



14 CFR Part 91 Operations

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Part A

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Deviation Authority for Conducting Flight Training in			
115 Experimental Category Aircraft (14 CFR Section 91.319	01/03/2006	08/14/2014	0
(h))			



Waiver or Letter of Authorization
Issuance and Applicability

1. These documents are issued to Jared Yates , whose principal base of operation is located at:

Primary Business Address:
4663 Pittstown RD
Hickory, North Carolina 28602

2. A change in the aircraft base of operations location constitutes an administrative change only to this Letter of Authorization (LOA) A001 and would not require nor preclude a new inspection.

a. The existing authorizations, deviations, waivers, etc., are still valid and not intended to be reissued due to a change in the operator's base of operations.

b. If the operator relocates its principal base of operations (address) listed in subparagraph 1 above, it must notify, in writing, the losing Flight Standards District Office (FSDO) of its new location and mailing address within 30 calendar days following relocation and, advise the losing FSDO of the receiving FSDO where the operator proposes to do business.

3. The attached waivers, authorizations, and/or deviations are effective as of the "Date Approval is Effective" listed in each authorizing document, and those issued without an expiration date shall remain in effect as long as the party listed in subparagraph 1 above continues to meet all appropriate Parts of the CFR or until any of the following:

- a. It is voluntarily surrendered by the operator,
- b. The operator ceases to be the operator of the aircraft listed in the applicable authorization,
- c. It is surrendered or revoked for cause by the FAA,
- d. The person signing the authorizing document relinquishes responsibility,
- e. The aircraft changes ownership and should be removed from the authorizing document,
- f. An aircraft or listed equipment is no longer used for that operation and should be removed from the authorization,
- g. An aircraft or other equipment needs to be added to the existing authorizing document,
- h. An aircraft listed on the authorization changes nationality numbers,
- i. An aircraft listed on the authorization is issued an experimental, special airworthiness certificate for research and development (R&D) or changes projects associated with an experimental, special airworthiness certificate for the purpose of R&D.

4. If the Responsible Person as the signee changes for an authorization, the Responsible Person or



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the operator should notify the issuing office of the change within 30 days and request an updated LOA.

HQ Control: 07/14/2011

HQ Revision: 020

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



Digitally signed by Todd C Kuhn, Principal Operations Inspector (EA68)

[1] SUPPORT INFO: Operator Request

[2] EFFECTIVE DATE: 8/14/2014, [3] AMENDMENT #: 0

DATE: 2014.08.14 07:15:55 -05:00

I hereby accept and receive this Waiver or Authorization.

Yates, Jared N, Resp Person-91J Training

8/14/14

Date



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Letter of Authorization Summary of Authorizations

The operator, in accordance with the reference documents, is authorized to:

Conduct flight training in experimental category aircraft with a Letter of Deviation Authority in accordance with 14 CFR Section 91.319 (h).

Reference
Paragraphs

A115

HQ Control: 08/31/2004

HQ Revision: 000

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



Digitally signed by Todd C Kuhn, Principal Operations Inspector (EA68)
[1] SUPPORT INFO: Operator Request
[2] EFFECTIVE DATE: 8/14/2014, [3] AMENDMENT #: 0
DATE: 2014.08.14 07:15:57 -05:00

I hereby accept and receive this Waiver or Authorization.

8/14/14

Yates, Jared N, Resp Person-91J Training

Date



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Letter of Deviation Authority Deviation Authority for Conducting Flight Training in Experimental Category Aircraft (14 CFR Section 91.319 (h))

1. The Operator listed at the bottom of this document is authorized this Letter of Deviation Authority (LODA) in accordance with the provisions of Title 14 Code of Federal Regulations (CFR) Section 91.319(h) to the extent necessary to provide aircraft-specific training in an aircraft certificated in the experimental category in accordance with the limitations and provisions of this LODA.
2. Aircraft and Equipment. The Operator is authorized to use the following approved aircraft and equipment for this training program:

Table 1 – Aircraft and Equipment

A/C Reg. No.	A/C Serial No.	A/C M/M/S	Regulatory Experimental Certification Basis	Purpose of Training	Restrictions or Limitations	Date of Airworthiness Certificate & Operating Limitations
N805TB	060-115/116-910	HOME-KIT-KIT	14 CFR Section 21.191(g)	Other (enter) Aircraft Specific Transition Training; and Flight Review	Per Training Program Revision 0 - 4/29/2014 Stamped 8/13/2014	12/02/2013

3. Aircraft Inspection and Maintenance.

- a. The aircraft listed in Table 1 above must

- (1) Be inspected in accordance with an FAA-approved inspection program that includes provisions for ensuring continued airworthiness and recording time remaining on life-limited parts in accordance with the manufacturer's instructions, or

- (2) Be inspected in accordance with the provisions of Section 91.409 (b) for a 100-hour condition inspection for ensuring continued airworthiness and recording time remaining on life-limited parts in accordance with the manufacturer's instructions, or

- (3) For turbine-powered or large aircraft, in accordance with an FAA-approved inspection program that meets the scope and detail of the requirements of Section 91.409 (e), (f)(4), and (g) for ensuring continued airworthiness and recording time remaining on life-limited parts in accordance with the manufacturer's instructions, and

- (4) Have completed Phase I flight testing and be operating in Phase II in accordance with the operating limitations made a part of the airworthiness certificate issued for the aircraft, and

- (5) Must have been granted an experimental certificate in accordance with the provisions of



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the appropriate regulatory basis as noted in Table 1 of this LODA.

b. Only an FAA-certificated mechanic with airframe and powerplant ratings, a certified repairman, or a certified repair station may perform this inspection and make the entry in the maintenance record.

c. If the aircraft is equipped with operable ejection seats and systems, such systems must be rigged, maintained, and inspected in accordance with the manufacturer's recommendations.

4. Operating Limitations. The Operator must operate the aircraft in accordance with the operating limitations made a part of the experimental airworthiness certificate, except for those limitations modified by this LODA. These operating limitations will be issued in accordance with the guidance provided in FAA Order 8130.2, as amended, Airworthiness Certification of Aircraft and Related Products, for the appropriate "Group" of aircraft and with experimental certificates issued for the purpose as listed in Table 1 above.

5. Training Requirements. The Operator must comply with the following training limitations and conditions for this LODA:

a. The Operator must use aircraft-specific flight and ground training outlines for the training specified in Table 1 authorized by this LODA. No demonstration flights are authorized.

b. Pilots participating in the training described in 5.a. above training programs must hold an appropriate category and class rating and must meet the requirements of 14 CFR Section 61.31(d), (e), (f), and (g).

c. The Operator must keep a record of the training given for a period of 3 years from the effective date of this LODA as documented on the bottom of this document.

d. Instructors used in the training program described in 5.a. above must hold an Authorized Instructor Certificate issued by the FAA for the specific aircraft to be used.

e. Before providing training in aircraft equipped with operable ejection systems, the trainee must complete an acceptable course of ejection seat training conducted under this LODA.

f. When conducting spin and upset training (rotorcraft excepted), the Operator must observe a minimum recovery altitude of 6,000 feet above ground level. Instructor pilots must be cautioned not to penetrate this minimum recovery altitude while performing upset maneuvers and training.

6. A copy of this LODA must be carried on board the aircraft during flight training conducted under this LODA.

7. Responsible Person. The Responsible Person for crew operations may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate and accepts responsibility for complying with the stated regulations by signing this document.

a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.

b. Enter the name, e-mail address, and telephone number in Table 2 of the Responsible Person



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signing this LOA:

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Table 2 – Responsible Person

Name	E-mail Address	Telephone Number
Yates, Jared N	email@jaredyates.com	828-308-1543

HQ Control: 01/03/2006

HQ Revision: 00a

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



Digitally signed by Todd C Kuhn, Principal Operations Inspector (EA68)

[1] SUPPORT INFO: Operator Request

[2] EFFECTIVE DATE: 8/14/2014, [3] AMENDMENT #: 0

DATE: 2014.08.14 07:16:00 -05:00

I hereby accept and receive this Waiver or Authorization.

Jared Yates

8/14/14

Yates, Jared N, Resp Person-91J Training

Date

Bearhawk Transition Training Program

Overview

14 CFR 91.319(a) prohibits the use of experimental aircraft for hire unless a deviation is provided in the form of a Letter of Deviation Authority (LODA) issued by the FAA. The LODA allows type-specific transition training to be offered for hire in the specific aircraft listed in the LODA. The instructor providing the training must also be listed in the LODA. LODAs do not permit flight training leading to the issuance of a pilot certificate or tailwheel endorsement. Training for aerobatic flight maneuvers is also prohibited. Flight training considered acceptable under a LODA consists of, but is not limited to:

- Initial or recurrent flight training for the operation of a specific make and model of experimental aircraft.
- Training for a flight review in a specific make and model of experimental aircraft.
- Instrument competency training for specific make and model experimental aircraft.
- Formation training for specific make and model experimental aircraft.

Since completed Bearhawks can vary significantly in avionics, engine, and cockpit configurations, this training is not intended to prepare the student for a mastery of the specific configuration of the training aircraft. Instead, this program includes enough specific training to provide the student only with the information that he needs to be able to learn the flying characteristics of the type. This philosophy especially applies to operation of the avionics and constant-speed propeller.

This program does not make use of audiovisual aids, mockups, charts, aircraft components, or other special training aids. Similarly, this program does not use a flight simulator or flight training device.

Prerequisites

Training candidates for this program must hold at least a Private Pilot certificate with an Airplane Single Engine Land rating, and a "tailwheel endorsement" as required by 14CFR 61.31(i).

The Flight Instructor for this program must:

1. Hold a current Certified Flight Instructor certificate with an Airplane Single Engine rating.
2. Have a minimum of 5 hours flight time in the type of training aircraft being used.
3. Meet all applicable currency requirements of 14 CFR Part 61.
4. Meet medical certification requirements of 14 CFR Part 61 as they pertain to the training given.
5. Possess a Letter of Deviation Authority (LODA) from the FAA Flight Standards District Office (FSDO) listing the specific aircraft being used for the training and the instructor.

The training aircraft must have all required inspections and maintenance, including a current condition inspection.

Introduction to Bearhawk Characteristics:

Generally speaking, the Bearhawk is a safe and predictable airplane to fly. The stall characteristics are not particularly threatening. The primary concerns for transition training are the low directional stability, high adverse yaw, and tailwheel ground handling. As far as tailwheel airplanes go, the Bearhawk's ground handling is quite favorable- but even a favorable tailwheel is an unstable aircraft on the ground.

Description of Lessons:

The program includes three lessons. Each of these lessons is intended to advance the progress of the training program, and while each may be completed in a single session, they may also be spread over several sessions to help accommodate student comfort and learning style. The first flying lesson is focused on everything but the traffic pattern, which is saved for the second lesson. This configuration helps familiarize the student with the Bearhawk's flying characteristics in an incremental way, starting with the easier operations and advancing to the more difficult operations. Completion standards are based on the most recent version of FAA-S-8081-14, the Private Pilot Practical Test Standards, and students must meet those standards in order to complete training and receive a completion endorsement. All landings will be to a full stop or a go-around.

Ground Lesson 1

Objectives:

The student will receive a briefing about the purpose and limitations of this specialized training, as well as the scope and contents of the training program. The instructor will survey the student's flight experience. The instructor will provide a basic overview of the similarities and differences of the Bearhawk and the other aircraft that the student has recent experience with. The instructor will compare the expectations and training requirements of the student to ensure that this program will meet the student's needs.

Standards:

This lesson will be complete when the instructor verifies that the student meets the prerequisite requirements and is eligible for participation in the program.

Planned time for completion: 30 minutes

Expected Accomplishments and Standards for Completion:

This lesson will be complete when the student and instructor both agree that the program will meet the needs of the student.

Ground Lesson 2

Objectives:

The student will receive a briefing about the FAA special emphasis areas listed below. Each emphasis area will also be discussed as they come up in the Flight Lessons.

1. Positive aircraft control,
2. Positive exchange of the flight controls procedure,
3. Stall/spin awareness,
4. Collision avoidance,
5. Wake turbulence avoidance,
6. LAHSO,
7. Runway incursion avoidance,
8. CFIT,
9. ADM and risk management,
10. Wire strike avoidance,
11. Checklist usage,
12. Temporary flight restrictions (TFRs),
13. Special use airspace (SUA),
14. Aviation security,
15. Single-Pilot Resource Management (SRM)

Standards:

This lesson will be complete when the instructor has briefed the student on each of these special emphasis areas.

Planned time for completion: 30 minutes

Flight Lesson 1

Objectives:

Familiarize the student with the basic handling characteristics of the Bearhawk in the context of the student's prior experience.

Lesson Components:

Preflight Elements

Preflight Preparation:

- Briefing of lesson objectives and goals
- Overview of local airport and airspace considerations
- Explanation of Bearhawk handling characteristics, including relatively high adverse yaw and relatively low directional stability
- Avionics and cockpit familiarization
- Weather Briefing and weather information

Preflight Procedures:

- Aircraft exterior inspection and preparation
- Engine Starting
- Runway incursion avoidance

Airport Operations:

- Radio Communications

Flight Elements:

- Engine Starting and Taxi
- Before Takeoff Check
- Level flight, climbs, turns, descents
- Adverse yaw and directional stability exercises
- Slow Flight, Power Off Stalls, and Power On Stalls
- Spin Awareness
- Steep turns
- Ground reference maneuvers to prepare for the traffic pattern

Standards:

The standards for this lesson are consistent with the scope of the Private Pilot Practical Test Standards, with the objective standards such as altitude and airspeed standards increased by 50%..

Planned time for completion:

Preflight Elements: 1 hour

Flight Elements: 1.5 hours

Expected Accomplishments and Standards for Completion:

This lesson will be complete when the student can confidently operate the Bearhawk in basic flight maneuvers, with special emphasis on coordinated use of ailerons and rudder. The planned time for this lesson is for a student with moderate experience in similar airplanes. Students with experience only in modern trainers will likely require more time to become comfortable with using the rudder.

Flight Lesson 2

Objectives:

Familiarize the student with the ground handling characteristics of the Bearhawk, and master traffic pattern operations including taxi, takeoff, three-point landings, and go-arounds.

Lesson Components:

Preflight Elements

Preflight Preparation:

- Briefing of lesson objectives and goals
- Overview of local airport and airspace considerations
- Weather Briefing and weather information

Preflight Procedures:

- Aircraft exterior inspection and preparation
- Engine Starting
- Runway incursion avoidance

Airport Operations:

- Radio Communications

Flight Elements:

- Engine start
- Taxi
- Normal and Crosswind Takeoff and Climb
- Low approach
- Go-arounds
- Normal and Crosswind Approach and Landing (3-Point)
- Traffic pattern visual references from the Bearhawk cockpit

Standards:

The standards for this lesson are consistent with the scope of the Private Pilot Practical Test Standards, with the objective standards such as altitude and airspeed standards increased by 50%.

Planned time for completion:

Preflight Elements: 1 hour

Flight Elements: 1 hour

Expected Accomplishments and Standards for Completion:

This lesson will be complete when the student can confidently operate the Bearhawk on the ground and during normal takeoff and landing. This lesson can be repeated as necessary, and repeats will likely be necessary for students who do not have extensive tailwheel experience.

Flight Lesson 3

Objectives:

Familiarize the student with the ground handling characteristics of the Bearhawk, and master traffic pattern operations including taxi, takeoff, three-point landings, wheel landings, go-arounds, and emergency procedures.

Lesson Components:

Preflight Elements

Preflight Preparation:

- Briefing of lesson objectives and goals
- Overview of local airport and airspace considerations
- Weather Briefing and weather information

Preflight Procedures:

- Aircraft exterior inspection and preparation
- Engine Starting
- Runway incursion avoidance

Airport Operations:

- Radio Communications

Flight Elements:

- Engine start
- Taxi
- Soft Field (Flaps 2) Takeoff
- Short Field Takeoff and Maximum Performance Climb
- Calculating and performing V_x and V_y climb
- Emergency Procedures including simulated loss of engine power in the traffic pattern
- Short Field Approach and Landing
- Forward Slip to Landing

Standards:

The standards for this lesson are identical to the Private Pilot Practical Test Standards for each maneuver.

Planned time for completion:

Preflight Elements: 1 hour

Flight Elements: 1 hour

Expected Accomplishments and Standards for Completion:

This lesson will be complete when the student can confidently operate the Bearhawk and perform the flight elements to the level of the most recent edition of the Private Pilot Practical Test Standards. This lesson can be repeated as necessary.

Flight/Ground Lesson 4

Objectives:

This is an optional lesson, required only for transition students who also intend to use the program to complete a Flight Review. This lesson applies the remaining topics from the sample flight review in AC61-98 (most current version) that have not been covered in previous lessons.

Lesson Components:

Lesson components will include items of AC61-98 Appendix V.

Standards:

The standards for this lesson are identical to the Private Pilot Practical Test Standards for each maneuver.

Planned time for completion:

Preflight Elements: 1 hour

Flight Elements: 1 hour

Expected Accomplishments and Standards for Completion:

This lesson will be complete when the instructor is confident that the student meets the requirements of 14 CFR 61.56.

List of Effective Pages:

Page 1: Revision 0
Page 2: Revision 0
Page 3: Revision 0
Page 4: Revision 0
Page 5: Revision 0
Page 6: Revision 0

Document Revision Summary

Revision 0 - Original issue – 4/29/2014

FAA APPROVED

CLT-FSDO-68

DATE 8/13/2014

SIGNATURE [Signature]