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ASC is Your Link to the Ultralight Flying Community

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As you climb out from the ultralight and look up towards the sky, a smile emerges from deep inside "I can fly, I can fly!"
TCS

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Airport owner, Wayne Reed out checking in on the flight line and the participants of this year's UCanFly2 Fly-In. See story on page 6.

Cover Photo: Peter Wallace, DPE/ DPIE, with wife Charlene. Photo by Greg Sweeney, a professional photographer being flown by Wayne Reed. See the story on page 6. Also see article on Greg page 16.

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FROM THE TOP

The New Season



From February, we look forward to the new season and a restart of sorts. Here we are at a brave new world. For the first time ever, a new pilot can buy an aircraft for under \$19,000 and become a pilot and start carrying passengers with as little as 12 hours of training. (For airplanes, those numbers are \$32,000 and 20 hours.)

There have often been cries for the old days when ultralights cost \$10,000. Well remember that cars cost \$6,000 back then and what do they cost today? Everything costs more as time goes on and including aircraft.

An estimated 2,000 pilots already have the rating of Sport Pilot and over 8,000 existing aircraft have transitioned to Experimental Light-Sport Aircraft. Over 60 manufacturers have completed Special Light-Sport Aircraft ready for sale. Of those, six Powered Parachute manufacturers have completed the process.

While the first SLSAs were high dollar, costs are coming down. And as we get more manufacturers that are the true “low and slow” types, prices will drop. M Squared is an example.

My point is, now we can get on with the fun of the sport, “flying”. There are places to go and flying to do. Where are you planning on flying for the next season? Are you planning on ASC Nationals in Olney, TX? Also, there are many locations for just fun flying such as Pine Island on the Gulf Coast of Florida with Wayne Reed. If you have a great flying site, write up your data like in the Pine Island Article. Here is your chance tell the world about your favorite flying sites.

Let's go. Keep'em flying

Jim Stephenson



Next to the Top!

*Reflecting the pulse of the organization
and the community of our readers.*



Many changes are afoot as this magazine goes to the printer. We will have passed the deadlines for the transition from ultralights and ultralight trainers to experimental aircraft. Hopefully you all will have made the transition safely.

We have some changes that we are making to the format of this magazine also. We have added a travel section to the magazine. "Aero-Travelogue, Your Plane Vacation."

How many of us want to be able to travel to some new and exotic location and know what facilities are available? Will there be space for us to fly? Will they be accepting of our choice of aircraft? What about lodging and amenities? In this new section we will attempt to cover that for you.

So...if you have a unique travel destination or a favorite place, contact us with the information. I'm sure that there will be others that would love to hear about it and be able to try out that new flying location.

Now for the first Aero-Travelogue we take you with us to visit beautiful Pine Island Airport for the second annual UCanFly2 Fly-In. Hosted by Paul Czarnecki and Wayne Reed of Pine Island Airport.

Starting out as mainly a fly in for powered paragliders, this little fly in grew this year, when it was decided to open it up to a nearby club, the "Lo and Slo Flyers" of nearby Punta Gorda and Port Charlotte area. It grew and grew from the five or six pilots of last

year to over fifty pilots of all types this year. Powered paragliders, trikes, light sport planes, to general aviation were all on hand to celebrate and usher in this new year and hopefully a renewed spirit for ultralight/light sport aviation. If this fly in is any indication look for this new year to be great!

As for the rest of the magazine this month, we have Marty whose topic this month is mounting those communication devices. Something that all of us worry about, best not to drop that expensive radio out of the aircraft, but desiring to have a set-up that can be taken in for security. Look to Marty for that innovative solution to this problem.

Russ Miley's article this month "Beyond the Rating", goes into the details of airspace. Now that you have your Sport Pilot ticket, how do you get that next step that allows you a little more freedom?

Follow Russ' guide and you will be navigating the airspace like a pro in no time. All you will need is a CFI and some time.

Finally, Grant Smith takes us on an International Tour and looks into some of the factors affecting our market and the sport. Interesting reading.

So as always, fly, fly often and always fly safe.

Blue Skies,

Deb S.



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AERO-Travelogue

“Your Plane Vacation”

BY
PAUL CZARNECKI

2nd Annual UCanFly2 Fly-In Pine Island, Florida

Would you like to attend a fly-in at a special place that makes you feel right at home no matter what type of aircraft you have? From 27 December 2007 ~ 1 January 2008 Pine Island Airport in Bokeelia, Florida (1FA3) was the center of paradise for 50+ visiting pilots at a fly-in hosted by UCanFly2.

Some came from as far away as Canada to enjoy the sport of Powered Paragliding and Ultra-light flight in this southwest Florida setting. While getting out of the cold, frozen tundra and soaking up the Florida sun may have been a factor in our Northern friends visit, I think it has more to do with the emergence of the sport. There are an estimated 3000 PPG pilots in the USA; a full 2% attended this event.

The surrounding Gulf Coast provided fantastic flying conditions and the friendly people did the rest to hook everyone into relaxing and enjoying the island's lifestyle. With a twenty-seven hundred foot (2700') grass airstrip for the big boys and a 6-acre launch area for the FAR 103 machines, this little gem of an airport was ready for the event.

Pine Island Airport is located in southwest Florida (26

39' 22.26N / 082 07' 16.33W) nestled between Ft Myers, Sanibel Island and Boca Grande - the tarpon fishing capital of the world. Site seekers are rewarded moments after take off – Cayo Costa and Boca Grande are visible if taking off to the West. Matlacha and Ft Myers are visible if taking off to the East. One quick look at the FAA sectional will show you that Pine Island Airport is surrounded by prime destinations that are only a short flight away. Miles and miles of white sand beaches along the islands provide the perfect highlight to the brightly painted beach houses and vibrant sunsets.

The island is an “artsy community” with many arts & crafts shops, restaurants, bed and breakfasts, and motels with a water view. The causeway to the Island is called Matlacha and is known as a “Little drinking town with a fishing problem”.

Notable attendees for this fly-in included: Jim Stephenson - President/CEO - Aero Sports Connection, Jeff Goin - President - United States Powered Paragliding, Eric Dufour - multiple International grand champion / PPG pioneer, Chris Bowles – USPPA Administrator & Fresh Breeze importer.

The following pilots were available to provide fixed-wing rides/intros, Russ Miley in his Euro Fox, Tim McTeage in his Maule. Chris Bowles and Eric Dufour, each having a Fresh Breeze XCitor offered powered Parachute rides. I (Paul Czarnecki) offered foot-launched tandem PPG instruction.

Everyone enjoyed the nightly campfire and movie on the big screen in the hanger as well as being able to purchase breakfast and lunch right on the field.

To really appreciate what is going on at Pine Island Airport a little background is in order; Wayne Reed purchased the airport in 2002 and developed the facility into a thriving two-instructor flight school and 3 buildings that housed 20 T-hangers. Mother Nature had other ideas and in August 2004 Hurricane Charlie destroyed the airport. Wayne is a light sport pilot and has been busy laboring to return the facility to its former glory. With help from his friends and the "Low & Slow Flyers" ultralight club, one hanger building has been

CONTINUED PAGE 8





Wayne renews his invitation to members of groups like ASC (Aero Sports Connection

rebuilt that is capable of berthing 7 planes. There is room for your favorite craft as currently only 4-fixed wing aircraft call this home. The T-hangers are 36' deep x 40' wide x 10' high and are sized to allow most single engine airplanes.

During the fly-in visitors and locals alike were invited to attend no cost seminars. These discussions and demonstrations explored the many facets of flight and were held in the hanger.

Pine Island shines and the location is great. Its people are warm, friendly and happy to see you. Visitors are welcome and encouraged to choose from a wide variety of non-flying activities that are available nearby. Look for 3 or 4 events per year – don't miss out!

www.aerosports.org) EAA (Experimental Aircraft Association www.eaa.org), USUA, (United States Ultralight Association www.usua.org), USPPA (United States Powered Paragliding www.usppa.org) and similar groups to enjoy his facility and local offerings.

If you would like to know more please visit: [www.PineIsland Airport.com](http://www.PineIslandAirport.com) and www.UcanFly2.com. Contact Wayne at Wayne@PineIslandAirport.com or Paul at Paul@UCanFly2.com

For information on Pine Island
www.pineislandchamber.org.



Pine Island Airport in beautiful Bokeelia Florida



(PHOTO LEFT) PARAGLIDER
ENJOYING A BEAUTIFUL
FLIGHT. (PHOTO RIGHT)
AERIAL VIEW OF PINE
ISLAND AIRPORT DURING THE
HEIGHT OF THE FLY-IN.

AERO-Travelogue

Your Plane Vacation

LOCATION: PINE ISLAND, FLORIDA

(ABOUT 8 MILES WEST OF CAPE CORAL)

LOCAL FLIGHT SIGHTS TO SEE: THE
ISLANDS, BEACHES, MANATEE, RAYS,
DOLPHINS, SHARKS

GROUND ATTRACTIONS: ART GALLERIES,
SHOPS, BOATING

AIRPORT: PINE ISLAND AIRPORT (1FA3)
TYPES: AIRPLANE, WEIGHT-SHIFT CONTROL,
POWERED PARACHUTE, POWERED
PARAGLIDER

GPS COORDINATES: 26 39' 22 N, 082 07'
16 W

RUNWAY ACCESS/LENGTHS: 9/27: 2700
FOOT, RECTANGLE 600x600

CAMPING: ON THE FIELD

HOTELS: PINEISLANDCHAMBER.ORG

FOOD SERVICES: RED'S 2 MILES, CAPTAIN

CON'S 5 MILES, TARPON LODGE 2 MILES
COURTESY CAR AVAILABLE (ON ISLAND USE
ONLY).

CONTACT: WAYNE REED, OWNER

PHONE: 239-283-9898

EMAIL: WAYNE@PINEISLANDAIRPORT.COM

WEB: PINEISLANDAIRPORT.COM

BEST SEASONS:

WINTER/SPRING/SUMMER/FALL
(TEMPERATURES MODERATED BY GULF)

COSTS TO FLY: NO RUNWAY FEES, BRING
YOUR OWN PLANE

FUEL AVAILABILITY: LOCAL GAS STATION 2 ½
MILES, AV GAS CHARLOTTE CTY AIRPORT
~25 MILES

**ESTIMATED 2 DAY VISIT COSTS (NOT
INCLUDING TRAVEL):** ~\$200





Beyond the Rating Transitioning Class D Controlled Airspace

BY
RUSS MILEY ASC FIXED WING DIRECTOR

Fixed Wing and Training Wing

You've done it! You are now a Sport Pilot. You can't stop beaming when you show off your new FAA Sport Pilot certificate. It's time to enjoy your well deserved sport pilot privileges. You are now entitled to nearly all of the freedoms of a Private Pilot when flying in your light sport aircraft. The sun is shining and the weather report looks great for a day trip.

After calling 1-800-WX-BRIEF and speaking with a weather briefer you decide an exploration trip is in order. With a current sectional chart in hand you decide to head to the Florida coast and fly the coastline for fifty miles or so, then traverse the state to the other coast for the round trip home. It is great living in Florida you muse, as it is less than an hour and a half by sport plane from coast to coast. You should be home by dinner and be able to see more of your state than ever possible by car in a fraction of the time.

On the chart there is no shortage of airports with fuel for your Rotax engine but wait... to fly the coastline for even a short trip you will collide with several airports with a blue dashed circle around them which is..... that's right...class D or Delta airspace. In fact both coasts are dotted with Class D airports and the Delta airspace that surrounds them extends further out into the ocean than you would want

to safely fly around.

From your recent pilot training you know that you can fly over the top of these busy airport's controlled airspace which has a ceiling of twenty-five hundred feet above the surface, or fly around their 8 nautical mile cylinder without talking to anyone. But that would interrupt your low altitude coastal sightseeing mission and add to your fuel consumption.

With class D training from your local CFI and a logbook endorsement to confirm your training completion you can simply talk to the ATC specialist manning the control tower and fly right through the delta airspace usually at your current altitude saving fuel and time. You will have the increased safety of another set of trained eyes from the tower but you are still required to 'see and avoid' the local traffic. The controller will be happy as he/she will be talking to you. This increases the safety of all pilots flying near his/her airport. You shouldn't need to interrupt your sight seeing mission by climbing as you had flight planned to fly at 1000 feet above the water, with the beach as an emergency landing spot if the trusty motor quits. You decide it is time to call your CFI and make an appointment to get some Class D training before you embark on this coastal sight-seeing mission.

The sport pilot rating does not allow a pilot to take-off, land or fly through airports with an operating

control tower without the required additional training to learn the towered airport procedures and regulations. Once your Class D training is complete your Sport CFI will endorse your logbook adding the privilege of transitioning, taking off or landing at any class D airport to your Sport Pilot rating. Your airplane needs only to be equipped with a working aircraft transceiver which is a small investment of around \$300.00 including an external antenna.

Any airport that is busy enough to require a costly control tower and a staff of well paid controllers to man it should be taken seriously as there will be traffic, often difficult to spot jet traffic above, in and around that airport within a ten mile radius. Sure the regulations say you can legally fly over delta airspace without talking to anyone. However without an operating Mode C transponder in your aircraft the local jet aircraft's collision avoidance equipment will not detect you and the airport's controllers will not know how high you are, adding an extra measure of stomach acid to their daily dose of heartburn and add unnecessary risk to your flight and that of others.

It is really quite simple to transition though 'the Delta' (airspace). Your class D training will teach you that when you are fifteen miles away from the airport, you should dial up the automatic terminal information service (ATIS)

frequency listed on the sectional chart for that airport. You then listen for the current local barometric pressure and dial it in so your altimeter is synchronized with other aircraft flying in the area. Note the letter code of the current ATIS broadcast which changes with each updated report, for example letter E which is broadcast as “Echo”. When you are ten miles away dial up the control tower frequency which is listed on the sectional chart following the letters “CT” and listen to get an idea of the amount and direction of traffic in the area. At seven miles out call the tower and state your cardinal compass position from the airport (N, NE, E, SE etc), altitude and intentions. Advise the controller that you have listened to the ATIS and freshened up your altimeter by stating “with information Echo” and then listen carefully for your tail number and any instructions. That’s it! If your logbook is properly endorsed you can then transition through the class D airspace unless directed otherwise by the tower controller.

Many LSA do not have a transponder. If your aircraft is not transponder equipped it is important to say “negative transponder” in your initial call-up as your radar image will be much more difficult to see and you want the controller to know that. If you are flying an aircraft that cruises slower than 70 mph such as a trike, PPC or slower fixed wing, you should also state your approximate airspeed converted to knots, so the controller can plan when you will arrive into his/her area and be able to judge about how long you will remain in their airspace.

A typical announcement for your aircraft N11AT cruising at 65mph at 1,000 feet MSL might be: “Paradise tower, Light Sport one one Alpha Tango, 7 miles southeast, one-



RUSS MILEY, SPORT CFI, POSES WITH HIS NEW SLSA 2007 EUROFOX. HE'S READY FOR INSTRUCTION WHENEVER YOU ARE.

thousand, negative transponder, with information Echo, sixty knots, transitioning the delta airspace to the northwest.” After the tower controller replies with your tail number then you have officially made radio contact which is the only requirement to enter the class D airspace. Unless directed otherwise by the controller you can then enter the Delta airspace and maintain your current heading and altitude and pass right through. How simple is that? I would suggest transitioning above the local TPA (traffic pattern altitude) to reduce the chance of conflicts.

You may be advised to report any altitude or course changes which is a good idea to do anyway especially if your aircraft is not transponder equipped. It still remains your responsibility to avoid a collision with another aircraft just as you would at a non-towered airport.

You acknowledge each communication directed to you by the controller with a ‘read-back’ followed by your tail number. This informs the controller that you have accurately received his/her transmission and will

comply. You must comply with whatever instructions you are given unless it would cause you to violate an FAR or compromise safety. If you are in disagreement suggest an alternative to the controller.

Now that was easy wasn't it? Less than three minutes of your time to listen and talk saved you fuel, time and inconvenience and increased safety. It is rewarding when you work with the tower controller. The controller's job is to accommodate your flight and to aid in the safe expeditious flow of all traffic in their airspace regardless of aircraft type.

With a bit of additional training there is no need to fear or avoid towered airports which greatly increases the usefulness of your LSA regardless of what type you fly.

Russ Miley is regular contributor to ACM magazine. He is a Sport CFI, airplane land/sea, instructing in Northwest Michigan and Southwest Florida in his plane or yours. Contact him at 231-620-0083.



Straight and Level Talk

Take it With You When You Go



BY

MARTIN D. IGNAZITO

Some suggestions for assembling all your intercommunications and radio gear into a single package you can carry with you from plane to plane or where ever you might want or need to carry it.

Recently I acquired a pair of ANR headsets and a new intercomm and radio to go with them. In addition to the headsets, wires, etc., this whole setup consists of four pieces of main equipment. Two ANR modules, the intercomm and the radio. This presented a significant mounting problem. In addition I own two PPCs and wanted to use them for either one. Others with similar situations might desire the portability I needed and instructors might like to use the setup they like best for all instructional situations like say both in their own plane or a students plane.

I decided to mount all the main components on a single "board" with provisions for mounting on any plane and also for neatly stowing cables, power supplies etc. I used some 1/4" thick PVC I had on hand and cut a board to fit all the pieces I needed to have for my system. Other materials would work as well e.g. plywood, metals, etc. My system is shown in the following picture:

From left to right the items are, ANR module 1, ANR module 2, intercomm, radio, radio interface cable for intercomm. As seen here the board is setup for internal battery operation. The interface cable is secured with zipties thru holes drilled in the board like those seen on the lower edge of the board which could be used for power supplies and other wiring items. The large holes are for bungees, Velcro straps etc for mounting to a plane.

Obviously everyone's equipment and needs will be different in detail and I only show my setup to give everyone an idea about how to make their own board or other mounting base. With this arrangement you can move your entire outfit from plane to plane or even take it home for safe storage between flights or for dry, secure winter storage. Items can be attached with screws thru the back in the interior of the item like the ANR modules and intercomm shown or a holder can be made like the one shown for the radio. This holder is attached to the board with screws with holes and channels provided to secure the radio with zipties.

What I show here is the basic idea. You will have to come up with your own setup to suit your equipment and needs.

Be well, do good works, fly by the rules and above all fly safely. If you have questions or comments feel free to call or write me.



Marty Ignazito
217-348-1525
Mdipe@consolidated.net



So as a Tribute My Friend...

This December 1st ASC lost a friend and trusted advisor and the flying community lost a loyal supporter of all flight in Bob High. Bob High married Gayleann Crowell Boyer on June 19th, 2003. Together they ran Boyer Flight Park, supported by their children and grandchildren. He was a Basic Flight Instructor at Boyer Flight Park.

All those that had the pleasure of meeting Bob will understand just what a loss this is to the flying community. Bob was a wonderful caring individual that was a supporter of all that flew. Whether he was flying his Quicksilver single place, he lovingly called Little Red, competing in the many competitions that were held at Boyer Flight Park to training in Big Red (the two place trainer that he inherited the use of when he married Gayle) he brought compassion and caring to the sport and all that knew him.

Whether you had just met him for the first time to knowing him for years, there was such a soft-spoken easy manner about him that made you feel at home instantly. Bob and Gayle both referred to the flying community as family and to all you flyers who have been to Boyer Flight Park, you know that this was not merely words, it was "family" when you were at Boyer Flight Park. The flying community has truly lost a dear friend, a caring supporter and a great human being when we lost Bob High.

Bob belonged to several flight organizations including ASC, USUA, EAA, and the club based at Boyer Flight Park, the Heartland Hawks. He enjoyed hunting, fishing, flying, reading, drawing, and photography. He enjoyed taking local school children the Shrine Circus in Indianapolis. The pride and joy in his life was spending time with his grandchildren, a regular at school, volunteering time for many projects.

Bob was a veteran of the United States Army serving during the Vietnam Era. He also retired from the United States Coast Guard, serving during Desert Storm. He had been a law enforcement officer serving with Purdue University, Riverside California Sheriff's Department, Los Angeles Police Department, and the White County Sheriff's Department. He retired from law enforcement in 2004. He also piloted the Madam Carroll, a riverboat out of Monticello, for a number of years.

He was a member of the Monticello Christian Church. He was a dual member of Libanus Lodge #154 and Royal Center Lodge #585 F&AM. He was Past Master three times. He was also a member of the Crystal Chapter #165 OES where he was a Past Worthy Patron.



He was a member of the Long Beach Scottish Rite, Long Beach, CA. He was a member of the Murat Shrine, Indianapolis, and also the White County Shrine Club.

So, as a tribute my friend...

High Flight

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, - and done a hundred things
You have not dreamed of -
wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air...

Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark, nor even eagle flew -
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God

-author John Gillespie Magee RCAF

John Gillespie Magee jr. was an American pilot and poet. He was born in Shanghai, China in 1922 to an American father and a British mother who worked as Anglican missionaries. John was educated at the American School in Nanking, China. In 1931 he moved with his mother to Britain where he continued his education at St. Clare's, Kent and then at Rugby School where he won the schools poetry prize in 1938.



Exemption Released to Extend Date to Obtain Airworthiness Certificate

ASC Club Wing

The FAA's Decision

In consideration of the foregoing, I find that a partial grant of exemption is in the public interest. Therefore, pursuant to the authority contained in 49 U.S.C. §§ 40113 and 44701, delegated to me by the Administrator, Aero Sports Connection, Inc., is granted an exemption from § 21.191(i)(1) to the extent necessary to allow members of ASC to obtain an airworthiness certificate for their light-sport aircraft under the provisions of that paragraph after January 31, 2008, subject to the following conditions and limitations. The petitioner's request for an exemption from § 61.431 and for an extension for an extension of Exemption 6080 is denied.

Conditions and Limitations

1. An aircraft issued an airworthiness certificate in accordance with the provisions of this exemption must not have previously been issued a U.S. or foreign airworthiness certificate or meet the provisions of § 103.1.

2. Upon application for an airworthiness certificate, a person who seeks to exercise the privileges of this exemption must provide evidence acceptable to the Administrator indicated that the aircraft has been registered in the United States with an effective date of registration on or before January 31, 2008. In accordance with § 47.39, the FAA considers the effective date of an aircraft's registration to be the date the FAA's Civil Aviation Registry receives the documents required by §§ 47.33 or 47.35. If an applicant is unable to provide such evidence, the applicant may alternatively provide evidence acceptable to the Administrator that an Application for Aircraft Registration was received by the FAA's Civil Aviation Registry for that aircraft on or before January 31, 2008.

3. Any person applying for an airworthiness

certificate for an aircraft under the provisions of this exemption must present a copy of this exemption at the time of application for the airworthiness certificate. The applicant must also provide evidence that he or she is a member of ASC and authorized to exercise the privileges of this exemption.

4. A person whose aircraft has been registered in the United States must not operate that aircraft until the aircraft has been issued an airworthiness certificate and the applicable requirements of 14 CFR have been met. A person may not operate an aircraft that exceeds the parameters of § 103.1 unless it has been issued an airworthiness certificate or is operated under an exemption to that section.

5. ASC must provide the FAA with a list of those members seeking to exercise the privileges of this exemption and a list of those members whose aircraft have been issued airworthiness certificates under the provisions of this exemption since the previous list was submitted. Each list shall contain the person's name and address and the make, model, and registration number of aircraft for which an airworthiness certificate is sought or has been issued. These lists will be submitted quarterly to the FAA's Light-Sport Aviation Branch (AFS-610) on or before the last day of March, June, September and December while this exemption remains in effect.

This exemption terminates on January 31, 2010, unless sooner superseded or rescinded.

This is an excerpt from the twelve (12) total pages that encompass the exemption. Those wishing to use this exemption will need the 12 pages plus a cover page from ASC to use the exemption. See www.aerosports.org for additional information.



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ASC Files for New Two-Place Training Exemption

December 15, 2007 - Extension and Revision of Exemption 8330a to cover Powered and Unpowered Ultralight Two-Place Operations

This is a formal request for exemption to 14 CFR 103.1a such that ASC recognized pilots may operate two-place ultralight vehicles for purposes of sport, recreation and other purposes. The exemption will apply for vehicles that in all ways meet 14 CFR 103 except that the additional occupant is harnessed to the craft or pilot.

ASC is a national non-profit tax-exempt corporation, which supports aviation safety and development through programs of registration, training and education. ASC covers all types of powered and unpowered aviation. With a national magazine, an existing instructor network, and vehicle registration, ASC is uniquely defined as the broadest most active organization directly supporting light aviation in the United States.

Sport Pilot and Light-Sport Aircraft do not cover these issues.

ASC has been involved in the development of Sport Pilot and Light-Sport Aircraft from the beginning. Throughout this process, it has been the FAA position that light aircraft that meet 14 CFR 103 except there is a student/passenger harnessed to the craft should not be part of Sport Pilot. To that end, the community has been developing an ASTM set of standards to provide a structure for both the qualification of pilots and the administration of the program.

This exemption is not the old two-place exemption. It does not address aircraft that weigh more than 254 lb. This specifically addresses only the paraglider, powered paraglider, hang glider and powered hang glider types that cannot and will not be serviced by the Sport-Pilot/Light-Sport Aircraft rules.

When these standards are complete, they will supplant this exemption. However, the standards are not now

complete and will not be done before the existing exemption 8330 expires. The community has now depended on this approach such that there is no alternative. If they wanted to bring these craft into the airworthiness systems, it could not be completed before January 31, 2008. That means this plan is locked in place. Part of that plan is releasing a renewal of this exemption to continue operation in the near term. Therefore, we are submitting this request of exemption.

As the community ASTM standards are completed, it is understood that operation will transfer to the FAA accepted ASTM standards. We are depending on those FAA agreements to now release an appropriate extension to further the process.

In the Public Interest

This request has been demonstrated to be in the public interest. Without this exemption many pilots will be unable to continue operation while having followed FAA direction not to come under Sport-Pilot/Light-Sport Aircraft. Until such time as the community completes its ASTM Standards for light operation, this exemption is the only alternative.

We further request that consideration be given to nonpublication of the summary of this petition based on 14 CFR 11.87 which recognizes granting of similar requests and the pre-planning process that have set this path before us.

If you would like to comment please go to:

www.regulation.gov There, in the search, in item one, click to the right all documents, then go to item 4 and click docket ID, then go to search for and type "FAA-2001-10583"

You may download the current comments, watch the dates. Then you can comment by clicking the comment balloon to the right

The following articles on pages 15 and 16 are taken from the January issue of the "Dogs Bark" the newsletter of ASC Club #1 the Barfing Dogs of Niles, Michigan. John Chapman is the Editor.

PILOT JOHN CHAPMAN FLYING HIS AERONCA CHAMP. (ASC PHOTO FILES)





Gregory Sweeney's first underwater photography experience was when he was 7 years old. With the family camera in a shoebox, a hole for the lens, and the box covered in clingwrap, he

entered the water. Needless to say, it flooded and his parents didn't take it too well. Despite this minor setback, he persisted, using imagination and building experience, so that he could share the underwater beauty and its magic with everybody.

With a degree in wildlife management and recreation, Gregory has worked for several years as a wildlife biologist/park ranger for the National Park Service in North America. He believes in promoting a healthy attitude toward marine life through education and public awareness.

Gregory is a member of the Underwater Photographic Society

of New Zealand and Save the Manatee Club. He has received many international awards for his images. His articles and images have appeared in several magazines including Dive New Zealand. Through his writing and images he hopes to encourage others to protect the oceans and their intrinsic beauty.

www.gregorysweeney.com
and

www.AfricaWildSafaris.net
Perhaps you'd like to travel to Africa...be sure to check out Greg's websites. Here's another picture to

CONTINUED ON PAGE 17

EAA Files Exemption for E-LSA Conversion Process

*Backlog indicates more time
is needed*

December 20, 2007 — On behalf of EAA members who are still trying to meet the upcoming deadline, EAA submitted an exemption request this week that, if approved by the FAA, would allow owners of two-place, or "fat" ultralights the opportunity to complete the airworthiness certification process of their vehicles to the experimental-light-sport aircraft (ELSA) category after the January 31, 2008, deadline. In the request, EAA asks that owners who have submitted their aircraft registration (n-number) application to the FAA Aircraft Registration Branch and it has been entered into the FAA system on or before January 31, 2008, be allowed to complete the process, including issuance of an airworthiness certificate, beyond the deadline.

The FAA has repeatedly stated that the conversion deadline will not

be extended, but this exemption request seeks to address the large backlog of applicants awaiting airworthiness inspections for their aircraft. "We felt an exemption request was the right thing to do for our members," said Earl Lawrence of EAA's vice president of industry and regulatory affairs. "The last thing we want to see happen is they end up with an expensive 'lawn ornament.' More time will help solve the problem." The latest figures (as of November 30, 2007) show that there were 4,273 E-LSA registered but not yet certificated, compared to 3,870 already-certificated aircraft. The backlog has outpaced the ability of FAA inspectors and designated airworthiness representatives (DARs) to perform inspections before the January deadline.

"We've been closely monitoring the situation, especially during the second half of 2007 with the approaching January 2008 deadline," said EAA's Joe Norris, who is also a DAR. "We were hoping that the backlog would start to shrink as we got into the fall, but that has not been the case. An exemption would

provide more time for FAA inspectors and DARs to deal with the volume."

If approved, the exemption request would not only provide additional time for those already registered but awaiting inspection, but would also provide relief for those facing certification issues beyond their control (i.e., severe weather preventing DAR travel, shortage of critical flight safety components from manufacturers, etc.) to complete the certification process beyond the deadline.

The forms (FAA form 8050-1 & 8050-88A) are available at your local Flight Services District Office (FSDO), and are also included in EAA's E-LSA Conversion Kit (Member price \$12.99 plus shipping.) The EAA kit has everything needed to convert an ultralight vehicle to the new experimental-light-sport aircraft category including a 15-page Step-By-Step Conversion Guide that walks you through the entire process



CONTINUED FROM PAGE 16

entice you. By the way, they also use ultralight aircraft to sightsee.



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The International Growth of Aviation on a Budget

BY
GRANT SMITH
ASC DESIGN AND SOARING WING DIRECTOR



ASC Design and Soaring Wing

It appears that Light Sport Aviation is in full operation. By now, nearly all of the ultralight trainers and heavy or fast ultralight aircraft have been converted to Light Sport or relegated to the parts bin or junkyard. There is a more than ample supply of Light Sport aircraft manufacturers and reports indicate that most aircraft are selling relatively well.

Cessna Aircraft, the world's most prolific aircraft producer, has committed to joining the ranks of LSA manufacturing companies and will become the first US aircraft manufacturer to partner with a Chinese company to manufacture a complete aircraft. That aircraft is the Cessna 162 SkyCatcher, a 2-seat Light Sport airplane. The aircraft will be manufactured by Shenyang Aircraft Corporation in Shenyang China and imported into the US after assembly and test flights are completed in China. It is planned that US manufactured components such as the Continental O-200 engine and Garmin electronics will be shipped to China for installation. Cessna has been working with Shenyang Aircraft since 2003.

Cessna executives estimate they will be able to save \$71,000 USD per airframe by contracting

with Shenyang Aircraft Corporation for production, assembly and test. Cessna currently has 900 dealer orders for the 830-pound empty weight aircraft with a base price of \$109,500. Base price on a four seat C 172, currently Cessna's lowest price model, is \$219,500. Note that a step up from the SkyCatcher to the 6 mph faster four seat 172 costs an additional \$110,000.

Although Cessna will market the SkyCatcher domestically, they have a large and ready market in the Far East. China Aviation Flight School is one of the world's largest flight schools and a major Cessna customer. They presently train 1,200 students each year in a fleet of 233 airplanes including 117 Cessna 172s and 6 Cessna CJ jets. The fleet will be expanded with a large number of SkyCatcher aircraft. The strict weight limitations imposed by the US FAA on Light Sport Aircraft are not as significant for the Chinese, as the Chinese people are in general of smaller stature. In addition, the 1,320 pound gross weight limit imposed by the US FAA is not binding in China. The SkyCatcher's gross weight limit could be raised for sales outside the US if permitted by the aircraft's design specifications. Cessna anticipates that a large percentage of the production SkyCatcher aircraft will remain in Asia and the Pacific rim as a part of the expanding civil aviation fleet in China, India, the

Philippines and other countries in the region that are developing a culture of civil aviation.

The Chinese have a history of aerospace development and are in the process of modernizing their capabilities. Boeing and Airbus, both manufacturers of large commercial aircraft, have for years utilized Chinese suppliers to manufacture parts and assemblies but neither has relied on the Chinese to manufacture, assemble and test an entire product line of their aircraft. Other prominent aircraft manufacturers have also purchased parts and components from China.

The Chinese are determined to have a capable aerospace industry and will be prominent in developing light aviation products. They are not limited by the ASTM standards that those of us in the US must comply with for a commercial product nor are they bound by our FAA limitations in their domestic markets. They are established in the global aviation market place and will become much more influential in the future. They are in a position to do to the US aviation industry what the Japanese auto companies have done to the US auto industry.

We, as US citizens, are fortunate that Shenyang Aircraft Corporation has chosen to partner with Cessna. Cessna's strength and global market can be expanded by this partnership. However, Cessna and other US companies must continue to innovate and develop

new products if they are to maintain a leadership position in world aviation.

Cessna was able to enter into this agreement because they are the world leader in general aviation. Their strength has been built over many years and is at least partially due to incorporating new ideas into their products. Cessna Aircraft Company has built over 190,000 aircraft since it was originally established in 1927. Cessna was building all metal aircraft while Piper and others were using wood or tube and fabric. Cessna incorporated the high lift Fowler flap while others continued using the plain or slotted flap. These developments, initiated in the 50s, along with good management and marketing helped to propel Cessna into their present position of strength.

Cessna has continued to maintain their strong position because of their timely acceptance of new products developed by others. Lear was first with the business jet but Cessna followed with the Citation Jet (CJ), a product that has carried the company for the past several decades. Today, Cessna oversees the global fleet of more than 5,000 Citations. It is the largest fleet of business jets in the world.

Cessna is likely to continue their position of world leadership. They will do this by merging with other companies to provide products the world needs. Other companies have pioneered the use of composite materials in aircraft structures and have been gaining market share. In defense, Cessna has recently purchased a composite aircraft manufacturer and is working on the NGP (Next Generation Piston) concept aircraft. The NGP is intended to maintain Cessna's market dominance in the light plane market. Cessna Aircraft Company is backed by a strong international corporation. It is a division of Textron



Incorporated, an \$11 billion multi-industry company operating in 32 countries with approximately 40,000 employees. Other well-known Textron divisions are Bell Helicopter, Lycoming, Fluid & Power, Textron Systems and Textron Financial Corporation.

Large US corporations cannot maintain the US as a leader in aviation technology on their own. They depend on the ingenuity of individuals to make pioneering developments. Cessna is not known for their involvement in basic research. They prefer to leave the inventive effort to smaller more flexible entities and depend upon individual initiative and the free market to support those activities. Cessna's use of the Whitman type spring steel landing gear is an other example of how Cessna has succeeded by adapting technology developed by others into their product.

We in the USA are proud of the fact that the Wright Brothers, two bicycle mechanics from Ohio, were able to fly 120 feet in 1903. Prior to 1903, the French were leaders in aviation. They obtained that status due to the efforts of the Montgolfier brothers, Joseph and Jacques, inventors of the montgolfière globe aérostatique or hot air balloon. The Wright Brothers accomplishments put the US in a position of aviation leadership. If we are to maintain that

position, we must continue to innovate. There is a market for continued innovation.

Prior to the Montgolfier brothers, the sky was a forbidden domain for humans. The sky was the playground of the birds and we were envious of their capabilities. The balloon and the dirigibles that followed opened the skies to human conquest. Although the sky was conquered, it was not our domain. Balloons and dirigibles were expensive, awkward, and limited in capabilities. The bulk, cost and lack of utility limited their application to very specialized use.

With the invention of the heavier than air flying machine, the dream of mastering the sky, as the birds do, was one step closer to reality. However, even today flying remains only a dream for a majority of the population. There are only about 500,000 pilots in the US. At last count China had less than 13,000 non military pilots, but that number is rapidly changing. China has 27,000 students enrolled in five civilian flight schools, and 13 scientific flight programs.

Not unlike the dirigibles and blimps, cost and complexity of aircraft operations limit their practical application in many situations. The SkyCatcher is Cessna's attempt to reduce some of those barriers, and production in China is a part of the equation. The SkyCatcher will demonstrate that the Chinese have the

CONTINUED ON PAGE 20

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ability to manufacture cost effective training aircraft and train large numbers of pilots.

What will those pilots fly after they are trained? Will they be military or civilian pilots, airline or general aviation pilots? Is a cost effective training aircraft the final product? A truly effective civil flying machine should be as practical and common as other modes of transportation. Neither the SkyCatcher or other popular light aircraft will make airplanes as common as the automobile, but it is reasonable to anticipate an invention that could revolutionize aviation and make flight the common method of travel. It is time to search for better aerial solutions.

Nature has demonstrated that flight is a practical and effective means of transportation, particularly for small, light-weight objects. Once flight is mastered, it generally becomes the preferred means for mobility. The species which masters flight generally becomes a dominant species.

At present, the bicycle is the most common form of wheeled transportation in China. Is it possible that one of the bicycle mechanics or manufacturers in China will use their skills to develop pioneering flight technology just as the Wright Brothers did in the US? Will someone design and build a powered aircraft to supplement the bicycle and motor

scooter that are so popular in Asia? Is it possible to reinvent the ultralight and develop it into a low cost practical aircraft for everyday use?

China has a lot of rural territory without improved roads and other infrastructure to support the growing transportation needs of the country. A small, light-weight, practical and inexpensive flying vehicle would be an enormous benefit for the country. Inventions are usually born from necessity and China has the need.

If the US is to remain in a position of aviation leadership, we need to recognize the market needs and develop our products before the competition finds their solution. At present, the US is in a good position to reinvent aviation for the global market and not just cater to the narrow scope of LSA. We have the technology, the knowledge and enterprising business culture to be leaders.

This is a rallying call to say that now is the time to start planning how we will change the face of aviation. We must develop affordable aircraft technology with utility and capabilities far superior to today's typical GA and LSA products. There are individuals, universities and companies in the US capable of developing the required technology. Revolutionary progress may be made if attention is focused outside the strictly defined GA and LSA markets. If the US fails to lead in developing the new technology, China is rapidly developing

necessary infrastructure and may one day become the recognized world leader in aerial transportation. Watch for future issues of Aero Connections to present concepts and products that are intended to achieve the goal of making flight more practical and affordable.

Information for this article was obtained from the Cessna web site and the November 28, 2007 issue of the Wall Street Journal.

The Chinese have an inventive spirit a long history of developing leading edge aviation technology.. They were probably the aerospace leaders centuries ago when they invented kites and rockets. Chinese military records report successfully employing a rocket division during the battle of Kai-Keng in 1232 thereby repulsing the invading Mongols. While President Kennedy is known for his handling of the Cuban missile crisis and his 1961 Declaration committing to put a man on the moon prior to 1970, the legendary Chinese official Wan-Hu is said to have made a similar declaration and voluntarily took part in the mission 700 years earlier.

The Legendary Chinese official Wan Hu braces for liftoff prior to his historic first flight attempt.

Picture wanhu from: <http://inventors.about.com/library/inventors/blrockethistory.htm>




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SUN 'N FUN 2007. (PHOTOS BY TOM SORRELS.)

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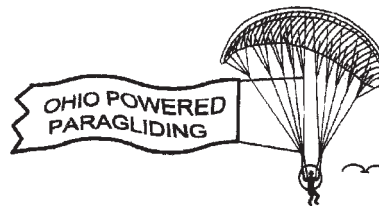
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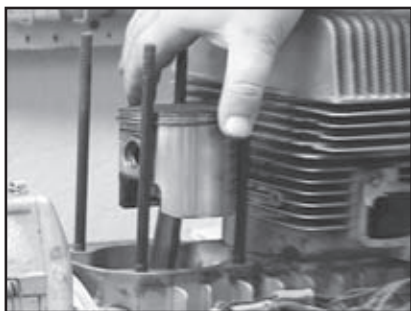
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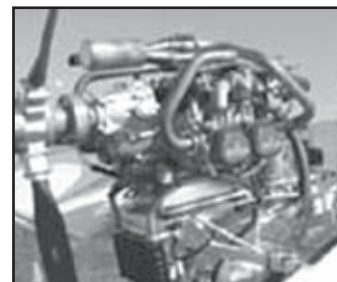
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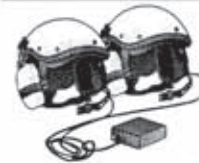
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