

155520

FAA-2001-11133-18

DOT Docket Office

fax: 202-493-2251

From: ulavenger@yahoo.com
Sent: Friday, February 08, 2002 9:04 AM
To: govt@eaa.org
Subject: Comments to NPRM No. FAA-2001-11133, Certification of Pilots, Aircraft and Repairmen for the Operation of Light Sport Aircraft

Name: Kevin Rutland
Address: 1115 Harrison Street
City: Council Bluffs
State: Iowa
Zip: 51503
Email: ulavenger@yahoo.com
Phone:

Comments: I hold a British Private Pilot's Licence (Group D - Microlights).

Will it be possible for me to obtain a Sport Pilot License, on the strength of my British license?

All the training required for the proposed Sport License, including the qualifying cross-country flights, written tests and General Flying test, are included in the 25 hours of training and testing required for the British Private Pilot's Licence.

I have logbooks showing over 450 hours flying trikes, and around 300 hours flying 3-axis, with the instructors stamps and sign offs.

I look forward to your reply.

DOT Docket Office
fax: 202-493-2251

From: ulavenger@yahoo.com
Sent: Friday, February 08, 2002 9:13 AM
To: govt@ea.org
Subject: Comments to NPRM No. FAA-2001-1133, Certification of Pilots, Aircraft and Repairmen for the Operation of Light Sport Aircraft

Name: Kevin Rutland
Address: 1115 Harrison Street
City: Council Bluffs
State: Iowa
Zip: 51503
Email: ulavenger@yahoo.com
Phone:

I would like the following aircraft to be eligible for the Light Sport Aircraft category:
Aircraft/kit Manufacturer: Trike Homebuilt from plans + French Certified
wing

Type of Aircraft: Weight-Shift-Control
Aircraft Model: Tukan Trike with a Ghost 14 (La Mouette) wing

Number of Engines: one
Type of Engine: Rotax 503

Type of Propeller: Ivoprop 2 bladed ground adjustable
Number of Seats: 2

Fixed Gear: Yes
Seaplane with Retractable Gear: Not applicable Maximum Gross Weight: less than 540lbs lbs.

Maximum Stall Speed, Landing Configuration: 35 mph
Life-enhancement devices: No

Maximum Stall Speed, Cruise: 35 mph
Maximum Cruise Speed: 75 mph

Justification: This design, although homebuilt, has been flying for many years, and has a very good safety record. It is an American designed trike, using an certified French wing, as fitted to Air Creation machines.
It flies very well, and many have been used successfully as trainers for budding ultralight trike pilots, and would be equally suitable for use as a safe two seat American trike.

DOT Docket Office**fax: 202-493-2251**

From: ulavenger@yahoo.com
Sent: Friday, February 08, 2002 9:52 AM
To: govt@eaa.org
Subject: Comments to NPRM No. FAA-2001-11133, Certification of Pilots, Aircraft and Repairmen for the Operation of Light Sport Aircraft

Name: Kevin Rutland
Address: 1115 Harrison Street
City: Council Bluffs
State: Iowa
Zip: 51503
Email: ulavenger@yahoo.com
Phone:

Comments: As an ultralight pilot, currently registered with the USUA, ASC or EAA, as a Part 103 3-axis and trike pilot, will I be able to obtain a Sport Pilot license, without further training? I have already taken the Flight Instruction, and Ground School training established by those organisations, and have been flying for several years.

I have logged over 100 hours flying trikes, and over 100 hours flying 3-axis machines.

Due to the difficulty in finding Trike Instructors in my own location, will I be expected to travel long distances to repeat Instruction, occuring excessive expence, to obtain the new license? Or will the previous training be accepted as a qualification for the Sport Pilot Trike and 3-axis License?

DOT Docket Office**fax: 202-493-2251**

From: ulavenger@yahoo.com
Sent: Friday, February 08, 2002 10:07 AM
To: govt@eaa.org
Subject: Comments to NPRM No. FAA-2001-11133, Certification of Pilots, Aircraft and Repairmen for the Operation of Light Sport Aircraft

Name: Kevin Rutland
Address: 1115 Harrison Street
City: Council Bluffs
State: Ia
Zip: 51503
Email: ulavenger@yahoo.com
Phone:

Comments: I have been maintaining my own Ultralight machines and engines for many years. Is there any way to be 'grandathered' in, so as to obtain a Repairman's certificate, to work on my own machine, without having to attend a 16 hour course?
I would like to avoid the expence of both the course and travelling to it if is at all possible.

DOT Docket Office**fax: 202-493-2251**

From: ulavenger@yahoo.com
Sent: Friday, February 08, 2002 10:13 AM
To: govt@eaa.org
Subject: Comments to NPRM No. FAA-2001-11133, Certification of Pilots, Aircraft and Repairmen for the Operation of Light Sport Aircraft

Name: Kevin Rutland
Address: 1115 Harrison Street
City: Council Bluffs
State: IA
Zip: 51503
Email: ulavenger@yahoo.com
Phone:

Comments: Is there any provision that will allow, existing 'fat' ultralights and two seat trainer, to be used after the implementation of the regulations?

There will be many such "ultralights" out there, which are perfectly safe flying machines, but which may not have the paperwork necessary to apply under the new regulations.

Will there be some form of 'grandfathering' to allow these machines to continue flying?

Something similar happened in England with the introduction of Section S, and the BMAA were given powers to issue a "Type Acceptance" certificate, to allow pilots to continue to fly these machines.