

Rob Hibberd

Subject: FW: Precision Windsports is now DAR Qualified



Precision Windsports Update

Precision Windsports is now DAR Qualified

November 2007

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Dear Rob,

What started at the request of friends last spring has now become a reality -- Precision Windsports is now DAR qualified. We can do both E-LSA and S-LSA weight-shift certifications.

Thanks to those of you who provided encouragement and support during the long (and expensive) qualification process.



DAR Qualified



Many of you have been waiting a long time for this news -- Precision Windsports is now DAR qualified. Jim Willess used to be the DAR supporting the mid-Atlantic region but was tragically lost in an aircraft accident last spring. At the urging of both friends and the FAA we began the long arduous process of getting our DAR certification. That milestone was reached yesterday following an FAA interview.

The FAA has granted us permission to issue airworthiness certificates for Experimental and Special Light Sport Aircraft -- Weight-Shift Control. This authorization will make it MUCH EASIER (and a lot cheaper) to provide the registration and certification support our customers want. This becomes especially important after Jan 08 when all our aircraft (all weight-shift) will be delivered as S-LSA, which means it must be fully registered and certified before the customer receives it.

For more information [click here](#).

LSA Maintenance Courses



Last weekend we had our last E-LSA Weight-Shift Inspection Course for the year. As usual we had a great bunch of participants -- for those of you who attended thank you for making the class so much fun.

We are undecided as to whether we will make the class available in the Feb/Mar timeframe next year. Many of the pilots who need the course are only just now transitioning their ultralights and consequently have 12 months before they need their inspection rating. So our thinking right now is to offer the course again starting next fall. However, if we get enough interest to warrant a class early next year we will reconsider. If you are interested in having a course presented next year please let me know (terri@precisionwindsports.com).

Rainbow Aviation still has slots available for its Weight-Shift Module of the LSA Repairman Maintenance course. This module is November 12-14 and will not be offered again until next fall. The other "core" modules required to get you maintenance rating (which means you can do 100 hour and annual inspections on any LSA weight-shift aircraft including charging a fee) are offered throughout the year and can be taken incrementally. If you are a CFI and/or dealer you should seriously consider taking this course. For more information contact [Rainbow Aviation](#).

Article Headline



If you are a BFI and wish to transition to Sport Pilot CFI then you also have an important Jan 08 deadline and time is running out. Assuming you were a registered BFI before Sep 04 and you transition before the end of Jan you can go straight to an examiner for your Practical Test. If you wait until after Jan you will have to see a Sport Pilot CFI for his/her endorsement (and probably training) before you can see an examiner for your practical. Save yourself the hassle and the money and do your transition before the end of January.

Precision Windsports is qualified to do CFI weight-shift check rides. Contact us if you want us to schedule one for you.

Many pilots put their planes away for the winter. What a shame. Winter flying can be some of the most exhilarating. The air is crystal clear and aircraft performance is at its peak. Last winter I discovered electrically heated gear from Gerbing and it has radically changed winter flying for me. Now I can enjoy the benefits of flying in the cold without being cold myself. Try it -- you'll like it.

Sincerely,

Terri Sipantzi
Precision Windsports, Inc.

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