

# Support Ultralights

I recently attended an ultralight forum at the Sun 'n Fun Fly-In. It was presented by an EAA volunteer who gave the attendees a brief history of the ultralight movement, starting in the early 1980s when intrepid aviators added small engines to their foot-launched hang gliders, going on to the ultralight training exemption, and ultimately to the sport pilot regulations.

Attendees at the forum fell into two categories—novices who were intrigued by the flexibility of Part 103 flight and salty dog ultralight pilots angry that (as they see it) EAA sold them out by supporting a sport pilot rule that favored manufacturers of \$100,000 airplanes and grounded most ultralight fliers.

As a private pilot who moved from general aviation aircraft to light-sport aircraft, and then to ultralights, I would like to thank EAA for its support of the sport pilot rule, especially its help in transitioning fat ultralights. I used the EAA plan to transition my Quicksilver and got my N number at Sun 'n Fun 2007. But I would also like to ask EAA to reassert its commitment to ultralights.

At the EAA ultralight forum, the presenter told us how in the 1990s an FAA official commented after visiting Paradise City that he did not see a single legal ultralight on display. In a recent search on a well-known aircraft sales website, I browsed through 10 pages of used ultralights; not one was Part 103 legal. Many ultralight pilots want to continue to fly under Part 103, they don't want to go to sport pilot, and they are sitting on single-seat "fat" ultralights they can no longer legally fly. What can EAA do to get these back in the air?

...EAA magazines should be providing coverage of ultralights such as the new ZJ-Viera. This is a groundbreaking Part 103 legal ultralight and would be of interest to all EAA members.

As a Brit flying in the United States, I appreciate the freedom we have to fly in this country, and the freedom to fly ultralights under Part 103 is perhaps the greatest freedom in the world of aviation. Sport pilot is a great way to reinvigorate aviation in the U.S., but ultralight flying is the home of grass-roots aviation and the only affordable way for most people to fly. Please, EAA, let's give Part 103 flying the support it deserves.

**Martin McConnell**, EAA 742188  
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## What Is Night?

There has been some discussion between flight instructors around the airstrip about when a sport pilot may fly; that is, what is "daylight"? Is it dawn to dark? Some say that it's legal to fly one-half hour before sunrise to one-half hour after sunset; others claim it's sunrise to sunset. Can you offer any insight to the rule?


**John McGowan**, EAA 849787  
Batavia, Illinois

*The FAA definition of "night" is found in FAR 1.1. It reads as follows:*

*"Night means the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time."*

*A sport pilot is prohibited from flying at night (ref: FAR 61.315(b)(5)), so they may not fly between the end of evening civil twilight and the beginning of morning civil twilight. Evening civil twilight usually ends 28 to 30 minutes after sunset. You can find out exactly when civil twilight ends and begins at the following websites:*

- [http://AA.USNO.Navy.Mil/data/docs/RS\\_OneYear.php](http://AA.USNO.Navy.Mil/data/docs/RS_OneYear.php)
- [www.SunriseSunset.com/custom\\_srss\\_calendar.asp](http://www.SunriseSunset.com/custom_srss_calendar.asp)

*Remember that the aircraft must display navigation lights from sunset to sunrise, so if the sport pilot wishes to take advantage of that time between sunset and the end of civil twilight or in the morning between the beginning of civil twilight and sunrise, the aircraft must be equipped with navigation lights. *

**Joe Norris**  
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