

FLYPAPER

NO.642

147 days until Oshkosh

FEBRUARY 2024
ISSUE NO.642
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MOSAIC

**UNDERSTANDING THE INTENT
AND THE IMPACT ON
EXPERIMENTAL AVIATION**

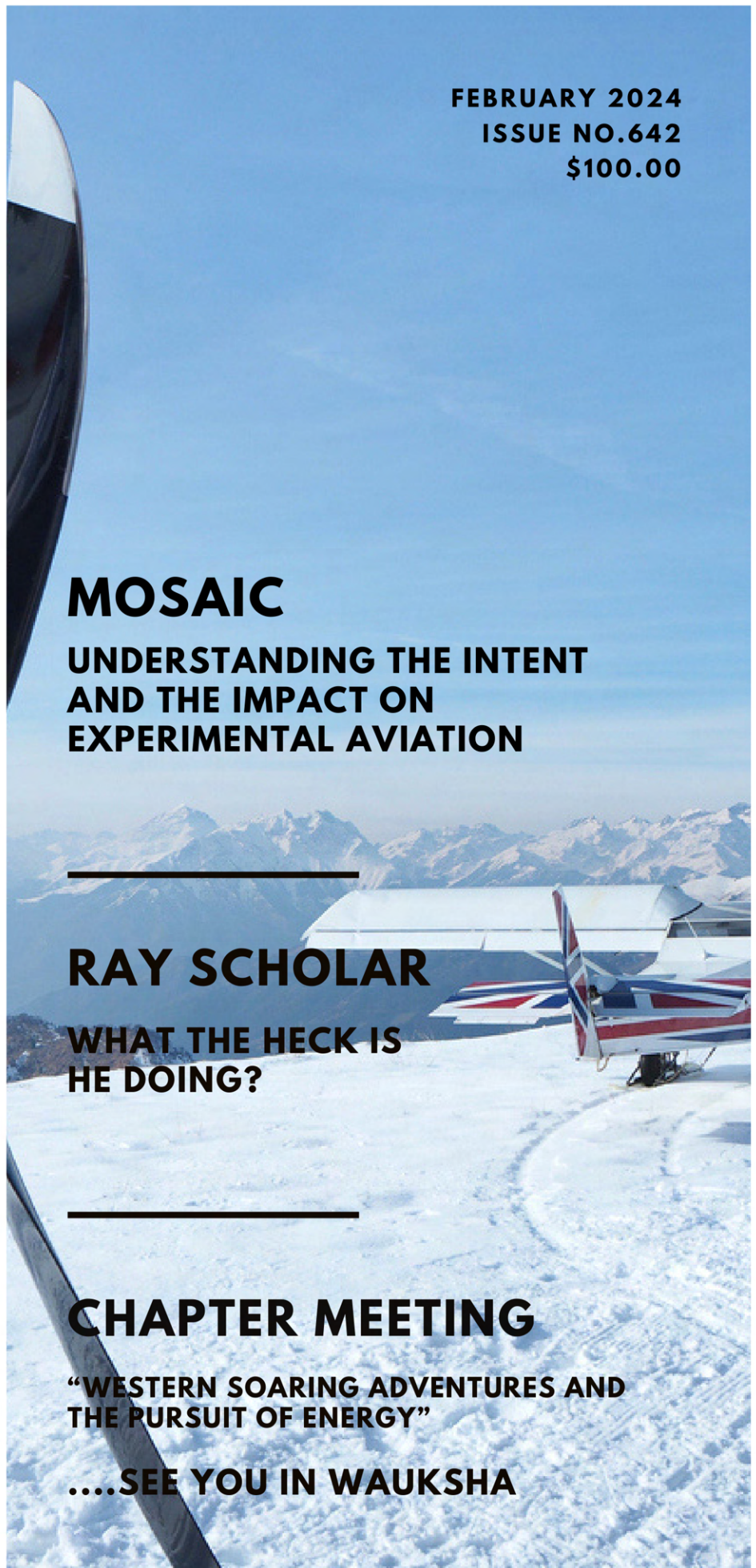
RAY SCHOLAR

**WHAT THE HECK IS
HE DOING?**

CHAPTER MEETING

**“WESTERN SOARING ADVENTURES AND
THE PURSUIT OF ENERGY”**

....SEE YOU IN WAUKSHA





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CHAPTER BUSINESS

February Meeting in Waukesha
Chapter History -- February 1964
Young Eagles / Officer Reporting

PRESIDENT'S NOTE

I hope this message finds you soaring in both spirits and skies! As we navigate the exciting atmosphere of February, a month known for its celebration of love and affection with Valentine's Day, I want to extend that warmth into our passion for experimental aviation and the satisfaction of our cherished members.

Love is often in the details, and it's no different when it comes to the craft of building and maintaining experimental aircraft. Each rivet, wire, and stitch in the fabric of our planes is a testament to the devotion we share for aviation. Our chapter's collective efforts have bolstered our enthusiasm, much like the strong and dependable structure of our aircraft. We're not just a group of aviators; we're a community built on the collaborative spirit that makes our chapter truly special.

In the spirit of Valentine's Day, let us extend that sentiment to include the love we have for aviation and for the people who make up our vibrant community. Our shared passion creates an indelible bond, much like the relationships we cherish in our lives. It's the perfect time to reach out to a fellow member you haven't seen in a while, to forge new friendships, or even to encourage a newer member in their latest project or endeavors.

Member satisfaction continues to be our highest priority, and your feedback guides our chapter's journey. It's the wind beneath our wings that propels us forward. Whether you've had an uplifting experience or have suggestions for improvement, we embrace it all. Remember that we thrive on the diverse opinions and the unique experiences that each of you bring to the meeting room....wherever that may be.

Thank you for your honest feedback in the recent Chapter Survey. I want to understand your flight path better – your expectations, desires, and what you truly seek in this adventure with EAA Chapter 18. I appreciate your participation. Your voice matters and will help in steering our course through the upcoming year and beyond.

Remember that what brings us together is more than a hobby; it's a shared heartstrings-tugging dream. Let's continue to foster the vitality of EAA Chapter 18 with our hands-on commitment and unwavering spirit. Let's continue with high-flying adventures and heartfelt connections.

p.s. Don't forget to share your stories and experiences, from the skies to the workshop, with me. Your journey can inspire many more pages of the FlyPaper for the Chapter to enjoy.

MOSAIC

In the ever-evolving landscape of aviation, regulatory bodies continually adapt to advances in technology and changes in the industry. The Modernization of Special Airworthiness Certificates (MOSAIC) is a regulatory initiative by the Federal Aviation Administration (FAA) aimed at reforming the existing airworthiness standards to streamline the certification process, support innovation, and maintain safety.

Curious about what the MOSAIC Notice of Proposed Rulemaking would change for sport pilots and light sport aircraft?

Learn more from these charts:

Sport Pilot		
	Current	MOSAIC (July 2023 NPRM)
Aircraft privileges	Airplanes, gliders, lighter-than-air (LTA), powered-parachutes (PP), weight-shift control (WSC), kit-built, gyroplanes	Airplanes, gliders, LTA, PP, WSC, gyroplanes Some helicopters and other types with simplified flight controls
Max seats	2 (2 occupants)	4 (2 occupants)
Weight	1,320 lbs (land)/1,430 lbs (sea)	N/A (around 3,000 lbs based on other parameters)
Max stall speed clean (V _{S1})	45 knots	54 knots for airplanes, 45 knots for other types if applicable
Max airspeed level flight (V _A)	120 knots	250 knots
Powerplant	Single reciprocating engine	N/A (for airplanes, only single engine rating available)
Propeller	Fixed or ground-adjustable	Fixed, ground-adjustable, automated, or manually controllable-pitch with endorsement
Landing gear	Fixed (except glider/water)	Fixed, or retractable with endorsement
Pilot endorsements	N/A	Manually controllable-pitch prop, retractable gear, complex, night
Medical	State-issued driver's license, most recent medical not denied/suspended/revoked/SI withdrawn	State-issued driver's license, most recent medical not denied/suspended/revoked/SI withdrawn, current FAA medical certificate or BasicMed required for night only
Limitations	Day VFR at or below 10,000 MSL	Day or Night VFR at or below 10,000 MSL (night requires endorsement and a current FAA medical or BasicMed)

Light-Sport Aircraft		
	Current	MOSAIC (July 2023 NPRM)
Aircraft class	Airplanes, gliders, LTA, PP, WSC, kit-built	Any
Max seats	2	4 seats for airplanes, 2 seats for other types
Max weight	1,320 lbs for land-based, 1,430 lbs for amphibious	N/A (around 3,000 lbs based on other parameters)
Max stall speed clean (V _{S1})	45 knots	54 knots for airplanes, 45 knots for other types if applicable
Max airspeed level flight (V _A)	120 knots	250 knots
Powerplant	Single reciprocating engine	Any
Propeller	Fixed	Any
Landing gear	Fixed (except glider/water)	Fixed or retractable
Commercial activities	Flight training	Flight training, aerial work
Alterations	All alterations approved by manufacturer or person approved by FAA	Minor alterations allowed without authorization from the manufacturer or person approved by the FAA



The Goals of MOSAIC

Support for Innovation: As emerging technologies, such as electric propulsion and advanced avionics, become more prominent, traditional certification processes can stifle innovation. MOSAIC intends to facilitate the integration of these new technologies into the National Airspace System (NAS) in a safe and efficient manner.

Simplifying Regulations: The initiative seeks to simplify regulations for light-sport airplanes, balloon operations, and introduce a more flexible framework for the certification of a variety of airworthiness standards, which could significantly benefit manufacturers and operators.

MOSAIC

Expanding Markets: By allowing more versatility within the certification process, MOSAIC intends to expand market opportunities both domestically and internationally for a wide range of aircraft, including experimental and light-sport aircraft.

Enhancing Safety: MOSAIC plans to implement a risk-based approach to improve safety oversight. This approach aims to allocate resources and regulatory focus where it will make the most significant impact on safety outcomes.

Impact on Experimental Aircraft

Experimental aviation stands to gain considerably from MOSAIC:

New Certification Paths: Homebuilders and designers of experimental aircraft could see new certification paths that better suit the unique aspects of their aircraft, potentially reducing the time and expense associated with bringing new ideas to fruition.

Broader Access to Upgrades: Aircraft owners may find it easier to incorporate modern technologies into their aircraft. With streamlined processes, owners can access safety-enhancing equipment and upgrades that previously may have been too cumbersome to install under strict certification regimes.

Advanced Training Opportunities: Improving training aircraft options under the experimental category could allow for a broader range of aircraft to be used for instructional purposes, which could lower training costs and encourage more people to learn to fly.



MOSAIC

Impact on Aviation Industry

The aviation industry as a whole is poised to benefit from the modernization efforts.

Economic Growth: Simplified certification pathways can lead to increased production and innovation, subsequently bolstering economic growth within the aviation sector. As the barriers to entry lower, new and small enterprises can more effectively compete, bringing a diversity of products to market.

Global Competitiveness: By adopting a more flexible regulatory framework, the U.S. aviation industry can maintain and even enhance its competitiveness on the global stage, as it will be more capable of rapidly adopting and certifying new technologies.

Improved Regulatory Predictability: With clearer guidelines and more straightforward paths to certification, companies can plan and allocate resources with greater predictability, leading to more efficient development cycles and improved market responsiveness.

Enhanced Safety: While MOSAIC aims to ease certain certification standards, it does not compromise safety. On the contrary, by facilitating access to modern technology and improving the training ecosystem, MOSAIC could contribute to a safer aviation environment for all stakeholders.

The MOSAIC initiative represents a significant step forward for the FAA in aligning regulatory practices with contemporary aerospace innovation and market demands. It is expected to open new possibilities for experimental aircraft enthusiasts and entrepreneurs while ensuring the overarching goal of maintaining the safety and integrity of the aviation system. As the skies grow more diverse with different types of aircraft, initiatives like MOSAIC ensure that the regulatory framework is not a hindrance to progress but rather a facilitator of safe and sustainable aviation advancement.

RAY SCHOLAR



Jonah's Monthly Update

February has been a ground school heavy month for me. Between maintenance and weather, there haven't been many days to fly. Because of this, I had a great opportunity to continue on with my online ground school as well as ground school with my instructor. During this time I have further learned about how the aircraft systems work, rules and regulations, and how to read and use a chart and chart supplement. I even got to see the airplane with the cowling off to get a visual representation of the parts of the engine, and what really happens when I interact with things in the cockpit. Thank you to everybody in Chapter 18 for your support and for making this possible!



FEBRUARY



VOL.02 WESTERN SOARING ACTIVITIES AND THE PURSUIT OF ENERGY

TUESDAY, FEB.27
7:30 P.M.

WAUKESHA AIRPORT
TERMINAL BUILDING

PRESIDENT'S TABLE
5:15 PM

SOBELMAN'S
WAUKESHA

HISTORY

THIS MONTH IN 1964

The more things change, the more they stay the same.



No news file

E A A CHAPTER # 18
GREATER MILWAUKEE
NEWS LETTER

FEBRUARY 1964

VOL. 4 NO. 1

President - Len Gruenwald
Vice President * Bob Nagy
Sec. Treas. - Tony Pankav

E A A Chapter # 18
7516 - 29 th. Ave.
Kenosha Wisconsin

Next Meeting - - - - - Monday February 24 1964
Time - - - - - 8:00 P. M.
Place - - - - - Sweeney's Silver Dollar
10559 West Forest Home Ave, Hales Corners,
Wisconsin

As for meeting it will be held at the same place as last month, that is at Sweeney's in Hales Corners Wisconsin. This place did work out o.k any how I thought so but then again I maybe wrong so lets hear from you to see what you all think.

For some one to speak at this meeting or snow movies we did not get any one to do so for this time, so we will try and get some of the things done this time that need to be taken care of, and I feel that there are a lot of problems that should be talked over.

As for news I sure don't know too much but as I said the last time lets get out and sell E.A.A. to the people you come in contact with because if you don't do so how can we do the work we have before us I still find people who do not know who we are and what we are doing. But you better believe when I get done telling them about us they sure are thinking. And as the Sport Aviation said we are behind in our drive for funds to get the show on the road I am sure there must be some why that we of chapter # 18 can do some thing about this , so why don't we try and see what we can do as of right now I don't know how but there sure must be some thing .

Thanks to Mr. Geo. Gruenberger for the fine talk he gave us on his trip to the west coast at the last meeting as for those that was not there you sure missed some fine pictures that they did take. I was so pleased with them that I had them make me up a set to show people. As for the trip it must have been a lot of fun for them. Now maybe there are some of you boys who have some trips or times you had that we would like to know about so why not let us know I am sure we would like to share with you the time you had.

X **X** WANTING **X** **X**
ONE TYPE WRITER TO WRITE NEWS LETTERS

If you have one that is laying around and not being use'd we sure could use one if you have one and find it in your heart to let us use it or if you would like to sell it please let me know what you for it, or drop me a card to chapter 18 the address is on the top of this letter

Do me a favor and # 18 a favor that is drop me a card and let me know what your EAA No. is your address, name, also if you own a aircraft, are building, what type, engine, wing spaner if you are planing, and what.

At this meeting why not bring along some one they are welcome you know and show them what you have, I know we just don't have to much planned but as you know we all ways find some thing to talk about I am sure as any meeting we ever did have we always do get around to talking about

WEATHER FLYING BUILDING EAA HEADQUARTERS AIRPLANES
ROCKFORD
WHO KNOWS WHAT

YOUNG EAGLES

EAA Chapter 18 Young Eagles – 2024



Free Airplane Rides for Kids Ages 8 to 17

Parent/guardian permission required.

June 15 – 10 am to 1 pm

Timmerman Airport – 9305 W Appleton Avenue – Milwaukee

August 17 – 10 am to 1 pm

Capital Drive Airport 21500 Gumina Rd, Brookfield

Sept 14 – 10 am to 1 pm

East Troy Municipal Airport – 2083 County Road L – East Troy

October 12 – 10 am to 1 pm

Waukesha County Airport – 2525 Aviation Drive – Waukesha



For more information:

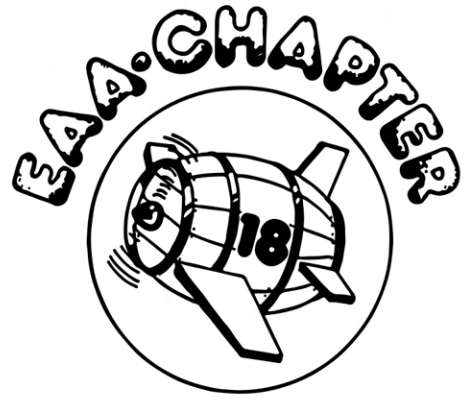
www.chapters.eaa.org/ea18/young-eagles

Email: youngeagles@ea18.org

Facebook: EAA Chapter 18 Young Eagles

www.youngeagles.org

OFFICER'S REPORTS



SECRETARY'S REPORT JIM HATZENBELLER

Chapter 18 Minutes from the January "2024" Meeting

The January meeting was called to order by President Thaddeus Pinkoski at 7:30 PM at Crites Field in Waukesha. Guests were asked to introduce themselves and 4 people did so.

Announcements: The schedule for Young Eagle events has been established. The Chapter will host 4 events this year. Glenn Botsford reminded all that dues for the current year are due at this time.

Building: Jeff Wisneski reported that he is still working on the electrical system for his Zenith 750 Super Duty. Fred Keip reports that he continues to work on the restoring of the original Wag-A-Bond Sport Trainer. The left wing is done as well as the fuselage. Work is starting on the right wing. The fuselage is on its gear. He hopes to have it completed by late spring. John Nate reports on progress on his Defiant. He has one of the wings flipped over and is working on sanding the fiberglass on the leading edge. He is also cutting the wing to fit the profile of the fuselage. Much hardware has been ordered. Ryan Koencke Reports that he has the cargo door completed for his Bearhawk 5 kit. Windows are cut out. A tray for the ELT and avionics racks have been completed. He is also designing the panel. Mark Matelski reports that he is working on the wing center section of his Hatz Classic. He is working on laminating the TE bows. He has outsourced the building of the fuel tank. He hopes to start on the fuselage this summer.

Flying: Jeff Romuald reported on flying to Missouri with his son Matt. Matt was one of our Chapter recipients of the Ray Aviation scholarship. Matt now has his commercial certificate and is working on his commercial multi engine certificate. Owen Robinson, another recipient, reported by Zoom from Perdue that he is now instrument rated and is working on his commercial certificate.

Ray Aviation: Our latest recipient Jonah Fayen reported that he has about 11 hours flying time at Palmyra. Our Chapter has also applied for another scholarship grant.

At this time, break was taken and then followed by the evening program. It was presented by Larry Bothe and was titled "What to do when the engine goes silent".

Minutes from the previous meeting were approved. The treasurer report was approved.

The meeting was adjourned at 9:10 PM

Respectfully submitted,
Jim Hatzzenbeller (Secretary)

TREASURER'S REPORT GLENN BOTSFORD

January-24	Checking	Savings	PayPal	Ray Scholarship	Total	Paid Membership
Beginning Balance	\$468.41	\$1,063.87	\$0.00	\$3,950.00	\$5,482.28	83
Income						
Dues	\$500.00					
Name tags	\$20.00					
Total Income	\$520.00	\$0.00	\$0.00	\$0.00		
Expenses						
Meeting Supplies	\$54.98					
Name tags	\$44.98					
Flying Hawks				\$340.00		
Steve Sorge				\$366.00		
Total expenses	\$99.96	\$0.00	\$0.00	\$706.00		
Ending Balance	\$888.45	\$1,063.87	\$0.00	\$3,244.00	\$5,196.32	

CALENDAR OF EVENTS



EAA Chapter 18 Monthly Meeting -- February 2024

Tuesday, February 27, 1930 CST Terminal Building, Waukesha County Airport
"Western Soaring Activities and the Pursuit of Energy" with Chris Esselstyn

EAA Webinar -- Maintaining Insurability

Wednesday, February 28, 2024, 7 - 8:30 p.m. CST

Tom Turner from the American Bonanza Society Air Safety Foundation discusses the insurance challenges for pilots with low experience in type, pilots who want to maintain high levels of insurance protection, those flying harder-to-insure aircraft, and older pilots, and a strategy for making themselves better risks for otherwise hesitant insurance underwriters.

Register here: <https://www.eaa.org/ea/news-and-publications/ea-webinars>

EAA Webinar -- Unleaded AVGAS - Cure or Curse

Wednesday, February 28, 2024, 7 - 8:30 p.m. CST

The announcement last October by the University of North Dakota (UND) flight school that it was terminating its year-long test of Swift UL94 unleaded avgas and returning to 100LL came as a shock and disappointment to many in the industry. UND's maintenance director cited evidence of "significant" exhaust valve/seat recession in some of its Lycoming-powered Piper Archers. Is this a major setback for piston GA's transition to unleaded fuel?

Register here: <https://www.eaa.org/ea/news-and-publications/ea-webinars>

Webinar -- Flying in Gaza

Friday, February 30, 1930 CST

Mark MacDonald presents his stories of flying humanitarian aid into South Gaza in his Grumman Tiger.

EAA Chapter 18 Monthly Meeting - March 2024

Tuesday, March 26, 1930 CST Terminal Building, Waukesha County Airport
Program TBA

Total Eclipse of the Sun

Tuesday, April 8, North American Path of Totality. Last one until 2048

Airventure

July 22 through July 28, Oshkosh WI.

SPECIAL NOTICE

Otherwise Known As: *Who is Still Reading This?*

Just a reminder that the Sergeant-at-Arms for the February Chapter Meeting will be checking for members wearing their name badges. At their discretion, the SaA may ask for \$1 penalty for not having a badge visible.

Individual \$1 contributions will be made to the Ray Scholar Milkshake Fund to help keep our Scholar energized for flight training.



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EAA CHAPTER

