

## Building and Flying in Spain

**"B**uilding an Airplane in Spain" in the December 2008 issue of *EAA Sport Pilot & Light-Sport Aircraft* magazine was very interesting and informative. It lets us know just how lucky we are here in the United States. We need to know just what our fellow pilots and builders in other countries have to put up with. I suggest a series of this type of article. One doesn't have to be in every issue, but three or four a year. Thanks.

**John L. Bradberry**, EAA 171380  
Sulphur Springs, Texas

## Class D or Class G?

In the August 2008 Members Forum, Bill Vaughn states that it isn't necessary to refer to the *Airport/Facility Directory (A/FD)* to know that the Class D airspace at Ardmore Municipal Airport becomes Class G when the tower is closed. He says that since the part-time Class D airspace "is within full-time magenta Class G airspace, when the tower is closed, the airspace

an example. CWA has Class D airspace extending upward from the surface to and including 3,800 feet MSL within a 4.5-mile radius. Like Ardmore, the Class D airspace at Mosinee is surrounded by a magenta vignette indicating Class E airspace with a floor of 700 feet AGL. But unlike Ardmore, the *A/FD* indicates the Mosinee Class D airspace is Class E when the tower is closed. Author Earl Downs was correct when he said pilots must check the *A/FD* or notices to airmen to determine if part-time Class D airspace becomes Class E or Class G when the tower is closed.

Mr. Vaughn also said, again referring to Ardmore, that pilots must "refer to the *A/FD* to know the effective times that the controlled Class E airspace is down to the surface 'keyhole' extension to the southwest as charted by the dotted magenta lines." Effective times for Class E arrival extensions to part-time Class D airspace are not listed in the *A/FD*. They always go the route of the core Class D surface area; they cannot stand alone.

**Steven P. McNicoll**, EAA 114658  
De Pere, Wisconsin

## Communicating in Class D Airspace

I would like to ensure that new sport pilots, old sport pilots, and pilots with other ratings who read Russ Miley's "Transitioning Class D Airspace" in the December 2008 issue fully understand communication requirements for Class D versus Class A/B/C airspace. I have been an instrument-rated commercial pilot and an FAA air traffic controller for more than 35 years; therefore, I appreciate Russ' article because it clearly and concisely presents how to communicate with a control tower to get authorization to enter and transit Class D airspace.

Russ advises pilots to follow ATC commands (these are actual instructions), but the FARs and the *Aeronautical Information Manual* require that a pilot receive autho-

ization to operate in Class D airspace, not merely establish two-way radio communications. Therefore, even if a pilot is "talking to the tower," until approval to enter or transverse the Class D airspace is issued, a pilot should not enter the Delta airspace. Only Class C airspace allows a pilot to enter the controlled airspace upon establishing two-way radio communications; Class A and B both require a clearance, specific equipment, and pilot ratings, whereas Class D requires authorization to operate an aircraft in the controlled airspace. Authorization may be in the form of an instruction—that is, transition at least 3 miles from the airport, cross midfield at or above 1,500 (or some specified altitude MSL), many similar phrases, or simply "approved" and/or "proceed as requested."

**Bill Wallace**, EAA 745858  
Spruce Creek, Florida

In his article in the December issue, Mr. Miley perpetuated the erroneous idea that everything a controller says must be read back. I quote, "You should acknowledge each communication...with a read-back followed by your tail number, signaling you understand and will comply."

John and Martha King, as well as most certificated flight instructors, teach the same thing. They are wrong! The result at most training fields is a constant chatter precluding the use of the pattern by more than three to four aircraft at a time. Thirty years ago, I can remember being number seven in the pattern and there being no problem getting a necessary word in. Now, at the same airport (STS), controllers routinely ask pilots to "make a full stop or leave the pattern" when the fourth aircraft arrives. If a pilot understands the communication and intends to comply, the complete correct response is a read-back of the abbreviated call sign, "Zipper Two Charlie Bravo."

With few exceptions, nothing else is required. Anything more clutters the airwaves. I have seen this erroneous idea, that everything a control-



below 700 feet reverts to uncontrolled Class G airspace." (I assume he meant full-time magenta Class E airspace, controlled airspace with a floor at 700 feet AGL.)

Class G airspace is not depicted. One does not have to examine many Class D surface areas before finding one where his theory fails. Let's examine Central Wisconsin Airport (CWA) in Mosinee, Wisconsin, for

ler says must be read back, blessed by articles in every one of the EAA magazines recently.

If EAA really believes that the sport pilot rule will encourage more students to come out to the airport, then the editors should make an effort to cut the unnecessary chatter that is so confusing to a new student.

**Paul Reinders**, EAA 148621  
Santa Rosa, California

*Thanks, Paul...let's just agree to live by the Aeronautical Information Manual, Section 2 Radio Communications Phraseology and Techniques: "The single most important thought in pilot-controller communications is understanding.... Brevity is important, and contacts should be kept as brief as possible, but controllers must know what you want to do before they can properly carry out their control duties.... Since concise phraseology may not always be adequate, use whatever words are necessary to get your message across."...Eds.*

## Fixed-Wing Illustrating the Trike Article?


I am enjoying the January issue but I do have a couple questions though. Why is the picture of the aircraft with the article "Wings for a Poor Man" not the appropriate weight-shift control trike? I have been interested in trikes for many of the reasons the author stated but have not had much luck pursuing my interests since the trike seems to be the unloved and most ignored member of the LSA world. Showing the kind of aircraft the author is talking about would be appropriate and prevent confusion.

My second question is about the experimental LSA (E-LSA). I don't recall seeing one article anywhere about companies producing LSA offering anything but the ready-to-fly aircraft. I understand there are a lot of experimentals that fit into the LSA category, but I am interested in learning if anyone is producing kits

that meet the E-LSA requirements and what these kits look like, how they measure up, what is required to build the planes and how the costs compare with the completed offerings.

**Rawson Mordhorst**, EAA 23390  
Oak Harbor, Washington

*Oh, we have so much egg on our face! And we apologize to Larry Wallace, the author, and to all trike enthusiasts. A strange combination of events took place for all of us to miss that faux pas, and we will be embarrassed for months. Several of us have flown in trikes; we certainly know the difference between a trike and fixed-wing, but we messed up!*

*Regarding E-LSA, there was a lag in E-LSA kits being developed as the ASTM standard for those kits had to be completed. That work is now done... and we'll work on a story about the available E-LSA kits for an upcoming issue....Eds. *

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