



September 2023

EAA Chapter 1387 Newsletter



President's Corner | September 2023 | Brett Siefert

MOSAIC

What do we need to know about this? It's probably good to know what the acronym stands for: Modernization of Special Airworthiness Certification. Also, it is definitely good to realize that this FAA proposal is a big deal, and that we have just over a month to comment on the proposed rule.

The rule will affect planes with special certificates; this includes, of course, LSA, experimental amateur built airplanes, and warbirds. Planes having standard certificates are not the subject of the proposed rule. An aircraft's weight limit would be based on its stall speed. With higher allowed stall speeds, certain aircraft weighing as much as 3,000 pounds would now fall within the Light Sport Aircraft category. With the current weight limit at 1,320 pounds, larger and stronger aircraft will qualify as Light Sport.

If you're interested—and you should be—there is a lot to process and digest in the proposed rule. The reading is somewhat laborious, and it may be helpful to use some of the condensed descriptions of the rule by others. A good places to start is with a simple web search of “faa mosaic 2023” or similar. Definitely go to the FAA and DOT published document at <https://www.federalregister.gov/documents/2023/07/24/2023-14425/modernization-of-special-airworthiness-certification> . There you can see the entire proposal, see others' comments and perhaps most important, you may submit a comment using the “Submit A Formal Comment” button on the top right of the page. The comment period ends on October 23, 2023, after which the FAA will assess the comments and make the changes that will determine our privileges around LSA.

There's way too much to talk about in a short blurb like this, but here are some notable highlights. This chart is adapted from the Light Aircraft Manufacturers Association (LAMA):

PROPOSED LSA CHANGES		
Item/Feature	Current	Proposed
Stall Speed	45 knots	54 knots
Retractable Gear	Water operations only	Allowed
Number of Seats Maximum	2	4



		(but still just one passenger)
Adjustable Prop	Ground adjustable only	Allowed
Maximum Speed	120 knots	250 knots
Safety Bulletins	Manufacturer's mandatory SB	Mandatory SBs "recommended"
Engine/Propulsion	Single, reciprocating/piston	No restriction on number or type

You seeing what I'm seeing? If approved, then the new rule will allow for some multi-engine, electric/hybrid aircraft, fully-built gyroplanes, helicopters, and turbine aircraft to fall under LSA. In all, the proposed rule should accomplish two objectives that do not always go together: safety AND performance enhancements. Seems big . . .

Please attend this month's Chapter 1387 meeting on Wednesday, September 13, 7:00 PM, at the Lincoln County Health Department Community Room, 5 Health Department Drive, Troy. Unfortunately, our September Speaker from Lycoming had to cancel. This will be rescheduled. Please also note a change to October's meeting date; 10/18 instead of 10/11. Our guest speaker for October works on Air Force assets and is assigned out of area on our normally scheduled date. Do also consider working our Young Eagles event (details elsewhere in this newsletter) on October 7.

■ ■ ■

See you at the September meeting!

Event: EAA 1387 Meeting

Date: 13 September 2023

Time: 7:00 PM

Location: Lincoln County Health Department Community Room

5 Health Department Drive

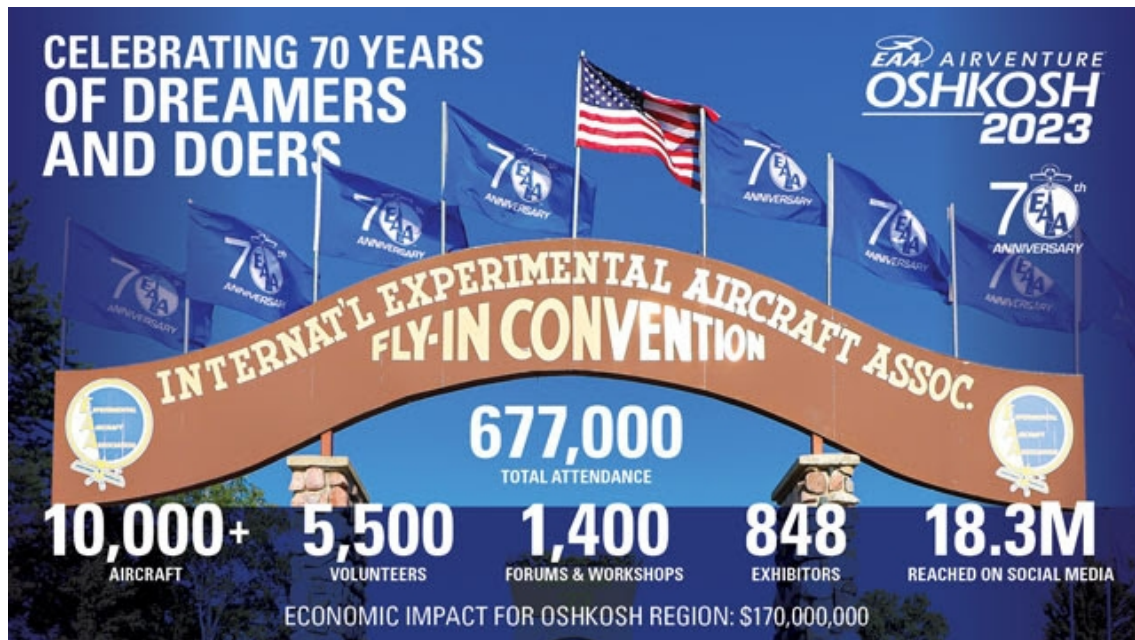
Troy MO 63379

• • •





EAA AirVenture Oshkosh 2023 Facts and Figures



This year's annual convention turned out to be another record-setting year.

"There was so much going on during the week that encompassed the entire world of flight, from the presence of the U.S. Air Force Training Command and NASA, to magnificent aircraft restorations and exciting new flying technology," said EAA Chairman and CEO Jack J. Pelton. "Oshkosh was again the place that brought the aviation world together."

This year's attendance was approximately 677,000, up from the previous record of 650,000 last year. But attendance numbers weren't the only record.

"We had record-setting totals of campers, exhibitors, volunteers, and more," said Jack. "It was also a challenging year at times with weather, logistics, and other factors, which makes me even more proud of the efforts by our volunteers and staff to organize an outstanding event."

Here are some additional details from this year's fly-in:

Total aircraft: More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman alone, there were 21,883 aircraft operations in the 11-day period from July 20-30, which is an average of approximately 148 takeoffs/landings per hour when the airport is open.

Total showplanes: 3,365 including a record 1,497 registered in vintage aircraft parking, plus 1,067 homebuilt aircraft, 380 warbirds (up 3 percent from 2022), 194 ultralights, 134 seaplanes and amphibians, 52 aerobatic aircraft, and 41 rotorcraft.



Camping: More than 13,000 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors.

Volunteers: More than 5,500 contributing in excess of 250,000 hours.

Commercial exhibitors: 848 (another record number).

Forums, Workshops, and Presentations: More than 1,400 sessions hosted throughout the week.

Social media, internet, and mobile: More than 18.3 million people were reached by EAA's social media channels during AirVenture (up 78 percent over 2022), with engagement of 1.9 million; More than 189,000 hours of viewing EAA video clips online also occurred during the event (more than double the 2022 total).

International guests: International visitors returned in a big way in 2023, with 2,372 attendees registering the International Visitors Tent from a record-tying 93 countries outside the U.S. Adding a significant number of international visitors who do not register at the tent when they arrive, the actual total is much higher.

The Gathering: The EAA Aviation Foundation's annual event to support its aviation education programs attracted more than 1,000 people and raised more than \$2 million dollars that will be focused on EAA's mission of growing participation in aviation.

Media: 863 media representatives on-site, from six continents.

Estimated economic impact*: \$170 million for the five counties in the Oshkosh region (Winnebago, Outagamie, Fond du Lac, Calumet, and Brown).

* - based on 2017 University of Wisconsin Oshkosh economic impact study

By the time you read this, planning for EAA AirVenture Oshkosh 2024 has begun in earnest. "We are already looking at a number of big activities, including the 100th anniversary of the Royal Canadian Air Force," said Jack. "Plenty of ideas have also been forwarded to us from EAA members and others that will be part of the planning for 2024."



NEWS FROM HQ

In this month's Chapter Video Magazine, Charlie Becker gets you up to date on additional MOSAIC info and other EAA happenings:



Chapter 1387 Events for 2023. Always looking for membership inputs on what everyone is working on or what you'd like to share with the Chapter. Building projects, Items of Interest, etc. would be ideal. Please review and send me your input to share! Thanks, Joe V.

Chapter 1387 Calendar of Events - 2023

September

- Prep for YE Rally at Hannibal (Moved to Oct due to the Holiday)
- Jeff Schans – Lycoming Engine Tech Rep Presentation – Rescheduled

October

- 7 Oct – YE Rally at Hannibal
- Chapter Meeting moved to **18 Oct** to accommodate Speaker schedule
- Member Input - Volunteer Needed

November

- Officer Elections – President and Vice President
- Member Input - Volunteer Needed

December

- Chapter Christmas Social
- Election Results
- Chapter Renewal by 31 Dec for HQ



In aviation history.....

This Month In Aviation History: The Lockheed C-130 'Hercules' Enters Service

BY NICOLE KYLIE

Nearly 70 years later, the Hercules continues to be in production – making it the longest-continuous military aircraft production in history.



The C-130 Hercules is a remarkable (some might even say legendary) military transport aircraft created by American manufacturer, [Lockheed Martin](#). The aircraft plays a significant role in [military aviation](#) and is known for its ability to take on any mission, whenever and wherever it may be – but that's not all the Hercules is lauded for.

A plane of many talents

First entering service in 1956, the quad-engine turboprop was originally designed as a workhorse for troop and [cargo](#) transport, as well as medical evacuations. Throughout the years, its versatile airframe has landed the Hercules several other roles, being used for weather reconnaissance, aerial firefighting, maritime patrol, aerial refueling, airborne assault, and search and rescue. It has also been used as a gunship.



In its 66-year service history, the Hercules has served in a number of civilian and humanitarian aid operations. Today, it is most commonly used by military forces worldwide as a tactical airlifter.

The Korean War



When the United States entered the Korean War, the U.S. Air Force found that it lacked a military aircraft capable of transporting combat troops over medium distances to often short and unprepared landing strips. So, the Tactical Air Command issued a brief for manufacturers to propose designs that could meet the requirements.

Lockheed Aircraft Corporation – as it was then known – won the tender and began producing two prototypes. This then led to a production contract, kick-starting the C-130 program. The first batch of C-130s was delivered at the start of 1956, first assigned to several airlift units in the United States and then in Europe and the Far East. The Royal Australian Air Force soon began to operate the aircraft type, followed by the Royal Canadian Air Force.



All-around versatility



The aircraft's spacious, unobstructed interior – allowing for rapid reconfiguration – led the Hercules to become an immediately popular aircraft for special missions. Furthermore, its long range and high lift capacity propelled the aircraft to make a name for itself as a true tactical airlifter.

Not only does the C-130 boast a versatile cargo hold, but it also has a highly adaptable performance. From landing on aircraft carrier runways in the middle of the ocean to the high-altitude landing strips of the Himalayas, the Hercules has landing capabilities that are hard to rival.





As Lockheed Martin aptly, and very proudly, puts it:

“The Hercules has been everywhere and done just about anything. Aircrews have flown it to both poles, landed or airdropped military supplies to hot spots from Vietnam to Afghanistan and performed countless relief operations around the globe. The Hercules has been used to drop bombs, retrieve satellites in midair, conduct reconnaissance and attack ground targets with cannons. Some models are flown as commercial transports.”

Record-setting production



Since its entry into service nearly 70 years ago, the Hercules continues to be in production – making it the longest-continuous aircraft production in history. It also holds the record for one of the top three longest-continuous production runs of any aircraft type.

The C-130 variant in current production is the C-130J Super Hercules, an updated version of the former, with a new flight deck, engines, and systems. At present, more than 2,500 C-130s are operated by 70 countries, in over 70 variants, including the Lockheed L-100 Hercules for civilian use.

Source: Lockheed Martin



And a little more on history....

Lambert was named after the STL manufacturer of Listerene...& not sure if the parking has improved...must be terminal 1.



Amazing thing about this girl "Tiny" was her Nic name, 4ft 8 tall, did 1100 jumps with this setup for aerial shows. Lived into her 80's.





Slightly off topic –

Does he need a multi engine rating? Or, didn't this guy know there is a hull speed that makes the excess horsepower irrelevant?



Upcoming EAA Webinars

EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. for their generous sponsorship of EAA webinars. **Registration is required, and space is limited.**

9/11/23 7 p.m. [AeroEducate for](#) Danielle Schmick and John Egan

CDT [Your EAA Chapter](#) *Join EAA staff members Danielle Schmick and John Egan as they discuss EAA's newest youth program, AeroEducate. Designed to deliver free, interactive, educational, and engaging experiences to youth through EAA chapters, school, and from home, AeroEducate's web-based resources provide clear, age-appropriate content to aviation and aerospace engagement, and even career paths. Learn how your EAA chapter can use available AeroEducate resources at upcoming Young Eagles rallies and Workshops to increase youth engagement.*

9/12/23 7 p.m. [The Sikorsky S-38](#) Chris Henry

CDT **Museum Webinars Series** *The S-38 was one of the first airplanes to show what a business can gain from using an aircraft in its inventory. One of these companies is local to Oshkosh and we will discuss that history.*

9/13/23 7 p.m. [Dealbreakers -](#) Prof. H. Paul Shuch

CDT [Lessons Learned](#) *Over the past decade, Prof. H. Paul Shuch has performed several dozen*



**from Prebuy
Examinations**

**Qualifies for FAA
WINGS and AMT
credit.**

preflight examinations of used light sport and experimental aircraft. In this FAA Safety Team WINGS and AMT award qualifying webinar, he shares flaws found, lessons learned, and new insights he has gained into when to walk away.

- 9/14/23 7 p.m. **MOSAIC:** EAA's advocacy team
 CDT **Expanding Light Sport** EAA's advocacy team updates you on the proposed changes to the light sport aircraft category and sport pilot. We will explain the history, the proposed parameters of the rule, and how to provide productive comments to the FAA on the Notice of Proposed Rulemaking (NPRM).
Qualifies for FAA WINGS.
- 9/20/23 7 p.m. **IAC Aerobatic** Lorrie Penner
 CDT **Center Highlights from AirVenture 2023** Sport Aerobatics editor, Lorrie Penner will share photos of arriving aerobatic aircraft, and other fun experiences from around the IAC Aerobatic Center during AirVenture 2023.
- 9/27/23 7 p.m. **Collision** Tom Turner
 CDT **Avoidance in the Traffic Pattern** Tom Turner from the American Bonanza Society Air Safety Foundation discusses specific things you can do to see and be seen, including:
Qualifies for FAA WINGS credit.
 - When and under what conditions most midair collisions occur
 - Lessons from accident case studies
 - What's legal—and what's not—for traffic pattern entry and departure
 - Right-of-way rules and responsibilities
 - Practical collision avoidance tactics
- 10/4/23 7 p.m. **Fortunate Catch** Mike Busch
 CDT **Qualifies for FAA WINGS and AMT credit.** A maintenance-aware owner is the last line of defense against maintenance errors. In this webinar, Mike Busch A&P/IA relates the story of one Bonanza owner whose shop replaced two cylinders because of burned exhaust valves. Then, just as the mechanic was buttoning up the airplane in preparation for the break-in flight, this maintenance-involved owner looked closely at the newly installed cylinders, spotted something that concerned him, raised his concerns with the shop, whereupon the A&P who installed the cylinders admitted that he'd made a critical mistake that almost certainly would have resulted in a catastrophic engine failure had the vigilant owner not saved the day. Mike also talks about the crash involving another Bonanza that suffered a catastrophic in-flight engine failure years earlier caused by precisely the same error and was the subject of landmark litigation.



How Can We Help?

President: Brett Siefert

brettsiefert@gmail.com

Vice Pres & Newsletter: Joe Veile

jveile01@gmail.com

Secretary: Dale Baldwin

dale.baldwin@gmail.com

Treasurer: Pat Donovan

pa24pilot@centurylink.net

Young Eagles: Bill Jagust

pa24pilot@centurylink.net

Young Eagles: Pat Donovan

nickdawson@gmail.com

Membership: Gloria Roser

gloriaroser7@gmail.com

Web Editor: John Roser

311bonanza@gmail.com

Technical Counselors:

Frank Baldwin

fbaldwin@troyairpark.com

Dale Baldwin

dale.baldwin@gmail.com

Tim Finley

vfrecon@gmail.com

John Tracy

jtracystl@yahoo.com

Flight Advisors:

Frank Baldwin

fbaldwin@troyairpark.com

Bill Jagust

bsarj@cs.com

Pat Donovan (VMC)

pa24pilot@centurylink.net

Mike Bradsher (IMC)

mikebrad@troyairpark.com

Helpful Links:

<https://www.eaa.org/ea>

<https://chapters.eaa.org/EAA1387>

<https://www.faasafety.gov>

Like Us on Facebook: EAA Chapter 1387

