



# THE TIMES

**CAP/EAA BLDG., LEESBURG, MUN. AIRPORT**

**8507 Airport Boulevard, Leesburg, Florida**

**MEETS- 9 A.M. EACH 4<sup>TH</sup> SATURDAY**

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**<http://groups.yahoo.com/group/EAA534/>**

**SEPTEMBER** Members met at the Civil Air Patrol / Lake County Aviation Association / Experimental Aircraft Association Chapter 534 Building, the one being wrongfully squatted in by the City of Sneezeburg and their minion, airport mangler Charlie Weller. We had a presentation by multi-hatted member Paul

Adrien who was acting not only as Program Manager, but also as "presenter" for his interesting and informative talk about warbird derivatives of the Burt Rutan LongEZ design. Paul knocked two birds from the tree as this was a "test flight" of a presentation he made later to the rightful owners of the CAP/LCAA/EAA 534 Building, LtCol Dave Moseley's Lake Composite Squadron, CAP. Refreshments graciously served by Telephone Chair, Charlie Schnitzlein.



Warbirds at rest. Kermit Weeks' Fantasy of Flight Photo- Ed.

**MINUTES- EXECUTIVE COMMITTEE MEETING** We decided that we would engage in a telephone canvassing of our members, particularly those whom we haven't seen in some time, to see if there is something we are doing- or not doing- which is keeping them from attending our meetings. (feel free to contact the Editor by phone or email if you've got a bone to pick!)

We discussed having a Young Eagles event but concluded that if we did, it would have to be rather low-key since we are severely limited in the number of seats available.

Pro-rating dues for new members was considered. And, no, it won't apply to you present members if you decide to pay late!

We are at loose ends about having a Christmas dinner party this year and thought that we'd poll the members during our telephone calls to determine 1) if it is desired, 2) what sort of venue would be desirable (several have expressed an "anything but Italian!" attitude.... can you imagine?!), and 3) what sort of price would be considered a "maximum expenditure." One of the possibilities might be Hunt's End Inn in Mt. Dora. Suggestions welcomed. Call the Eddy Torr, the Editor.

**OCTOBER** Our meeting this month will be a tour of the LEE control tower. We will meet at the usual time of 9:00 AM on



Boiled p'nuts, museum.- FREE Jes' like EAA! Thomasville (GA) Fly-in Photo- Ed.

Saturday next, the 28th. We will meet at the "occupied territory," the **Civil Air Patrol / Lake County Aviation Association / Experimental Aircraft Association Chapter 534 Building** (with the kind permission of "The Man") and, following a brief business meeting, groups will be ferried to the tower for visits beginning at 9:30. The rest of us will have a golden opportunity to "jibber-jabber" about things aeronautical- or not- while others are getting the "red carpet" treatment at the tower.

The following article is from the *Wall Street Journal*, of Oct. 20, 2006

### ***FAA's 'Sport Pilot' Program Lowers Bar for Amateurs; No Medical Exam Needed***

By HANNAH KARP

**CORY LIDLE'S CRASH** into a New York building last week provided a stark reminder of the dangers faced by inexperienced pilots. But in one respect, it is getting easier for amateurs to take to the air.

Last year, the Federal Aviation Administration began issuing new "sport pilot" licenses. Compared with other basic qualifications, the license can be obtained with fewer hours of instruction and no medical examination. It allows the bearer to pilot light planes that fly slowly and are relatively simple to handle, and that tend to be flown away from high-traffic areas. But the system could also be used as a way for pilots who can't pass a medical test to return to the skies.

The new license requires as few as 20 hours of flight training- available for roughly \$2,800 to \$3,500 including lessons, plane

rental and fuel. It allows holders to take daylight flights with no more than one passenger in single-engine craft that go no faster than 138 miles per hour. Their planes must weigh less than 1,320 pounds when loaded with fuel and passengers.

Before these licenses were offered, anyone who wanted to fly lightweight aircraft could apply for a "private license"- like the one Mr. Lidle held- which required training for at least 40 hours, learning to navigate at night and by radio, ..and passing a medical exam. [The private license entitles pilots to fly more powerful planes, from private jets to Mr. Lidle's Cirrus SR20.] Another option, the recreational license, requires nearly as much training as the private license and makes pilots pass the same medical exam, but it restricts holders from flying more than 50 miles from their home airport.



**Your editor (left) at work-- OSH 90**

Photo (detail)- Jim Koeprnick, Sport Aviation, 9/90

### ***'Too Expensive'***

Luis Hoyos has wanted to fly since he attended a special aviation high school, but he never applied for a private license. "It was just too expensive," says the 46-year-old consultant for Home Depot who lives in Thonotosassa, Fla. "And I envision myself as a weekend flier anyway." Now he's working toward a sport license and plans to buy a light sport aircraft next year so he can fly to Cocoa Beach for golf or to Miami for weekends. "If I have to go any farther than Georgia, I'll buy a ticket."

The FAA began offering the licenses after more than a decade of lobbying by aviation-industry groups, eager to spark aircraft sales. The FAA and the Experimental Aircraft Association also hope the certificate will serve as a steppingstone to eventually create more commercial pilots. Last year, the FAA issued about 54,000 student-pilot certificates, down from more than 65,000 in 2000. So far, it has issued about 400 sport-pilot licenses since the program began, with 50 more pending.

As of September, this year's sales of light sport aircraft rose to \$18 million from about \$13 million in the same period last year, according to the Light Aircraft Manufacturers Association. Popular light aircraft - models that are heavier than ultralights - include American Legend Aircraft Co.'s Legend Cub, Flight Design USA's CT and Higher Class Aviation's Hornet. Prices start at about \$55,000.

Before the FAA's 2004 ruling to begin the program, critics argued that people who have stopped flying for medical reasons would use the licenses to get back in the air. The program's champions, the Aircraft Owners and Pilots Association and EAA, concede that many who sign up for sport-pilot training are licensed pilots who fear they'll fail their next medical exam.

*Claudia Cooke, an FAA-certified medical examiner and internist in Manhattan, says applicants who want sport-pilot certification need .only pass a basic vision test. Private pilots, by comparison, need a third-class medical certificate, which requires more rigorous tests. Disqualifying conditions include cardiac valve replacement, significant coronary heart disease and bipolar disease. Without a rigorous exam, Ms. Cooke says, there is no way of knowing whether the prospective pilots have medical conditions that "may render them a danger to themselves or others in the airspace."*

*Under current regulations, the FAA will not give out a sport-pilot license with knowledge that the pilot is unfit to fly.*

## **Nowhere Near LAX**

*A spokeswoman says the FAA decided to relax medical requirements for sport pilots because light sport aircraft are easier to fly. Sport pilots also aren't allowed near certain hubs such as Chicago O'Hare or Los Angeles International, nor are they allowed in Class A airspace - 18,000 feet to 60,000 feet above sea level, where jets and airliners travel. But in certain cases - with extra training, endorsement from an instructor and a transponder to communicate with air-traffic control - they are allowed in some parts of Class B airspace, from surface to 10,000 feet surrounding the nation's busiest airports. Those pilots would be permitted to fly, for example, in the corridor above New York's East River near where New York Yankee pitcher Mr. Lidle met his death.*

*Jim Pellien, who runs a one-week immersion course for sport pilots in Basye, Va., says he's more concerned about the health of drivers on the road. "Truckers only need a driver's license," he says. "But before sport-pilot licenses, you had to have a special medical certificate to fly a small aircraft less than half the size of an SUV. It seemed a little out of proportion."*

Opening and closing an article on Sport Pilot with mention of a spectacular accident is what I believe is called "damning with faint praise!" *Ed.*

**THIS IS YOUR CAPTAIN SPEAKING...** THE EDITOR ON THIS 'N THAT... The past month saw the Editor at a couple of aviation events, the German-oriented "Oktoberfest" at Fantasy of Flight, and the annual Thomasville (GA) Fly-in. Kermit Weeks puts on a good aerial show and this was no exception with flights during the day of the Fokker "Dreidecker" which was seen in the film, "Flyboys." Other "stars" from the flick were present and were flown too. Eddy Torr was there also with the German contingent of Billy Paul's microcar group from central Florida although the showing was sparse with only a Goggomobile and an Isetta. The rest of the cars were not old- save for a few nice Porsche 356s- with

the usual mix of "Bimmers," "MerCs," and "Pusches." TVI was saved from "memory" status (barely) but only as a one-day event and with no showers for the campers. Hey, for FREE, we can't complain too loudly.

**UPCOMING EVENTS** Florida Flying Gators will have a fly-in this coming Saturday, the same date as our meeting. Your president has spies in place and will know if any of you went there in lieu of our scheduled tour of the LEE tower [Naughty, naughty!].

## **Flying Tiger Airport 7th Annual Fly-In FREE**

Bar-B-Q featuring our signature Smoked Hog & much more!

Oysters

Candy Drop

Fun for the whole family!

Helicopter Displays and Demonstrations

**Saturday, December 2nd, 2006**

9AM - 3PM Worthington Springs, FL

**N29 56' W82 24' Freq. 122.9, FL54**

12 nm N GNV, turf 18/36 4000'

73.6 NM 336 deg. fr. LEE

**Contact: 352.538.7010, 352.339.6332**



**Shoulder-wing Bulkwor Messerschmitt Photo-Ed**