
Pittsburgh-Butler Region Experimental Aircraft Association - Chapter 857



Susan Dacy awaits her departure clearance in her big red Stearman during the airshow at Oshkosh!

Presidents Message



Hello EAA 857

January didn't offer much in the way of excellent flying weather, but I was able to accomplish a few flights. I hope all of you have managed to find ways to keep current on aviation we have certainly had some interesting developments as of lately. This month's meeting will feature an IMC presentation and more developments on the path towards technical advisor and more builder content.

We have lots of positive news to rejoice in this month:

Our own chapter secretary Miss. DestinyJay Maletta completed her Instrument Rating on January 17th. We will have to start finding interesting Commercial pilot questions to ask her after meetings moving forward.



Anthony Gazda passed his private pilot check ride on February 1st. You may remember him from helping last summer at our Young Eagles event.



Finally, I completed and received my Master's degree in Aviation Safety February 17th.

See you on Tuesday,

Joss Slagle

Chapter President

*ps: 2024 chapter dues are now due and payable.
see Frank Szczerba, 857 Treasurer
\$25 per individual, \$35 per family.*



Pittsburgh-Butler Region Experimental Aircraft Association–Chapter 857 Minutes of January 16, 2024 Regular Meeting

Opening: President Joss Slagle called the meeting to order at 7:00 P.M. and led the members in the Pledge of Allegiance.

Meeting attendees: 11 members were present.

Previous Meeting Minutes: The minutes of the prior meeting are in the newsletter. Motion to accept the minutes put forth by Kyle Riedel and seconded by Frank Szczerba.

Treasurer's Report: The Treasurer's report submitted by email from Frank Szczerba was reviewed. Motion to accept put forth by Ted Merklin and seconded by Danny Michaels.

Newsletter: The December newsletter was distributed by email and uploaded to the chapter website. Newsletter contributions are always welcome!

Website: Enter <https://chapters.eaa.org/ea857> in your browser to view the site. Planning to continue to do maintenance on the website.

Tech Advisor: Chuck Warren called Chuck Potts to discuss the role. Chuck Potts is willing to present about his airplane and Chuck Warren is willing to apply for the role and fulfill some of the responsibilities.

Next Regular Meeting: Tuesday, February 20, 2024

IMC meeting: NA

Young Eagles: The event dates remain as June 8th and August 10th

Air Academy: Ian Geikowsky has been accepted into Air Academy, EAA sent him data package for paperwork to be returned. In Spring we will know what credits will be applied to tuition. Ian will attend June 22-26.

Ray Aviation Scholarship: Colin Daniello unlocked the last bit of his funding for flight training by passing his FAA written exam. For 2024, we have 4 applicants for the scholarship and a committee assembled for choosing. New application got updated last week. Goal to receive another scholarship for 2024.

Old Business: NA

New Business: Signatures on checks

-Currently two signatories have been required on all checks

-Signatories include (Josselyn, Kyle, Ted and Frank)

-This becomes rather difficult when writing several checks for Ray Aviation scholars and such. New methods should be considered. The bank does not in any way require two signatures.

Are we constrained by our bylaws? To be reviewed.

Closing: The meeting was adjourned at approximately 7:38 P.M.

Respectfully submitted:

Destinyjay Maletta,
EAA 857 Secretary

Pittsburgh-Butler Region Experimental Aircraft Association–Chapter 857 Board Meeting Minutes of January 16, 2024

Opening: President Joss called the meeting to order at 6:00P.M.

Attendance: 6 Board Members present.

Wings and Wheels is coming back to KUCP: EAA Chapter 857 has the potential to be involved with this event, but it is in the preliminary phases of planning at this time. The board has voted to stay involved with the intention of fundraising and potentially flying kids but with no stated commitment currently.

Danny Michaels mentioned the 2025 Mars Day event as another potential involvement idea.

The focus is still on developing the builders side of the chapter further.

Closing: Adjourned at approximately 6:50 P.M.

Respectfully submitted:

Destinyjay Maletta,
EAA 857 Secretary

EAA 857 Member Flight Accomplishments

by Kyle Riedel

We congratulate our distinguished Chapter Secretary, DestinyJay, for earning her instrument rating on 17 January. DestinyJay is on a pro-pilot training track with Moore Aviation. We also recognize her instructor, Sean Hicks,

for keeping her and all students moving toward their next certificate during the winter months when flying conditions are less than ideal.



DestinyJay receiving her instrument rating on a chilly, but beautiful flying day in Beaver County.

DestinyJay with CFII Sean Hicks
at Moore Aviation.





EAA IMC Club

Question of the Month

by Kyle Riedel

Please join us on the 20th of February at 8pm for an Instrument-related question and discussion. We will start the discussion 15 minutes after the monthly membership meeting ends. Location is the KBTP Board Room.

Question: When transitioning from instrument to visual flight at the end of an instrument approach, what factors might make a pilot inadvertently fly lower than intended?

Maintenance Information

by Kyle Riedel

Here are two items for aspiring aviation mechanics.

#1. Pittsburgh Institute of Aeronautics will host an open house on February 24th at all instructional locations. Please register to attend: Open House Event - PIA - Pittsburgh Institute of Aeronautics.

#2. Chapter 857 seeks input from its members about hosting a local maintenance course for experimental aircraft owners. Please reference the following article provided by Chuck Warren.



Light Sport Category, and Required Condition Inspection Certification

By: Chuck Warren

If you, as an EAA Chapter 857 member fly an experimental Light Sport Airplane (E-LSA), and you would like to take a training course to broaden your abilities to perform a required Aircraft Annual Condition Inspection, please let us know.

We are considering whether our EAA Chapter should offer a Light Sport Repairman – Inspection Certificate, (LSR-I) 16 hour training course - by an FAA Approved training course provider. If there is enough interest, it could be provided locally, as a one-time activity. Each individual taking the course would pay a fee for the instructor's time and expenses.

If you are **definitely** interested, please respond to either Kyle Riedel or myself (Chuck Warren) and join the list.

If you **might** be interested, but are unsure about the Light Sport Category, the potential future of Light Sport planes, and what kinds of light sport airplanes can be inspected with an LSR-I, then please read on for some definitions explaining the category...

The cost of owning insuring and operating a typical light aircraft is steadily rising, and is being priced outside of the reach of many. For quite some time, no new type-certified light planes designed under traditional normal, utility and aerobatic categories of FAR 23 have been successfully developed and marketed. The last of these included the Cirrus and the Lancair, which first originated as experimental planes in the late 1980s.

Where most of the recent action is happening, and seems destined to be happening in the near future, is the Light Sport Category, both in experimental-homebuilt and manufactured types.

Under this category it is possible to own, maintain and operate an airplane and hold a pilots' license in a relatively simple regulatory and policy environment. This means a lower cost, simplified alternative to the traditional light planes, and to a pilot's privileges and limitations vs. the way they have traditionally been defined under FARs 14CFR 23 61, 91, 121 and 135.

The Light Sport category was introduced with certain limited weight, performance and operating rules, being first applied to very basic and simple to fly, type-certificated planes such as the Piper J-3 Cub, Luscombe 8, and Ercoupe, which were fairly plentiful in number at the time. The limitations on what capabilities a Light Sport, Type Certificated, include:

- Maximum gross takeoff weight of not more than 560 kg (1,235 lb.) for lighter-than-air craft;
- 600 kg (1,323 lb.) for heavier-than-air craft not intended for operation on water or;
- 650 kg (1,433 lb.) for aircraft intended for operation on water;
- Maximum clean stall speed (Vs1) of 45 knots (83 km/h; 52 mph) CAS in landing configuration;

- Maximum of two seats, including the pilot seat.
- No limit on maximum speed unless it is a glider, which is limited to Vne 135 knots CAS;
- Fixed undercarriage;
- An unpressurized cabin
- Powered Aircraft have a single, non-turbine engine driving a propeller.
- This category is defined in the FARs, in 14CFR1.1, “Definitions”

Next, certain experimental amateur built aircraft may also be operated as Light Sport airplanes if they fit within the above weight and performance limitations. These are defined as Experimental Light Sport Aircraft (E-LSA). These experimental amateur built aircraft could be designed with the intention that they be Light Sport category planes. The designation could also include certain selected models of Experimental Amateur Built (E-AB) airplanes, within the wider variety of experimental amateur and kit built airplanes available, provided they are registered as an experimental light sport at the time of their original construction.

A third category of airplanes also been developed and manufactured to fit within the Light Sport weight and performance limits is defined as, “Special Light Sport Aircraft” (S-LSA). These come fully assembled from the factory.

This article began with a brief mention of the Light Sport Repairman – Inspection Certificate, enabling one to perform the **Aircraft Condition Inspection**. **The Condition inspection is the same thing as an annual Inspection for type-certificated airplanes.** It is important to note that a Light Sport Repairman – Inspection Certificate (LSR-I):

- **Permits owners of E-LSAs to do the condition inspections on their own aircraft.**
- Owners of S-LSA’s may also perform the condition inspection and preventive maintenance only after undergoing special training by the manufacturer of the S-LSA, rather than obtaining the training and certification for a Light Sport Repairman – Inspection certificate. Alternatively, an S-LSA can be inspected by an A&P, or A&P/IA, or the holder of a Light Sport Repairman – Maintenance Certificate.
- Owners who are the builders of E-AB airplanes do not need to undergo the training, if they want to perform maintenance and inspection, they must apply for a repairman certificate limited to the individual make, type, model and serial number of the plane that they have built.
- Light Sport Aircraft Repairman certificates do not apply to type-certificated light sport airplanes...these are maintained and repaired by an A&P mechanic, and the traditional Annual Inspection must be performed by an FAA licensed A&P Mechanic with Airframe Inspection rating. Some light maintenance, referred to as “preventive maintenance” such as oil changes, tire changes, etc., may also be performed by the owner of the airplane.

A chart which follows this article, was prepared by the EAA's Lisa Turner, is an excellent summary of the **Light Sport** airplane types, and where a **Light Sport Repairman Certificate** can be used. The chart shows the different classes of LSAs and how the ratings of pilots, amateur builders, and repairmen intersect with these relatively new classes of aircraft. At the intersections, there are notes defining who may operate, inspect and maintain them.

As mentioned above and as seen on the chart, there are two different levels of **Light Sport Repairman certificates**. These are **highlighted in yellow**, with the training required for each level **highlighted in orange**.

Light Sport Repairman – Maintenance (LSR-M) is the next level beyond the 16 hour inspection certification training. The LSR-M is a more comprehensive certificate which could loosely be called, “An A&P-Like Rating for Experimental and Special Light Sport Airplanes”. An LSR-M certificate entitles one to do maintenance and condition inspections for hire on anyone's E-LSA, or S-LSA, plus maintenance on Experimental Amateur Built airplanes (but not condition inspection of E-ABs). Earning the LSR-M requires a three week (120 – 160 Hour) course of study taught at several FAA-Approved training facilities.

Finally, a series of enhancements to the original LSA limitations are presently being proposed under an initiative called, “MOSAIC”, (meaning Modernization of Special Aircraft Certification). Some of the new definitions of a Light Sport Aircraft under MOSAIC (if adopted), would allow:

- Clean stall speed (VS1) of up to 58 knots CAS,
- A maximum level flight speed of 250 knots;
- Aircraft may have up to four seats (but only two occupants while operating under Sport Pilot operating Privileges);
- Retractable landing gear
- In flight adjustable propeller

Sport Pilot privileges under the MOSAIC proposal would permit night operations with 3rd class Medical, or Basic Med. MOSAIC, if adopted, would clearly improve the Light Sport category as a real alternative offering simplified, less costly, and easier basic flying, vs. traditional airplanes and flight operations

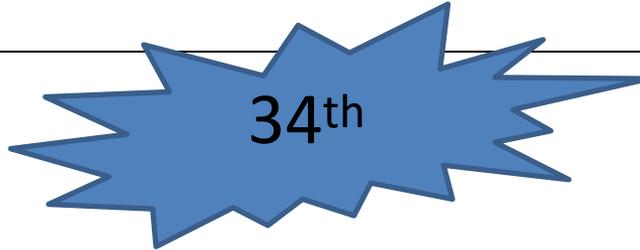
Maintenance, Inspection and Sign-Off of Aircraft - Who Can Do What?

(From Article by Lisa Turner in February 2024 Sport Aviation, "Beginner's Guide to Yearly Inspections", pp 24 - 27, with added notations)

Who / Rating	Description/Ratings	TYPE CERTIFICATED AIRCRAFT (Can be operated as light sport) (Ex: J-3, Luscombe, etc.)	EXPERIMENTAL AMATEUR BUILT AIRCRAFT (EX: RV-6 SONEK, KITFOX) (E-AB)	EXPERIMENTAL LIGHT SPORT AIRCRAFT (EX: SONEK, KITFOX) (E-LSA)	SPECIAL LIGHT SPORT AIRCRAFT (EX: FLIGHT DESIGN CT)	TRAINING REQUIRED
ANYONE	NO RATINGS		MAINTENANCE (NOT CONDITION INSPECTION)	MAINTENANCE (NOT CONDITION INSPECTION)		
OWNER/PILOT	NO RATINGS	PREVENTATIVE MAINTENANCE PER FAA LIST OF APPROVED TASKS (THIS IS NOT PERMITTED WHEN AIRCRAFT OPERATED UNDER FAR 121, 127, 129 OR 135)	MAINTENANCE (NOT CONDITION INSPECTION)	MAINTENANCE (NOT CONDITION INSPECTION)	PREVENTATIVE MAINTENANCE PER MANUFACTURER'S PUBLISHED LIST OF APPROVED TASKS FOR THE SPECIFIC MODEL OF AIRCRAFT	
BUILDER WITH REPAIRMAN CERTIFICATE	PERSON WHO HAS BUILT E-AB AND OBTAINED THE REPAIRMAN CERTIFICATE FOR THAT SPECIFIC AIRCRAFT		MAINTENANCE AND CONDITION INSPECTION	MAINTENANCE (NOT CONDITION INSPECTION)		
LSR-I	LIGHT SPORT REPAIRMAN INSPECTION		MAINTENANCE (NOT CONDITION INSPECTION)	EXPERIMENTAL LIGHT SPORT MAINTENANCE AND CONDITION INSPECTIONS ON ANY E-LSA THAT YOU OWN		16 HOUR CLASS FOR OWNER OF E-LSA; CAN DO CONDITION INSPECTION. COURSE FEE TO PRIVATE TRAINING COMPANY IS TYPICALLY \$500. CERTIFICATE ISSUED BY FAA AT FSDO.
LSR-M	LIGHT SPORT REPAIRMAN MAINTENANCE		MAINTENANCE (NOT CONDITION INSPECTION)	EXPERIMENTAL LIGHT SPORT CONDITION AND MAINTENANCE INSPECTIONS. ALSO CAN WORK ON OTHER'S LSA'S	SPECIAL LIGHT SPORT MAINTENANCE AND CONDITION INSPECTIONS	120 HOUR 15 DAY CLASS FOR COMMERCIAL RATING. DOES NOT APPLY TO E-AB; CERTIFICATE SPECIFIES AIRCRAFT MODELS YOU CAN WORK ON. CERTIFICATE ISSUED BY FAA AT FSDO.
A&P OR AMT (AMT = AVIATION MAINTENANCE TECHNICIAN)	FAA AIRFRAME AND POWERPLANT CERTIFICATE	ALL MAINTENANCE	ALL MAINTENANCE AND CONDITION INSPECTIONS	ALL MAINTENANCE AND CONDITION INSPECTIONS	ALL MAINTENANCE AND CONDITION INSPECTIONS	TRAINING AND EXAMS APPROVED BY FAA; CERTIFICATE ISSUED BY FAA AIRMAN CERTIFICATION BRANCH
A&P OR AMT WITH INSPECTION AUTHORIZATION	FAA AIRFRAME AND POWERPLANT CERTIFICATE WITH INSPECTION AUTHORIZATION	ALL MAINTENANCE AND ANNUAL INSPECTION	MAINTENANCE AND CONDITION INSPECTIONS (IA NOT A REQUIREMENT FOR E-AB AIRCRAFT)	MAINTENANCE AND CONDITION INSPECTIONS (IA NOT A REQUIREMENT FOR E-LSA AIRCRAFT CONDIITON INSP.)	MAINTENANCE AND CONDITION INSPECTIONS (IA NOT A REQUIREMENT FOR S-LSA AIRCRAFT CONDITION INSP.)	FAA PROVIDES IA AS AN ADD-ON TO A&P BASED ON QUALIFICATIONS AND CURRENCY



Oshkosh Bus Trip 2024
EAA AirVenture – July 23rd to July 27th



This year we will leave from the Butler Farm Show Airport (3G9) on Tuesday, July 23rd and return on Saturday, July 27th. We'll spend three full days at the air show, stay at Ripon College, and travel on an air conditioned coach bus. The cost of the trip includes 4 nights lodging, breakfast each morning, transportation, and the opportunity to travel with wonderful people. The cost of the trip is:

Double Occupancy: \$395.00/per person

Private Room: \$495.00/ per person

If you are interested in joining us this year, then I will need a deposit check in the amount of **\$100.00** made out to **Kent L. Shoemaker**. I will send additional trip information to participants in May and that's when final payments will be due. Complete the registration form below and send it, along with the deposit check, to: **Kent L. Shoemaker 225 Glade Run Road Renfrew, PA 16053**

If you have any questions about this year's Oshkosh Bus Trip, please give me a call, text or Email.. **724-766-5847** or kentLshoemaker@gmail.com.

Name: _____ **Telephone #:** _____

Email Address: _____

Home Address: _____

Indicate your lodging choice: _____ Double Occupancy _____ Private Room

Roommate if applicable: _____ Amount Paid: \$ _____



EAA 857 - Chapter Meetings and Events for 2024

Meetings are held on the third Tuesday of the month at 7:00 PM
in the Conference Room at the Pittsburgh-Butler Regional Airport.

Chapter Meetings	Tuesdays	January 16 February 20 March 19 April 16 May 21 June 18 July 16 August 20 September 17 October 15 November 19
IMC / VMCClub -		TBD
International Young Eagles Day -		Saturday, June 8, (rain date 15)
EAA 857 Fly-In and YE -		Saturday, August 10 (rain date 17)

2024 National Events

Sun 'n Fun -	April 9 - 14
Sentimental Journey -	June 18 - 22
AirVenture Oshkosh 2023 -	July 22 - 28

EAA 857 Chapter Officers for 2024

Use contact@eaa857.org to email the Chapter President.
Your request will be forwarded to the appropriate individual.

President	Josselyn Slagle
Vice President	Kyle Riedel
Treasurer	Frank Szczerba
Secretary	DestinyJay Maletta
Board Members	Danny Michaels 2024-2026
	Dan Hood 2024-2025
	Ted Merklin 2024
Website / Newsletter	Ted Merklin
Young Eagles Coord	Ted Merklin
Ray Aviation Scholarship	Kyle Riedel