



The Leader In Recreational Aviation

Chapter 736 Newsletter for August 2009

Fly-In

Well, the 2009 Fly-In is history. Thankfully the fly-in gods blessed us with decent weather, at least on Saturday. We managed to handle 88 kids in the Young Eagles program. Many thanks to all the pilots who assisted with their time and planes, especially the folks from the Knox County Flying Club.

How things turned out financially will be announced by Ed Roy at our next meeting in September. I do know that we sold out almost all the food and ice cream mix purchased for the event.

FAA Restatement of Position Reinvigorates Debate on Sport Pilot Training

Recently a reporter with an aviation news organization pressed the FAA on the subject of transferring a student's flight-time credit earned during sport pilot instruction toward pursuit of a private pilot certificate. The FAA's answer rekindled concern within the sport pilot community about an apparent discrepancy between the sport pilot rule language on this matter and the intended outcome.

The FAA reiterated its position that not all training received from a flight instructor with only a sport pilot rating may be credited toward the subsequent pursuit of a private pilot certificate. The FAA cited language in the sport pilot rule specifying that, although a student may apply all solo time and total flight time received from a sport-pilot-rated instructor, the dual time with that instructor does not apply toward training for a private pilot certificate.

EAA and the sport pilot community have argued that these terms contradict the intent of the sport pilot regulations.

Several EAA communications to the FAA have argued this point. In fact, EAA, the Aircraft Owners and Pilots Association (AOPA), and the General Aviation Manufacturers Association (GAMA) on June 9 submitted a [joint letter](#) asking the FAA to expedite a solution. Additionally, EAA and AOPA both previously filed responses to the most current FAA Sport Pilot Notice of Proposed Rule Making (NPRM), known as the "rule clean-up," calling for *all* training with a sport-pilot-only instructor to apply toward the requirements of private pilot training.

The FAA is due to release a final version of revisions to the sport pilot and light-sport aircraft regulations in November. EAA has advocated and supported most of the anticipated revisions; however, EAA and the general aviation community are calling on the FAA to address this issue. EAA will continue to work toward including a provision that permits dual instruction time received from a sport-pilot-rated instructor to count toward higher certificates and ratings. If the matter is not addressed in the forthcoming final rule, EAA and other organizations are prepared to petition for a rule change.

EAA, AOPA Medical Staffs Keep Pilots Flying

The first tangible example of the EAA/AOPA [memorandum of understanding](#) signed at Oshkosh this year was a meeting between the EAA's Aeromedical Advisory Council, AOPA's Board of Aviation Medical Advisors, and each association's medical staff during AirVenture 2009.

Aviation medical examiners and the association's dedicated medical teams discussed a broad range of timely medical certification topics affecting pilots. Among them, the success of the Federal Aviation Association's (FAA) Aviation Medical Examiner (AME) Assisted Special Issuance (AASI) program that allows aviation medical examiners to reissue medical certificates to pilots who require special issuance medical certificates. The program has reduced the number of cases that require review by the FAA's Aerospace Medical Certification Division in Oklahoma City, freeing up their medical staff to focus on more complex medical appeals cases

Both organizations have medical certification specialists who work with members experiencing medical certificate challenges

Which simulators can save you money?

Let's say you are a flight school that wants to save customers some money by using simulators, but you failed to win the lottery this year. Which ones fit in your budget yet are FAA approved to replace hours in the air? Or maybe you just want a simulator for your home and would like to know which ones are good enough to win FAA approval? You won't be able to work toward a rating or maintain instrument proficiency by yourself, since the rules say an instructor must be present. But you'll know the practice you get is on an FAA-approved device, and if an instructor ever drops by the house, you'll get loggable time.

AOPA has placed a listing online of the simulators that meet FAA requirements and six companies that make them. You can [find the report online](#). You'll find programs that run on a PC and won't break your savings account, assuming you have several hundred dollars in the account. Simulators range from those costing tens of millions to what we are talking about today, personal computer-based aviation training devices (PCATD). There are now basic (B-ATD) and advanced (A-ATD) devices that while inexpensive, meet training and currency requirements.

Ten hours can be logged toward the instrument rating using a PCATD or B-ATD. Or 20 hours can be used if the simulator is an A-ATD or a flight training device (FTD), meaning a full-size replica of the actual cockpit and instruments.

Even the private pilot certificate allows use of a simulator. Up to 2.5 hours can be logged to meet private pilot requirements using the more expensive FTD, or the more affordable B-ATD or A-ATD. In fact, if you used all allowable simulator time for every rating from private through ATP, you'd have saved nearly 100 hours of actual flight time.

Remember, an instructor has to be present and give the instruction. But we're starting to get technical on you, and you can sort it out yourself using the [AOPA report on flight training devices](#).

Next meeting

As is customary for August, there will be no meeting this month, the Fly-In was sufficient.

Our next meeting will be held on September 15. Details will be sent out in the next newsletter.