

Airplane Flying Handbook FAA-H-8083-3B

Study Guide for Sport Pilots (sheet 1)

What to study and what not to study. Sport Pilots study all areas except those listed below. Notes on differences are also included.

Read these chapters completely 1, 3, 4, 5, 6, 7, 8, 10, 12, 16 and 17 which are not listed below

Chapter 1 – Introduction to Flight Training

Role of Examiner – Sport Pilot DPE are also national based in addition to local FSDO and can be found at www.faa.gov/licenses_certificates/airmen_certification/sport_pilot/

Chapter 2 – Ground Operations

2-6 Fuel and Oil – Auto gas is used in many LSA and does not need an STC. Check POH for details on your engine. Some LSA may not have fuel drains because they use auto fuel containing alcohol which absorbs water.

2-12 Engine Starting – RPM of four stroke ROTAX engines is higher with minimum idle setting at 1400 RPM and recommended setting at 1600 to 1800 for smooth operations.

2-13 Hand Propping – Hand propping for ROTAX four stroke engines is very difficult because of the gearbox does not allow the engine to get up to RPM enough to produce a spark. Do not hand prop a ROTAX engine. Charge the battery or jump it with a car battery and cables if necessary for typical 12 volt systems.

Note: Chapter 4 Slow Flight, Stalls and Spins

Spins – Many S-LSA are not approved for spins but the knowledge of spin procedures should be covered in flight instruction.

Chapter 6 – Ground Reference Maneuvers

6-11 All “Eights” maneuvers are not required for Sport Pilot proficiency.

Note: Chapter 7 - Airport Traffic Patterns

Slower airplanes should do smaller patterns called “tight” or “inside” patterns so the aircraft is completing the pattern in the same time as the faster aircraft.

Chapter 9 Performance Maneuvers

9-5 Chandelle, and Lazy Eight maneuvers are not required for Sport Pilots.

Chapter 10 - Night Operations

This is a good chapter for Sport Pilots to review because it would be relevant for flying after sunset during twilight when conditions similar to night flying are possible and should be understood. However it can be skipped since there is no night flying for Sport Pilots.

Chapter 11 - Transition to Complex Airplanes

Wing Flaps – Read and study this section on wing flaps to 11-4 Controllable –Pitch Propeller and ignore the remainder of the chapter.

Chapter 12 - Transition to Multiengine Airplanes

Ignore this non applicable chapter.

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Chapter 13 - Transition to Tailwheel Airplanes

Ignore this chapter unless you are learning or transitioning to a tail wheel airplane.

Chapter 14 Transition to Turbopropeller-Powered Airplane

Ignore this non applicable chapter.

Chapter 15 Transition to Jet Powered Airplanes

Ignore this non applicable chapter.