



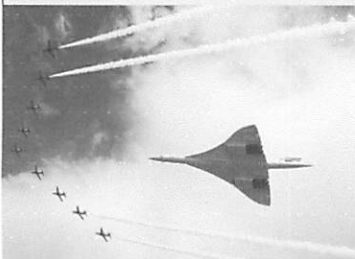
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WWW.EAA35.ORG

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Sport Pilot: It is a RULE

Sport Pilot and Light Sport Aircraft Final Rule Milestones for Implementation

September 1, 2004 -- Effective Date of Rule

- An FAA certificated pilot can exercise sport pilot privileges while operating an FAA certificated aircraft that meets the definition of a light-sport aircraft.

October 1, 2004

- Unregistered and uncertificated transitioning ultra- light-like aircraft can apply for an "N" Number (Aircraft Registration). Application forms will be made available on the AFS-610 website on that date.

October 2004

- Practical Test Standards and Knowledge Tests Available to the Public
- Guidelines for Repairman Training Available to the Public
- DPE and DAR Applications will be accepted by FAA

November 2004

- First FAA DAR Training Course

January 2005

- FAA Ready to Issue:
 - First Sport Pilot Certificate
 - First Sport Pilot CFI Certificate
 - First Private Pilot WSC and PPC ratings
 - Accept applications for additional category and class privileges
 - First ELSA Certificate
 - First SLSA Certificate
 - First Light-sport Repairman Certificate
 - First FAA DPE Training Course

February 2005 and beyond

- DAR and DPE courses as needed
- Education focusing on CFI roles and responsibilities

Sport Pilot Website

www.faa.gov/avr/afs/sportpilot

- **Overview of Final Rule** (This overview provides brief summary answers. Each summary also links to the regulation within the rule that addresses the section in its entirety.) **CONTINUED NEXT PAGE**

LIGHT SPORT AIRCRAFT

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- **FAQ's** (The following questions link to brief summary answers. Each answer also links to the regulation within the final rule that addresses the question in its entirety. www.faa.gov/avr/afs/sportpilot/faq.doc)
 - o **Medical FAQ's** (Excellent source for answers to common medical questions)
- **Final Rule and NPRM** (This link is to the full text of the Final rule and NPRM)
- **Guidance and Policy Links** (AFS-610 Light-sport Aviation Branch will provide direct links to new policy, guidance materials, and implementation time-lines)
- **Industry Websites Links** (Industry organizations that are providing good guidance materials and tools for the general public)

Light-sport Aviation Branch Website afs600.faa.gov/

- FAA Forms
- Policy
- Advisory Circulars

**Highlights of the Final Rule
LIGHT SPORT AIRCRAFT (LSA)**

- The allowable gross weight is 1,320 pounds. Aircraft operated on water can weigh 1,430 pounds.
- The stall speed not greater than 45 knots (51.8 MPH),
- Max speed in a cruise configuration (Vh): 120 knots (138 MPH).
- LSA can have a fixed or ground adjustable propeller.
- Seaplanes or gliders can have repositionable gear (move one time in-flight).
- A LSA can have only one engine (reciprocating, rotary, diesel)
- Hang gliders, powered and unpowered Para gliders are specifically excluded from being LSA, and a Sport Pilot certificate does not allow a sport pilot to fly a tandem hang glider or tandem paraglide.
- Can be manufactured and sold ready-to-fly under a new Special Light-Sport aircraft certification without FAR Part 23 compliance. Aircraft must meet ASTM (American Society of Testing and Materials, Int'l) consensus standards. Aircraft under this certification may be used for sport and recreation, flight training, and aircraft rental.
- Can be licensed Light-Sport Aircraft Experimental if kit- or plans-built. Aircraft under this certification may be used only for sport and recreation and flight instruction for the owner of the aircraft.
- Can be licensed Light-Sport Aircraft Experimental if it was kit- or plans-built and operated as an ultra-light trainers. Application must be submitted within 36 months after the effective date of the rule.
- Will have FAA registration-"N" number.
- Aircraft category and class includes: Airplane (Land/Sea), Gyroplane, Airship, Balloon, Weight-Shift-Control (Trike Land/Sea), and Powered Parachute.

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LIGHT SPORT AIRCRAFT

- U.S. or foreign manufacture of light-sport aircraft is authorized.
- Aircraft with a standard airworthiness certificate that meet above specifications may be flown by sport pilots. However, that airworthiness certification category will not be changed to a light-sport aircraft. Holders of a sport pilot certificate may fly an aircraft with a standard airworthiness certificate if it meets the definition of a light-sport aircraft.

SPORT PILOTS

- A sport pilot must be at least 17 years old and 16 to solo for powered aircraft.
- Minimum required flight experience to be a sport pilot:
 - Airplane: 20 hours total, 75 mile solo cross country
 - Glider: 10 hours total
 - Gyroplane: 20 hours total, 50 mile solo cross country
 - Powered parachute: 12 hours total, 10 mile solo cross country
 - Weight shift (trike): 20 hours total, 50 miles solo cross country
- Additional instruction and an instructor's logbook endorsement for each new make and model or "set".
- A sport pilot must have additional training and a logbook endorsement to fly a LSA that has a max speed in a cruise configuration (Vh) greater than 87 knots (100 MPH).
- Powered parachutes and weight-shift control are divided into "land" and "sea" classes.
- Pilots will be allowed to take a practical test (flight test) in a single seat LSA. The examiner will observe him from the ground. The pilot will have a "single-seat" limitation on his certificate.
- Sport pilot must take a biennial flight review (BFR).
- Drivers License or third class medical, except if FAA has denied, revoked, suspended. If you hold a valid special medical your medical your medical has not been denied.
- A sport pilot may not fly above 10,000 feet MSL.
- No night flying.
- May not demonstrate LSA for sale if a "salesman."
- A sport pilot may fly in airspace where radio communication with ATC is required, but only with additional training and a logbook endorsement.

MEDICAL www.faa.gov/avr/afs/sportpilot

Why does the FAA specify conditions for using a current and valid U.S. driver's license only for persons whose most recent application for an airman medical certificate has been denied; whose most recently held airman medical certificate was rescinded or revoked; or whose most recent Special Issuance has been withdrawn?

To clarify that, if your most recent records on file with the FAA indicate that you were found ineligible to exercise airman privileges for medical reasons then, in the interest of public safety, you shouldn't go out right away and use your driver's license as medical qualification.

We understand that these conditions may not have been expected and may disappoint some people. That was not our intent, nor is it our intent that affected persons would have to maintain an airman medical certificate if they would rather use their current and valid U.S. driver's license to medically qualify as a sport pilot.

We ultimately concluded that, in those cases where the FAA has existing knowledge of medical ineligibility, we need the affected person to address it and, hopefully have it resolved. To meet the intent of the rule, the affected person should apply for reconsideration of their eligibility. In some denial cases, applicants simply may not have provided enough information to the FAA or may not have supplied information that the FAA may have requested. In certain other denial cases, applicants may not have exercised their appeal rights which may have led to certification in some cases.

CONTINUED PAGE 5

From the President's Desk

By Steve Carlson



We had a good Young Eagles event last Saturday. I believe we flew about 35 kids and had five airplanes to choose from. The ceiling was a little low at about 3000 ft, but this was not a real hindrance. Our thanks to Wal Mart for helping with the food provisions. Manager Javier Garza stepped up on short notice to help us out.

October 9th is our chapter picnic starting at about 10am. We will light the grill for burgers and hot dogs at 11am. We will have a raffle drawing after lunch and a show and tell session for all the planes we can get to fly in or drag over to the clubhouse area. Be sure to bring your project and let everyone learn first hand, from the builder, about your lessons learned in the build process. Whether it's sheet metal, wood, or composite, we can all

learn from each of these and from each other. And before I forget, the chapter secretary asks that you bring a dessert if you can. I can still remember the great spread we've had in past years.

Our next tire kicking is now scheduled for 30 October at 10am at the hangar of Joe Ramotowski at the Zuehl Airfield. Joe is in the throes of an RV project and his fuselage kit is about to arrive. His wing panels are just about complete, so this is a real work in progress that we can see from just out of the box to nearly finished components. To get to the hangar, go east on Interstate 10, to the Zuehl Road exit and take it south until it ends at Gin Road. Go left on Gin Road to Swift Lane, which is the airport entrance road. You will be roughly parallel to the runway and on the east side of it. Swift Lane ends at Sport Aviation Drive, so go right on Sport Aviation and when it begins to fade away, take a left on Cub Drive. You will pass two rows of rental hangars and then about three hangar lots and a vacant slab. Joe's hangar is next to the slab. If you get lost, call 414-3809 and I will try to vector you in.

It is the time of year when we place our order for calendars for 2005. If you would like a calendar, they are ten bucks and if we get a good size order, it will benefit the chapter fund. These calendars are 12 x 24 inches and are the only calendar you can get that features homebuilt, vintage, warbird, ultralight, and production aircraft in beautiful Jim Koepnick prints. These make great gifts for all your aviation driven friends and business associates. We will take orders by email, phone, and in person up until 1 November, but it would be best to have a good count by the picnic.

It's also not too soon to get your Christmas Party tickets. This will be a big event as always to honor the season and share in the fellowship that makes Team 35 a great chapter and also to honor the many volunteers for their tireless efforts throughout the year. Get your tickets now while the getting is easy.

Project launches! This is an exciting time in our chapter. No less than three projects are a'bornin' in our group. First, our newsletter editor has joined our ranks of Cozy builders, with the purchase of plans and starter materials he is off and learning the ways of composite construction. Second, and third, a new team of builders has formed when Jim Munro and Richard Gramling joined forces to build two Hummelbirds. Jim's will have the wheel on the front and Richard's will be in the back, so they can tell them apart. I am sure Bruce King, our chapter sponsored AB-DAR to be, will be of tremendous help to these two metal workers.

So, who's going to start a Pietenpol, a Volksplane, or a Falco? We need a wood aircraft project start. Stay safe, see you soon.

Thanks

Steve

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LIGHT SPORT AIRCRAFT

The FAA wants to see as many pilots as possible take advantage of this exciting new rule and looks forward to working with individuals seeking to exercise sport pilot privileges. We also intend to work with EAA, AOPA, and other industry groups toward that end.

- *What if I meet the requirements set forth in the rule that allow me to medically qualify using my current and valid U.S. driver's license? When may I use my current and valid U.S. driver's license as medical qualification?*

Answer: Provided you meet the requirements and you are qualified to exercise sport pilot privileges using a current and valid U.S. driver's license, you may do so on September 1, 2004, the effective date of the rule.

LSA MAINTENANCE

- "Preventative maintenance" is allowed by owner on a special LSA. "Owner maintenance" is allowed on experimental LSA.
- 16-hour maintenance course allows owner to do annual inspections on his or her experimental LSA.
- If you want to do maintenance-for-hire on the special light-sport aircraft, you must attend a maintenance course (class specific) of 80 hours for gliders and lighter-than-air aircraft, 120 hours for airplanes and 104 hours for weight-shift (tikes) and powered parachutes.
- An applicant for an LSA repairman certificate can add the applicable modules for each additional class of LSA
- Maintenance must be performed in accordance with the general aviation standards of FAR Part 43, with some exceptions.
- Approval by the manufacturer for LSA modification, not FAA STC.
- Prospective Designated Airworthiness Representatives for LSA (LS DARs) who inspect and issue experimental LSA airworthiness certificates (DPEs) must attend a three-day FAA course.

LSA EQUIPMENT

- Only two-seat fixed wing LSAs flying more than 50 miles from base must have an ELT.
- Only LSA certified with electrical systems will be required to have a transponder to fly within Class B and Class C airspace, and the Class B "Mode C veil."

ULTRALIGHT TRAINING

- The two-seat ultralight Exemption for ultralight training will expire on January 31, 2008.
- All "fat" single seat ultralights and all two-seat ultralight trainers must be converted to
- "experimental" LSA by August 31, 2007.
- After an ultralight trainer is converted to an experimental LSA, a Sport Pilot Instructor may use the converted experimental LSA as a Sport Pilot trainer (for compensation) until
- September 1, 2009 . Thereafter, for personal use only (no compensation).
- An ultralight pilot must register with an FAA recognized ultralight organization to have his ultralight flight time count toward his sport pilot license. He must then take his Sport Pilot practical test by January 31, 2007 to take advantage of waiver of the three hour requirement.
- Sport Pilots may train ultralight pilots, but not for hire. Only flight training received from an SP CFI will be creditable towards a sport pilot certificate.

PRIVATE PILOT (weight shift or powered parachute):

- Night flight requirements may be avoided with "Night Limitation". (night not required for Sport Pilot)
- May demonstrate LSA for sale if a "salesman."
- Allowed to tow gliders with qualification.
- May fly above 10,000 feet MSL

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LIGHT SPORT AIRCRAFT

- Powered parachute: 25 hours total, including 3 hours of night flight, and a 25 mile solo cross country
- Weight-shift: 40 hours total, including 3 hours of night flying with a 75 mile night cross country, and a 100 mile solo cross country
- Authorized flight in Class A, B, C, and D airspace with properly equipped aircraft.

SPORT PILOT INSTRUCTOR

- 18 years of age
- Knowledge exams on aeronautics and fundamental of instruction
- Practical test
- Must hold a sport pilot certificate or higher rating.
- A sport pilot instructor may teach private pilot weight-shift or private pilot powered parachute if the sport pilot instructor has at least a private pilot rating himself.
- Required flight time:
 - Airplane: 150 hours total time, 25 hours of cross country time
 - Glider: 25 hours flight time
 - Gyroplane: 125 hours flight time (at least 50 hours in a gyroplane) and 10 hours cross country
 - Weight-shift: 150 hours total (50 in weight-shift,) 25 hours cross country
 - Powered parachute: 100 hours total (50 in a powered parachute,) 15 hours cross country
- 5 hours in the same make and model "set"
- The sport pilot instructor must renew his instructor's certificate every two years.
- An ultralight instructor must transition to sport pilot instructor by January 31, 2008 if he wants credit for his ultralight flight time
- Prospective Sport Pilot Examiners must attend a 5-day FAA course.

Deadlines to remember:

- **September 1, 2004** Effective date of the Sport Pilot rule.
 - Deadline to be a registered ultralight pilot or ultralight instructor in order to get maximum credit toward sport pilot certificate or sport pilot CFI.
- **August 31, 2005**
 - Deadline for recreational pilots and higher rated pilots to acquire the necessary flight time to apply for a category and class rating limited to a specific make and model of experimental aircraft.
- **January 31, 2007**
 - Deadline for an ultralight pilot to take his sport pilot practical test if he wants to receive full credit for his ultralight flight time and to also count toward the three hours of prep for test.
- **August 31, 2007**
 - Last day that an experimental light-sport airworthiness certificate will be issued to a "fat" ultralight or two-seat trainer.
- **January 31, 2008**
 - Deadline for an ultralight flight instructor to take his sport pilot CFI practical test if he wants to receive full credit for his ultralight flight time, FOI, and to also count toward the three hours of prep for test.

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LIGHT SPORT AIRCRAFT

- **January 31, 2008**
 - Ultralight two-seat training exemption expires. New BFIs allowed until then, but of ever decreasing value.
- **January 31, 2010**
 - Last day to be able to use an two-place training vehicle converted to an experimental LSA as a sport pilot trainer for compensation.

The mailing address for the Light Sport Aviation Branch (AFS-610) is:

Light Sport Aviation Branch AFS-610
 PO Box 25082
 Oklahoma City OK, 73125
 THE PHONE NUMBER IS: 405-954-6400

Light Sport Aviation Branch (AFS-610) will answer questions via email at afs610-comments@faa.gov.


For questions on **aircraft certification** call, fax, or send an email to:

Ph: 816-329-2464

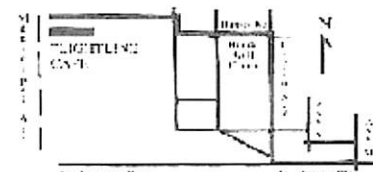
Fax: 816-329-4090;

- e-mail: 9-ACE-AVR-SPORTPILOT-QUESTIONS@faa.gov.

The EAA Sport Pilot and Light Sport Aircraft Magazine is an excellent source of information on SLA and all the attendant issues. Check www.sportpilot.org



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YOUNG EAGLE RALLY AT SAN GERONEMO



Monroe Frerich and Brad Doppelt load up the rear cabin area of the Six, Jim McIrvine and Young Eagle with RV-4, Danny Beavers loads up the Cherokee, Brad loads up one group more in the Six.

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CHAPTER CALENDAR		
DAY/MONTH	PROGRAM	TIME
2 OCTOBER	ECI TOUR	10:00 AM
9 OCTOBER	CHAPTER FLY-IN AND PICNIC PLEASE BRING A DESSERT	FLY, DRAG, OR TRAILER YOUR AIRPLANE/PROJECT TO SAN GERONIMO 11:00 AM TO ???
30 OCTOBER	TIRE KICKING AT JOE ROMA- TOWSKI'S RV-9A HANGAR, ZUEHL FIELD	10:00 AM Tailgate lunch furnished by Jim Feighny
13 NOVEMBER	AIRCRAFT DESIGN-THEORY MARK BROWN	DINNER 5:30 TO 6:00 PM PROGRAM 7 :00 PM
10 DECEMBER TICKETS ON SALE NOW....\$15.00 EACH	EAA 35 CHAPTER CHRISTMAS PARTY AT GRADY'S BBQ PARTY HOUSE TURKEY OR BBQ	6:00 PM SOCIAL HOUR 7:00 PM DINNER IS SERVED

Editors Note: If you have indicated you are willing to get the Newsletter via e-mail, we will not send a B/W printed version. It really helps reduce cost and volunteer labor time to distribute the NL electronically. If you have a slow internet connection, please let us know you want the B/W version and we will drop you from the e-mail list. Also, you can get the NL at the Chapter 35 web site.



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HANGAR TALK

THE FOLLOWING WHITE PAPER WAS PRESENTED ON THE EAA WEBSITE. GOOD FOOD FOR THOUGHT

A PRIMER ON CHAPTER HANGARS

by Bill Hanna, EAA Chapter Advisory Council

Many EAA Chapters own a hangar or clubhouse that serves as a home-base for the Chapter and its activities. For others this is only a dream; member's homes or other borrowed facilities are used to support the Chapter meetings and programs. Acquiring a Chapter facility can be a daunting task, but it has been accomplished many times. The following thoughts and considerations are intended to help a Chapter plan to make that dream become a reality.

WHY BUILD A HANGAR?

Not every EAA Chapter needs a hangar. Depending on the kind of activities a Chapter engages in, the locale it serves, the size of its membership and other factors unique to a Chapter. Owning a building may not be in the Chapter's best interest. The Chapter's mission statements and objectives need to be reviewed thoughtfully to assure that owning a building will be compatible with the Chapter's long-term direction, and it can be designed to support that direction effectively.

This helps validate the need for a Chapter facility and establish some of the basic criteria for its design. It is important to keep this assessment in the proper perspective. A vision to "own a Chapter hangar" is not properly framed. A better question is "how would owning a hangar help meet our vision?" Most Chapters will benefit greatly by owning their own facility.

The need for a building and its general design concepts should support the sum of a Chapter's unique vision and mission. The better this is understood at the beginning of the project, the better the final building will serve the needs of the Chapter when it's completed. What will the building be used for? For a Chapter that is populated with many active pilots with many aircraft, aircraft storage and provisions for flight planning should drive the building plan. Other Chapters are focused on aircraft construction and their facility may want to be tailored more around the concepts of a workshop. If providing aviation education dominates a Chapter's activities, classroom features will want to be reflected in its facility.

Will the Chapter also sponsor fly-ins and other activities that bring in the public? Most Chapters are an amalgam of all of the above activities as well as engaging in social and family activities. The functional design of its building must support the unique mix of activities of the Chapter.

Keep the future in mind; a Chapter's vision and mission will change over time. If a facility is tailored too specifically for near-term requirements, it may become unsuitable in the future. A Chapter will also discover that owning a building enables new activities it had not engaged in previously. A degree of flexibility should be planned for.

This assessment and conceptual planning stage is crucial. A Chapter may find it useful to appoint a Planning Committee to work through this assessment phase. The Committee's key deliverable to the Chapter membership would be a report that answers the questions: why does the Chapter need a building, what will it be used for and how will it enhance the accomplishment of the Chapter's vision and mission? These answers and buy-in by the Chapter membership provide a sound basis to begin the detailed planning for the project.

WHAT SHOULD IT LOOK LIKE?

Once the need and will of the Chapter exists to own a building, a Building Committee should be appointed. This establishes a process and responsibility to translate the Chapter's building needs into specific plans and specifications. The Committee should also be charged with the overall administration of the project through its completion - a very important group.

This phase is a lot of fun and the committee should make certain that several alternatives are developed. Give the process sufficient time for ideas to be stimulated: good ideas cannot be scheduled and frequently are the product of bad ideas. Share the alternatives with the Chapter membership.

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HANGAR TALK

This is guaranteed to generate MUCH discussion, but all the brains of the Chapter should be tapped. The job of the Building Committee is to collect input and synthesize it into a final proposal. Most often, the final plan will end up as a hybrid derived from the features of several different plans.

How the building is to be configured depends on the set of uses the planning process defined. Storage of aircraft can be accomplished several ways. The classic T-hangar is fairly space efficient and provides direct access to any aircraft.

Modular, commercial buildings are available for this type of hangar - most aviation-related magazines carry advertisements. A T-hangar does require a long site configuration and lots of doors, and doors are expensive. A more rectangular layout with a common aircraft storage area provides more flexibility for other activities (meetings, banquets, hangar dances, etc.) and typically can be serviced with just one large door (also expensive - there's no such thing as a cheap door). This arrangement frequently requires moving several aircraft, as the one ready to fly will invariably be parked in back. The trade-off here is between the convenience of aircraft access and the flexibility to use the space for other purposes.

Workshop areas need different considerations than a hangar. Plenty of lighting and electrical outlets are essential. Wall space is always at a premium for benches and storage, so pay close attention to door and window placement. Check local codes and ordinances regarding the storage of flammable and hazardous materials. Special provisions may be required if painting is to be permitted in the shop, and think through carefully that all aspects of ventilation and control of over-spray. A paint booth deals with these problems very well, but is hardly worth the space and expense for the level of utilization it would likely receive. Most shops will require a heating system, air circulation, dust control and the presence of flammable fumes needs to be considered.

As kit aircraft have become more popular, the space required to construct an aircraft has grown. Many kit components are large, bulky and require protected storage areas. A loft can prove very useful for storing components prior to final assembly.

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HANGAR TALK

Access around aircraft under construction should be planned carefully. A fuselage or wing in a jig is not portable and may need to stay in one place for YEARS. A separate meeting room is generally included in most Chapter buildings. Shop areas serve poorly as a general meeting space. Hangars can double as a meeting area, but aircraft have to be moved to accommodate every meeting, the acoustics are generally poor and heating provisions for winter months may not be practical. Serious consideration should be given to kitchen facilities for the meeting area. The capability to store and prepare food can enhance any Chapter meeting and may enable the Chapter to sponsor other meetings and activities (potential fund-raisers). Bathroom facilities will be defined, in part, by building codes. If the Chapter plans to sponsor fly-ins and other public events, do not underestimate the importance of kitchen and bathroom facilities. The site plan for a Chapter building is every bit as important as the building interior. Where will people park for meetings? There must be ample, clear area for aircraft movements. EAA Chapters make very poor airport tenants if their facility does not look attractive and integrates with the general flow of airport operations.

Most of this planning can be accomplished with simple sketches. However, once a final concept is defined, most building authorities will require that a professionally developed set of architectural drawings be prepared for the issuance of a building permit.

This step adds much value since the architect will translate the proposal sketches into a formal plan that reflects good building design practices, and assures the appropriate specifications to meet applicable building codes are included. Usually a property survey will also be required to establish the basis for a deed or property lease and to finalize the plot plan. These drawings also allow consistent quotes to be obtained if the job is going to be done by contractors. Make the final plans set available for Chapter members to review and critique. It's better to discover a missing detail on paper than after the project is done. Reviewing the plans will also put the membership's enthusiasm for the project into afterburner.

Some Chapters have the good fortune to find a suitable building that can be purchased (or donated to the Chapter). Do not overlook the opportunities that an existing building may offer. If the building meets the basic needs of the Chapter, much administrative work for the acquisition of land, site planning and utilities is bypassed. If the building is serviceable, the Chapter will begin to enjoy the benefits of owning a facility immediately (construction projects take a long time to complete). This route is entirely dependent on what kind of buildings is available to the Chapter and their specific

conditions.

An existing building does not necessarily represent a low cost solution. If major renovation work is required, the cost to meet current codes, replace worn-out mechanical and electrical systems, maybe remove asbestos insulation and generally improve the building can approach the cost of new construction, and it may be harder to do the work. Before committing to use an existing building, the Chapter should assure that a complete assessment of ALL the work involved has been done. Check with local building authorities and get quotes from contractors if necessary. This is a very practical route to acquiring a Chapter building, just try to avoid the bigger surprises that might occur.

WHO WILL DO THE WORK?

A major factor in the final cost for a facility is the amount of volunteer expertise and labor within the Chapter membership. Many Chapter members will have basic carpentry skills. There may also be members that are capable of doing electrical or mechanical work as well. An architect or contractor may also be in the membership. It's important to assess the skills available within the Chapter membership and their willingness to work on the project. Use of volunteer labor from the Chapter membership can defray much of the project cost. There is a downside to the use of Chapter resources. Some phases of a construction project need to follow a fairly disciplined schedule: volunteers are not always available when needed regardless of how willing they may be. Use of volunteer labor should also be understood in the context of local ordinances and building codes. Some work must be performed, or supervised by a licensed contractor in order to pass inspection by the local building authority. A combination of a professional contractor(s) responsible for specialized work elements and Chapter volunteers performing less critical tasks may be the most practical approach. There is much work involved in a construction project and it can extend over a considerable time period. Another potentially negative consideration regarding Chapter volunteer labor is the risk of burnout. The pressure to keep the project moving, get things done and make sure everything is right can impact some conscientious volunteers worse than a regular job. No project is worth losing members - we all joined the EAA for fun and the sport of aviation, not to build buildings. Don't overdo or exploit your willing workers. The Building Committee should perform a thorough assessment of the internal resources of the Chapter membership and develop a project work plan that takes advantage of the expertise and abilities available.

CONTINUED PAGE 14

Review of U2 Presentation, From August 2004 Chapter meeting, part II

But the irritation of brass hats will not die; more recently they became upset with the mode of operation of the chase cars, which are high-powered modified stock cars. The chase cars are Air Force property, so the Beale base commander decreed that all chase car drivers attend a special training course, provided by a commercial contractor who trains police, on how to safely operate high-performance cars. One of the two instructor-pilots giving our presentation was the first U2 chase driver sent to attend.

He damaged two of the training contractor's cars. The contractor declined to offer its course to any more U2 pilots.

U2 is astonishingly primitive, with no wing flaps, no spars or longerons and no fuel metering devices -- all luxuries that were sacrificed to save weight in favor of the sophisticated payload. Pilots estimate fuel consumption by how many minutes it takes for first the auxiliary, then the main tanks in the wings to run dry, leaving them with a 100-gallon tank behind the cockpit to come back down on. Fifty years ago U2 carried cameras, with which it photographed Russian long-range bombers lined up on air base ramps, and later Soviet missile batteries installed in Cuba. Today it carries only electronic intercept radios and special side-looking aperture radar.

With this radar, whose exact nature we can only surmise, and supporting electronic monitoring equipment, it is possible for the U2 to pick up human conversations - for example, two guys sitting next to a window in a cafe, planning a car-bomb attack - and relay them to intelligence analysts in real time. Incredible, but technologically quite feasible. U2 is an ideal vehicle for such snooping because it does not fly hundreds of miles high like a satellite, but only (only!) fourteen miles up. U2 does not fly at Mach 3 like SR-71 Blackbird, but at only about 300 mph. Relatively speaking, U2 can loiter for nearly nine hours in an

area of interest, unlike a satellite, which must be reprogrammed well in advance to remain only relatively stationary over some part of the world for a short time.

This is one reason why Blackbird is retired, while U2s are still flying.

U2 was always a highly political machine. Even friendly nations objected to U.S. ability to conduct aerial surveillance over them at will. They knew it was up there but could do nothing about it unless, like Russia or Cuba, they were capable of shooting it down. The SR-71 was designed to be less conspicuous. In and out at such speed it could be spotted only occasionally. Deniable, that was Blackbird.

After surveillance from space satellites was perfected - today, you can buy high-resolution pictures of any part of the earth from commercial vendors or view them on TV news programs - the nature of the mission changed again.

Neither of our U2 instructor-pilots would discuss the details, but they assented when asked: "Is there a U2 loitering over Afghanistan every day?" And Iraq? Iran? Waziristan? The Sultanate of Dirstystan? North Korea? Do bears s**t in the woods?

A large but unspecified number of U2 Detachments are operating in every corner of the globe. The locations of some detachments are public knowledge, others can be readily inferred. A few years ago when scientific data on the ozone hole over Antarctica was urgently required, a U2 detachment based in Chile flew over the South Pole to collect air samples.

There have been engineering improvements during fifty years, too. At least five major revisions of the original design - excluding the surveillance equipment - have come out of the Skunk Works. More powerful engines. Improved controls. A more ergonomic, pilot-friendly cockpit. Most recently, a 'glass cockpit' combining presentation from GPS, communication and control monitoring.

U2 - A utility aircraft still evolving. The marriage of form and function.

A home-built, in its way. Long live U2.

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HANGAR TALK

Work parties that are well organized can accomplish much of the work involved and also be fun. No organized work schedule, no materials on hand, no supervision or direction all lead to disgruntled volunteers and a project that is at great risk.

Regardless of whether the Chapter is doing much of the work itself or hires a general contractor, a Project Manager should be appointed. This person should be responsible to the Building Committee (preferably a member). The Project Manager has day-to-day responsibility for overseeing the project and should be the single-point contact for all interfaces with contractors, inspectors, etc. He should have authority to make detail decisions about the project and be able to make payments. This is not a weekend and evening job. The person appointed should have a degree of personal schedule flexibility and some experience with building projects - anyone who has had a house built is a good candidate.

PAPERWORK, PAPERWORK, PAPERWORK

We think of building and registering amateur-built aircraft as a process burdened with paperwork and bureaucracy. It is simple compared to constructing a building.

When a general contractor is used for the project, the contractor handles the many permits and inspections, and the process is transparent to the Chapter. If a Chapter assumes responsibility for managing the construction, several reviews, permits and inspections must be obtained. Given the complexities of building codes and local ordinances, this can be a complex and sometimes frustrating task. Most airports fall under the jurisdiction of some governing body or association. They are the first to be consulted and approve the project plans. The plans must also be submitted to the local building authority for approval prior to the issuance of a building permit. During construction several inspections will be required.

These typically include:

- Foundation or footings
- Primary electrical service (breaker box and connection to the electrical utility)
- Well and septic system (if applicable)
- Rough electrical system (before the wiring is enclosed)
- Finished electrical system
- Heating system
- Plumbing

Final building inspection (usually the last inspection and required before the building can be occupied)

Depending on the location and specific features of the building, more or less actual inspection may be necessary. However, the inspection process must be coordinated with overall construction activities to keep the project moving.

In addition to the construction documentation process, a deed or property lease must be secured and the Chapter-owned facility needs to be properly entered on the tax roles. Generally, as a non-profit corporation, the Chapter should not have to pay property taxes. This may not happen automatically, however. The Chapter may have to appeal to the local tax assessors' office to establish the tax exemption - not a simple task.

As the project progresses, insurance should be secured. The value of the asset will increase quickly and should be protected. The EAA Chapter insurance is liability insurance for Chapter activities - it does not cover the physical structure and its contents.

HOW TO PAY FOR IT

Clearly, the financial assets of the Chapter going into a building project are a major determining factor to proceed. Unless the Chapter has accumulated a significant portion of the money necessary to fund the project, it probably should not proceed. Several options are available to the Chapter to fully fund a project.

A mortgage can be obtained from conventional financial institutions. The size of the mortgage required, amount of Chapter assets to secure the mortgage, stability of the Chapter and it's potential ability to pay of the mortgage are all factors - just like a personal mortgage on your home. Committing to a long-term financial obligation for the Chapter should not be made without full consultation of the entire Chapter membership.

The Chapter should not overlook the potential of a financial arrangement with the local airport authority or FBO. Given all the positive aspects of an EAA facility on the airport, they may be willing to underwrite the project or even build the facility and lease it to the Chapter.

Many Chapter members may be willing to make loans to the Chapter to fund the project. These loans may be interest-free or at a lower rate than a commercial loan. This approach can provide significant savings to the Chapter. A pledging campaign will determine how much funding can be secured this way. All member loans to the Chapter should be covered with a written agreement that defines the loan amount, any interest due and the repayment plan. Care should be exercised to not allow member loans to be too large and too long term. **CONTINUED NEXT PAGE**

HANGAR TALK

If the Chapter owes an individual member a large sum of money or the loan extends over too many years, problems can arise.

Donations are another source of money to cover the project. This is especially true if the Chapter has a 501© 3-tax status. In this case the donation is tax-deductible and can be very favorable for the donor. This is an especially fruitful area to explore if contractors, building supply stores and other business can be found who are aviation-minded individuals. An amazing amount of materials and services can be obtained in this manner. Just be certain to acknowledge the donors and maybe throw a "hangar-warming" party on their behalf when the project is done. A few airplane rides will reward a lot of generosity and maybe even net some more members.

WHAT HAPPENS WHEN IT'S DONE?

Owning a building will yield many benefits to the Chapter. The Chapter will have a "home" that helps contribute to its identity - both internally and to the external world as well. The Chapter will find it can support many more activities and programs when it has a permanent facility and equipment. More members are likely to join the Chapter as a result - further expanding its capabilities. A Chapter building is a key enabler toward meeting many of the Chapter's goals and overall mission. However, ownership also creates some new obligations and issues for the Chapter to manage.

If the facility includes a hangar or shop area, tenants have probably been eagerly waiting to move in. To avoid potential conflict, hard feelings, or worse, the Chapter's leadership should establish policy regarding use of the facility. The policy should outline the protocol for occupancy (e.g., waiting list) and general rules for use of the facility. Every tenant, whether they are storing an airplane or leasing shop space, should sign a lease agreement. The agreement will spell out explicitly the obligations of both the tenant and the Chapter. This is critical protection for both parties and can forestall many problems. It is an area where the Chapter may wish to engage a lawyer to draft the policy and lease agreements.

Owning a building creates on-going expenses for the Chapter: insurance, maintenance and utilities. Leasing hangar or shop space is an important source of revenue to offset these expenses. Establishing a fair rate schedule for the leases requires some careful analysis. An EAA Chapter is NOT a business. Traditional business concepts of return-on-investment do not apply for the Chapter's investment in it's building. Depending on the building revenues to pay off the mortgage or loans that covered its construction may

be in conflict with the Chapter objectives that motivated its construction. A different approach should be used to determine how much to charge.

Leasing hangar or shop space is a service to the members. If the rates are too high, it becomes exploitative and they probably will go elsewhere. Use of the Chapter facility should be a benefit to the members- not a premium. On the other hand, lease rates that are too low and do not help defray the overall expenses of the facility, result in the membership at large subsidizing the tenants. It should also be recognized that the building does provide a benefit to all members and some portion of the on-going building expense is a legitimate charge to the Chapter's general budget. Obviously the middle ground must be found. A lease rate at which the Chapter loses money in times of low occupancy and makes money when all space is utilized probably is the best "business" arrangement. On the average, if the building revenues cover the on-going Chapter expenses: this is probably the optimum state.

Insurance coverage must be maintained - both to protect the Chapter's assets and cover the risks. Again, the EAA Chapter insurance covers the liability associated with Chapter activities, and if a Chapter owns a building the rates are higher since the Chapter will inherently have more activities. Fire and casualty insurance must be secured independently. Chapter Hangar keeper's insurance is also available that provides coverage specific to the storage of aircraft. Who will mow the grass and fix the leaky faucet? Spontaneous volunteers will handle many of the maintenance chores, but a process that identifies work that needs to be done is helpful. Some Chapters appoint a Building Manager to monitor maintenance requirements, keep a "things to do" lists posted, and arrange for work to get done that is outside the scope of Chapter volunteers. The EAA has a long-standing reputation for sponsoring activities that are noted for their cleanliness. Our EAA facilities need to reflect that same ethic with good maintenance and grounds keeping. Plan for it.

The Chapter's by-laws should be carefully reviewed with respect to the dissolution of the Chapter. In the unlikely event the Chapter is terminated, the by-laws should reflect how the Chapter's assets would be disposed of. A Chapter's facility can easily exceed \$100,000 in value, clearly a potential problem if it's disposition is not clearly defined.

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LOCAL EVENTS AND WEB SITES

If you know of any local aviation events or happenings we can share with the chapter, call Jim @ 210-822-7229 or send it via email to: jfeighny@satx.rr.com.

Shooting Star Museum, Devine, TX, Open every Sunday 1-5 PM or by appointment – Proprietor Pat Wegner, 830-931-383

REKLAW

20TH ANNUAL FLYING M RANCH FLY-IN /CAMP OUT PINEYWOODS EAA CH. 972 BBQ PICNIC OCT. 22 - 23 - 24

There is a fly-in and pancake breakfast at Mid Lake on Oct 16th. The airport identifier for Mid Lake is 28TE and it is between Calaveras and Braunig lakes.

How I spent my Labor Day weekend...

Back during Airventure 2004, I was asked if I'd be able to instruct during the annual Lancair fly-in/homecoming/et al at Redmond, OR this year. So, plans were begun, leave (from the USAF) arranged, and the wheels began turning. The first version (v1.0) had me flying commercial to San Diego, meeting a new Lancair IV/P owner and flying him, his partner, and their 'new' IV/P to Redmond, then completing their training on the way back to their home base in Tallahassee, FL. Come to think of it, after seeing what Hurricane Frances did this past weekend, I'm glad v1.0 didn't work out.

When buyer #1's partner turned out to be 'not available', we shifted into v2.0... Another new prospective buyer had a IV/P lined up in Missouri, and needed the same treatment. Even better, his seller has relatives in SAT and was willing to ferry plane + new owner to SAT so I could start my trip from home! If that sounds too good to be true...it is. Got a call from the buyer on Wednesday afternoon (supposed to meet him Thursday morning!)—the fuel pump (or something) was broken, and the plane wasn't ready. Scratch v2.0.

After a lot of phone calls, I found myself driving to Austin at 6 am to catch a flight for Portland (who wants to start Labor Day by driving into Austin during rush hour?). My ride from PDX to Redmond was with the owner of the training company that contracted me (High Performance Aircraft Training)—found Pete eating raw fish (sushi) in an

airport café.

Friday was devoted to ground school for the 25 pilots who had signed up for the recurrency training offered by HPAT. Very informative, but long day. That night, while the rest of the gang enjoyed the BBQ picnic and beer (and lots of wine—must be wine country nearby), we found a way to solve 2 problems at once: I needed a Legacy checkout, and Mel (another instructor) needed to go to Portland to get his IV/P. So off we go...did I mention it was night and this Legacy has no landing light? Great way to get currency! On the way home—solo—I reflected on the 16.5 gph that I was burning at 12,500 (assigned by center due to terrain) and the 250 kts ground speed...and compared that to my 195s typical numbers of 16.5 gph and 130 KGS. <sigh>

Saturday was time to go to work! My first client was an IV/P owner (about 250 hrs in his plane, I think), who was there for the recurrency training. During his VFR refresher (air work, patterns, emergency training, etc), I learned he was really rusty on IFR skills...so elected to do a trip to Troutdale (in Portland) for his IFR work. Beautiful weather – Mt Hood poking thru a layer of clouds that was only a couple thousand feet thick, ceilings around 1000' {#011}. We did a circling approach that had my attention—on the 'base' we were only a couple hundred feet above a high hill – couldn't go higher or we were in the weather! The interesting thing was the number of VFR traffic transiting the Class D airspace (under Class C) so they could fly the Columbia River Gorge to wherever they were going.

My second client was another IV/P builder—but this time he had no time in type as his plane was nearing completion. A proficient CFII that was current in Bonanzas, he proved a quick study and we had a great time. Total time instructing on Saturday: 7.0 hours.

Sunday was my busy day. It started with initial training for a Super ES builder in Lancair's ES. The factory plane is equipped with a glass cockpit (heck, I don't know the name, but it wasn't Chelton or Blue Mountain), so the first few minutes were spent with Gene and I making sure we knew where everything was. Once we were airborne, we discovered we couldn't find the "ball" from the turn and slip! (Later found cleverly displayed as part of the bank indicator.) That afternoon I flew with a Legacy builder—ex-Marine pilot, NASA flight test pilot, you get the idea... He was a pure joy to fly with and we took that Legacy to it's limits around central Oregon. Total time on Sunday: 8.0 hours.

CONTINUED ON PAGE 18

WANTED & FOR SALE

Chapter members in search of or have items for sale, or need to post a service, may place a free (non-commercial) add in this column. Call the Editor: Jim Feighny 210.822.7229 or e-mail: jfeighny@satx.rr.com

For Sale: 1/10th share in Cessna 182. Nice airplane. Great owners: All maintenance up to date, and a reasonable rate (\$60.00/hr wet). No **SOLD** scheduling hassles. Hangared in New Braunfels. \$8,000. Joe Ramotowski 210.824.2390

For Sale: Dynafocal mounts for Lycomings available. Manufactured by Barry, part #94011-40. Look like Lord mounts and interchangeable with them. Full set \$80.00. Retail is around \$300.00. Norris Warner 830.510.4334(Metro).

For Sale: Evans VP-1 Volksplane rebuilt and flying with 40 hours at Zuehl. Contact Danny McCormick for details: 210-872.3959 or 210-690-6048.

For Sale: RV-4, 180hp O-360A1A, Hartzell constant speed prop, KX155, encoding transponder, GPSMAP 195, wing leveler. Lots of fun, and good cross country too. Located SAT. \$49,500.00 Bob Fodge 210- 822-5725

For Sale - QUICKSILVER MX Hirth 2702 40 hp (62 hours TT) POWER-FIN Propeller-3 Bladed (new) Original Price \$7,200 Now Reduced to \$6,500 Contact Norris Warner at 830-510-4334

For Sale English Wheel 40 inch arm \$2,000 Contact David Hedges 210-913-0074

Instructor Available. Chapter member Bob Cabe has recertified his CFI & CFII. Available to EAAers for BFR's. 210-493-7223.

For Sale: 3-2-2 Ranch style home, stucco/stone, on runway at San Geronimo Airpark. Under construction. **For Info call Tom or Bob @ (210)415-2818**

Instructor Available. Chapter member Bob Browne CFII SE ME INST Rotorcraft. Will provide free flight review for Chapter 35 members. 830-612-2371.

For Sale: Sonex kit restoration project valued at more than **SOLD** used \$6,000.00 for 3,000.00.

VW type IV new zero hour aero engine (Revmaster conversion) \$9,500.00 invested for \$4,800.00 Used **Electronic Gyro Corp.** 14V turn and slip coordinator new \$300.00 for \$145.00 For more information on the above items please call : (210) 680-2757

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New Chapter Members:

Larry Schneider, Gordon Socher. Welcome!!

Call for Volunteers:

Warren HS Dream Catcher: It's time to get together and plan this semester's construction. Can anyone suggest a good day to meet here at the school shop at 1600 local?

Contact Don Copeland

LOCAL EVENTS AND WEB SITES

Saturday night we were sitting around relaxing and the first gentleman I flew with asked if I could fly with him some more. Since Sunday was booked, and he lives in New Mexico, I told him I'd fly with him to Albuquerque on Monday if he'd cover the airline change. So, Monday we left for ABQ. 4.1 hours of flight time, 1 fuel stop, and 2 GPS approaches later, we landed in ABQ after passing some of America's most beautiful scenery. Lake Powell and Monument Valley are just two of the awe-inspiring images we passed over on the trip home. (Postscript: it took 4.1 from OR to ABQ; but 5 hrs on Southwest to get from ABQ to Austin.) **J McIrvn**



HANGAR TALK

CONCLUSION

Is building and owning a Chapter building a major undertaking? Absolutely, but, many Chapters have flown the course and benefited greatly. It takes lots of up-front planning, an organized approach, good understanding of the Chapter's resources and the will to stay with the project. However, once the building is in place, the Chapter's growth, maturity and capabilities to do things will be enhanced in ways never envisioned. If a Chapter building is consistent with the vision and mission of your Chapter, keep after the dream until it can become a reality - it's worth it!

Appendix 1

Example from EAA Chapter 55

Utilization of Chapter Facilities and Equipment

The hangar, tools, equipment and other properties owned by EAA Chapter 55, Inc., are for the benefit of all Chapter members. The following policy is established to provide procedures and protocol for their utilization. Only members in good standing of Chapter 55, Inc. may utilize the hangar facilities and Chapter properties. All Chapter dues and fees must be paid in full to qualify.

Space will be leased according to waiting lists for the two hangar areas.

General Aircraft Storage: this waiting list reserves requests on a first-come, first-serve basis for the storage of aircraft in the general hangar area.

Aircraft Construction Projects: this waiting list reserves requests on a first-come, first-serve basis for work space to build or restore aircraft in the shop area (annex).

Each waiting list will include the member's name and date of request. Only aircraft related activities are permitted; storage, construction or restoration. No commercial activity is permitted.

Allocation of shop and hangar space will be at the discretion of the Chapter 55 Board of Directors.

The Board of Directors will determine the spaces available for lease. When hangar or shop space is determined to be available, the Board of Directors will notify the member with the earliest date on the appropriate waiting list. The member will have thirty (30) days to initiate a lease for the space offered.

If a member declines when hangar or shop space is available, their name will be transferred to the bottom of the appropriate waiting list or deleted if the member no longer requires the space. The Board of Directors is authorized to limit the size of aircraft or projects to assure compatibility with other tenants of the hangar

or shop.

Shop space is preferred for active projects. If a project is not being worked on regularly, the Board of Directors will have the authority to request its removal or relocation to general storage if other members are on the waiting list.

Hangar Policy

All leases are on a monthly basis, payable on the first day of the month. Lessee may terminate their lease at any time by removing their aircraft or project. Rent will be payable for the full month in which the removal is made.

Only aircraft or projects owned by the lessee may occupy the rented space.

The lessee may not sub-let the rented space to any other person.

Temporary (up to 14 days) aircraft storage within the hangar will be permitted by prior approval of the Board of Directors.

Storage of completed aircraft in the shop areas will be permitted by approval of the Board of Directors, but only under the condition that no aircraft construction project is deferred or hampered in any way.

All tenants shall sign a Hangar or Shop License.

The Board of Directors is responsible for establishing and maintaining a schedule of fees for the leasing of hangar or shop space.

All Chapter members shall have free access to Chapter owned tools and equipment and may use the shop or hangar space for minor personal projects. These activities must not interfere in any way with projects using the shop or aircraft stored in the hangar on a leased basis and shall be of not more than 14 days duration. Storage of personal property of Chapter members in the facility, other than aircraft or construction projects, will be permitted only by prior approval of the Board of Directors and based on an established fee.

Use of the Chapter meeting room by Chapter members for meetings and activities is encouraged. Usage should be coordinated with the Chapter president to avoid scheduling conflicts. The room must be clean and set-up after such usage and any major supplies utilized shall be replaced.

Repair of damage to Chapter owned tools, equipment or the building is the responsibility of the users.

NEXT MONTH, CHAPTER EXPERIENCES.

THANKS TO THE EAA FOR THIS WHITE PAPER AND INFORMATION.

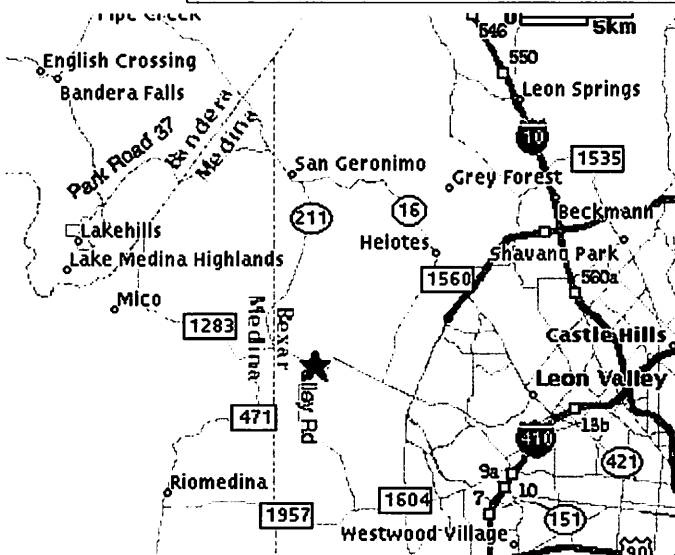
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Please support those businesses that support YOUR local EAA chapter. Thanks!



When Do you Meet?

Second Saturday of the Month

OCTOBER 9TH Chapter 35 Meeting

CHAPTER PICNIC 11:00