



The Leader In Recreational Aviation

Chapter 736 Newsletter for September 2005

Sharpen Your Piloting Skills

As thousands of pilots have already discovered, a great way to prepare for a checkride, or enhance learning in general for that matter, is to take the quick and easy [Sporty's Safety Quiz](#) through the [AOPA Online Safety Center](#). So far this year, there have been nearly 85,000 completions of the free quiz, which is updated biweekly.

The latest quiz is on medical certificates. You can also search the [Sporty's Safety Quiz archive](#) for previous quizzes.

Special Use Airspace On-Line

It's finally here. Now with a [click of your mouse](#), you can find out whether any special-use airspace (SUA) — restricted area, military operations area, military route, or warning area — *anywhere in the country* is going to be "hot."

Now you'll know where the fast-movers are and whether you can take that shortcut through the MOA or restricted area.

This month, the FAA finally brought every single controlling agency into the fold. It's called SAMS (special-use airspace management system), an online database of what airspace the military is actually using. It updates every six minutes, and the schedule is accurate at least 24 hours in advance.

If you've flown much at all around MOAs or restricted areas, you know that the military actually uses them only a small fraction of the time that they are charted to be active.

You also know that flight service frequently can't tell you if the area is actually in use. That's because flight service isn't the "controlling agency"; air traffic control usually is. And while ATC always has the most current info on the status of SUA in its airspace, ATC wasn't required to share that data with flight service.

That's why SAMS was created. The only problem was that ATC still wasn't required to input data to SAMS, and some centers didn't.

That's all changed. Now everybody is playing, and everybody who has access to the Internet can get real-time data. The FAA has even created a very handy [map page](#) that graphically displays the SAMS info.

If you want to learn more about special-use airspace and how it affects your flying, check out "[Mission Possible — Navigating Today's Special Use Airspace](#)," an interactive training course.

EAA HOSTS SECOND LSA REPAIRMAN COURSE

EAA hosted the second LSA Repairman Inspection course in Oshkosh, Wisconsin, as part of the SportAir Workshop series. Successful completion of the course allows the graduates to perform annual condition inspections on any experimental-LSA (E-LSA) they own.

Spots are still available in four additional scheduled courses which include: September 23-25, in Denver, Colorado; November 4-6, in Frederick, Maryland; December 2-3, in West Palm Beach, Florida; and back in Denver January 27-29, 2006.

The FAA allows no more than 16 students in a course, so those wanting to attend are advised to sign up as soon as possible. Tuition is \$299 for EAA members, \$339 for non-members. To enroll in this, or any SportAir Workshop, or for more information call 800/967-5746 or visit www.sportair.org.

EAA SUGGESTIONS WOULD HELP SOLVE ULTRALIGHT, PILOT CONVERSION DILEMMA

In official comments submitted to the FAA this week, EAA provides several solutions that would facilitate timely and orderly transition and compliance with the year-old Sport Pilot/Light-Sport Aircraft (SP/LSA) rule. The comments were made in response to the United States Ultralight Association's (USUA) petition for a two-year extension to various transition deadline dates placed on the ultralight community.

SP/LSA stipulates specific deadlines for ultralight pilots and instructors to certificate as sport pilots and SP instructors, and for two-place ultralight trainers and so-called "fat" ultralights to be certificated and registered as LSA.

Under SP/LSA, "fat" ultralights and two-place ultralight trainers must be registered as "experimental light-sport aircraft" (E-LSA) by January 31, 2008; ultralight pilots must certificate as sport pilots (passing a written and a practical test) by January 31, 2007, if they want prior ultralight flight time to count toward SP flight experience. Ultralight instructors must certificate as sport pilot instructors (passing a written and a practical test) by January 31, 2008, if they want to receive credit for prior ultralight instructing time. After January 31, 2010, E-LSA trainers can no longer be used for compensation or for hire.

USUA has petitioned the FAA to extend the deadlines for transitioning ultralight pilots, instructors and vehicles by an additional two years. USUA also seeks a two-year extension of the training exemption that allows two-seaters to be used for training purposes. EAA maintains that not enough time has passed since the SP/LSA effective date (September 1, 2004), and it's unclear what, if any, additional time would be needed to facilitate the transition of ultralight vehicles and pilots, since impressive progress has been made in the first year under SP/LSA.

Two significant obstacles remain for ultralight owners and operators: First, once an ultralight vehicle is registered and the FAA issues an N-number, it cannot legally be flown until the airworthiness certificate is issued and the pilot is FAA-certificated. Second, a practical test to obtain an FAA certificate cannot be administered in an aircraft unless it is registered and certificated for airworthiness. With the lack of Designated

Airworthiness Representatives (DARs) and Sport Pilot Examiners (SPEs), this "chicken-and-egg" situation could prevent owners from legally flying their aircraft for extended periods of time.

EAA strongly encourages the FAA to allow two-place ultralight owners to register their aircraft, obtain an N-number, and continue to operate, fly, and inspect their aircraft under the rules of FAR Part 103 or the two-place ultralight training exemptions until they can obtain an airworthiness certificate. Also, EAA urges FAA to allow pilots to take their practical tests in those aircraft that are registered with an N-number but not yet certificated with an airworthiness certificate.

Other issues noted by EAA, but not mentioned in the USUA petition: FAA should continue to develop reasonable standards for LSA repairmen-maintenance qualification course work; allow SP instructors, pilot examiners (SPE), flight instructor/examiners (SFIE) to retake their practical test per 14 CFR 61.49(b)(2) and 61.405(b)(2)(iii) without having to provide an aircraft that is certificated for spins, and allowing weight-shift control (WSC) student pilots and SP/SPI/SPE/SFIEs to receive flight training, logbook endorsements, flight reviews and practical tests in WSC aircraft that were certificated as airplanes or powered gliders prior to the implementation of the SP/LSA rule.

EAA also urges FAA to acknowledge the personal construction of aircraft (E-LSA and amateur-built) as an acceptable aeronautical activity under the Airports Grants of Assurances, therefore allowing airport hangars to be used for this purpose.

FAA Flight Plan Suffixes Change

Effective September 1, 2005, pilots filing an FAA flight plan will be required to use a new set of aircraft equipment suffixes to indicate advanced RNAV and RVSM capabilities. The change marks the final phase of the plan announced in October 2004 that outlined a phased approach for operators to more accurately describe their aircraft's advanced RNAV and RVSM capabilities.

For a full listing of the new suffixes, visit <http://www.faa.gov/NTAP/NTAP05AUG4/gen05003.htm>

FAA Events

Title	"Aeronautical Charts: Little Known Facts"
Topic	Aeronautical Charts
Date and Time	Saturday, October 22, 2005, starting at 10:00 am
Speaker(s)	Dick Neher
Brief Description	Learn known and little-known facts about aeronautical charts.
Location of Event	Wicked Good Aviation 96 Chewonki Neck Road Wiscasset, ME 04578

Directions to Venue U.S. Rte 1 in Wiscasset to Rte 144. On Rte 144, turn right after RR tracks. Follow signs to airport. Go to the tan admin bldg/hangar on ramp.

Contact Information Ann Walko
Phone: 207-882-5475
frogmore@e-mart.tv

Full Description Aeronautical charts and publications contain a wealth of information, some of it never taught, or taught but quickly forgotten. This information can save time, money, frustration, and sometimes lives. What's an OROCA, an MEF? Where are non-standard traffic patterns published? Which obstructions are charted and where? Can the mountain pass charted on the sectional be used? Do you have all available information? Is it current? How will GPS affect your charts? What are the plan for new products? This presentation offers these topics, as well as others, and gives you an opportunity to ask questions. Our presenter is Dick Neher from the FAA National Aeronautical Charting Office. Dick spent ten years as editor of the Airport/Facility Directory. Come ask your questions to an expert Sponsored by Wicked Good Aviation.

Web Site Assistance

Because of business demands, Mike Watson is finding it more difficult to maintain the Chapter's web site.

If anyone has the capability and would like to become our webmaster, please contact Mike at psi@pivot.net.

Next Meeting

Our next meeting will be held at OWK, Tuesday, Sept 20 at **6:30 p.m.**

The meeting will begin early with a barbeque. Hamburgers and hot dogs will be served.

Please note the early start time.