National Transportation Safety Board
Washington, DC 20594

Office of the Chairman

March 12, 2019

Mr. Jack J. Pelton
Chairman
Experimental Aircraft Association
Oshkosh, WI 54903

Dear Mr. Pelton:

Thank you for the August 20, 2018, letter, signed by Mr. Sean Elliot, Vice President, Advocacy and Safety, regarding Safety Recommendations A-12-40, -41, and -43. We issued these recommendations to the Experimental Aircraft Association (EAA) on July 12, 2012, as a result of our May 22, 2012, safety study, *The Safety of Experimental Amateur-Built (EA-B) Aircraft*.

A-12-40

> Identify and apply incentives to encourage owners, builders, and pilots of experimental amateur-built aircraft to complete flight test training, such as that available in the Experimental Aircraft Association's *Test Flying and Developing Pilot Operating Handbook*, prior to conducting flight tests of experimental amateur-built aircraft.

We are pleased to learn that you have developed the *EAA Flight Test Manual,* which provides EA-B builders and pilots with guidance on aircraft preparation, flight testing, and how to develop a pilot's operating handbook (POH). We are also aware that you have updated your webinar series to include sessions that specifically address flight test procedures and safety, including fuel flow testing. In addition, we note that you helped the Federal Aviation Administration (FAA) develop Advisory Circular (AC) 90-116, "Additional Pilot Program (APP) for Phase I Flight Test," which is a voluntary program for builders and pilots that aims to mitigate the risks associated with phase 1 flight testing through the use of a qualified additional pilot and powerplant testing. You also launched the EA-B Aircraft Safety Pledge, which encourages EAA members to voluntarily commit to following best practices and procedures for installing, testing, and documenting fuel flow and evaluating angle-of-attack and lift information systems before installation. Finally, we note that you are working with the FAA to develop an alternate path through the first phase of flight testing that is task-based and would incentivize builders and pilots to conduct proper flight test procedures, and to create a certification for repair technicians who have met specific standards for constructing, testing, and maintaining amateur-built aircraft.

We believe that your actions exceed the intent of this recommendation and will incentivize builders and pilots to not only take the EAA training, but also to apply what they have learned when conducting flight tests. In addition, we are encouraged by your ongoing efforts to develop

additional incentives. Because you have exceeded the intent of Safety Recommendation A-12-40, it is classified "Closed—Exceeds Recommended Action."

A-12-41

> Work with your membership, aircraft kit manufacturers, and avionics manufacturers to develop standards for the recording of data in electronic flight displays, engine instruments, or other recording devices to be used in support of flight tests or continued airworthiness of experimental amateur-built aircraft.

We note that you are working with three avionics manufacturers to develop recording technology that includes readable electronic memory within electronic flight instrument system (EFIS) flight displays for EA-B aircraft. You indicated that the data gathered from the EFIS flight displays would be linked to an electronic copy of the flight test manual and used to develop an aircraft-specific POH. We also note that you are compiling a list of other manufacturers who are developing similar technology so that they can be included in the standard-development process.

We believe that your efforts thus far are responsive to this recommendation. Pending periodic updates and the developed standards, Safety Recommendation A-12-41 remains classified "Open—Acceptable Response."

A-12-43

> Complete planned action to create a coalition of kit manufacturers, type clubs, and pilot and owner groups and (1) develop transition training resources and (2) identify and apply incentives to encourage both builders of experimental amateur-built aircraft and purchasers of used experimental amateur-built aircraft to complete the training that is developed.

You reported that the Type Club Coalition (TCC), which is comprised of 7 EA-B type clubs, 25 certified aircraft type clubs, and 6 aviation associations, meets quarterly through EAA-led webinars and has a quarterly newsletter that includes safety tools and safety reports. We note that the TCC page on your website features type club safety and training manuals that other TCC member organizations can use to create their own standardized training materials. We also note that you worked with four type clubs to develop the *TCC Type Transition Guide*, which type clubs and light aircraft manufacturers can use to create standardized ground-training materials, flight training syllabi, and curriculum to train the instructors in their respective aircraft.

We believe that the actions you described satisfy the first part of this recommendation, which asks for transition training resources; however, we could not determine from the information that you provided if you had developed any incentives to encourage builders and purchasers to complete the training, which is the second part of this recommendation. Pending our receipt and review of this additional information, Safety Recommendation A-12-43 remains classified "Open—Acceptable Response."

Thank you for your commitment to improving the safety of EA-B aircraft. Please update us at correspondence@ntsb.gov regarding your progress toward satisfying Safety Recommendations A-12-41 and -43, and do not send both an electronic and a hard copy of the same response.

Sincerely,

Robert L. Sumwalt, III
Chairman