



August 2021 NEWSLETTER

OFFICERS

President: Nishant Ghaiy

Vice President: Mark Johnson

Secretary: to be determined

Treasurer: Damien Radford

Newsletter: Mark Johnson

Technical Advisor: Bill Sherlock

Flight Adviser: Marlin Jones

SATURDAY'S SPECIAL GET TOGETHER

After our normal 10:30-AM fly out (weather permitting), at 12:30-PM, we have a great BBQ planned in Nishant's hanger at Gness Field. Wives and significant others are encouraged to attend. So plan on coming.

I believe all but one of us have been vaccinated. If you have been fully "covidized", no need to mask-up. If not, you will be required to mask and stay at least stay 6' from others while eating and imbibing to keep us all safe.

Call Nishant (408)806-6901 to open the gate to get onto the field.

SAD NEWS; HARRY TORGOVITSKY HAS FLOWN WEST

Last week we lost a long-term active club member, Harry Torgovitsky. We were told by his wife of 35-years, Charlotte, that Harry lost his battle fighting off lung cancer. Harry was one of our most interesting members, born in China and flying for the last decade with us, he will be missed for his willingness to advance strong opinions, which some of us enjoyed arguing about, and for his willingness to help the club. Harry was President of the group for several years, running the club with a minimalist hand.

We will miss Harry and hope he is now in a better place, but have no word yet about services or memorials. Let's remember Harry at our Saturday get-together.

A few pictures of the many we have of Harry and his plane follow:



Harry at a Liberty Field, Party, 2012



Harry in yellow at flyout 2013



Harry & Charlotte, XMAS 2014



Flying to 2-Roc March 2015



On his favorite flight, April 2018



Running our club meeting 10/2018

OUR NEWSLETTERS GO ON-LINE !

Thanks to Nishant, we should soon see our Newsletters, going back through 2012, at <https://chapters.eaa.org/ea1534/newsletters>. As of now, there are just two test Newsletters on the site, but in a few weeks we should be able to see many many more.

When they are on-line, look back at some of the earlier ones to see just how many members we had and how much our members participated with interesting articles and more. We did a much better job back then! ... in the good 'ol days.

***This month we decided to show you all the diversity
we created by building our own planes
during years 2001 to 2014!
(See following pages)***

2001



This one was demonstrated to us around 2002 |



Dave's little creation. Looked more like a helicopter than an Ultralight!

2003



We had fun with Trikes. Yes, we made weird planes and weird bombs!

2004



We decided to get civilized by having our own banner! Trust me – the chicken did not fly & they forced Mark to come up with that Moronic ground bound chicken!!

2005



We forget the details -but remembers we were all impressed with their weird little vehicles

2006



This is Lynn saying goodbye from inside his little blue ultralight as he took off into the wild blue yonder!

2014



...And finally, Les built his electric powered motor glider, which refused to glide.

New Rules for Flight Instruction in Experimental Category Aircraft

by Marlin Jones, CFI, Chapter Safety Advisor

Effective July 12, 2021, it became illegal to give or receive flight instruction in an experimental category aircraft unless both the pilot and flight instructor receive an approved letter of deviation authority from the FAA. This is the result of a court decision that found that all flight instruction (compensated or not) was a commercial activity and not permitted in experimental category aircraft. It appears the FAA was not expecting this far reaching decision. It was trying to crack down on an operation that was giving warbird rides and calling it flight instruction.

Until the FAA revises the regulations, to receive flight instruction in an experimental category aircraft both the flight instructor and the owner and/or

operator of the aircraft must get a letter of deviation authority (LODA) from the FAA. The LODA form can be downloaded from the FAA website at:

https://www.faa.gov/licenses_certificates/vintage_experimental/

It's a pretty simple form. Complete the form and email it to the FAA at the email address in the instructions which are included with the form. You will receive it back in a few days or so approved by the FAA. Mine came back in a week. If you own more than one experimental aircraft, you can list all on the same form. Once approved the authorization is good for 48 months. My recommendation is to do this now and keep a copy of the approved LODA in your aircraft. Make sure to ask to see your instructor's LODA before receiving any flight instruction because if he doesn't have one, it's not legal to receive flight instruction from him.

This requirement applies to all aircraft with an experimental type certificate including E-LSA and Experimental Amateur Built. It does not apply to S-LSA or type certified aircraft.

SOME INTERESTING STUFF

Want to see a jet landing without nose gear with no damage? See:

<http://www.chonday.com/Videos/harrierlj2> ,

Finally, a real flying car contender. See:

<https://www.cnn.com/2021/06/30/business/flying-car-flight-slovakia-scli-intl/index.html>

Please submit stuff for our next Newsletter, this one to be published online!