



Chapter 736 Newsletter for January 2012

FAA: Sport Pilot Examiners Don't Need A Medical

The FAA has issued an [amendment](#) to its 2009 rule on Part 61 flight training to make several corrections and clarifications. To conduct flight tests for the sport-pilot certificate, examiners aren't required to have a medical certificate as long as they have a U.S. driver's license, the FAA now says. [EAA](#) welcomed the change. "While this correction is important to all sport pilot examiners, it was critical to the few examiners conducting practical examinations in weight-shift control, powered parachutes, and gyroplanes," said David Oord, EAA government and advocacy specialist. The change doesn't apply to sport-pilot flight tests in gliders or balloons. The FAA's amendment also clarified two other points.

The new language clarifies that a pilot who has failed to maintain instrument currency for more than six calendar months may not serve as pilot in command under IFR or in weather conditions less than the minimums prescribed for VFR until completing an instrument proficiency check. A third clarification addresses the use of flight simulators in training for type ratings.

Online aircraft registration deadline approaches

Miss this deadline and your aircraft will be grounded.

The FAA requires all aircraft registered prior to Oct. 1, 2010, to re-register, and online applications from owners of aircraft registered in July of any year are being accepted through Jan. 31. Owners of aircraft with July registration should have received a letter from the FAA with a code to be used when re-registering online.

Owners who miss the deadline must register by mail using [form 8050-1a](#). For aircraft registered in June of any month, the online re-registration period ended Oct. 31, and those aircraft are grounded after Dec. 31 until the new registration arrives by mail. Aircraft registered in August of any year should be receiving their notice from the FAA in the mail and can utilize the code it contains to re-register online through April 30, 2012.

New FAA 51% Checklists Smooth Homebuilt Inspections

The FAA has responded to a request made last year by EAA at the annual EAA/FAA Recreational Aviation Summit by issuing new guidelines for homebuilders of helicopter, gyroplane, weight-shift control and powered parachute aircraft. The prototype Amateur-Built Fabrication and Assembly Checklists for these aircraft types will ease the uncertainty for builders who are constructing projects not listed on the FAA's approved kit list. The previous checklist, found in FAA Order 8130.35, was specific to fix-wing aircraft only. The new prototype checklists will be incorporated into the next revision of the FAA Order.

The new checklists provide guidance for Designated Airworthiness Representatives (DARs) and FAA inspectors in the field. The checklists will make it easier for builders to determine whether a project meets the "51 percent rule" to achieve Experimental/Amateur-Built airworthiness approval.

The new checklists can be used immediately. According to FAA's website, "FAA employees and designees performing a major portion evaluation on these aircraft shall use the prototype checklists."

EAA will also continue to push for acceptance of gyroplanes within the Special-Light Sport Aircraft category, which would further open access to these aircraft by aviators and prospective aviators.

FAA launches mobile website

Smartphone users are now a click away from easier access to the most popular searches on the [FAA website](#).

The agency launched a [mobile version of the site](#) Jan. 10, optimized for mobile users seeking N-number lookup, airport status and delays, and advisory circulars, along with wildlife strike reports, flight standards district office location searches, and news releases.

FAA Mobile is not an application, but a set of Web pages optimized for mobile devices. FAA officials said mobile traffic to the website has grown from 1.5 million to 4 million visitors over the last two fiscal years, and FAA Mobile was created to enable easier access to the most popular functions of the main website. The agency also [posted details about the new site](#), including lists of features and supported devices.

FAA Web Program Manager Nicolas Dinatale said the N-number search is the most popular function on the agency's main website, and the mobile version will be refined based on feedback that began to arrive soon after the new site launched Jan. 10. Dinatale said the FAA decided against creating mobile applications that must be maintained and updated for individual devices—a much more costly proposition.

FAA Mobile is designed to support Apple iOS 4 and higher, as well as Android 2.2 and higher operating systems. Each page on the mobile version has a link to the full-scale

website. The full-scale website includes a link in the footer to the mobile version; mobile users will not automatically be redirected to the mobile site.

Upcoming FAA Seminar

Title: Winter Flying - Myths and Facts

Topic: Winter Operations

Date & Time: Saturday, January 21, 2012 , starting at 1:00 pm

Speakers: John Gary and Sue Tholen

Brief description: Join us for a variety of topics related to flying in the winters of New England. Operation in this environment requires special operating procedures. Topics will include weather considerations, how the engine behaves in the cold, operational tips, and liquid-cooled & air-cooled engine considerations. Also, don't miss the discussion on the WINGs Pilot Proficiency Program and the Chili Cook Off!

Location of Seminar: Southern Maine Aviation, Sanford Regional Airport
199 Airport Rd
Sanford, ME 04073

Contact Information: SUSAN MARIE THOLEN
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Additional Information:

Thanks to Southern Maine Aviation for sponsoring this event. Please also join us BEFORE the 1PM seminar for a potluck "Five-Star Alarm Cookoff" (starting at 11:30am) - bring your spicy dish to ward off the winter chill. Call Anne at 207-324-8919 for more details.

Winter flying in New England can adversely affect flight operations. Poor weather conditions with fast moving fronts, strong and gusty winds, blowing and drifting snow, and icing conditions are just part of the conditions that require careful planning in order to minimize their effects. Operation in this environment requires special winter operating procedures.

This seminar is designed to refresh the pilot's memory in cold weather operations. Pilots should assure themselves that they have obtained adequate cold weather knowledge appropriate to the aircraft used and the geographical and weather environment. Winter flying is not particularly hazardous if the pilot will use a little extra caution and exercise good judgment in analyzing weather situations. Don't miss this important briefing!

Next Meeting

Our next meeting will be held at the Weathervane Restaurant in Waterville on Tuesday, January 17th. Please arrive at the restaurant by 6:00 pm if you plan to have dinner so that the regular meeting can begin at 7:30.