

FAA-01-11133-533

OFFICE OF THE ATTORNEY GENERAL

162545

April 2, 2002

VIA Facsimile (202) 493-2251

Dear Sir:

I am writing to **you** in regard to the proposed regulations or rules on the light sport aircraft **NPRM** procedure. I think the rules are well written **and** will serve to greatly benefit the civilian aviation community.

The only change to the proposed rules that I see needs to be made is to delete any reference to retractable or repositionable landing gear on such aircraft. My thinking is that the whole thrust of the NPRM is towards inclusion **of** small, low powered, simple **aircraft**. Complex aircraft with complicated gear retraction systems are clearly not intended to be included in the light sport aircraft category. Therefore, there is no need to regulate landing gear in aircraft that are otherwise within the sport **aircraft** classification.

I own a 1949 **M-18** Mooney Mite, which has a 65 horsepower engine and a retractable landing gear. The proposed retractable gear prohibition would have the clearly unintended consequence of eliminating a very simple aircraft like the Mite from being categorized in the light sport aircraft category.

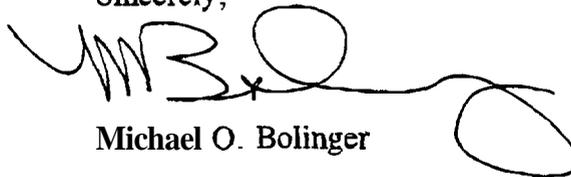
While I will not get technical here, the mechanically linked, non-electric mechanism of the Mooney Mite is much different from the retractable landing gear system on a complex airplane.

If the **FAA** is uncomfortable dropping the reference to retractable gear altogether, I suggest a "grandfather clause" which should be added for aircraft already in existence at the date of the NPRM that would otherwise meet **the** requirements of "light sport aircraft".

Allow me to repeat myself. I am in favor of the regulations **as** proposed but would recommend the elimination of the retractable or repositionable gear phrase.

Thank you for your attention.

Sincerely,

A handwritten signature in black ink, appearing to read 'M O Bolinger', with a large circular flourish at the end.

Michael O. Bolinger

MOB :dr