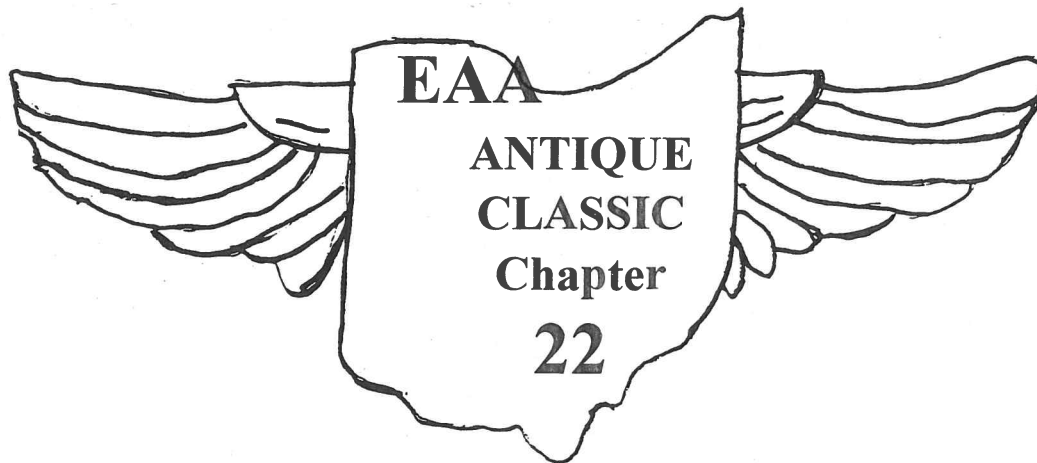


TAILWINDS



January 2025

Officers:

President: John Morozowsky

Vice President: Anthony (Tony) Morozowsky

Secretary: Nick Crate

Treasurer: Terry Baker

Newsletter Editor: Darlene Ford

Website Editor: Christopher Calhoun

Please come out to the Zanesville Municipal Airport and visit us on the second Saturday of the month. We normally start gathering about 5:00 PM for some food and aviation fellowship. We meet in the Chapter 'social room' at Hangar # 4.

The January meeting will be held on Saturday, January 11, 2025. We will start gathering around 5 or so for fellowship with the meeting immediately following. We will start planning for the 25th Fly In.

Come join us for tasty food and great fellowship.

You do not have to fly Vintage Aircraft or even be a pilot to join. Please think about coming out to join us. We are an aviation friendly club where there are no strangers. So, whether you are a pilot or just love aviation, come on out. Membership applications will be on hand so you can join and so our current members can update their information.

Be sure to check out the new improved website. <https://chapters.eaa.org/vin22>

If you have any pictures you would like to share on the page, please send them to me.

EAA Webinars

EAA Webinars sponsored by



January 14	WWI Aviation featured in the Museum	Chris Henry and Amelia Anderson
January 15	Build-A-BFR: Designing Your Own Flight Review	Prof. H. Paul Such
January 21	Become a Better Chapter Leader – Presidents – Vice Presidents 2025	John Egan
January 22	Skybound Chronicles: A Half Century of Aviation Tales for Safer Skies	Rod Machado
Homebuilders Week – There are several webinars each day for the week starting January 27 Through January 31. I have attached the schedule with the newsletter. Also see the article from Charlie Becker, our esteemed Homebuilt Community Manager below If you are a builder, there is surely one that you would be interested in.		
February 4	Become a Better Chapter Leader – Secretary – Treasurer 2025	John Egan
February 12	Risk Assessment: Tips. Strategies, and Techniques	Ken Solosky

Homebuilders Week – Online Event Starts January 27th

30 online sessions to expand your knowledge of building your own aircraft.

By Charlie Becker, EAA Homebuilt Community Manager

Homebuilders Week is an online opportunity to carry on the founding mission of EAA by sharing as much knowledge and information about building your own aircraft as possible in five days. We start on Monday, January 27th, 2025, and end on Friday, January 31st, 2025. Each day, we offer six live webinars running back-to-back, starting at 11:30 am central time and running every hour and a half until the last session at 7pm central. The sessions are live and allow time for questions. To sign up for the sessions, visit www.EAA.org/HomebuildersWeek

The topics cover something for everyone, whether you are just considering the idea of building an aircraft, are knee deep in a project or getting ready for test flying. We even have EAA president Jack Pelton lined up on, January 30th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week follows immediately after the anniversary of the founding of the Experimental Aircraft Association on January 26th, 1953. I can't think of a better way to recognize our organization's founding than to spend 5 straight days learning about homebuilding.

EAA Homebuilders Week is made possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, and Van's Aircraft.

Visit www.EAA.org/HomebuildersWeek to sign up.

All webinars are at 7:00 pm CST unless otherwise noted.

Webinars are free, but registration is required as space is limited. You can also review any of the previous webinars. To register for one of the webinars go to: [Webinars \(eaa.org\)](http://Webinars(eaa.org))



Your officers

Check out the EAA Website. There are so many great articles and stories on there.



Since it was established in 1971, our association has been working to keep aviation history alive.

Originally known as the EAA Antique/Classic Division, VAA has the support of the internationally renowned EAA. The strength of this premiere aviation organization helps VAA further the causes of vintage aviation.

The Vintage Aircraft Association is the world's premier organization created to preserve and protect all aspects of vintage aviation. Our membership is worldwide.



Is there a topic that you would like to see addressed? Or a speaker that you know has a great topic and would be good? Let us know so that we can try and get them to come speak at one of our meetings.

It is more fun to attend different events with Chapter members. If you want to get a group together and go let me know. Or post on our Facebook page.

Are you looking for an airplane? Have you checked Barnstormers? This is a remarkably interesting site.



BARNSTORMERS.COM
Aviation's Busiest Marketplace™

You can also advertise your plane for sale. They also have a section that shows where you can rent a plane, depending on your location. Check them out. <https://www.barnstormers.com/>

Be sure to check out our Facebook page: eaavintage22

EAA Evaluating Two New FAA Medical Policy Changes

EAA is evaluating two just-announced changes to FAA medical policies intended to become effective January 1, 2025. The first would significantly alter the deferral process for medical certificates that require additional information for an FAA decision, and the second would be to change the color vision testing protocol.

This week the Office of Aerospace Medicine announced their intent to issue initial denials to any applicant requiring additional information for certification, with instructions for continuing the application with the requisite paperwork. Previously, these applicants would have had their applications deferred and been issued requests for information, but they would not be issued denials unless the information was not provided in a timely manner or if the provided information revealed that the applicant was ineligible. Initial denials under the new policy will not be issued for deferred cases submitted with all required information at the time of application.

Once the requested information is provided to the FAA, the application will proceed as usual, and a medical certificate will be issued if the applicant is deemed eligible. While this process is functionally similar to the current procedure of deferrals and requests for information, the addition of initial denials to the process creates numerous negative consequences. EAA is concerned that the use of denials as a routine part of the application process will significantly increase stress for applicants and introduce unintended consequences for those under initial denial. These denials will render pilot's ineligible to fly under Sport Pilot or BasicMed while their application is in process, as they are able to today. With some applications taking more than a year to process, this will leave many airmen on the ground and unable to stay proficient. These initial denials will be reportable on future medical applications and any other paperwork (such as insurance, employment applications, etc...) that asks whether an airman has a previous medical denial. As previously stated, applications containing all pertinent information at the time of the AME exam will not be subject to initial denial – and regardless of this policy face the least amount of delays in the approval process – so members are strongly encouraged to discuss any change of medical status with an AME prior to applying for a medical certificate.

According to briefings provided to aviation medical examiners this week, this change is being driven by the FAA's legal interpretation of Section 801 in the FAA Reauthorization Act of 2024 (Public Law 118-63). EAA is working to understand the validity of this interpretation and what remedies are available, including a delay in implementing this new policy. The consequences of this policy change are significant, even if the application process should remain similar in terms of timeframes and outcomes.

The second change announced is a significant modification to the FAA's policy on color vision testing that should make the process easier for most applicants. It does, however, require some aviation medical examiners to purchase new equipment or subscriptions. The FAA is now requiring a computerized testing protocol, which should increase the accuracy of tests. It is not

requiring the retest of any airmen with a current medical certificate except in specific cases, such as certain applicants upgrading their medicals to a 1st or 2nd class from a 3rd class or those with a condition or medication that makes color vision degradation likely. For all other airmen, the FAA is discontinuing color vision testing after the initial application; any additional testing will be based on medical history or medication use. EAA is continuing to review this just-announced change.

We will follow up with more information as it becomes available.

FAA Issues Stay on Misguided Legal Interpretation

The FAA has informed industry organizations that it is issuing a stay of its recently issued Moss letter of interpretation. In a letter dated October 15, 2024, the FAA responded to industry requests and "...is issuing a stay of the Legal Interpretation of 14 CFR § 43.3(d) dated September 3, 2024, while the Agency reviews its policies and regulatory options." The Agency goes on to say that, "This stay does not represent a conclusion on the contents of that interpretation and will be effective until such time as the Agency issues new or supplemental guidance."

EAA had joined with 15 other general aviation organizations in a letter asking the FAA to suspend a recently issued legal interpretation, known as the "Moss Interpretation," and engage with industry on potential solutions. The interpretation addresses the application of the terminology in 14 CFR 43.3(d), which significantly changes the industry practice of supervising maintenance trainees, shop apprentices, and aircraft owners working on aircraft.

The rule, whose original language predates the founding of the FAA in 1958, states the following:

A person working under the supervision of a holder of a mechanic or repairman certificate may perform the maintenance, preventive maintenance, and alterations that his supervisor is authorized to perform, if the supervisor personally observes the work being done to the extent necessary to ensure that it is being done properly and if the supervisor is readily available, in person, for consultation. [...]

"Readily available, in person" has been applied in a variety of ways in practice over the past few decades by the maintenance community, especially since the regulation also contains the qualifier "to the extent necessary to ensure that it is being done properly." That ensures that the work meets quality standards that can be signed off by the certificated supervisor who is overseeing the work. This has included the recent rise of electronic video communication that enables effective remote supervision in the modern maintenance shop.

In 2022, a Flight Standards District Office requested a legal interpretation on the ability to use remote means to provide remote supervision. The FAA's Office of the Chief Counsel (AGC) offers a very broad interpretation in response, including the statement "The certificated mechanic must be available, not just to answer questions, but to notice mistakes and take over

if necessary.” This, coupled with the initial question asking about the term “in person,” appears to require the person supervising the maintenance to be physically present at all times. This is different from the decades-long industry practice and understanding.

The industry letter that EAA joined highlights the industry’s concern that the FAA’s interpretation “goes beyond the simple questions asked” and “...is contrary to the plain language of the regulation...”

If not rescinded or amended, this interpretation will have long-lasting negative effects on all aspects of the aviation industry. This interpretation is an example of an interpretation, enforcement, or litigation from the agency that significantly disrupts operational practice and requires years of work from other FAA departments to correct – work that does little to increase safety and efficiency in the national airspace system.

Just a note – if you have an airplane or an airplane project that you would like to sell, please send me details and pictures if you have them. I will place them in the newsletter here for those that are interested. There is no cost to advertise tools, planes, parts etc. in the newsletter. We are here to help you sell, give etc. whatever to others that may have a need for it. You never know what you may find for sale or give here. This is a way to help others.



Our very own Joey is a Certified Flight Instructor.

So, if you know of someone who wants to learn to fly, please contact him.

[Purchase a Vintage Brick](#)

Help support future generations of aviation with your purchase of a commemorative brick to be placed outside the Vintage Aircraft Association Youth Center

[Read More](#) [Youth Center Brick Order Form \(eaa.org\)](#)



We are a local chapter of Women in Aviation International, based in Dayton, Ohio – where it all began.

To learn more or if you have questions, email us at womeninaviationhuffmanprairie@gmail.com

"WAI members seek to inspire and stand for encouragement, continued education, and a whole lot of fun! If you are a lover of all thing's aviation and aerospace, and enjoy sharing your passion with others, we would love to have you" ~WAI.

Our local chapter is a network of women and supporters in the aviation industry. We are engineers, pilots, maintainers, supply chain, and more with a passion for aviation. We enjoy social events like painting nights, hangar parties, and airshows. Other events include tours, community events, the annual conference and the big GIAD! WAI also offers connections to careers and scholarships. Please reach out to us if you have any questions. Also, please see links below for how to sign up at WAI and to check out our chapter. We look forward to helping you pursue your aviation career and network.

We meet quarterly, so check out our Facebook page for the date.

<https://www.wai.org/>

<https://www.facebook.com/groups/huffmanprwai>

WAI offers free student membership, and our chapter offers free participation as well. If interested in membership please reach out to our chapter, WAI offers many benefits to students and young adults entering the aviation industry.

You do not have to be a pilot to be part of our Chapter. (side note – I am not a pilot but know how to fly). You can always be that right seat pilot!

Do you have a need for someone to come talk about Women in Aviation? Reach out to us. I am the outreach coordinator for this chapter and if possible, I will try and make your event.

If someone shared this with you and you want on the direct email list, email me at DAFord1957@gmail.com

Dreaming of Becoming a Pilot or Getting an Additional Rating? EAA's scholarship cycle is currently open until March 1, 2025. Winners will be notified on May 1, 2025. Thank you to all who donated to make these scholarships possible. Learn more at [EAA.org/Scholarships](https://www.eaa.org/scholarships).

https://www.eaa.org/learn-to-fly/scholarships?mkt_tok=OTEwLVNFVS0wNzMAAAGWg1pFa4vN2h8dq_azS89hcgejJhWbcIzyV-6AxEAAZ1vIioSYNR6lRpx-WyRqjUSNbp8dbdl5ItGnGE9fnPR-pn-D2v9WyiLWZWWxjAEunh8H

Have You Built or Restored an Airplane? We would love to share your story with your fellow EAA members in the pages of *EAA Sport Aviation* magazine, even if it is a project that has been completed for a while. Readers consistently rate the “What Our Members are Building/Restoring” section of the magazine as one of their favorites, so do not miss the chance to show off your handiwork and inspire your peers to start or complete projects of their own.

Learn more >

https://www.eaa.org/news-and-publications/what-our-members-are-building-form?mkt_tok=OTEwLVNFVS0wNzMAAAGWg1pFa0ldGr27QRtSEZ3Q22Yfnz5S-C72VXR6DI-ZD4eY788DVFfaAgx7sxMpsLBD-W96nhpGjxL2e3J7QkL8Yun17LGBqPw2aeyAtKyzaRJNS

2025 will be the 25th anniversary of Vintage Chapter 22.



Our mission is to encourage and aid the retention and restoration of antique, historical, classic, and contemporary aircraft, and to improve aviation safety and education.

What is general aviation?

General aviation (GA) is all flight activity of every kind except that done by the uniformed armed services and scheduled airlines. In addition to personal and recreational flying, it includes public-benefit missions such as law enforcement and fire suppression, flight instruction, freight hauling, passenger charters, crop-dusting, and other types of aerial work that range from news reporting to helicopter sling loads.

DC-3 Society Announces Organizational Changes In Advance Of 90th Anniversary

The society provides an update on its future now operating as a standalone entity.



Last updated: December 20, 2024 7:00 am

[Emma Quedzuweit](#)



D-Day Squadron, June 2024. Photo by Rich Cooper, COAP

On the 89th anniversary of the DC-3 Maiden Flight, the DC-3 Society is using this special commemoration to share the organization's plan forward, operating as a stand-alone entity, officially separating from the [Tunison Foundation](#) beginning in January 2025. DC-3 Society operations have advanced, and membership has witnessed consistent growth over the last four years. The society's 501(c)3 nonprofit designation will soon be official. The [DC-3 Society](#) is the first type society of the DC-3, which provides type-specific guidance for operating the DC-3 and its variants, including the C-47, as a way to maintain airworthiness for the models so that future generations can see them fly.

To read the rest of the story go to: <https://vintageaviationnews.com/aviation-museum-news/dc-3-society-announces-organizational-changes-in-advance-of-90th-anniversary.html>

How To Read a METAR

Sometime in the late 1990s, the FAA switched from using American-based weather terminology to that used by the World Meteorological Organization, or WMO, which is the ICAO standard. That change brought us odd sounding terms like METAR, TAF, and more.

To learn more, go to: <https://cessnaowner.org/how-to-read-a-metar/>

January in Aviation History

"January Firsts & Records"

- Jan 30, 1916 – The first flight of the German dirigible Zeppelin LZ60 (LZ90).
- Jan 29, 1926 – John A. Macready set a U. S. altitude record of 38,704 feet in an XC05 A with Liberty 400-horsepower engines at Dayton, Ohio.
- Jan 27, 1928 – The first rigid airship-to-aircraft carrier mooring was achieved when United States Navy (USN) dirigible (steerable airship) 'Los Angeles' moored to the USS Sagatoga at sea.
- Jan 12, 1935 – Amelia Earhart, flying her Lockheed Vega, became the first woman pilot to fly solo between Hawaii and the USA. She took off from Wheeler Field, Oahu, Honolulu, and landed in Oakland, California after 18 hours 15 min.
- Jan 14, 1936 – Howard Hughes, in a Northrop Gamma 2G, NR13761, set a transcontinental speed record of 9 hours 27 minutes, averaging 417.0 kilometers per hour (259.1 miles per hour).

- Jan 13, 1942 – Heinkel test pilot Helmut Schenk became the first person to escape from a stricken aircraft with an ejection seat after the control surfaces of the first prototype Heinkel He 280 V1, DL+AS, iced up and became inoperable.
- Jan 15, 1991 – The 'Virgin Pacific Flyer', became the first hot-air balloon to cross the Pacific Ocean. Taking off from Japan to Northern Canada with Per Lindstrand and Richard Branson, flying in the trans-oceanic jet streams, it recorded the highest ground speed for a manned balloon at 245 mph (394 km/h)
- Jan 5, 1949 – Charles "Chuck" Yeager using a Bell X-1 carried out the only conventional (runway) take off performed during the X-1 program, reaching 23,000 ft (7,000 m) in 90 seconds.



Until next month, enjoy aviation. Also, this is **your** newsletter. If you have a good aviation story or some aviation pictures and would like to share them, then this is the place to do so. Please email them to me at DAFord1957@gmail.com

If you are building an airplane, we would like to see your plane. Tell us why you decided to build it and why you chose the plane on which you are working.

Try to have them to me by the 20th of the month to be included in the following month's newsletter.

Darlene Ford, Editor