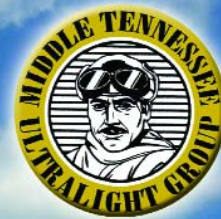


LITE-WING NEWS

JULY 2008



THE MONTHLY PUBLICATION
OF EAA ULTRALIGHT
CHAPTER #104

President: Skip Little

Vice-President: Don McDonald

Secretary: Bucky Carter

Treasurer: Bob McComb

...NEXT MEETING THURSDAY JULY 17TH, 7:00 P.M. AT SIGNATURE AVIATION

From the President

The MTUG website has had several inquiries over the last few months concerning ultralight pilot training. The answer that they should check the USUA website for an instructor in their area has revealed that very few (none?) BFI/AFI's have obtained their CFI to legally instruct. And the same is true for the conversion of two-place ultralight trainers to the special two year ELSA registration. Which means, in reality, there is no longer any actual ultralight pilot instruction.

However, the FAA has stated that CFI's can train ultralight students even though the CFI's are not required to have either any background in ultralight flying nor any training in ultralight student instruction. Both AOPA and EAA, the big member (*bucks*) organizations, and probably other groups, find that this is not only acceptable, but safe.

Ultralight pilot instruction can be readily obtained, say the orgs, by having the CFI at an FBO train in a 172, at the standard (increasing) hourly rate. It appears that, by extension of this manner of reasoning, that a student requesting taildragger training for his Pietyenpol will be instructed in a Malibu. Well, that may be a stretch, for a 172 stall speed is only slightly higher than an ultralight Quick's max cruise speed. Which makes the 172 an ideal ultralight trainer.

An attempt to have the FAA continue recognizing BFI/AFI's and two place trainers was done by USUA, resulting in not only "NO", but "HELL NO!" Even though ultralighting over the years has been a non-problem to the FAA, or they would have come after us promptly, we have PO'd them in some undefined manner. When it comes to determining what happened in a Washington bureaucracy, the usual approach is to "Follow the Buck". So, in all probability, ultralighting has brought in far too few bucks to be worth the effort of FAA and the orgs to interest them with even the least guidance.

With the loss of actual ultralight pilot instruction, it seemed an appropriate time to learn what the future of training will be from a local, but nationally recognized, CFI. Therefore, this month's program will be a discussion by Mr. Jim Trusty of this situation with a question and answer (*hopefully*) session. It is likely that there is some manner of planned qualified ultralight pilot instruction being considered, although it is certainly not evident at this time.

As it is unlikely that the FAA would both abandon safety and a proven avenue leading to new certificated pilots, Mr. Trusty will inform us of how the FAA will provide for qualified ultralight instruction. And put to rest the rumor that the new Advisory Circular 103-8 "Ultralight Self-taught Pilot Training for Dummies", has been cancelled. *Or not!?*

Harold "Skip" Little

JULY MTUG MEETING AGENDA

- ▶ Greetings and Announcements
 - Visitor Introductions
 - Member Happenings
 - Project Reports
 - Flight Reports
 - Landing Reports?*
 - ▶ Old Business
 - June Meeting Minutes
 - Treasurer's Report
 - Newsletter Editor Report
 - ▶ New Business
 - Nominating Committee Report
 - Oshkosh Plans
 - Who's Going? How?*
- BREAK -----
- ▶ Program - Mr. Jim Trusty, past FAA CFI of the Year, will discuss the current FAA method of providing ultralight pilot instruction.

Middle Tennessee Ultralight Group

EAA Chapter 104 • Minutes of June 19, 2008 Meeting

- ▶ 21 were in attendance.
- ▶ Guest/New Member in attendance was Larry Egelhoff – he's looking for a Zenith
- ▶ Todd Lawicki's fly in was a great success.
- ▶ Bucky flew at the controls for the first time. Todd was the copilot. Todd said there are roller coaster rides – then there is Bucky flying. There may not be much difference.
- ▶ No Treasury report was given – It was deferred to the next meeting.
- ▶ We discussed the Spruce Goose.
- ▶ Expenses for the Fly-In totaled \$480.85
- ▶ 3 are going to Oshkosh at the present time.
- ▶ Speaker for the meeting was Mike Argo. Mike is a member of the Second Chance Club – twice! He gave a discussion on living. He also discussed Wesley King "wooden" knives.
- ▶ Suggested Reading- Jonathan Livingston Seagull
- ▶ MEETING WAS ADJOURNED.



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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