

Thanks for What You Do



I received my *EAA Sport Pilot* yesterday and was tickled to death with the article and the pictures. You did a wonderful job with the layout, editing, pictures, and all that goes with making a beautiful article. Thanks so much for your help, encouragement, and competence in getting this in print. In my professional life as an educator I have had some success in publishing in professional journals, (but) I view this as the pinnacle of my publishing career! There is certainly no piece of which I am more proud.

I continue to be amazed, and grateful, at the role the EAA plays in my life. I have been and continue to be immeasurably enriched by its programs, magazines, fly-ins, and mission—but especially it's people. Thanks for all you do in our behalf.

See you at Oshkosh!

Philip R. Swensen • EAA 395120

Thank you, Phil. When your e-mail arrived, I was struggling to complete my story about the U.S. Sport Aviation in Sebring. Sometimes in the throes of deadlines this magazine stuff is real work!

Then, your e-mail arrived, and I felt better and attacked the story with renewed enthusiasm. Thank you for your kind words. I'm happy that you were pleased with the presentation, but several people were involved in putting your article together, including our copy editor, Colleen, and Phil, the art director who makes this magazine look good. Then there's David, the editor of EAA Sport Aviation, who looks at EAA Sport Pilot's pages for one last check before things go out the door. (I do the same for him for EAA Sport Aviation.) So, it's a team of folks who make it all happen. Thanks for noticing that we all do care.—Mary

AMD Factory Update

AMD would like your readers to know that FAA and National Transportation Safety Board (NTSB) representatives and structural engineers

conducted an exhaustive investigation at our factory in Eastman, Georgia, following the fatal accident in an AMD Zodiac 601 XL in California.

In their research the FAA and NTSB found nothing that would give them cause to stop our production or ground the fleet of Zodiac 601 XLs that are flying across the country. We hate to see any aviation accident, but we are pleased to be able to report that AMD is the only light-sport manufacturer to receive an internal audit by the NTSB and FAA, and we were found to comply with the LSA ASTM standards.

John Degonia • EAA 640015
Director of Sales, Aircraft Manufacturing and Development (AMD)

Lights Required?

Q. I am building an aircraft to fly under the LSA regulations. The airplane will not be flown at night; am I still required to install any lighting?

David Clay • EAA 789370

A. No, you do not need to install lights. However, I flew a Champ for the last five years without any lighting and just sold that and bought a half-interest in a Super Cub with position lights. I can now fly the extra 30 minutes after sunset (end of civil twilight). I can't tell you how enjoyable that extra 30 minutes can be. You get to see a lot of sunsets from the air, and everything is smooth, beautiful, and all is right with the world! You still have good visibility and can do this as a sport pilot without a medical in your Zenith. I have no desire to fly at night, but that extra 30 minutes is some of the best flying there is. Plus, there have been times while flying in the pattern or to fly-ins that I wished I had some anti-collision lights.

If I were going to add some weight and spend some cash, this would be the first option I'd add.

Charlie Becker
EAA Aviation Services

A Great Place

I recently had a great flying experience I'd like to share with other members.

Cameron Park Airpark is populated with some of the nicest, friendliest folks in northern California. It's a mixed-use sort of place with resi-

dences with hangars on one side of the runway and aviation businesses on the other.

Last week I flew into the airport in my restored 1946 Champ, just a little low on fuel for a comfortable return to Auburn. When I tried to refuel, I could not get the fuel pump to work. I found a large maintenance hangar and explained my dilemma to anyone who would listen. Richard Nicolos, the manager of that shop, volunteered to supply fuel and did so posthaste by rolling a drum of his private stock to the plane. He refused the money I offered and replied with something to the effect that we were both pilots and he was glad to help another pilot out. He saved my bacon! Thanks, Richard.

I might also point out that fuel is priced well below average at Cameron. The airport manager is friendly and responsive. When I called him the following day, he explained that there was fuel in the airport's tank but that the system simply "timed out" before this old pilot managed to climb the ladder to the wing tanks. He promised to remedy the situation by extending the time-out period.

There are two good places to have lunch in the strip mall just across the street: one is a pretty good Mexican place; the other is a sandwich-and-coffee bar attended by two lovely young ladies who will accommodate your every request, short of dancing on the tables.

Cameron Park Airport is one of the better stops I have made in this vicinity.

Maurice "Mo" Singer • EAA 725962

Clarification on Placard

The assertion on pages 56-57 of the February issue that the placard on the outside of an aircraft denoting its make, model, and serial number is required by FAA is absolutely incorrect. Why a mechanic with an inspection authorization (IA) would promulgate this error is beyond me.

The placard is required by the U.S. Customs service, and the FAA is unwilling to enforce the customs service requirement for this bogus placard, at least at four flight standards district offices (FSDO) I work for.

Perhaps you might ask the author for chapter and verse where this FAA

requirement for a placard exists or print a retraction.

Jim Weir • EAA 86698

The “chapter and verse” is 14 CFR 45.11, which states in pertinent part:

“The identification plate for aircraft must be secured in such a manner that it will not likely be defaced or removed during normal service, or lost or destroyed in an accident. Except as provided in paragraphs (c), (d), and (e) of this section, the aircraft identification plate must be secured to the aircraft fuselage exterior so that it is legible to a person on the ground, and must be either adjacent to and aft of the rear-most entrance door or on the fuselage surface near the tail surfaces.”

This identification is commonly called the “dataplate.” It must contain the info (as applicable to the particular aircraft) called out in 14 CFR 45.13. The exceptions called out in the quotation above are as follows:

“(d) On aircraft manufactured before March 7, 1988, the identification plate required by paragraph (a) of this section may be secured at an accessible exterior or interior location near an entrance, if the model designation and builder’s serial number are also displayed on the aircraft fuselage exterior. The model designation and builder’s serial number must be legible to a person on the ground and must be located either adjacent to and aft of the rear-most entrance door or on the fuselage near the tail surfaces. The model designation and builder’s serial number must be displayed in such a manner that they are not likely to be defaced or removed during normal service.”

This allows the “official” dataplate to be other than on the outside of the aircraft if the aircraft was manufactured before March 7, 1988. But for these aircraft, if the dataplate is on the interior, there must be identification marked on the exterior listing the aircraft model designation and aircraft serial number. This requirement was indeed initiated by U.S. Customs and the Drug Enforcement Agency and is often referred to as the “drug tag” or other slang expressions. However, it is in the FAA regulations, so it is not just a “customs service” requirement.

Whether an FSDO enforces the regulation is not at issue. The statement in the article would appear to be correct.
—Joe Norris, EAA Aviation Services

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