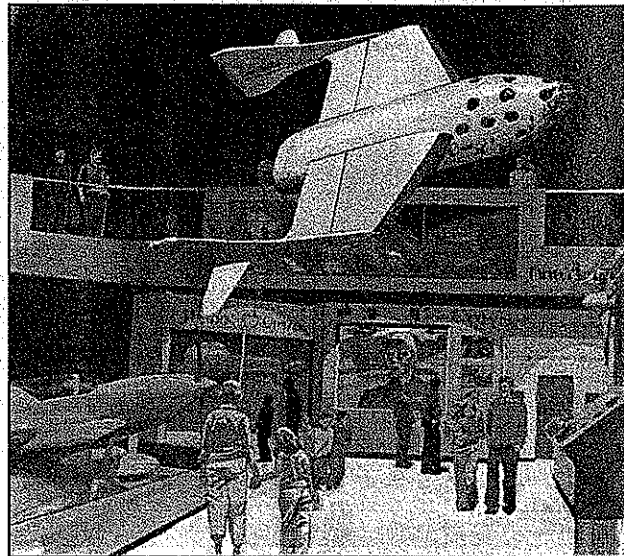


SpaceShipOne to Fly & Feather in EAA AirVenture Museum

SpaceShipOne has retired to the National Air and Space Museum in Washington, D.C., but a replica, built from the original molds and tooling, will soon grace the EAA AirVenture Museum. EAA President Tom Poberezny announced that civilian astronaut Mike Melvill and a group of volunteers at Scaled Composites would construct the replica for the museum. Undoubtedly the most revolutionary feature of SpaceShipOne is its feathered re-entry configuration. EAA's replica will demonstrate feathering as part of a multi-media exhibit.

"We're extremely excited about having a replica of SpaceShipOne in the EAA AirVenture Museum," said Poberezny. "And we are excited to have Scaled help us recognize the heritage of what EAA members can do when they have passion and focus."

Melvill added, "I just think it is something the EAA needs. It grew up out of EAA, that's where it came from, and I want to see it on display."



FAA Looking at Homebuilt Commercial Assistance; NPRM in Works

During an AirVenture meeting, FAA officials told the EAA Homebuilt Aircraft Council that some aircraft constructed with commercial assistance might not qualify under the "51-percent rule" for amateur-built experimental certification. The FAA wants to work with the EAA and companies offering commercial assistance to resolve the situation and improve the amateur-built experimental certification process.

FAA officials planned an advance notice of proposed rulemaking by the end of August to get public input, and then publish a full NPRM later this fall. After public comments are received a final rule would be issued in about a year. Until then, FAA designated airworthiness representatives may continue to inspect aircraft to verify compliance with the 51-percent rule, with or without commercial assistance. Through its Homebuilt Aircraft Council, EAA works closely with the FAA and other regulatory agencies throughout the year on these and other issues related to the design, construction, certification, operation, and maintenance of amateur-built aircraft.

FAA Addresses 'Complex Amateur-Builts'

The FAA defines complex amateur-built aircraft as turbine-powered with pressurized cabins and five or more seats. Because such aircraft are generally built only in the kit manufacturer's facility, a builder assistance center, or with other commercial help, the FAA feels they might not qualify for amateur-built certification because they don't comply with the 51-percent rule.

At AirVenture, EAA, the FAA Division of Production and Airworthiness (AIR-200), and FAA field offices continued work on appropriate changes to the FARs and amateur-built aircraft certification procedures. The FAA will gather information about manufacturers of complex amateur-built aircraft, and will send a letter to manufacturers expressing its concerns.

In the meantime, any request for an amateur-built experimental airworthiness certificate for a complex amateur-built aircraft will be handled jointly by the local Manufacturing Inspection District Office (MIDO) and the local Flight Standards District Office (FSDO). Airworthiness inspection designees will work with the field offices to process each request for amateur-built experimental certification of such aircraft.