

EAA Chapter 50 October 2021 Newsletter

Presidents Corner

There is simply no way anyone editing a letter or whatever could start out without thanking the “Galloway Family,” for holding another super fly in. It was a little windy with a heavy crosswind but that did not stop several pros. from flying their beautiful aircraft to this wonderful family and friend’s event! Doug and Dianne are two parents that have always kept the families together and because of this they and their family stand very tall in the minds of many of our USA citizens! Truly I can’t wait until September 2022 when hopefully it will begin again. Thanks to all the Galloway Family your appreciated.



EAA 50's Friends and Family Oktoberfest
October 2, 2021 Historic Hinde Airport
Time 12:00 Covered dish if you can!
Brats, Soft Drinks and Beer on site!
"Past Fun Time pictures!"



Just a great afternoon of friend's family and lots of fun. Have the kids bring a fishing pole, catch and release but you can keep the "Kitty Fish" and they are good eating! Hope to see Ya!

Information on FAA training decisions copied from “Barnstormers.”

he Amendment And The NDAA To Which It Has Been Attached Now Move To The Senate

A bipartisan amendment, introduced by Representative Sam Graves (R-MO) and Representative Kai Kahele (D-HI), that would reverse the FAA’s recent policy on flight training has been accepted into the House version of the National Defense Authorization Act (NDAA).

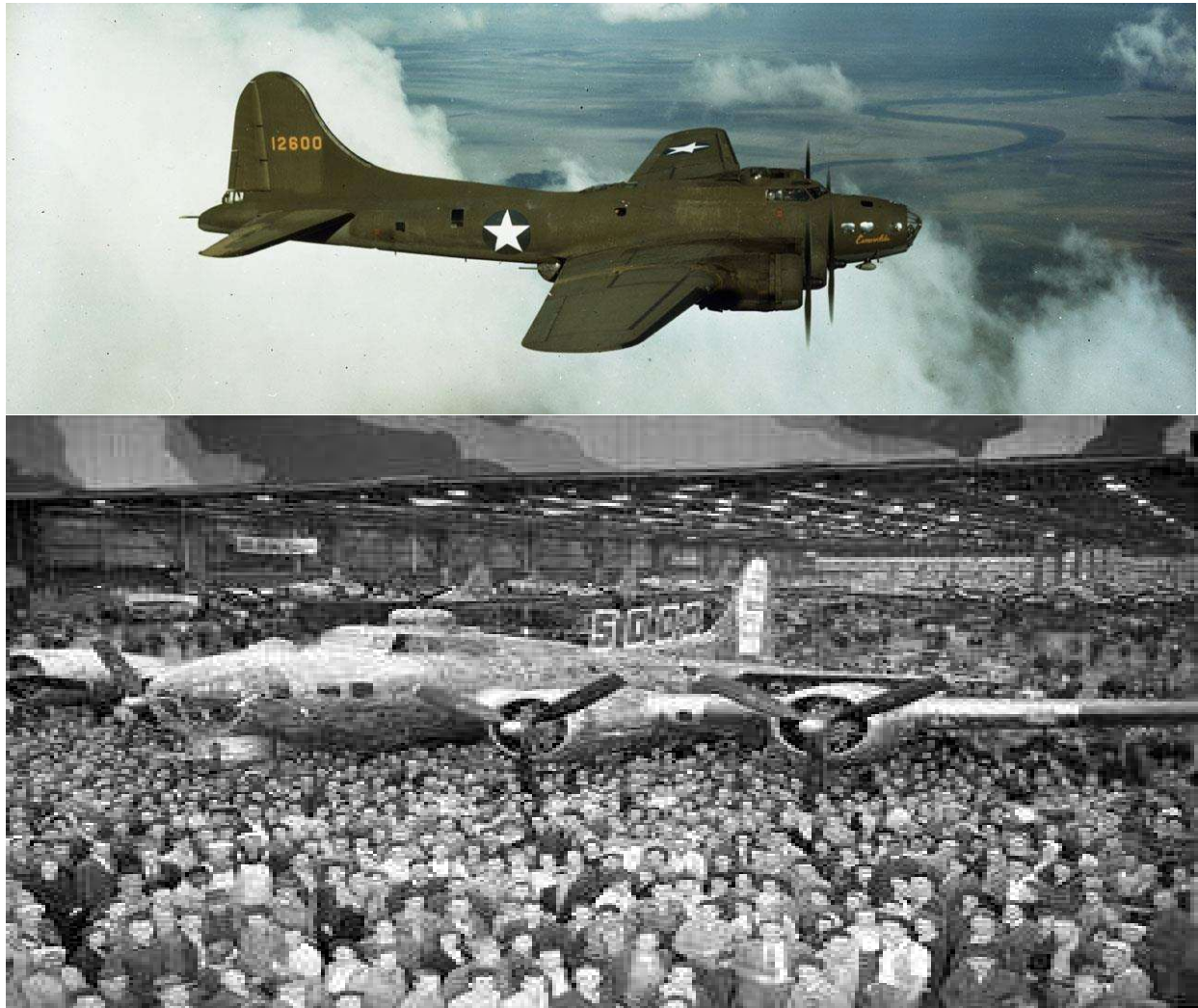
The amendment, which encompasses the Certainty for General Aviation Pilots Act of 2021, would negate the FAA’s recent policy that requires virtually all training in experimental, limited, and primary categories to be conducted under a letter of deviation authority (LODA) or an exemption.

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The NDAA is defense funding bill with a high likelihood of passage, so it is an excellent vehicle for limited and targeted legislative language such as this flight training policy. Representatives Graves (pictured) and Kahele introduced the successful amendment with support from EAA, IAC, and other associations. Focus now shifts to the Senate, where a similar amendment will help ensure that the final legislation contains the GA flight training language. In June, the FAA confirmed that a court ruling that confirmed their interpretation of FAR 91.315 meant that no training for compensation or hire could be done in limited, experimental, and primary category aircraft without a LODA or exemption. This broke with decades of precedent and even applies to an aircraft owner receiving instruction in their own aircraft. While the FAA quickly rolled out a streamlined LODA and exemption system to accommodate this new policy, it is and would be a year’s long decision.

Plane of the Month B-17 “Flying Fortress”



Developed by the Boeing Company in the 1930s, the B-17 was a **four-engine heavy bomber aircraft used by the U.S. Army Air Force** during World War II. It was a very effective weapons system, dropping more bombs during the war than any other American aircraft. In total, the 8th Air Force lost over 26,000 men. An additional 28,000 men became prisoners of war. Aircraft losses were also grim: 10, 561 planes of varying types were shot down, **4754** of those were B-17 heavy bombers. The **Boeing B-17 Flying Fortress** is a four- engine [heavy bomber](#) developed in the 1930s for the [United States Army Air Corps](#) (USAAC). Competing against [Douglas](#) and [Martin](#) for a contract to build 200 bombers, the [Boeing](#) entry (prototype Model 299/XB-17) outperformed both competitors and exceeded the Air Corps' performance specifications. Although Boeing lost the contract (to the [Douglas B-18 Bolo](#)) because the prototype crashed, the Air Corps ordered 13 more B-17s for further evaluation. From its introduction in 1938, the B-17 Flying Fortress evolved through numerous [design advances](#),^{[4][5]} becoming the [third-most produced bomber](#) of all time

EAA Members and their Friends are special.



Input from membership is appreciated!

You will be receiving your 2022 officer ballot in October.

Please vote and return your ballot. Your Board has approached methods of trying to bring increased membership, activity, and funding to the “Nifty Fifty”.

Several years back we became aware that Sunday Meetings were not attended as much as expected due to Church and football, it was totally understood! The Board elected to go to Saturday Meetings because more people who work were off on Saturday and the thought was attendance should go up, whoops we forgot kids ball games family weekend events. Please understand I’m not trying to belittle anyone who misses an event or meeting. Your Board is looking for ways to improve all areas of EAA 50. Fifty is one of the Top chapters in Ohio & National. We can’t stay this way without modifications. Simply this, we are looking for positive membership input in all ways to benefit all our members and the aviation community in our area.

Here is a little other aviation news. Good & bad.

Laser plane strikes up 148%. If hit don’t look for source.

2021 Piston aircraft sales +12.03% Turboprop + 45.04%

FAA reports Seven (7) serious General aviation accidents in the past month.

The experimental RV 6 twin is still getting much attention Italian Dario Costa flew through two car tunnels 152 mph