



E-LSA or Lawn Ornament?

{ Convert your
ultralight now! }

January 31, 2008, is a significant date. It's the ultimate deadline for "fat" and two-place ultralight trainers to be converted to experimental light-sport aircraft (E-LSA) status. If you haven't started the process with your machine, stop procrastinating. You need to take action now.

After January 31, 2008, any single-place machine that does not meet FAR Part 103 and all two-place trainers that are not registered and certificated by the FAA are illegal aircraft. It is illegal for anyone, pilot or nonpilot, to fly them.

Mary Jones

Also on January 31, 2008, the two-place ultralight training exemption expires. The FAA will not renew the exemption. That means there will be no way to legally operate a two-place powered ultralight. All two-place machines must be N numbered and have an airworthiness certificate.

The bottom line is, time is of the essence. The FAA estimates it takes approximately 4 weeks to obtain an N number after submitting the documentation. After receiving the N number, you must submit additional paperwork to request an airworthi-

ness inspection, and then schedule the actual inspection with a designated airworthiness representative (DAR) or FAA inspector. Currently, most DARs and inspectors have a backlog of appointments to conduct airworthiness inspections.

Registered Versus Certificated

Based on conversations with DARs and FAA inspectors, it appears there is confusion among ultralighters about the terms "registered" and "certificated." In the world of FAA and E-LSA, registered means the owner has requested and obtained

an N number from the FAA for the aircraft. Certificated means the aircraft has been inspected by a DAR or an FAA inspector and issued an airworthiness certificate (FAA Form 8130-7).

The Head-in-the-Sand Option

Some "fat" and two-place ultralight owners are indicating that they plan to ignore the upcoming deadline and continue to fly their machines as is. That's an option if the owners are willing to suffer the consequences of being caught flying an illegal aircraft. Those

consequences can include up to \$4,000 in fines and possible confiscation of the aircraft.

Some suggest that the FAA does not have the manpower to monitor ultralight activities. While it may be true that the FAA's resources are limited, the agency has indicated it will pursue penalties against those operating illegally. (See Members Forum in the October issue, page 49, for the story of one member's accidental encounter with the FAA.)

The Amateur-Built Option

Read this section carefully! If you built your single or two-place machine from plans (for example, a Legal Eagle) or a kit (for example, a Challenger), experimental amateur-built certification may be an option. If your aircraft qualifies for that certification, the January 31, 2008, deadline does not apply.

If you built the aircraft from a kit, you must have a bill of sale from the original kit manufacturer and a builder's log (that is, a group of photos showing you working on the aircraft or some equivalent written evidence). If you built the aircraft from plans, you don't need a bill of sale, but you still need a builder's log.

If you purchased your aircraft second-hand, you must have the original bill of sale from the kit manufacturer (if applicable), the bill of sale from any previous owners, and the original builder's log to register and certificate the aircraft as an amateur-built aircraft. For your own peace of mind, contact a DAR or FAA inspector immediately to verify whether that route is an option for you. EAA's Aviation Services staff is also available to answer questions; call 877-359-1232.

Some ultralight owners have suggested they'll simply disassemble their machine, put it back together, take pictures, and attempt to register the aircraft as an amateur-built. That option will not work. The FAA considers that re-building an existing aircraft, and that action does not meet amateur-built regulations.

Possible Relief

The FAA has repeatedly stated it will *not* extend this deadline. Recall, it has already turned down

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one previous extension request. Despite that, EAA recently reviewed the disparity between the number of aircraft registered and the number certificated. There is a wide gap. Accordingly, EAA is petitioning the FAA for an extension of the certification deadline for owners who have completed the registration process—that is have received their N number from the FAA—by January 31, 2008. Specifically, EAA is asking the FAA to allow those owners to have until June 30, 2008, to complete the airworthiness certification process.

Realistically, the FAA may not respond to this request until after the original January 31, 2008, deadline passes. Therefore, EAA advocates that anyone still needing to convert their machine act as quickly as possible to complete the registration process by January 31, 2008, so they are able to take advantage of any possible extension EAA might obtain. In other words, act now, or you may be the owner of an expensive lawn ornament!

As always, EAA's Aviation Services staff stands ready to assist. Call 877-359-1232. 

THE REGISTRATION AND CERTIFICATION PROCESS

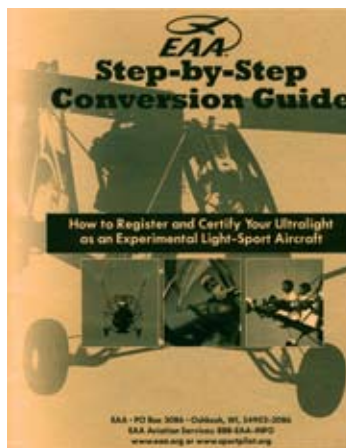
There is a precise process for accomplishing both FAA registration and certification. EAA has prepared a detailed conversion kit to assist ultralight owners in converting their machines to E-LSA status. It's available online (www.Shop.EAA.org; click on Homebuilders and then E-LSA Conversion Kit), or call 800-564-6322. The cost is \$12.99 for members; \$19.99 for nonmembers.

The registration process requires the completion of two FAA forms:

1. **Form 8050-1** must be filled out in triplicate. This form is not available online. You can only obtain this form in two ways—for free from your local Flight Standards District Services Office (FSDO) or as a part of EAA's E-LSA Conversion Kit, which includes the form.
2. **Form 8050-88A**, the Affidavit of Ownership, requires the signature of a notary public. Be certain to allow yourself time to obtain this signature. This form is available online at www.FAA.gov/licenses_certificates/aircraft_certification/aircraft_registry/media/8050-88A.pdf.

To avoid delays, it's important that both of these forms be filled out accurately and completely...and don't forget

to sign them and include the \$5 fee! When completed, send the form to the Federal Aviation Administration Registry (see address in sidebar) to obtain the N number. Requesting an N number in this manner will get you a randomly generated number.



Once you have obtained an N number, you can schedule an airworthiness inspection. Be certain your aircraft is in good, flyable condition. (A checklist is included in EAA's E-LSA Conversion Kit.) Again, you must submit several documents to the FAA, specifically the nearest FAA FSDO, manufacturing and inspection district office (MIDO), or DAR:

1. An Application for Airworthiness Certificate (Form 8130-6).
2. A program letter, identifying the aircraft, the purpose of the certificate, and the area in which operations are to be conducted.
3. A three-view drawing or picture of the aircraft.
4. A weight and balance document.
5. A condition inspection checklist.

Again, all of the above items are included in EAA's E-LSA Conversion Kit. After you've submitted this paperwork, you may schedule an aircraft inspection.

Where to Send and Find Information

Send your N-number request to:

Federal Aviation
Administration Registry
Mike Monroney
Aeronautical Center
P.O. Box 25504
Oklahoma City,
OK 73125

To locate your nearest FSDO

[www.FAA.gov/about/office_ org/field_offices/fsdo](http://www.FAA.gov/about/office_org/field_offices/fsdo)

To locate your nearest MIDO

www.FAA.gov/about/office_ org/field_offices/mido

To locate a DAR

[www.SportPilot.org/ Resources/dar.html](http://www.SportPilot.org/Resources/dar.html)

and click on Help from HQ.

The January 31, 2010, Deadline

Q: Isn't there a January 31, 2010, deadline for something related to E-LSA?

A: Yes, but it applies only to two-place trainers that have been certificated as E-LSA by January 31, 2008. Those aircraft may be used for hire as a training aircraft until January 31, 2010, if issued the appropriate operating limitations. However, the instructor must hold a minimum of a sport pilot instructor's certificate.

Note, however, that a private owner may receive training in his or her own E-LSA at any time, as that is not considered a commercial operation.

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—Alan Green, EAA #173764



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Jan 26	2 days	Fabric Covering	Oakland, WI
Jan 26	2 days	Introduction To Aircraft Building	Oakland, WI
Jan 26	2 days	Electrical Systems and Avionics	Oakland, WI
Jan 26	2 days	One-Off Building	Oakland, WI
Jan 26	Evening	What's Involved In Kit Building	Oakland, WI
Feb 14	2 days	Composite Construction	Lakeland, FL
Feb 14	2 days	Electrical Systems and Avionics	Lakeland, FL
Feb 14	2 days	Fabric Covering	Lakeland, FL
Feb 14	2 days	Sheet Metal	Lakeland, FL
Feb 14	2 days	Test Flying Your Project	Lakeland, FL
Feb 14	Evening	What's Involved In Kit-Building	Lakeland, FL

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