIGHT-SPORT AIRCRAFT COMMUNITY DELIVERING FULLY COMPLIANT AIRCRAFT TO MARKETPLACE FOR FUN FLYING

During the just-concluded Sun 'n Fun Fly-In at Lakeland, Fla., aircraft and engine makers began receiving their Federal Aviation Administration (FAA) compliance approval, allowing them to produce airplanes and engines to light-sport aircraft specifications, meeting the demands of the new sport pilot marketplace.

Several of those producers were at Sun 'n Fun to showcase their products. They joined representatives from the Experimental Aircraft Association (EAA), Light Aircraft Manufacturers Association (LAMA), the Federal Aviation Administration, ASTM

International and other principals in general aviation and government to announce the breakthrough on Friday, April 15. Two producers received FAA approval just prior to Sun 'n Fun, the first of several that now meet, or soon will meet, the ASTM International standards for light-sport aircraft coming to the marketplace.

“Ever since the sport pilot/light-sport aircraft rule became reality last summer, one of the most common questions has been, ‘When can I buy a new light-sport aircraft?’ We’re happy to say that day is now arriving and it’s time to go flying,” said Earl Lawrence, EAA vice president of industry and regulatory affairs, who was also chairman of the ASTM industry committee that created the light-sport aircraft specifications.

Several light-sport aircraft manufacturers made extraordinary efforts to complete aircraft in time for Sun 'n Fun and showcase those aircraft at the event. In addition, FAA officials made sure the final hurdles could be completed in time to bring the fully constructed and approved aircraft to the annual fly-in at Lakeland.

Each of the participating companies and organizations will be showcasing the possibilities available in flying light-sport aircraft through the sport pilot rule. Other resources include EAA’s extensive website at www.sportpilot.org and its monthly Sport Pilot & Light-Sport Aircraft magazine.

Next Meeting

Our next meeting will take place at OWK on Tuesday, May 17th at 7:30 p.m.