

Sport Pilot Is Better!

Some years ago I wrote letters opining that the transition from the popular *Experimenter* magazine to *Sport Pilot & Light-Sport Aircraft* was not, in my judgment, going well. You responded with an optimistic forecast. Well, I was wrong because *Sport Pilot* has become an interesting, instructive, valuable resource.

Victor Gasper's report in the December 2008 issue on "Building an Airplane in Spain" is an example of excellent content being well written, describing governmental requirements as well as construction challenges in creating a homebuilt flying machine. His sidebar item, "Flying for Pleasure in Spain," is an eye-opener! How fortunate we are to be able to design, build, and fly aircraft within practical, reasonable rules and guidelines. Let's not forget!

Earl F. Stahl, EAA 5877
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Radio Calls

I'm an air traffic controller in Class D airspace and greatly appreciated Russ Miley's article, "Transitioning Class D Airspace." I also write a column for a local avionics shop and often focus on air traffic control (ATC) issues. Bill Wallace's response in the February 2009 Members Forum is a prime example of why people avoid flying in controlled airspace. If professional aviators get confused by the continually changing FARs, how can we expect novice pilots to fully comprehend the complexities of the regulations?

So I hesitate to correct Mr. Wallace and *Sport Pilot* magazine. He states, "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." When I joined the FAA in 1984 and worked in a VFR tower I vaguely remember this rule. However, let me quote the current FARs and AIM:

FAR 91.129(1) *Arrival or through flight*. Each person must establish two-way radio communications with the ATC facility (including foreign ATC in the case of foreign airspace designated in the United States) providing air traffic services prior to entering that airspace and thereafter maintain those communications while within that airspace.

AIM 3-2-5.b.3 NOTE-1. *If the controller responds to a radio call with, "[aircraft call sign] standby," radio communications have been established and the pilot can enter the Class D airspace.*

I hope this clears up any confusion.

Sam Pavel, EAA 493483
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Cross-Country Adventure— Oregon to Sun 'n Fun

After my family, I have two passions: flying my ultralight-type experimental light-sport aircraft, and challenging people to push their limits...to move out of their comfort zones and into their courage zones! I believe that we all can achieve our dreams, even if others repeatedly say it's impossible. As a 65-year-old woman, I've been told throughout my life that certain goals were unobtainable due to my gender—and lately, due to my age. Yet with determination, perseverance, and preparation, we can spread our wings and fly higher and farther than we ever thought possible.

I'm passionate about sharing this message, especially with girls and women. So I plan to fly from my home in Oregon to the Sun 'n Fun Fly-In at Lakeland, Florida, this spring in my 1984 Maxair Drifter powered by a Rotax 503 engine. My flight is a platform to encourage people, and especially women, to follow their dreams. I have been flying my Drifter for 19 years and have made at least one multi-week, multi-state

flight each year. My longest flight to date was 29 days and 4,300 miles. Currently, a friend of mine is returning his ultralight to flying condition and plans to fly with me; his wife will follow along by car as our ground support. We plan to leave on or about Saturday, March 28, fly south through western Oregon into California following I-5. We'll connect with I-10 in southern California and follow it east to Florida and Sun 'n Fun. On our return, we plan to travel further north, through Oklahoma and northern New Mexico, to Monument Valley, the Great Salt Lake, Idaho, and back into Oregon. The flight will be approximately 7,500 miles and will take approximately seven weeks.

If you'd like to follow along on my adventure, I'll be posting updates on my website, www.LessonsFromTheEdge.com, beginning about March 15, to share our preflight planning. En route, I will be publishing blog entries daily, along with photos and videos so others may feel as if they are on the flight.

We will be camping most of the time, staying with friends and aviation enthusiasts along the route when possible, and occasionally overnighing in a motel. If you'd like to support our adventure, we'd be delighted, but mostly we're hoping to meet new friends and have a great time! 

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