



*The Leader In Recreational Aviation*

## Chapter 736 Newsletter for October 2006

### **SEPTEMBER'S MEETING**

As advertised, last month's meeting and cook out was lots of fun. We managed to get the eating portion of the evening's activities completed before the rains came. Everyone then settled in for an informative slide show and discussion of Jonathan Plengey's trip to Alaska in his RV-7A. Wilkes was kind enough to put the pictures on a CD which made the presentation go smoothly. Some of the photos of the Alaskan mountains around which Jonathan flew were amazing. I don't think you'll find me flying that close to that sort of terrain anytime soon. All in all, a really interesting session.

### **NEW ASTM STANDARD CLEARS PATH FOR E-LSA KITS**

A newly created ASTM standard will clear the way for light-sport aircraft (LSA) manufacturers to produce experimental LSA (E-LSA) kits once it is published in the *Federal Register*. The standard, F2563, Practice for Kit Assembly Instructions of Aircraft Intended Primarily for Recreation, was developed by ASTM International Committee F37/Cross-Cutting Issues. It details the instructions an LSA kit producer must provide regarding how to assemble and safely flight-test an E-LSA to ensure compliance with ASTM standards.

According to Sub-Committee Chairman Scott Toland, "E-LSA kits must include an assembly manual that conforms to this standard for the aircraft to be eligible for an airworthiness certificate. Aircraft kit producers will use this standard to write their assembly instructions, which will in turn be used by consumers."

Assembly instructions will indicate the necessary mechanical skills and training required to successfully complete an aircraft kit. The instructions also must include all the necessary tools, fixtures, inspections, measurements, and other pertinent required items. Without proof of compliance with this standard, aircraft users may not be able to obtain necessary flight authorizations.

Before any LSA manufacturer may sell an E-LSA kit, it must complete one aircraft and earn special LSA (S-LSA) approval for that model. At this time it is not known when the standard will be published in the *Federal Register*, thereby making it official.

For a copy of the standard or information about participating on the ASTM Committee, visit [www.astm.org](http://www.astm.org), call 610-832-9585, or e-mail [service@astm.org](mailto:service@astm.org). For more information about LSA, visit EAA's sport pilot website at [www.sportpilot.org](http://www.sportpilot.org).

## **WHERE'S THE COMMANDER IN CHIEF?**

### **Your pilot certificate depends upon knowing the answer**

It's political campaign season. Do you know where President Bush is?

If you're a pilot, the answer to that question needs to be at the top of your preflight planning list. And from now until election day, you can expect Air Force One to be landing in every corner of the country.

Everywhere he goes, the president takes with him some 9,600 cubic miles of airspace with special access rules and an interior "no-fly" zone.

As some of your fellow pilots on the West Coast recently discovered, if you mistakenly fly into this TFR, expect to see some U.S. Air Force equipment so close to your wing tip that you can count the rivets, an interview with some stern-looking people carrying firearms and badges, and a letter from the FAA suspending your license.

So how can you avoid these presidential TFRs? **Call flight service just before you take off**, and ask for the latest notams. Sometimes presidential and security TFRs can pop up on short notice.

## **INTERESTING ARTICLE**

If you have a few minutes to spare, there's an interesting article available on the web. Its title is "**Flying In To Air Venture – It's Time To Slap Around The Bozos**" by Rick Durden and is a scathing commentary directed to an ever increasing segment (or so it seems) of the pilot population. Check it out at:

<http://www.avweb.com/news/pilotlounge/193321-1.html>

## **THE SUN IS SETTING EARLIER: ARE YOU READY FOR NIGHT FLYING?**

The sun is setting earlier and the clocks will soon "fall back," meaning more opportunities for night flying and greater need for caution.

That's why you need to check out the AOPA Air Safety Foundation's latest [Safety Hot Spot: Flying Night VFR](#). Each Safety Hot Spot focuses on a timely issue or trend within the general aviation community and offers a host of resources on a single page.

This special Safety Hot Spot includes AOPA and Air Safety Foundation publications, a Safety Checkup written by foundation staff pilots, several Safety Quizzes, and a list of night-VFR accident reports so you can learn from the mistakes of others.

Note: you do not need to be an AOPA member to access this web site or any of the Air Safety Foundation publications.

### **NEXT MEETING**

Our next meeting will be held at OWK on Tuesday, Oct. 17 at 7:30 p.m. Election of chapter officers for the coming year will be on the agenda.