

EAA Chapter 790

Lake in the Hills, IL

790.eeachapter.org

MOSAIC

For years this term has been mentioned by EAA and other aviation groups. What is it and what does it stand for?

(Modernization of Special Airworthiness Certification)

It is a change request to the FAA for initially sport pilots and their aircraft, and has evolved into major changes across many areas of general aviation. With the advent of drones in the US, Congress mandated that drones must be incorporated into our airspace by 2023. (Don't you just love Congress putting a timeline on development?)

Because of this mandate Mosaic became the linchpin of that Congressional Mandate.

Some subjects therefore evolved within this request are:

- Electric and Hybrid propulsion
- Special LSA Gyroplanes
- Increasing weight under LSA to 1,850 lbs. or more to include more Legacy aircraft
- Increasing power, increase speed limits
- Adjustable prop (SLC, single lever control)
- Aerial Work not possible via line of site drone restrictions
- Professional Build Centers and more ...

(Continued on page 3)

In this Issue

- Mosaic
- Chapter Mtg
- Fly Outs and New Fly Out Link
- Chapter and other Calendar of Events
- Name that Plane
- Chapter Staff and contact information

Welcome New Members:

Ron Rogers, Crystal Lake, owns a Cessna 310R and newly ordered Great Lakes

Cary Schorsch Lt. Col, USMC, United Airlines Capt., Lake Barrington, Owns a Champ and C90

Dave Gwinn, Cary, IL.



October Chapter Meeting

Presented by Tom Solar



MODEL AIRPLANES

And the History of the Spitfire



Had a wonderful presentation by Tom at the last meeting



(I wrote this)

There was a lot of hanger flying prior to the presentation and the meeting was well attended. Ted Lipinski was gracious to provide his HEATED hanger and it was comfy. When asked how many had built model airplanes, almost all raised their hands. So I'm sure it brought back many fond childhood memories of building and flying models.

Ron Liebmann gave a nice talk about one of our Gone West members, Mike Titre

https://youtu.be/_u4Md_aXVJE

SPITFIRE-HURRICANE COMPARISONS



Designed by Reginald Mitchell



354-378 mph, 2995 ft/min
37-39K ft, 8 x .303 mm
browning machine guns



340 mph, 2780 ft/min to 36K
4 x 20 mm hispano
autocannon

MOSAIC *(continued from page 1)*

Mosaic touches on FAR's, Homebuilts, Warbirds, Drones and Multicopters, codifying exemptions (meaning plugging the hole in the special exemptions and codifying them), medical and A&P/IA standards

The FAA's Chief objective: "EASY to FLY or DOCILE to FLY is there mantra and placing manufacturing to the forefront of bringing new products to market without the traditional long certification process and expense.

The aforementioned items taken from Dan Johnson's presentation at the Sept 2021 LSA expo in Mt. Vernon, IL.

See the below link for further details

https://youtu.be/1o7d3J_DqxQ

Thanks to Randy Sweet for passing on this information from the LSA expo in Mt. Vernon, IL this September

EAA's ASTM (American Society for Testing and Materials) update

May 20, 2021 – EAA participated last week in the meetings of ASTM International Committee F37 on Light-Sport Aircraft that were focused on the Modernization of Special Airworthiness Certificates (MOSAIC) rulemaking initiative. The committee is tasked with updating industry consensus standards for light-sport aircraft to prepare for and accommodate anticipated changes to the regulations under the MOSAIC project.

Top on the priority list for many EAA members, the MOSAIC package is still on-track to expand sport pilot privileges and the range of aircraft they can fly, including a shift to a performance-based metric describing sport pilot-eligible aircraft (LSA) as opposed to the current weight limit. Additionally, a new category will allow larger and more complex aircraft to be built under LSA-like rules but will likely require a recreational or private pilot certificate to operate as is the case for similar type-certificated aircraft today. As we have previously reported, this category is being termed Light Personal Aircraft, or LPA.

LPA is promising because it will fully deliver on the potential of affordable aircraft certified based on industry consensus standards. Along with fully manufactured aircraft, it could allow many of today's kit aircraft to come to market factory-assembled or professionally built for customers interested in this ownership option.

It is important to stress, however, that a broader redefinition of LSA and sport pilot privileges is planned alongside the development of the new and larger LPA, and EAA is advocating for the maximum possible expansion. The end result should be significantly-increased utility of the sport pilot certificate and privileges, which has proven its worth as a gateway to personal aviation since 2004.

The proposed rule is currently on schedule to be released for public comment by mid-2022, with a final rule on track for publication in the fall of 2023. *From EAA website*

Sean Elliot, Vice President of Advocacy and Safety at EAA has stated MOSAIC continues to be EAA's top advocacy priority.

Simpli FLY

September Chapter Fly-Out East Troy Wisconsin



Photo by Frank Logalbo



Photo by Alicia Williams

Future Fly Out contact information (provided by Josh Cannata) Those flying, needing a ride or weather updates Josh has provided a link for easy and quick contact information. A new link will be provided 1-2 weeks prior to each fly out. You will need to set up a Google Account to log in if you don't already have one. Josh requests everyone whether going or not to respond so that he will have a good idea of attendees. The monthly link will look similar to this: <https://forms.gle/R1r9LUjtaWuN44fh7>

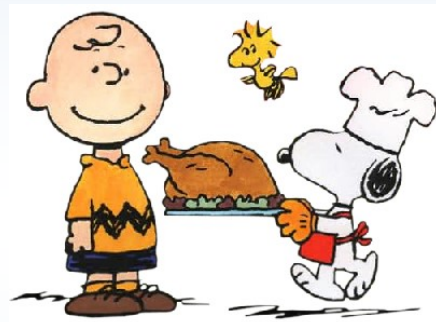
"I fly because it releases my mind from the tyranny of petty things".

Antoine de Saint-Exupery

Calendar of Events

National Event Information provided by Randy Sweet

- ◆ **If anyone has any ideas on a hanger location for the 2022 Pancake Breakfast, contact Matt Van Bergen**
- ◆ Galt : (10C) Airport Chili Cookoff and Bugatti Presentation November 13th, @ 9:30
- ◆ November Chapter Meeting, at the LITH Office 11/23
- ◆ Thanksgiving, November 25th
- ◆ December Chapter Party date TBD
- ◆ Annual Chapter Banquet at Cary CC, tentative date, Saturday, February 26th
- ◆ Sun'n Fun: April 5-10, 2022 (KLAL)
- ◆ STOL Races: Wayne, NE. May 20-22 (KLCG)
- ◆ Oshkosh AirVenture: July 25-31 (KOSH)
- ◆ Black Hills Fly0in: Sept 9-11 (KHSR)
- ◆ Triple Tree Fly-In: Sept 19-25 (SC00)
- ◆ Midwest LSA Expo: Sept 8-10 (KMVN)
- ◆ Reno Air Races: Sept 14-18 (KRNO) (KRTS)



*Happy
Thanksgiving*

“Life’s not meant to be fair, only eventful “ *Retired PC from Blue Bloods*

NAME THAT PLANE



From the collection of Carl Geiger's Oshkosh Photos.

Contact the newsletter editor if you know the answer and win a Oshkosh Coffee Mug

EAA Chapter 790 Staff

OFFICERS

President

Matt Van Bergen

847/561-0520

mvanbergen@gmail.com

Vice President

Dave Stokes

Cell: 224/567-2135

davidjanet@comcast.net

Treasurer

Paul Ranieri

847/997-0135

P.ranieri@comcast.net

Secretary

Tom Solar

847/468-9437

tomsolar@protonmail.com

Flight Advisor

Glen Brisson

847/438-7786

YOUNG EAGLES

Matt Van Bergen

847/561-0520

mvanbergen@gmail.com

Newsletter Editors

Tom Solar & Andy May

tomsolar@protonmail.com

anmay73@gmail.com

Website

Tom LeGates

847/462-1791

trlegates@comcast.net

Flight Advisor/Tech Counselor

Ron Liebmann

847/352-8282

Mike Perkins

217/725-0628

Ole Sindberg

847/826-1935

DIRECTORS

Matt Van Bergen

847/561-0520

mvanbergen@gmail.com

Dave Stokes

Cell: 224/567-2135

davidjanet@comcast.net

Paul Ranieri

847/997-0135

P.ranieri@comcast.net

Tom Solar

847/468-9437

tomsolar@protonmail.com

Frank Logalbo

847/363-1933

frlogalbo@gmail.com

Tom LeGates

847/462-1791

trlegates@comcast.net

Fly Out Coordinator

Josh Cannata

630/337-9650

joshcannata@yahoo.com

WINDS ALOFT, the six time EAA international Newsletter award winner, is published Periodically by EAA Chapter 790 for the use and enjoyment of its membership and others to whom it is provided. No claim is made to the accuracy or validity of the content presented in this publication. Editorial content is the opinion of the contributor and does not necessarily reflect the position of Chapter 790 or of the Experimental Aircraft Association (EAA). Permission is granted to others to use any non-copyrighted material appearing in this publication so long as credit is acknowledged.