

LITE-WING NEWS

AUGUST
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THE MONTHLY PUBLICATION
OF EAA ULTRALIGHT
CHAPTER #104

President: Skip Little

Vice-President: Don McDonald

Secretary: Bucky Carter

Treasurer: Bob McComb

...NEXT MEETING THURSDAY AUGUST 21ST, 7:00 P.M. AT SIGNATURE AVIATION

From the President

The final withdrawal of the exemption of the waiver for two place training of FAR 103 left the ultralight community with no availability for formal student ultralight pilot training. Informal research revealed that the FAA would use CFI's to train ultralight students in a very informal manner. To obtain actual procedures in such training an invitation was proffered to Mr. Jim Trusty to provide that information at the July meetings.

The emailed invitation stated, in part, " - - the Middle Tennessee Ultralight Group is interested in flight training. Such as how, where, who, in short, receiving training." Mr. Trusty arrived prior to the meeting, and stopped me at the door. He said, "You blind-sided me!" When asked what he meant, he stated there is no formal ultralight student pilot training available. Mr. Trusty is an FAA Flight Instructor of the Year, FAASTeam Lead Representative, ATP, Ground Instructor, aviation magazine author, in short, the FAA knowledgeable CFI on current flight training. As there was no training information, he told TSA and other war stories.

But there is some concern about training, as the July Newsletter drew terse responses from EAA and AOPA. As both orgs acknowledge that ultralight training is only available through CFI's, inquiries were made at OSH about how that works. And both said that the prospective student must seek out instructors, preferably Light Sport CFI's who have ultralight experience, and the equivalent of a two place ultralight in which to train. AOPA has no recommendations about the training syllabus, while EAA offers a student oral/written booklet, with the option of a few student training guides. All of which avoids the simple, available, FAA recognized method of student ultralight flight training.

As ASC, EAA and USUA all have FAA recognized training courses, using each orgs student syllabus and

BFI's, the solution is that the CFI's use the available courses. Upon becoming an ultralight pilot, that person would notify the org of his choice and become a certified ultralight pilot. And, through USUA, he can obtain ultralight liability insurance. But wait, that's all too easy.

First of all, since the FAA did not invent the ultralight training courses, the orgs did, it is unlikely that they will recommend that, or any other, ultralight training.; Further, since the FAA doesn't require it, NAFI is apparently not interested. Which means that the prospective ultralight student must obtain a complete training syllabus from an org, student and BFI manuals, seek out a CFI who understands and is willing to teach such a course, and then locate a suitable trainer in which to learn. Geez, this guy should run for Sainthood!

The tough part of this situation is that it's all our own fault. It's abundantly obvious to the FAA that the training provided by the orgs, not the FAA, was very successful. They know that because neither the FAA nor the NTSB spent any money on ultralights. Their potty paper budget is greater than administrating ultralights. And, the final low blow, that success was done by the orgs, not the FAA. They don't see us, we're not a line item on their budget to Congress, we're on our own. And we're doomed if we go back to buddy rides, self teaching and drawing the attention of the NTSB. Maybe.

However, since the ultralight training courses are a part of the literature, we just have to define a way to go forward without the FAA. With CFI's/BFI's, probably, with alot of not quite right planes, carefully. Can we do it? With help, sure. Stand by!

Harold "Skip" Little

AUGUST MTUG MEETING AGENDA

- ▶ Greetings and Announcements
 - Visitor Introductions
 - Member Happenings
 - Project Reports
 - Flight Reports
 - ▶ Old Business
 - July Meeting Minutes
 - Treasurer's Report
 - Newsletter Editor's Report
 - ▶ New Business
 - Nominating Committee Report
 - Gary White
 - Fall Fly-in Plans?
- BREAK -----
- ▶ Program - Oshkosh Report with discussion

FOR SALE - I have an early 80's single seat Condor project that needs a home. It is a Quicksilver look-alike with a Kawasaki 440 engine and belt drive. The wings and tail fabric is still in good condition with little hangar rash and will pass a punch test no problem. It has spoilers. There are a few nose tubes that are bent but can be duplicated, and there very well could be 1 or 2 pieces missing, but hey...it's cheap! I have never tried to assemble it nor have I tried to start the engine, although it does turn over. Not sure if I have a prop, but if I have one it goes with it. Moving and need to sell it for \$800. Heck, the engine alone might be worth that! Call me for more info or directions to come pick it up @ 812-1325. Thanks, Todd Lawicki

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