

THE RITE FLYER

MARTIN AIRFIELD

Major course change for FAA on LSA update

AUGUST 5, 2021 BY **DAN JOHNSON** (reprinted from *General Aviation News*)

There's a lot of magic at airshows — including their ability to host in-person meetings. That's especially true after a year of virtual meetings.

The value of these in-person meetings was proved at EAA AirVenture Oshkosh 2021 when general aviation advocates got the chance to sit in the same room with FAA officials and discuss the **proposed changes to the Light-Sport Aircraft rules**.

Our friends in the **Experimental Aircraft Association's** advocacy department, led by Sean Elliot and aided by experienced staff, held a special meeting with FAA officials to discuss the changes, known as MOSAIC (Modernization of Special Airworthiness Certification).

During the meeting, EAA officials reportedly pushed back on the proposed regulations, calling them "overly complex."

In a remarkable development (which I am surely oversimplifying here), key FAA officials agreed and, in the space of a single meeting, pivoted — in a good way for general aviation.

An idea introduced in May 2020 set up Light-Sport Aircraft as a subset of something brand new called Light Personal Aircraft. LSA would get bigger and more capable, but it was the new Light Personal Aircraft that appeared ready to invite still-larger aircraft, perhaps with four seats, retractable gear, faster speeds, and other abilities.

Light Personal Aircraft (LPA) has apparently been scrubbed — just like that, in a single meeting — but one involving key decision makers, including the LSA industry's good friend, Earl Lawrence. An engineer with a strong CV, Earl has risen quickly within the FAA and today is the manager of aircraft certification. He has long preferred simpler solutions and reportedly concurred that plans for LPA were overly com-

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Coming Up ...

Meeting :

Monday , August 9th, 7:00 p.m. In-person and Online
Program: Air Venture 2021

Board of Directors

August 7th, 5:00 pm

Next Meeting:

September 13th, Martin Field, 7:00 P.M.

Chapter Website:

chapters.eaa.org/ea604

2021 Officers

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Calendar Items to share

Week Days Coffee Club, Martin Field Pilot's Lounge, **The Pilot's lounge is approved for meetings**

Aug 14 EAA Chapter 219 Young Eagle Rally, Pendleton, Or 7:00 a.m. to 12:00

Aug 16-22 B-17 display and rides at Walla Walla Regional Airport

Aug 28 Last Saturday Breakfast with EAA Chapter 1639, Hermiston Ore. 7:30-11:00



Major course change *continued*

plex.

So, LPA is history, barely a year after it was first invented by rule writers. (Surely, we will hear more about this in coming weeks, but the preceding statement looks accurate according to several sources.)

Another part of the MOSAIC proposals is a formula method referred to as Power Index. Quite a number of you have done the math and tried to determine if one or another airplane can fit.

Power Index is also “probably” history before most of us ever understood precisely how it would work. It, too, was judged unnecessarily complex and many people more qualified in engineering than me would quickly agree. In addition, it seemed a complicated way to accomplish an objective that could be achieved by other means.

The proposed 200-horsepower cap is “probably” history as well. According to reports, several FAA officials recognized that the amount of horsepower is not a key determinant to the FAA sticking to its LSA mantra of “Safe, Simple, and Easy to Fly.”

My advocacy partner, Roy Beisswenger, who attended several FAA briefings, said, “The key phrases to come out of an FAA meeting was that LSA should be defined as ‘easy to fly’ or ‘docile to fly’ and then let the industry define exactly what that means.”

“Different weights and categories of aircraft would be allowed as endorsements,” he added.

Endorsements have already been used with good success for basic Sport Pilots to advance their privileges.

The ASTM F37 group that prepares standards for the FAA to use in accepting (or not) new LSA aircraft has been furiously working to prepare for all the upcoming changes, so aircraft can demonstrate meeting the standards soon after the rule is final, so the aircraft can be delivered to pilots. As those volunteers do their work and as we hear more, I will report more as quickly as possible.

So, MOSAIC enters a new state of development, but I view all these changes as positive. Keeping regulations simpler will enhance the ability of developers and pilots to follow them so they can perform their function efficiently.

Did you say turn 45° or 65° ?



Photo by Fred Gieger



Please join us in welcoming to Walla Walla...

**B-17 FLYING LEGENDS OF VICTORY TOUR
AND, RECOGNITION OF OUR VETERANS!**



When? Monday, August 16 at 11 AM

Where? Gorge Aviation Services at 199 W. Fairchild

*Welcome and Recognition
with Honor Guard!*

EAA 604 Minutes, July 12, 2021**Newsletters now available online!**

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I am out of town this weekend and did not remember to bring the meeting minutes with me. I will type them up when I get home and send them out separately. I will insert them into this space for our permanent record.

Respectfully submitted,
Don Gibbard, Secretary

Chapter Meetings

Our August Chapter meeting will be held at the Pilot's lounge at Martin Field this Monday night. We are back to meeting person and we hope that as many of you who can will join us at 7:00 p.m. If you are unable to attend in-person or feel like waiting another until our covid count goes back down, we will host the online Zoom meeting on Monday August 9th starting at 7:00 p.m. You will receive an invitation to join the meeting from Ron Urban. There will be a link to the online meeting you can use with a computer, smartphone, tablet with video capabilities. If you do not have a camera on your computer you can still join online but you will need a microphone in order to join the conversation. The audio is still limited and we are looking for a solution.

Keep your email invitation handy as you login since it contains all the information you need to succeed.

We are looking for volunteers to bring refreshments for the remainder of the year. Please let Bill H or Don G know if you can provide refreshments at our meetings.

2021 REFRESHMENTS

JULY	Stock Supplies
AUGUST	Don Gibbard
SEPTEMBER	
OCTOBER	
NOVEMBER	
DECEMBER	CHRISTMAS PARTY

First solo bends Diamond

AUGUST 6, 2021 BY GENERAL AVIATION NEWS STAFF

The student pilot reported that, after being endorsed for his first solo flight, he made three approaches and three landings at the airport in Pueblo, Colorado.

During the third approach, the nose of the Diamond DA20 yawed to the right, and he applied left rudder to correct the right yaw, but was unsuccessful.

About 15 feet AGL, he aborted the landing and applied full engine power but, "the aircraft jerked and continued to descend with right yaw."

The airplane landed on the runway with the nose oriented to the right of the runway heading. The airplane exited the right side of the runway and stopped after encountering rough terrain.

The airplane sustained substantial damage

to the tail and empennage.

The METAR at the airport reported that, about the time of the accident, the wind was variable at 4 knots.

Probable Cause: The student pilot's failure to maintain the runway heading during an attempted aborted landing, which resulted in a runway excursion onto rough terrain.

NTSB Identification: [100036](#)

This August 2019 accident report is provided by the National Transportation Safety Board. Published as an educational tool, it is intended to help pilots learn from the misfortunes of others.

Chapter Newsletter

Check out our web site at chapters.eaa.org/ea604

I have uploaded the newsletters from the past 2 years onto the site so if you want to look back for an article, you can do it by clicking the "Newsletters" tab on the left and then selecting your month. Any months which are lettered in black do not have a newsletter associated with the link. Just go for the blue writing. You can visit this page as often as you like. I will be adding newsletters as they are available.




Come fly with us
August 14th 7am-Noon

Kids ages **8 to 17** get a free introductory flight.
 While waiting for their flight we have static displays, flight simulators, and tons of fun.
 Parents are encouraged to register online by scanning the QR code or at yeday.org
 Limited walk-in registration will be available.

EAA Chapter 219





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