

THE RITE FLYER

MARTIN AIRFIELD

Coming Up ...

Meeting :

Monday , Sept 11, 2023
7:00 p.m. at Martin Field

Program:

Board of Directors

Sept 10, 2023 7:00 p.m.

Next Meeting:

Oct 9, 2023, 7:00 p.m. at
Martin Field.

Chapter Website:

chapters.eaa.org/eaa604

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MOSAIC Takes Significant Step Forward

Posted by EAA News & Publications

The FAA, in mid-July, publicly released a [Notice of Proposed Rulemaking \(NPRM\)](#) for the long-awaited MOSAIC package of aircraft certification. MO-SAIC, or Modernization of Special Airworthiness Certificates, would expand the utility of light sport aircraft and opportunities for sport pilots. Comments on the NPRM will be open for 90 days after the official date of publication in the Federal Register, which is expected later this week or early next.

In brief, the proposed rule would increase most current regulatory parameters on Light-Sport Aircraft (LSA). This includes the replacement of today's arbitrary weight limit with a flexible approach that primarily utilizes stall speed, with the FAA's stated goal to allow for larger, easy to fly aircraft of up to approximately 3000 pounds.

For fixed-wing airplanes, the new definition specifies a "clean" stall speed (VS1) of 54 knots calibrated airspeed, a maximum level flight speed (VH) of 250 knots, and a maximum seating capacity of four occupants – all of which are increases over the current rule – are the only regulatory definitions given for LSA. All else will be governed by industry consensus standards, as is the case today.

Sport pilots will be able to fly any aircraft meeting the preceding definition, and may continue to carry one person other than the pilot regardless of seating capacity. New in this NPRM, sport pilots may fly aircraft with re-

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Calendar Items to share

Fridays	10:00 a.m. Coffee Club, Martin Field Pilot's Lounge,
Sep 23	EAA 328, Colfax Fly In with Antique, Classic, Experimental aircraft and more. Pancake breakfast, \$10. A family friendly event.
Sep 30	EAA 1639, Hermiston Or. Pancakes Eggs, Sausage, Fruit, Coffee and Juice. Coffee is on by 8am Food is served about 8:30 until we run out



AIRVENTURE STATS *continued*

tractable landing gear, constant-speed propellers, and/or complex aircraft with appropriate endorsements. They may also fly at night, however they will need either a current medical certificate or BasicMed certificate to do so. EAA intends to examine this medical requirement for night flying and propose an alternative in our comments.

There is much more to digest in the NPRM, and the EAA Advocacy Team will be hard at work using the unique opportunity of AirVenture to continue the dialog about this proposal, and gain further understanding of its implications to the general aviation community. On the surface, MOSAIC promises to be every bit the game changer we had hoped it could be.

"MOSAIC had its genesis with a conversation between EAA and FAA officials nearly a decade ago, as we focused on safely creating more aviation opportunities for those who wanted to participate," said Jack J. Pelton, EAA CEO and Chairman of the Board. "Now that the NPRM has been released, we are seeing the results of the hard work and effort that EAA and FAA have put into this game-changing rule. We will continue to study it closely and supply focused comments to the FAA."

EAA continues to evaluate the proposal, and in doing so, would like to hear your thoughts. To do so, we have established mosaic@eaa.org and encourage you to send us your comments and suggestions on the proposed rule. Important to remember, comments and suggestions supported by well-thought-out safety justifications have the most impact and best chance of influencing changes to proposed rules. Well before the October 23, 2023, closing of the NPRM comment period, EAA will provide further in-depth analysis along with suggested guidance on key themes to help members draft comments in response to the NPRM.

WHY YOU SHOULD ALWAYS USE FLIGHT FOLLOWING

By JOEL TURPIN

Flight following, also known as traffic advisories, is a service offered by ATC for pilots flying under VFR. A simple radio call to the nearest ATC facility will provide traffic advisories as well as information on weather threats ahead. Pilots may also receive suggested headings to avoid both. In spite of these benefits, many pilots still elect to fly without speaking to anyone, foregoing this free service.

I was inspired to share my thoughts on getting flight following by two recent incidents. Both were caused by pilots flying VFR and not talking to ATC.

Had he been receiving flight following, he would have already been in contact with the proper ATC facility, who would have known who he was and where he was going.

RECENT REMINDERS

The first one was a YouTube video entitled "RV10 N783V My First Emergency." While cruising along VFR at 10,000 feet over New Mexico, and in blissful silence, the instrument-rated pilot inadvertently flew his RV-10 into IMC conditions. Rather than execute a 180-degree turn, he elected to get an IFR clearance and continue to his destination.

Then came the problem of who to call. Denver Center was the obvious choice, but on what frequency? While looking for the proper frequency, he was hand-flying, on instruments, without a clearance to do so. At this point, his stress rose to near-panic levels. After a several tries, he finally found the correct frequency, but now he had to explain to the controller who he was, where he was, and what he wanted to do.

Had he been receiving flight following, he would have already been in contact with the proper ATC facility, who would have known who he was and where he was going. A simple call to ATC to get his IFR clearance would have been a routine and stress-free event.

5 REASONS TO GET FLIGHT FOLLOWING

With these two incidents in mind, let's discuss why pilots should always get flight following when leaving the vicinity of the departure airport. There are at least five reasons.

1) THIS IS A FREE SERVICE!

A simple call to the nearest ATC facility can dramatically enhance the safety of your flight.

CHAPTER 604 SCHOLARSHIP PROGRAM

EAA Chapter 604 is proud to be sponsoring two new student scholars as they pursue a potential career in aviation. Elsie Mann is our second full Ray Scholarship recipient and is working on her Private Pilot certificate with a goal of earning and ATP Certificate. She joins Meridith Moore who is our first Ray Scholarship Recipient.

Klint Kuykendall has received a Chapter Scholarship for 604 and is working on his Private Pilot certificate. He hopes to earn a commercial license and work within the General Aviation field.

In order to support these and future students, Chapter 694 has opened a Scholarship Account and we are soliciting funds to support this excellent program. If you are tech savvy, you can use the A QR code to the right to make a tax deductible donation to the Scholarship Fund. You can pay with PayPal or Credit/Debit card at this site. If you are less tech savvy and still know what a check is, you can write a check to EAA 604 and mark it for scholarships and either send it to Tim Anderson at 1708 Sunset Dr., Walla Walla 99362, or hand it to one of the Board members.

Last weekend, with the help of Don Shute, Bill Herrington, Susan and Travis Chlarson, the Chapter raised over \$700 for scholarships. A special thanks to all who came out to Gorge Aviation and bought lunch.



Klint Kuykendall is EAA Chapter 604's **Chapter Scholar 2023**. He is working on his Private Pilot Certification with Instructor Travis Chlarson at Gorge Aviation Services. Klint anticipates progressing through his Commercial but stay within the General Aviation world professionally.

Elsie Mann is EAA Chapter 604's **Ray Scholar 2023**. She is working on her Private Pilot Certification with Instructor Travis Chlarson at Gorge Aviation Services. Elsie would like to go on to fly for an airline professionally.

2023 REFRESHMENTS

JANUARY	Ray Banks
FEBRUARY	The Chlarsons
MARCH	Matt Haris
APRIL	Jim Edwards
MAY	Andrea Moore
JUNE	Larry Moore
JULY	
AUGUST	Bill Herrington
SEPTEMBER	Don Gibbard
OCTOBER	?
NOVEMBER	Blaise Szallas
DECEMBER	CHRISTMAS PARTY

WHY YOU SHOULD ALWAYS USE FLIGHT FOLLOWING CONTINUED

2) SAFETY IS INCREASED.

Let's discuss how safety is enhanced using operational examples. Let's say you are cruising along VFR and not receiving flight following from ATC. Without warning, your engine fails. You desperately need to tell someone that you have an emergency and that a forced landing is imminent. Who do you contact?

Even if you know the frequency, you must first enter it in your comm radio, call ATC, tell them who you are, where you are, and that you are about to make a forced landing, all while dealing with a life-threatening emergency. And if you don't know the ATC frequency, you must enter 7700 in your transponder, tune up 121.5, and announce (in the blind) your situation.

However, if you had been getting flight following, your only task would have been to say, for example, "Mayday! Mayday! Mayday! November 3843 Echo, engine failure!"

If you inadvertently fly toward rising terrain, the controller will get a low-altitude alert on his or her radar screen and warn you of the danger ahead.

3) REDUCE CHANCE OF VIOLATING A TFR

Another reason to get flight following is that this service is an insurance policy against violating a TFR or inadvertently penetrating Class C or D airspace. If you are receiving flight following, you are automatically cleared to enter the outer ring of a TFR and to enter Class C or D airspace.

However, there is one circumstance that flight following will not protect you from, and that is flying into Class B airspace. Keep in mind that even if you are receiving flight following and squawking a transponder code issued by the approach controller, unlike Class C and D airspace, you are *not* automatically cleared to enter Class B.

Prior to entering Class B, you must first request clearance to do so from the same controller who assigned your transponder code and knows who you are, where you are, and where you are going. I know this is counterintuitive, but it's one of those not-so-well-known rules that if not adhered to, can result in a violation. Prior to crossing the Class B outer ring, simply say to the controller who you are working with, for example, "Arrow 15256 is requesting a Class Bravo clearance."

4) IT'S A FREE TCAS SERVICE

Another benefit of getting flight following is that it is a free TCAS service where the controller points out all potential traffic conflicts. Let's be honest about looking out for traffic. If you are a flight instructor teaching complex maneuvers, such as the chandelle or last 8, or a student learning them, are you also constantly looking out the windows, or at your avionics' TCAS for traffic?

The honest answer is no, as your attention is focused on teaching or learning a specific maneuver. However, if you are receiving flight following/traffic advisories, conflicts with other airplanes will be brought to your attention, free of charge.

5) INCREASED TERRAIN AVOIDANCE

One final benefit of flight following while flying VFR is terrain avoidance, especially at night or in marginal weather. If you inadvertently fly toward rising terrain, the controller will get a low-altitude alert (for terrain clearance) on his or her radar screen and warn you of the danger ahead. Suggested headings away from the terrain ahead may also be provided.

CONCLUSION

I sincerely hope this tutorial will encourage more pilots to dramatically improve the safety of their flight by making that toll-free call to ATC to request flight following.