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# Skyraider Sentinel

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## This Month in Aviation History



Convair B-58 Hustler

February 3rd, 1964... On this date, the FAA launched Operation Bongo II. In a time when Britain and France were developing the Concorde supersonic passenger jet, this controversial experiment was meant to gauge public reaction to transcontinental supersonic transport aircraft. By repeatedly flying F-104 fighter and B-58 bomber aircraft at supersonic speeds over Oklahoma City, the FAA was able to study the sociological and economic effects of sonic booms.

Over the course of the six-month study, at least 15,452 complaints and 4,901 claims were lodged against the U.S. government, most for cracked glass and plaster. The negative publicity associated with the tests partially influenced the 1971 cancellation of Boeing's Supersonic Transport (SST) project and led to the United States' complete withdrawal from SST design.

*"Man must rise above the Earth—to the top of the atmosphere and beyond—for only thus will he fully understand the world in which he lives."*

— Socrates

## New Sport Pilots

The month of February saw two Skyraiders joining the ranks of licensed Sport Pilots! On Thursday, February 25<sup>th</sup> **Brian Garrett** passed his practical test. Two days later, **Jerry Alley** followed suit. If you happen to see these guys kicking around the airport, be sure to offer your congratulations!

## New Rules... At last!

*By Dennis Moss*

Well, the FAA has finally gotten around to approving and publishing a final rule on the changes that were proposed to the sport pilot/light sport aircraft portion of the FAR's. There were 22 proposed changes to the regulations. Seven of the proposals have been withdrawn, and of the ones that remain, eight pertain to weight-shift or powered parachutes. That leaves seven changes to the FAR's that affect Skyraider Aviation. Two of those proposals pertain to the aircraft owner/operator (Chris) and involve record keeping. All the new regulations go into effect on **April 2, 2010**.

Since I would like to discuss what is - rather than what could have been, I'm not going to list the proposals that were

withdrawn, and since I don't fly powered parachutes or weight shift aircraft (but I would like to try it sometime) I'm not going to discuss that either. That just leaves five new regs that have a significant impact on the club members. Here they are -

**SPORT PILOTS THAT HAVE ONLY FLOWN LSA's WITH A  $V_h$  GREATER THAN 87 KNOTS WILL BE REQUIRED TO GET AN ENDORSEMENT TO BE PILOT IN COMMAND OF LSA's WITH A  $V_h$  OF 87 KNOTS OR LESS.**

The FAA believes that the flight characteristics of LSA's that are high-drag, slow-speed aircraft are sufficiently different from the types of LSA's that are used by most flight schools (Evektor, Gobosh, Remos, etc.) that additional flight training is required before proficiency is achieved in the more ultralight-like LSA's. I agree. I've flown ultralights, and they do require additional training. While all of our LSA's have a  $V_h$  of greater than 87 knots, if you want fly a slow speed LSA, just be aware that additional training and an endorsement will be required.

**FLIGHT INSTRUCTORS WILL NO LONGER BE REQUIRED TO HAVE FIVE HOURS OF AERONAUTICAL EXPERIENCE IN EACH MAKE AND MODEL OF LIGHT SPORT AIRCRAFT**



### Forget the rest... fly the best!

Gobosh has several gently used, low-hour demo aircraft for sale at savings of up to \$35,000!

**Call Skyraider Aviation to inquire.**

BEFORE GIVING DUEL IN THAT AIRCRAFT.

This is an FAA requirement. Our insurance still requires five hours in make and model for CFI's prior to giving dual in any Skyraider aircraft.

STUDENT PILOTS SEEKING SPORT PILOT CERTIFICATES MUST HAVE THE SAME ENDORSEMENTS AS SPORT PILOTS BASED ON V<sub>h</sub>.

Student pilots seeking a sport pilot certificate must now have an endorsement to operate a light sport aircraft with a V<sub>h</sub> greater than 87 knots prior to solo. If you're a solo student and won't be taking your checkride before April 2, 2010, check with your instructor to get the endorsement.

FAA PROPOSED THAT STUDENT PILOTS SEEKING A SPORT PILOT CERTIFICATE MUST NOW LOG ONLY TWO HOURS RATHER THAN THREE WITHIN TWO CALENDAR MONTHS PRIOR TO TAKING THE PRACTICAL TEST.

FAA lowered the number of hours that students must log within two months prior to taking the sport pilot practical test to two hours. This is pretty much a moot point with Skyraider because most pilots log several hours in preparation for the test. This requirement was reduced at the request of the powered parachute community.

MAXIMUM ALLOWABLE ALTITUDES FOR SPORT PILOTS IS NOW 10,000' MSL, OR 2000' AGL, WHICHEVER IS HIGHER.

Yay! But....don't go thinkin' that you can fly up into the mountains without proper training. Skyraider is in the process of putting together a mountain flying curriculum that will allow our aircraft to be flown into the mountains under ideal conditions. Call us if you have any questions.

## Paper or Plastic?

This is just a friendly public service announcement to all you licensed pilots out there. March 31<sup>st</sup> is the deadline to trade in your old paper certificate for a plastic one.



The new plastic license

After that date, you will be ineligible to exercise your privileges with a paper certificate. When you do make the change, you can also replace your social security number with a new pilot certificate number — recommended for personal identity security. The fee for making the swap is \$2, and you can order your new certificate on line. To replace your airmen certificate follow this link:

[http://www.faa.gov/licenses\\_certificates/airmen\\_certification/certificate\\_replacement](http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement)

According to the site, it takes about two weeks for the FAA to process and mail the new certificate, so don't wait until the last minute.