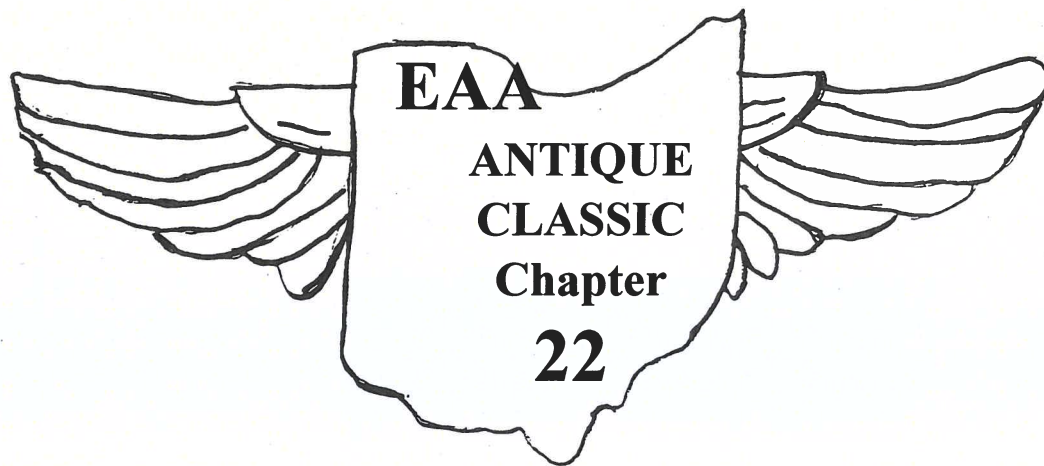


TAILWINDS



March 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 February meeting will be held on Saturday, March 8, 2025. We will start gathering around 5 or so for fellowship with the meeting immediately following. We will be talking about our 25th Annual Fly In. The meeting will start at 6 PM.

At this meeting we will be discussing the proposed landing fee at Zanesville.

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.

Centennials for Fairchild, Travel Air Aircraft to Be Celebrated at AirVenture 2025



Two iconic aircraft types from the golden age of aviation, Fairchild, and Travel Air, will celebrate their centennial years during activities at EAA AirVenture Oshkosh 2025, held July 21-27.

The 100th anniversary year for each aircraft will welcome those airplanes to the AirVenture flightline, with additional programs and activities held in conjunction with the Fairchild and Travel Air type clubs. All owners of Fairchild and Travel Air aircraft are invited to be part of the centennial activities.

“Each of these aircraft companies were founded in 1925, but took very different paths through their histories,” said Rick Larsen, EAA’s vice president of communities and member programs, who coordinates AirVenture features and attractions. “Each of these aircraft types made unique contributions to the world of flight, especially the momentous era from 1920 until 1940.” Fairchild Aircraft was founded in 1925 as a builder of aircraft stable enough for aerial photography and mapping. While the company created a significant number of civilian passenger airplanes in its first 15 years, it was during World War II that the company turned to military aircraft production, especially trainers and transports. It continued that focus through acquisitions of Hiller Aircraft and Republic Aircraft in the 1960s. Its final major production aircraft was the legendary A-10 Thunderbolt II, also known as the Warthog, from 1972 through 1984.

The EAA Aviation Museum currently has the oldest Fairchild aircraft in existence, a 1927 FC-2W model. It is in early American Airlines markings as it served as an early carrier after flying for Interstate Airlines.

The Travel Air Manufacturing Company's short history was a partnership of three famous names in aviation history: Walter Beech, Clyde Cessna, and Lloyd Stearman of Wichita, Kansas. The three men were part of the Swallow Aircraft Company but in 1925, struck out on their own to create versatile biplanes in a 30-by-30-foot space in downtown Wichita. After some early success, the partnership separated with Stearman and then Cessna moving to their own businesses. The company was eventually absorbed into the Curtiss-Wright Corporation in 1929 and ended production in 1931 during the Great Depression.

EAA continues the legacy of the company with its Travel Air 4000, which is one of the oldest aircraft in the world offering passenger flights with its seasonal operations at the EAA Aviation Museum's Pioneer Airport.

EAA Webinars

EAA Webinars sponsored by



March 11	Earnest Gann Collection	Chris Henry & Amelia Anderson
March 12	Start Your Own Flight School	Prof. H. Paul Such
March 13	Grow Your Chapter & the Aviation Community	David Leiting
March 26	Aircraft Engine Compression Testing	Bill Ross
April 2	Worth the Squeeze	Mike Busch
April 8	The T-6 Texan	Chris Henry & Ameila Anderson

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.

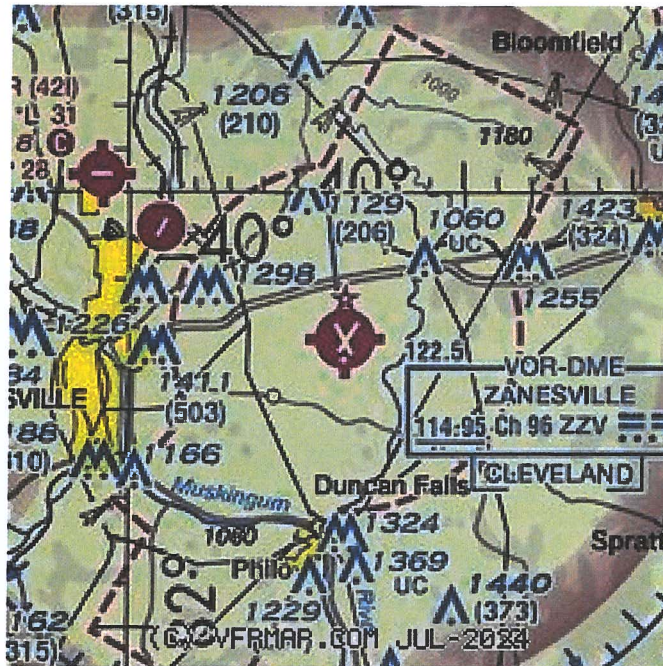
Originally known as the EAA Antique/Classic Division, VAA has the support of the internationally renowned EAA. The strength of this premiere aviation organization helps VAA further the causes of vintage aviation.

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.

Be sure to check out our Facebook page: [eaavintage22](#)



This is a part of the sectional showing ZZV airport.

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/>

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.

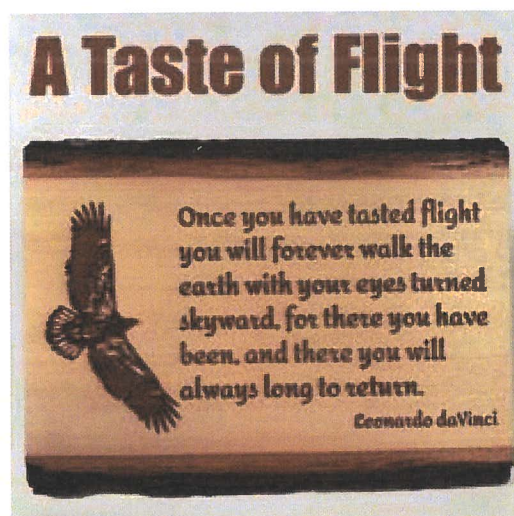


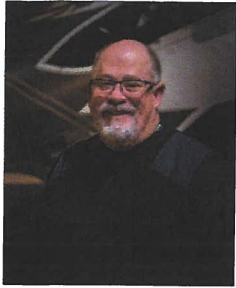
Our very own Joey is a Certified Flight Instructor. So, if you know of someone who wants to learn to fly, please contact him.

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



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.





Vintage Aircraft Association Welcomes New President

At the 2024 VAA Fall Board Meeting, John Hofmann was elected to succeed Susan Dusenbury as president of the Vintage Aircraft Association upon her retirement date of January 1, 2025. John has served on the Board of Directors since 2017 and is the Chairman of VAA Membership. Be sure to check out the January/February issue of *Vintage Airplane* to learn more about John and his vision for the future of the Vintage Aircraft Association!

Ethan had been burning a burn pile. He was burned badly enough that they had to take him to Riley Hospital in Indianapolis. This happened back in December. Since then, he has went through several operations and treatments. A few days ago, Ethan was transferred to Inpatient Rehabilitation. Apparently, Ethan likes fruit.

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

EAA Vintage Chapter 22 was formed in August 1990. This marks John Morozowsky's 35 year as President!

Controversial FAA Medical Policy Postponed

On Friday, February 28, the FAA announced that it would be holding a “listening session” on a controversial new FAA medical policy, postponing its implementation with no new effective date. The policy would have caused most incomplete medical applications to be denied pending reconsideration, rather than the current practice of deferring applications while the applicant gathers required information or undergoes additional medical workups.

This is the second time the policy has been delayed. It was previously scheduled to become effective January 1 and was delayed to March 1. [EAA helped coordinate a broad coalition of aviation advocacy groups in opposing the policy, citing numerous issues.](#) Chief among these is the risk of an overall chilling effect on interactions with the Office of Aerospace Medicine. The FAA has been making admirable progress on their stated objective of “getting to yes” on as

many cases as possible. Starting out with a “no,” even with the promise of quick follow-on action, is concerning to pilot advocates and aviation safety professionals alike.

An increased number of denials, albeit temporary in most cases, would also impact some pilots, such as those who renew prior to the expiry of their previous certificate or pilots who choose to fly recreationally under BasicMed, which does not preclude flying under a deferred medical application as long as other conditions are met. EAA notes that in both cases the airman would need to ensure compliance with the appropriate part of 14 CFR 61.53.

EAA does urge members, despite opposing this measure to stridently address incomplete applications, to submit all pertinent information at the time of initial application. Doing so achieves the FAA’s goal of reducing administrative workload, but more importantly cuts application processing time to a minimum for the airman.

We are working with the community to develop new guidance materials on the medical application process, and we will voice our concerns on the proposed policy on behalf of our members at the forthcoming listening session.

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

