



The Leader In Recreational Aviation

Chapter 736 Newsletter for May 2008

It's That Time of Year Again

Annual dues in the amount of \$20.00 are now payable. Please send your payment to Ed Roy or bring your payment to this month's meeting.

Sport Pilot NPRM Revisions

The FAA published its **Notice of Proposed Rulemaking** delineating **22 suggested revisions** to the Sport Pilot regulations in mid-April. EAAers' evaluations of the "fixes," as the agency referred to them, are largely favorable. However, ideas for improvement to some of the proposed revisions are emerging.

The FAA will field comments on the proposed rule revisions through August 13, 2008. After studying and considering the feedback, and making any adjustments to the rulemaking language, the FAA will issue a final rule. The typical time line for such a process spans 12 to 18 months.

To send comments to the FAA:

- Go to www.regulations.gov
- Send mail to:
Docket Management Facility
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
West Building Ground Floor
Room W12-140
Washington, D.C. 20590-0001
- Fax to the Document Management Facility, 202-493-2251

List of 22 Subjects Addressed by NPRM:

1. Replace sport pilot privileges with aircraft category and class ratings on all pilot certificates
2. Replace sport pilot flight instructor privileges with aircraft category ratings on all flight instructor certificates
3. Remove current provisions for the conduct of proficiency checks by flight instructors and include provisions for the issuance of category and class ratings by designated pilot examiners

4. Place all requirements for flight instructors under a single subpart (subpart H) of part 61
5. Require 1 hour of flight training on the control and maneuvering of an airplane solely by reference to instruments for student pilots seeking a sport pilot certificate to operate an airplane with a maximum airspeed in level flight with maximum continuous power (VH) greater than 87 knots calibrated airspeed (CAS) and sport pilots operating airplanes with a VH greater than 87 knots CAS
6. Remove the requirement for persons exercising sport pilot privileges and flight instructors with a sport pilot rating to carry their logbooks while in flight
7. Remove the requirement that persons exercising sport pilot privileges have an aircraft make-and-model endorsement to operate a specific set of aircraft while adding provisions for endorsements for the operation of powered parachutes with elliptical wings and aircraft with a VH less than or equal to 87 knots CAS
8. Remove the requirement for all flight instructors to log at least 5 hours of flight time in a make and model of light-sport aircraft before providing training in any aircraft from the same set of aircraft in which that training is given
9. Permit persons exercising sport pilot privileges and the privileges of a student pilot seeking a sport pilot certificate to fly up to an altitude of not more than 10,000 feet mean sea level (MSL) or 2,000 feet above ground level (AGL), whichever is higher
10. Permit private pilots to receive compensation for production flight testing of powered parachutes and weight-shift-control aircraft intended for certification in the light-sport category under Sec. 21.190
11. Revise student sport pilot solo cross-country navigation and communication flight training requirements
12. Clarify cross-country distance requirements for private pilots seeking to operate weight-shift-control aircraft
13. Revise aeronautical experience requirements at towered airports for persons seeking to operate a powered parachute or weight-shift-control aircraft as a private pilot
14. Remove the requirement for pilots with only a powered parachute or a weight-shift-control aircraft rating to take a knowledge test for an additional rating at the same certificate level
15. Revise the amount of hours of flight training an applicant for a sport pilot certificate must log within 60 days prior to taking the practical test
16. Remove expired ultralight transition provisions and limit the use of aeronautical experience obtained in ultralight vehicles
17. Add a requirement for student pilots to obtain endorsements identical to those proposed for sport pilots in Sec. Sec. 61.324 and 61.327
18. Clarify that an authorized instructor must be in a powered parachute when providing flight instruction to a student pilot
19. Remove the requirement for aircraft certificated as experimental aircraft in the light-sport category to comply with the applicable maintenance and preventive maintenance requirements of part 43 when those aircraft have been previously issued a special airworthiness certificate in the light-sport category
20. Require aircraft owners or operators to retain a record of the current status of applicable safety directives for special light-sport aircraft
21. Provide for the use of aircraft with a special airworthiness certificate in the light-sport category in training courses approved under part 141
22. Revise the minimum safe-altitude requirements for powered parachutes and weight-shift-control aircraft

Existing Aircraft Kits Grandfathered By FAA

The FAA has made it official, in a **written notice** published Friday, that existing aircraft kits already approved by the FAA will not be re-evaluated. The clarification is certainly a relief to many kit manufacturers, as well as homebuilders with unfinished kit projects. The agency has temporarily suspended kit evaluations while it develops new procedures, and speculation as to whether existing kits might be re-evaluated has been widespread. "Previous FAA-conducted amateur-built aircraft kit evaluations remain valid," the agency now declares. "As is current practice, a re-evaluation of any kit on the current eligibility list would only occur if a potentially unsafe condition is identified." Kim Smith, manager of the FAA's Small Airplane Directorate, first announced the "grandfathering" policy at a forum at Sun 'n Fun.

Kit evaluations have never been required, says the FAA, but are conducted as a courtesy to manufacturers to determine if an amateur-built aircraft kit would be eligible for certification as an amateur-built aircraft. Upon determination that the percentage of a kit presented for evaluation by a manufacturer permits the major portion (51 percent) of the aircraft's fabrication and assembly to be completed by an amateur builder, the aircraft kit is added to a list of eligible kits that is maintained by the FAA. However, existing policy and guidance used to evaluate these kits has resulted in "inconsistent determinations regarding regulatory compliance," the FAA says, prompting the moratorium on such approvals until new evaluation guidelines are established.

From last month's meeting

Charlie Surprenant told us about this device at last month's meeting. It's called SPOT, an acronym for Satellite Personal Tracker, and the info is being passed along to our members. It's great safety tool for all pilots. Check it out at the following web site: <http://findmespot.com/Home.aspx>

Minutes from Last Month's Meeting

Minutes of Chapter #736 April 2008 monthly meeting.

The monthly meeting was held at the Holiday Inn at Waterville rather than the Waterville Airport due to unavailability of having an airport employee at the meeting.

We thank Wilkes Harper for quickly thinking on his feet and securing a meeting location.

Attendees were:

Ben Brown

Bob Gembala

Wilkes Harper

Charlie Surprenant

Bob and Ben presented a summary of the recent Sun N Fun Fly in at Lakeland Florida. It was considered a successful Fly In and we met many Mainers while there including Al Yarberry and Ed Roy.

Great weather is finally upon us and it's time to FLY! Last week I flew my Challenger to Mike Watson's field and met Al Yarberry and Mike. I think it was the first flight into Watson field this spring. Al and I removed his Challenger skis and Al is ready for flights on wheels. Just this morning (May 3) Al Yarberry flew his Challenger over my place here in Dixmont. I would love to join him but a slight head cold is keeping me indoors for today.

Our Norridgewock Fly In is only a few months away. We would appreciate every member attending our next meeting hopefully at the Waterville Airport.

I believe annual dues are also due so bring some cash!

Ben Brown
Secretary
EAA Chapter #736

Next Meeting

Our next chapter meeting will be held at the **Waterville Airport** on **Tuesday, May 20 at 7:30 p.m.**