

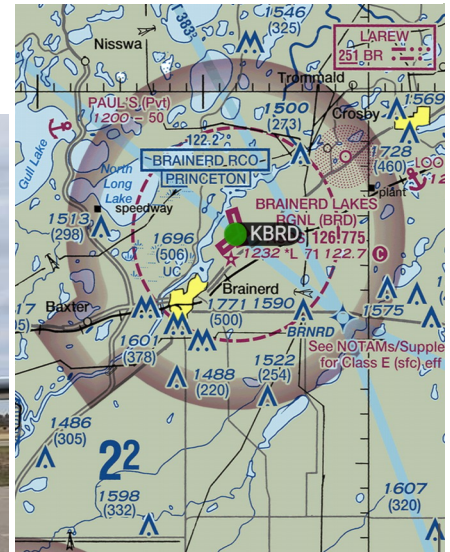


OCTOBER 2024
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CAVU Chronicles

RAY AVIATION SCHOLAR-TURNED-PILOT, BRANDON EBERTS



In this issue:

- Ray Aviation Scholarship Update
- Longster Update
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Only 6 months ago it was announced Brandon was awarded the 2024 EAA RAY AVIATION SCHOLARSHIP for Chapter 1610. Then on June 25th, he completed his first solo flight (pictured left).

Another huge ‘Congratulations’ are in order. Brandon successfully passed his Private Pilot check-ride on October 26. He said he may have had a couple of rough spots during the oral exam but learned a lot from a very good examiner during the check-ride.

Well done!!! Blue Skies & Tailwinds, Brandon!!

Over the weekend of October 11, the final coats of paint were applied to the wings and fuselage. The process went quickly thanks to the expertise...and the airless sprayer...provided by Shane Spencer, pictured below.



Shane is a professional painter who owns and operates “SPENCER’S QUALITY PAINT & STAIN, LLC”. He is also Rollie’s neighbor, which is how we were able to incorporate his help in this project.

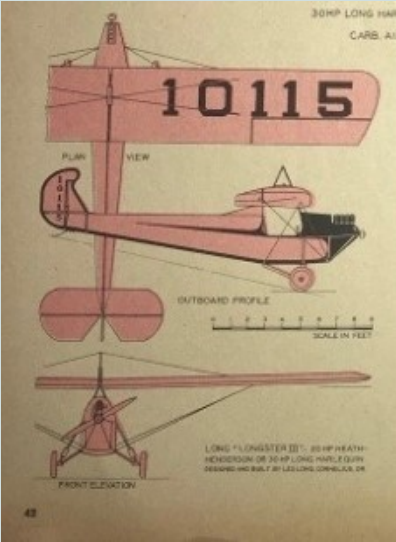
After helping Paul (Hootis), Rollie and Joe apply paint using the traditional air sprayer, I was amazed how quickly all surfaces were evenly finished with the airless sprayer, and with a LOT less overspray and “paint fog”.



Next steps:

Cables and turnbuckles need to be ordered.

The plan is to have an “N” number stenciled on the underside of the wing. The team will need to obtain pricing for that option.



For the paint scheme shown in the image above, this will need to be masked by hand.

Other steps include:

- Install instrument panel
- Install gas tank
- Install tail wheel
- Detail the engine
- Install propeller

Once the cables and turnbuckles are on hand, the plane will be assembled in the hangar to make sure it is ready for display in the main terminal building.



While it appears the finish is a gloss, it is, in fact, a satin finish. These photos were taken when the paint was still wet. Once it dried, the finished product looked GREAT!

Oh...and by the way: Shane donated the paint, too.

THANK YOU, Shane Spencer!!

MOSAIC

During the last chapter meeting on October 12, it was brought to the attention of attendees that the FAASafety.gov site would be hosting a webinar on MOSAIC on October 23.

The following is a short article written by Trudi Amundson on this very topic. She also incorporated a table created to help differentiate some details what MOSAIC does and does not affect. Please note the table is not all-inclusive of MOSAIC's reach.

MOSIAC---Impact Reviewed

By Trudi Amundson, FAA Safety Rep
and Mark Bearss, EAA Chapter 1610

There has been a lot of discussion, waiting, suppositions, and frustration regarding Mosaic and what it means to general aviation. Anticipated rule release date is early to mid-2025. This "rule" affects [Sport Pilot/Light Sport Aircraft 2.0](#). The attached chart is an attempt to show what Mosaic does and does not affect.

The green color is "Permitted, pink is "Restricted" and gold is "No impact from Mosaic." Researching Mosaic we found these two quotes and feel that it sums it up well. "As a current private pilot, SP/LSA 2.0 makes it more attractive to access the privileges of a now more robust sport pilot certificate." "SP/LSA 2.0 brings exciting new and expanded opportunities for those who are current sport pilots." (Article by EAA).

Some highlights of SP/LSA 2.0 are:

- The number of hours required will be half of a Private Pilot License and half the cost

- Broader choice of aircraft to fly

- SP/LSA 2.0 eliminates the time, expense, and stress of getting a medical

- A GREAT answer to fly for recreation or personal transportation

Mark Bearss, who co-authored this article, flies a SEL Light Sport manufactured in the Czech Republic. He shared his reasons for choosing this aircraft:

- Cost (initial and ongoing)

- Ballistic parachute

- Economy (Rotax engine) takes premium de-oxygenated gas

- 5.5 Gallons per hour

- Cruise at 105 Kts

- Aircraft fits his flying needs for going to fly-ins, exploring/sight-seeing, visiting other airports, flying Young Eagles

We hope you find this information valuable. More info can be found at: [Sport Pilot/Light Sport Aircraft 2.0 \(MOSAIC\) \(eaa.org\)](#)

Tailwinds and blue skies to all!!

(See table on the following page.)

MOSAIC

MOSIAC---Impact Reviewed (Continued)

	PRIVATE PILOT	PRIVATE PILOT	SPORT PILOT	SPORT PILOT	IMPACT OF MOSAIC
	CLASS 2 or 3	BASIC MED	CLASS 3	BASIC MED	
Pilot in Command of aircraft up to 12,500 pounds GW					
Pilot in Command of Aircraft up to 6000 pounds GW					
Pilot in Command of Aircraft up to 3000 pounds GW					
Pilot in Command of Aircraft up to 1320 pounds GW					
Pilot in Command for Daytime Flight					
Pilot in Command for Nighttime Flight			endorsement	endorsement	
Permitted to fly above 10,000 MSL					
Permitted to fly under IFR Rules					
Permitted to fly outside the U.S.			need permit	need permit	
Permitted to fly in Class A Airspace	IFR only				
Permitted to fly in Class B Airspace			endorsement	endorsement	
Permitted to fly in Class C Airspace			endorsement	endorsement	
Permitted to fly in Class D Airspace			endorsement	endorsement	
Permitted to fly in Class E Airspace					
Permitted to fly in Class G Airspace					
Permitted to tow and object					
Permitted to fly for air rescue operations					
Permitted to carry more than one passenger					Max = 4
May exceed 120 KIAS Airspeed					Max=250kt
Pilot in Command of a Light Sport Eligible Aircraft					

Provisions in MOSAIC's proposed rulemaking will...

- Expand the LSA category. This means more choice of aircraft for sport pilots to fly, such as the C-150, C-152, C-172 and even some C-182 as well as many legacy Piper aircraft. The new rulemaking also removes the restriction that powered LSAs must have a reciprocating engine.
- Increase the privileges of sport pilots. The table above highlights some of these in the far right column. Others privileges not called out on this table would include flying aircraft with retractable landing gear and constant speed propellers, once proper endorsements were obtained.

It is important to note that much of what a pilot is allowed to do with a LSA is still defined by the type of license and the medical certificate the pilot carries.



EVENTS OF INTEREST ON THE UPCOMING CALENDAR.

November 1 through December 7, 2024
TREE OF HOPE COLLECTION

As in years past, decorated collection boxes will be placed in Wing's Airport Café and the General Aviation Lobby of Northpoint Aviation.

As you may recall, this is an aviation-based charity program that started in 1990 by Dr. Ray and Celeste Shefland. They noticed that many children, because of their illness, ended up spending their holidays in hospitals. "Some of them are dealing with a major terminal illness; some will be recovering from surgery or an accident. Many of them are far from home and missing their families and friends." Each year, this all-volunteer program collects toys for these children so they can be distributed to hospitals across Minnesota. This event has happened every year since 1990, giving children all over the state of Minnesota a little ray of hope in the midst of a difficult situation. Please join in supporting this charity program.

Last year, after the first two boxes became full, we placed a third. It too ended up being overfilled. Let's hope we can do a repeat of our collection efforts this year.



January 11, 2025

CHAPTER 1610 HOLIDAY DINNER PARTY and AUCTION

6:00—8:30 pm

Breezy Point's ANTLERS Restaurant
Whitebirch Golf Course Clubhouse
Breezy Point

Please make a note of this event in your social engagement calendar. We have reserved the private dining room in the clubhouse for our membership's annual holiday dinner. This venue will be catering plated dinners instead of a buffet. The menu is yet to be determined but typically includes a beef, chicken or fish entrée. As in past events, there will be a cash bar.

Following the dinner, there will be some very nice items put up for auction. The proceeds will be deposited into our Chapter 1610 Aviation Scholarship Fund.



MARK YOUR CALENDAR

DID YOU KNOW...?

An easy and convenient way to keep up-to-date on scheduled Chapter 1610 meetings, events, and other aviation-related programs is our Website.

First, open your web browser and type in **#eaa 1610**.

Once you open the website, select the tab

Event Calendar.

The rest is easy.

Any highlights below in **RED** means something has been added or rescheduled for Chapter 1610 meetings and events.

NOTE: THE POSITIONS OF VICE PRESIDENT and SECRETARY ARE UP FOR ELECTION BEFORE THE END OF THE YEAR.

Both are for 2-year terms. We encourage you to volunteer by simply submitting your name to Mark Christ or Trudi Amundson.

November 9: Regular Monthly Meeting

December 14: Regular Monthly Meeting

-----**2025**-----

January 11: Holiday Party. No Regular Monthly Meeting

February 8: Regular Meeting and FAASTeam Presentation

March 8: Regular Meeting

March 8: Aitkin Flyers Chili Feed and Fly-in

ON THE 'LIGHTAIR' SIDE



I am always interested in hearing your suggestions for future topics in the Newsletter. I also encourage budding authors to submit content.

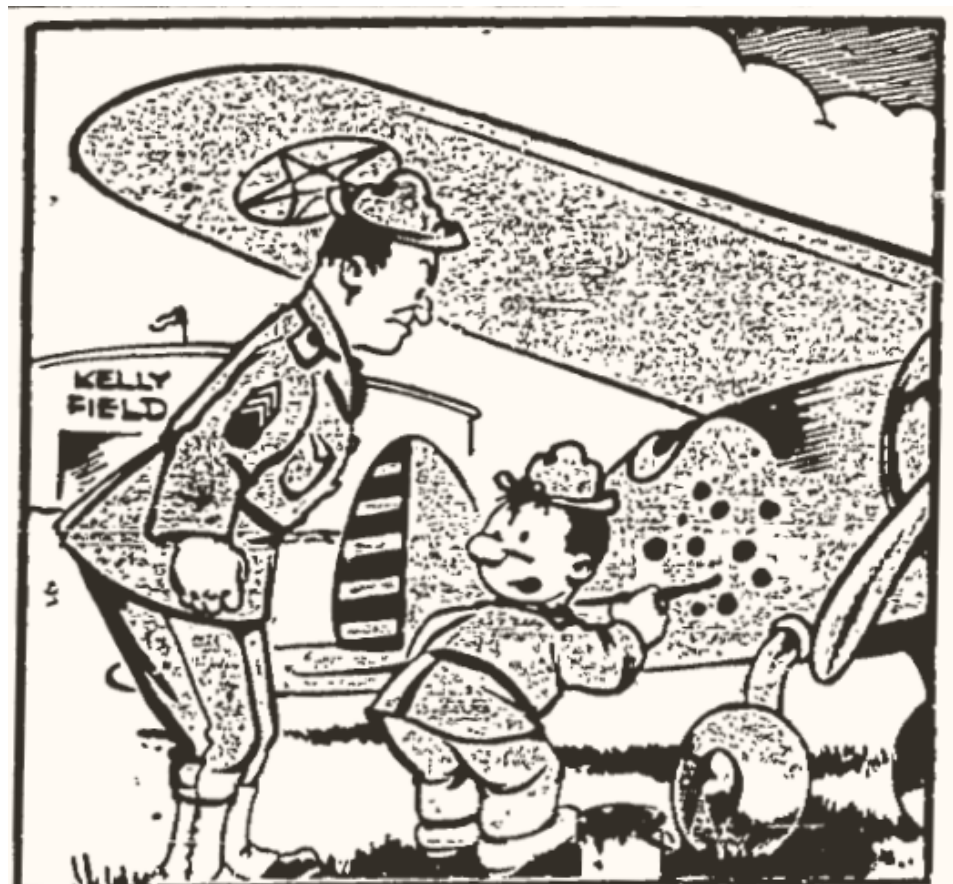
Please contact Mark Bearss

◆ email to

mgbearss@gmail.com

◆ Text to 952-818-9986

And finally, the contact information for Chapter 1610 has changed.



"Don't ask me what the idea is. The Lieutenant told me from now on I'm to be an airplane spotter!"