

# Endorsements, Registration, Certification...

## How to proceed

### Proper Endorsements

**Q.** What is the officially approved endorsement for a pilot with a private pilot certificate who no longer wants to fly big aircraft, but needs a flight review to be current to fly a light-sport aircraft (LSA)? His third class medical has recently expired.

I also saw a reference to a certificated flight instructor (CFI) needing "five hours in type" before instructing in LSA. Does the CFI need five hours in *that* model, or five hours in any LSA, or is that not a requirement?

Paul • Via e-mail

**A.** The endorsement used for a flight review is exactly the same regardless of what level pilot certificate is held or what privileges the pilot wishes to exercise. There is no special endorsement for flight reviews given to pilots operating at the sport pilot level.

The five hours pilot-in-command (PIC) limitation only applies to flight instructors who are operating at the sport pilot level; that is, using their valid U.S. state driver's license in lieu of an FAA medical certificate. If the instructor is a CFI operating under the privileges and limitations of the traditional instructor certificate, she is not required to have any specific PIC time logged in an LSA before giving instruction.

However, if the instructor is operating under the privileges and limitations of a sport pilot instructor, she must have at least five hours of PIC time logged in an aircraft within the same set as the aircraft in which the training is provided. For fixed-wing aircraft, the

FAA has called out the following sets:

**Set 4A11** – tricycle-gear airplanes with a maximum level flight speed ( $V_H$ ) of 87 knots or less **Set 4B11** – tailwheel airplanes with a  $V_H$  of 87 knots or less

**Set 4C21** – float-equipped airplanes with a  $V_H$  of 87 knots or less **Set 4D11** – ski-equipped airplanes with a  $V_H$  of 87 knots or less **Set 4A12** – tricycle-gear airplanes with a  $V_H$  of greater than 87 knots

**Set 4B12** – tailwheel airplanes with a  $V_H$  of greater than 87 knots **Set 4C22** – float-equipped airplanes with a  $V_H$  of greater than 87 knots **Set 4D12** – ski-equipped airplanes with a  $V_H$  of greater than 87 knots

Joe Norris

### Amateur-Built Inspections

**Q.** I purchased a Challenger II from a private party. It is registered as experimental amateur-built. I've had the N numbers transferred to my name. If I complete the 16-hour course for an LSA repairman certificate with an inspection rating, will I be able to sign off on the annual inspection of this aircraft?

Also, when applying for a sport pilot student certificate, will I be able to submit Form 8710-11 with a copy of my ultralight record (from EAA) to the FAA for a student certificate without having it endorsed by a CFI?

Kathy Housenga

**A.** You are not eligible for a repairman certificate for an amateur-built aircraft that you did not build. The 16-hour course is for owners of aircraft certificated in the experimental light-sport aircraft (E-LSA) category. Because your Challenger is certificated in the experimental amateur-built category, the 16-hour course won't work for you.

You will need to hire an airframe and powerplant (A&P) mechanic to perform the condition inspection on your aircraft each year.

You do not need any specific endorsement to apply for a student pilot certificate, nor do you need your ultralight pilot records. You simply fill out **Form 8710-11** and take it to your local FAA flight standards district office (FSDO) or designated pilot examiner (DPE) to have your student pilot certificate issued. You cannot do this through the mail. You must appear in person.

Joe Norris

### Different Stall Speeds?

**Q.** Is there a lower maximum stall speed for LSA equipped with lift-enhancing devices? I know the max stall speed of 45 knots is without such devices.

Jerry Eichenberger • Via e-mail

**A.** The definition of an LSA only calls out a maximum clean stall speed. Regardless of whether or not the aircraft has lift-enhancing devices, its clean stall speed must be 45 knots or less.

Joe Norris

### Do I Have to Change Registration or Certification?

**Q.** I am considering the purchase of an airplane. I will soon have a sport pilot certificate and want an aircraft that I can fly in that category. First, let's say I buy a Piper J-3 Cub that already has an N number. It's not registered as an LSA. What do I have to do to change it to the LSA

designation so I can fly it?

Second, let's say I buy a two-place Drifter that already has an N number and is registered as an experimental amateur-built. What do I have to do to change its designation to LSA?

Vester Sheeley • Via e-mail

**A.** You do not have to change the designation (certification) on either of the aircraft you describe. Because both aircraft fit the definition of an LSA, you are allowed to operate them as a sport pilot. No change in aircraft registration or certification is necessary (or allowed). A sport pilot may fly any aircraft that fits the LSA definition, regardless of how the aircraft is certificated.

Joe Norris

### Do I Lose Pilot Privileges?

**Q.** I am contemplating obtaining a sport pilot certificate in the future. Can the holder of an airplane rating, such as commercial single- and multi-engine land and sea, obtain a sport pilot certificate while still

having a current medical? Does one then give up the privileges of the original pilot certificate?

Jim Phillips • Via e-mail

**A.** You don't need to apply for a separate sport pilot certificate. In fact, you don't need to do anything beyond letting your current medical certificate lapse at the end of its term. At that point, you may begin operating at the sport pilot level using your existing pilot certificate and your valid U.S. state driver's license in lieu of the FAA medical certificate. You will need to continue to get a flight review every 24 months, as required by 14 CFR 61.56.

If you wish to resume exercising the privileges of your higher-level pilot certificate, you would simply need to regain the appropriate FAA medical certificate.

You should contact your aircraft insurance underwriter to ensure your coverage is still valid when operating without a medical certificate. Some policies require the pilot to hold a

valid medical certificate, so you will need to get this changed if your policy carries such a requirement.

Joe Norris

### Sport Pilot Training in Texas?

**Q.** Are there any flight schools in Texas offering sport pilot flight instruction? I downloaded the instructor directory, but there are only a couple listed.

Mike Creech • Via e-mail

**A.** The best information we have is this database of instructors: [www.sportpilot.org/instructors](http://www.sportpilot.org/instructors). Keep checking back since we add instructors every week.

You might also contact flight schools at local airports to encourage them to offer sport pilot training. Another option is to attend one of the accelerated courses where you go to a different location for a week to 10 days to finish your training in one block of time. Several flight schools are offering such programs.

Charlie Becker



**EAA's Sport Pilot Tour CONTINUES...**

EAA is continuing its inaugural Sport Pilot Tour, bringing EAA members—and the public—the information and tools they need to better understand and enjoy this new recreational-aviation opportunity. Tour highlights include sport pilot forums and educational opportunities for flight instructors—plus...light-sport aircraft manufacturer's displays and demonstrations. Come out and see us!

- Learn all about the exciting Sport Pilot Rules
- See and fly Sport Pilot eligible aircraft
- EAA's Sport Pilot team will provide insights into transitioning, maintenance, medical considerations, and more
- Learn what to ask before buying a Light Sport Aircraft
- Learn how to get more out of your EAA membership

**May 6, Nashville, TN**  
Smyrna Airport (MQY)  
Hosted by EAA Chapter 162

**June 17, Chicago, IL area**  
Lewis University Airport (LOT)  
Hosted by EAA Chapter 15

For more information, call 800-JOIN EAA or visit [www.sportpilot.org](http://www.sportpilot.org).