The Leader In Recreational Aviation

Chapter 736 Newsletter for August 2006

No extension for ultralight pilots and trainers planning sport pilot upgrade

There will be no extension of the January 2007 deadline for registered ultralight pilots to "test out" of sport pilot training requirements or of the January 2008 deadline for converting ultralight trainers to light-sport aircraft. Officials from the FAA's Flight Standards Service clarified and emphasized that position Monday afternoon at EAA AirVenture, Oshkosh. Those deadlines were specified in the sport pilot rule in 2004 and are firm, the FAA said.

Ultralight pilots who are registered with an FAA recognized organization can transition to the sport pilot certificate if they pass the written and practical examinations before January 31, 2007. Registered ultralight pilots wanting a sport pilot ticket after that date must also complete the required flight training.

Properly logged ultralight training may be applied toward the sport pilot certificate. Ultralight pilots who do not complete the SP certificate requirements, before or after January 31, 2007, can continue to operate single-place ultralights under ultralight regulations. But, ultralight trainers (so-called "fat ultralights") must be converted to the new LSA rules by January 31, 2008. Fat ultralights that are not converted to LSA by the January 2008 deadline will not be permitted to operate in the ultralight or light-sport aircraft category after that date.

Trouble at OWK

Ed Roy just sent this information (Aug 9, 2006):

> Just had a call from Travis reporting that a strong wind, microburst or whatever, hit the airport with Roland's old hangar completely destroyed. Only concrete pad left. Sam Wade's hangar has extensive damage with extensive aircraft damage. Ray Maheu's hangar had its roof blown back a couple of feet. Must be more damage but as of now that is all I know, except that our club's soft serve trailer was blown back some ten to fifteen feet dragging the hitch support in the ground. Shows heavily dug furrow in the ground. I plan to go to check the condition of the machine tomorrow afternoon. Will check the situation out and let you guy's know how extensive the damage is.

Additional info from Mike Watson:

> I hear Roland's old hangar is Maurice Bean's now and he lost his airplane too. I can't remember what it was. Sam Wade's plane was a Cub Crafters Cub that he built. It was a beautiful plane. I can feel their pain

FAA Aviation Safety Program Changing

The FAA Aviation Safety Program as we know it will become a thing of the past this fall. Just how the new program will work isn't known yet. The following statements and information were taken from the FAA's SPANS web site.

> The FAA Safety Team (FAASTeam) has been created by the Flight Standards Service as part of its continuing efforts to reduce aircraft accidents. The FAASTeam is devoted to reducing aircraft accidents by promoting a cultural change in the aviation community toward a higher level of safety. The Team will be launched on October 1, 2006 coinciding with the sunset of the FAA's Aviation Safety Program (ASP). The ASP's shotgun approach of educating airmen on all types of safety subjects has been successful at reducing accidents in the past. However, the easy to fix accident causes have all been addressed. In other words, the "low hanging fruit" has been harvested.
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> To further reduce accidents the FAASTeam will use a coordinated effort to focus resources on particularly elusive accident causes. This will be accomplished by data mining/analysis, teamwork, instruction in the use of safety management systems/risk management tools and development/distribution of educational materials.
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> There's plenty of data available on aircraft accidents. But, it's often difficult to determine exactly what should be done to reduce accidents from the data. The FAASTeam is developing a web-based Data Mart specifically designed to bring each FAASTeam Program Manager (FPM) the correct data for his/her geographic area. This will include accident data for airmen that live in the area but actually had an accident in another area. This is an important new concept. In the past accident data was summarized by where the accidents occurred. Programs to address those accident causes were developed and delivered in that area. But, the airmen that had the problem and others like him/her are not there to receive it. The FAASTeam will reach these airmen in their home areas. We're not likely to catch them hanging around the accident site.
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> FPMs will be trained to analyze the data and extract systemic and human factors problems to be addressed. The problems identified will be combined with information from the local FAA Inspectors that certify and perform surveillance on airmen and air operators. Together this data and information becomes the FPMs source data. The source data will be used to develop topics and tasks that the FPMs will weave into a business plan of actions each year. Regional FAASTeam Managers (RFM) will coordinate and prioritize the actions of their FPMs into a cohesive and efficient regional plan. All of this effort is designed to insure that resources are devoted to activities that will have the biggest effect on the safety culture and accident rate.
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> Teamwork will allow us to multiply our efforts beyond what the FPMs can do alone. The FAASTeam will develop symbiotic relationships with individuals and

industry groups that have a vested interest in aviation safety. The individuals, who will be called, FAASTeam Representatives, will work closely with the FPMs to "touch" airmen with our safety message on a local level. The FAASTeam will "team" with the aviation industry to bring aviation safety to airmen on a broader scale. The coordinated effort of all these FAASTeam Members is what will cause the safety culture to "tip" in the right direction.

The FAASTeam will bring System Safety to many segments of the aviation community that have not experienced it before. Aviation operators such as flight/mechanic schools and repair stations identified to have higher risk levels will be provided with training on how to develop their own Safety Management Systems including the tools necessary to set up their own system. Individual airmen will be provided risk management training and tools via live seminars conducted by FAASTeam Members and the web application at FAASafety.gov.

New products for airmen and aviation groups are being developed. Although they cover many aviation topics, they focus on showing airmen how they can change their behavior to be consistent with the new safety culture. Many products will be developed by working with our Industry FAASTeam Members and others will come from our National Resource Center (NRC). The NRC is collocated with the FAA Production Studios in Lakeland, Florida. This facility has the ability to take new product ideas from any of our FAASTeam Members and turn them into safety products in a variety of media. Then, they are duplicated, stored, and shipped (or beamed via satellite) wherever they are needed.

The Flight Standards Service has always been a world leader in aviation safety. Launching the FAASTeam is one more strategic step in supporting the FAA Administrator’s goal of having the safest aviation system in the world. Go to FAASafety.gov for more information about the FAASTeam and sign–up to receive important aviation safety information via e-mail. It’s the first step to becoming part of the FAASTeam

Coming Event

September 9 and 10, 2006 will bring the Maine Model Jet Rally to the Sanford Municipal Airport (SFM). It is anticipated that between 60 to 100 jet aircraft models will be flown at the event. Some of these planes are capable of speeds in excess of 200 mph and cost upwards of $20,000.

Next Meeting

Our next meeting will be held at OWK, Tuesday, Aug. 15 at 7:30 p.m. Ed will have preliminary numbers about the success of the Fly-In.