



Rick Koch, Alan Jupp, Basil Lenzo, Peter Harlow with Sportstar

GENERAL AVIATION BRIEFINGS

First LSA registrations promise cost reductions

SilverWing Aviation has registered Australia's first aircraft under the new Light Sport Aircraft (LSA) category - an Evektor SportStar.

Although CASA officials said at Natfly at Easter that the first LSA registration would be two Tecnams in Brisbane on May 10, Sportstar distributor Peter Harlow said SportStar VH-CDR, delivered to Cloud Dancer Sport Aircraft, received its special certificate of airworthiness as an LSA at Jandakot in Perth on May 5.

LSA is a new category of aircraft, originally introduced in the US, which fits between current GA aircraft such as Cessnas and Pipers, and recreational aviation. The aim of the LSA category is to make flying simpler and more affordable for both aspiring and experienced pilots, yet retaining safety and high maintenance standards.

Harlow said the SportStar was also the first aircraft to be registered in April 2005 in the USA under similar LSA regulations.

"We can now say with confidence that customers can take delivery of their SportStars and choose to register them VH-Light Sport or in the existing recreational category," he said.

"For all their work and commitment to gaining and issuing the certificate, many



Patrick Harrington of Redcliffe, Doug Lynn of CASA and Bruce Stark with Tecnam

thanks are due to Alan Jupp, our inspector, Peter Snook our LAME and Rick Koch from CASA in WA."

The Evektor SportStar is manufactured by the Czech Republic's largest aircraft manufacturer alongside the European Eurostar and the GA retractable 4-seat Cobra

aircraft. There are currently almost 600 SportStars/Eurostars flying in the world.

VH-registered LSA aircraft can be operated in control zones by pilots holding a student or PPL and maintenance is to be carried out by a LAME.

The second Australian LSA aircraft is a

Tecnam F2004 Bravo on the RAA register and administered by RAA. Pilots may fly this aircraft with a recreational licence and maintenance may be carried out by a Level 2 maintenance approval or by the aircraft owner.

Tecnam Australia's Bruce Stark acknowledged that the first LSA VH registration went to the Sportstar, but is still claiming the first LSA aircraft on the Recreational Aviation Australia (RAAus) register by CASA Brisbane on May 11.

Stark said: "The certification leads the way for a comprehensive range of local and imported aircraft, which will allow recreational pilot certificate holders to legally command LSA with a maximum takeoff weight of up to 600 kg.

"This is an exciting development for recreational flyers, as well as for those transiting from the heavily regulated GA scene."

Stark said onerous ASIC regulations and the resultant delays in issue of GA student licenses by CASA were a deterring factor for new GA pilots. He anticipates a marked increase in demand for RA-Aus registered Light Sport Aircraft – particularly by aero clubs and flying schools outside control zones, with the aim of attracting new student pilots and sending them solo without lengthy delays while waiting for ASIC approval.

Stark said flight schools operating from GAAP airfields were still restricted to VH registered aircraft and LSA aircraft under VH registration offered them a viable cost-efficient alternative to the existing fleet of aging trainers.

Tecnam Limited, the company's South Pacific distributor, has in excess of 120 Tecnam aircraft sold throughout Australia, New Zealand and French Polynesia. About 2000 of the Italian designed and built aircraft are in use worldwide.