

The Observer

February 2024

THE OBSERVER IS A MONTHLY PUBLICATION OF
THE GETTYSBURG BARNSTORMERS, EAA CHAPTER 1041, GETTYSBURG PA.



*Inside This Month
MOSAIC: What Is It?*

On The Cover:

A birds-eye view of Ski Liberty from the cockpit of a glider. Dianna Moy took this photo with a cellphone camera when she had an opportunity to pilot a glider for about an hour over the area.

Warm weather and the lack of natural snowfall the past couple of years has been difficult for ski enthusiasts. All of the snow at Ski Liberty in the picture was man-made.

Do you have an aviation-related photo that you would like to share and perhaps be on the cover of an upcoming issue of *The Observer*? If so, please email your picture and a summary of the picture to our newsletter editor, Dianna Moy, at dianna.nicole.moy@comcast.net. Please note that *The Observer* is mailed/emailed to EAA 1041 members, posted on the Chapter website (www.1041.eaachapter.org), and is available to the general public.

AVIATION LINKS

**Have an aviation related link?
Let us know so that we can include it!**

www.eaa.org www.aopa.org www.1041.eaachapter.org
www.intrepidmuseum.org www.york-aviation.com
www.airfactsjournal.com www.jerryandersonart.com

You can find us on Facebook as well!

<https://www.facebook.com/groups/1101406127018136>

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The Experimental Aircraft Association (EAA)

...is not just
Experimental Aircraft!

This organization is for everyone that has an interest in aviation. Whether you're an experienced pilot, or just someone who loves aircraft, EAA Chapter 1041 welcomes you!

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Henry's Hangar

“Where does a dream begin? For me it was at the age of five, and my dream was the airplane. Those days, as has each one since, have been memorable to me. Every day of my life I have spoken the word: AIRPLANE.”

From the book: Poberezny: The Story Begins

**Paul Poberezny,
EAA Founder, 1921-2013**

Hello Barnstormers! January has been a roller-coaster ride as far as the weather goes, as this is being written it's approaching 60 degrees with bright sunshine, while 2 weeks ago we had snow and overnight temps near the single digits. The ski enthusiasts are probably pulling their hair out!

As you'll see within the pages of this edition of The Observer, our first Soup-er-Sundae event of this year is now history. There are two more of these planned, February 25th and March 24th. Make it a priority to join your fellow Barnstormers for a great afternoon at the airport.

We've talked on several occasions about Field Trips for this year, and we need your input and volunteer spirit to make them happen. We currently have a few members gathering details of destinations and travel considerations. What ideas and suggestions can you contribute? Please give me a call or send an

e-mail with your ideas.

With July approaching quite quickly, if you are making plans to attend the EAA Convention at Oshkosh, now is the time to start getting things lined up. “Chapter Camping” is a really great way to enjoy the week at Oshkosh and we'll be taking reservations for that in the next few months. The EAA Chapter Office personnel mark our camping spaces weeks ahead of our arrival so that we get our preferred location.

The EAA insurance we utilize for our breakfast events has been secured for both June & September's dates. This insurance is part of our annual Chapter renewal that was completed back in November. We enjoy a wonderful coverage deal through EAA for all of our activities that we do all year. This is just one more of all the benefits we have by being an EAA Chapter.

Please attend our upcoming meetings for some very informative programs. All of our activities are listed in The Observer as well as on the 2024 Barnstormers Calendar that you hopefully have hanging in a prominent location at home. The calendar is a great way to be reminded of the many gatherings we promote all year.

Henry



UPCOMING CHAPTER EVENTS FOR FEBRUARY 2024

- February 5th - Chapter Monthly meeting, 7PM at the airport
- February 10th - IMC/ VMC gathering 9:00 AM to 10:30 AM at the airport
 - February 17th - Chapter Fly-Out
- February 25th - Soup-er-Sundae at the airport, 12PM

A LOOK AHEAD TO MARCH 2024

- March 4th - Chapter Monthly meeting, 7PM at the airport
- March 9th - IMC/ VMC gathering 9:00 AM to 10:30 AM at the airport
 - March 11th - Board of Directors meeting, 7PM at the airport
 - March 16th - Chapter Fly-Out
- March 24th - Soup-er-Sundae at the airport, 12PM - Last one for 2024!

Last Month's Program Review

Private pilot David Tulis kicked off 2024 with a fantastic presentation about his 2,000-mile winter flight from Hood River, Oregon, to Frederick, Maryland.

His initial flight path changed several times to overcome logistical and other challenges while ferrying his 135-horsepower 1953 Piper Tri-Pacer across the Rockies. Getting fuel, battling winds, and cold temperatures were just a few of the challenges he faced during his journey. On the flip side though, he made a lot of new friends, many lifelong memories, and a sense of accomplishment. David's plane also received an award at AirVenture later in the year.

David Tulis is a Senior Photographer for AOPA Media and "Hangar Talk" podcast co-host. To the right and below are pictures from David's presentation.





This Month's Program Preview

Our Program will be like a concert this month!

The opening act will be a brief presentation by Herb Snyder with the Boy Scouts to talk to us about their planned Camporee at the airport this summer and what role our organization will play.

The headliner will be one of our members, Dale Graves. Dale works for the FAA, and as many of us know, there is a rule change coming soon from the FAA called MOSAIC. EAA has had significant input to MOSAIC, but what exactly is it?

During last month's Program, one of the questions posed to David Tulis was whether he had any information on MOSAIC. Dave didn't, but said that EAA

would announce something at AirVenture.

Dale will discuss the proposed changes from the FAA point of view. There will be a handout regarding the proposed changes only for those attending and will not be reproduced here.

As the comment period for MOSAIC just ended on January 22nd, the proposed changes that will be discussed are not official.

Due to the sensitive nature of the material as it has not yet been approved, the program WILL NOT be broadcast on Zoom.

Additional information on MOSAIC can be found in our feature article for the month on pages 6 and 7 (reproduced from Aviation Today by Pat Host from December 5, 2023).

January Fly-Out Cancelled

The weather this month has been really unpredictable. Snow filled the skies on Friday, and Saturday was clear.

The problem, in addition to the extreme cold and high winds (noon time temps were in the low 20's in Gettysburg and in the upper teens, 19° at Blairstown), were

the high winds and possible snowy and icy conditions at the destinations runway prompted a cancellation of the Fly-out.

Instead, a lunch meetup was at the Gettysburg Family Restaurant. We'll try for Blairstown again in February....



FAA's MOSIAC Rule Change Could Pave Way For Ultralight, eVTOL Certification

From Aviation Today

<https://www.aviationtoday.com/2023/12/05/faas-mosaic-rule-change-could-pave-way-for-ultralight-evtol-certification/>

By Pat Host | December 5, 2023

The FAA is proposing a rule modification for certifying light sport aircraft called the Modernization of Special Airworthiness Certification, or MOSAIC, to incorporate the development of emerging technologies, in particular electrically-powered rotorcraft.

Two decades of data show that flying LSA-approved aircraft was safer than amateur-built kit and ultralight aircraft, according to Vertical Flight Society Director of Strategy Mike Hirschberg. This, he said, demonstrated that the LSA "experiment" was successful and could be modified to include larger aircraft, small rotorcraft and electric aircraft.

MOSAIC will enable companies targeting personal/private and recreational use of their aircraft because the proposed rule allows LSA pilots to fly for recreational purposes and not for carrying persons or property for compensation or hire. Hirschberg said companies with smaller one- and two-seat eVTOL aircraft would be able to sell their factory-built air vehicles for private or recreational use in the US, allowing some ultralight aircraft, which are more severely restricted by speed and weight, to be approved as compliant with MOSAIC requirements. This would allow larger designs with a higher expectation of safety.

AIR of Israel plans to have its AIR ONE two-seat multi-copter with collapsible wings approved for use in US airspace under MOSAIC if the rule is finalized as written. Rani Plaut, AIR CEO, told Avionics on Nov. 2

that approval under MOSAIC would allow the company to offer its aircraft in the US much sooner than competitors.

AIR also has the aircraft undergoing type certification. Plaut said the company plans to offer the AIR ONE not only as a recreation and commuting aircraft but also as a training platform. AIR wants to use the AIR ONE to train powered lift pilots for flying eVTOL aircraft being developed by companies such as Joby, Beta Technologies and Archer.

The FAA created the LSA category to establish rules for the manufacture, certification, operation and maintenance of light-sport aircraft such as airplanes, gliders, balloons, powered parachutes, weight-shift-control aircraft and gyroplanes weighing less than 1,320 lbs or 1,430 lbs for aircraft intended for operation on water. The FAA uses experimental amateur-built aircraft for the safety continuum or requirement, discussions since they are similar to light-sport category aircraft in the MOSAIC proposal.

Amateur-built aircraft are largely used for recreational purposes, are flown by sport pilots and pilots with higher grade certificates, and generally have the same flight envelope and occupancy limits. Amateur-built aircraft have no regulatory design requirements for the suitability of materials used, structural integrity, or instruments, equipment and systems. MOSAIC would prescribe design requirements for light-sport aircraft for these items.

The FAA said light-sport category aircraft, since 2004, have shown a lower accident rate than experimental amateur-built airplanes. As of 2021, there have been 984 accidents, or incidents involving light-sport cate-

(Continued on page 7)

(Continued from page 6)

gory aircraft, with roughly half of those accidents or incidents occurring during the landing phase. Of the 501 landing accidents, seven resulted in a fatality. The second highest number of accidents or incidents, 164, occurred during an emergency descent.

Carl Dietrich, Jump Aero Inc. founder and president said the safety record of light sport aircraft since the category was established is somewhat remarkable considering the durability issues these aircraft had in the field due to the weight limit in the existing definition. The FAA, he said, now has data from the past 20 years that the process of declaring compliance with industry standards results in a safety record that is almost as good as certified aircraft that have gone through the more burdensome FAA certification process.

The FAA considers that the safety record of light-sport category aircraft validates certification requirements originally established and provides support for expanding the scope of certification for light-sport category aircraft and operations.

“The FAA intends for these expansions to increase safety by encouraging aircraft owners, who may be deciding between an experimental aircraft or a light-sport category aircraft, to choose aircraft higher on the safety continuum and, therefore, meet higher aircraft certification requirements,” the administration said in its Federal Register notice.

The proposal would also expand the type of aircraft sport pilots can operate and allow them to use their aircraft for a wider range of operations, such as some aerial work. If MOSAIC is finalized, Hirschberg said, small eVTOL and electric conventional takeoff and landing (eCTOL) aircraft could be operated by sport pilots. Although sport pilots could operate aircraft designed with up to four seats, they would remain

limited to operating with only one passenger.

Pivotal, developer of the BlackFly and Helix single-seat tilt eVTOL with fixed rotors and tandem wings, supports MOSAIC. Kristina Menton, company COO, told Avionics on Nov. 8 that Pivotal is specifically in support of adopting a performance-based requirement for LSA.

Pivotal, she said, also endorses allowing increased aviation training device credit for simulator time beyond the 2.5 hours that would be permitted for sport pilots under MOSAIC. This is because not only are modern simulators highly realistic to actual flying of alternate types of aircraft, but flying on a Cessna or similar fixed-wing aircraft is not the best training for flying a BlackFly or Helix. The FAA does not currently permit the use of flight simulation training devices (FSTD) or aviation training devices (ATD) to meet sport pilot experience requirements for a certificate or rating.

Not everything is potentially positive for electric aircraft developers under MOSAIC. Hirschberg said that if light-sport aircraft under the proposed rule amendment are not sufficiently airworthy, or their pilots are not sufficiently risk-adverse, they could tarnish the image of rotorcraft and electric aircraft in the minds of the public and the FAA.

The administration announced on Oct. 4 that it extended the comment period for MOSAIC through Jan. 22.

To see this as well as Part 1 of the article, go to:

<https://www.aviationtoday.com/2023/12/05/faas-mosaic-rule-change-could-pave-way-for-ultralight-evtol-certification/>

The Spring 2024 FLY-IN/DRIVE-IN "WINGS, WHEELS, & PANCAKES"

BREAKFAST * 8 AM – Noon * RAIN OR SHINE!

Saturday and Sunday * JUNE 1st AND 2nd, 2024

*Sponsored by Chapter 1041 of the Experimental Aircraft Association
(the Gettysburg Barnstormers) at: GETTYSBURG REGIONAL AIRPORT (W05)
Route 30 West, 1130 Chambersburg Road, Gettysburg PA 17325*

ALL YOU CAN EAT!!!

Pancakes, Eggs, Sausage, Home Fries, Coffee, Tea, and Juice!

***Cash: \$10 Adult/ \$4 Youth (12 & under), *Credit: \$10.50 Adult, \$4.50 Youth**

*Prices may be subject to change due to fluctuating food costs.

A portion of the proceeds benefit Aviation Programs for Youth

Join us for Planes of all types, Antique and Classic Cars, and even flying model planes!

Also, come see "Floyd's Fabulous Flying Flapjack Machine"!



Above pictures from our last breakfast! On left, Floyd's Fabulous Flying Flapjack Machine was designed by Floyd Armstrong (1944-2014)

Check us out on the Web at: WWW.1041.EAACHAPTER.ORG, or contact: Henry Hartman, Chapter President, at 717-637-3741 or (cell) 717-465-5952



It's Only 121 Days Away!

The Spring 2024 Fly-In/Drive-In “Wings, Wheels, & Pancakes” is only 121 days away! If we start getting the word out now, there's a good chance we can beat our record of 1,016 breakfasts set just last year.

Please start planning—we always need help—cooking, cleaning, crowd control, parking cars, planes... you get the idea. Even if it's for just a couple of hours, it is greatly appreciated!

As in prior years, we will be accepting cash, check, and credit cards. While at present, the cost is

listed at \$10 adult/\$4 youth, this price may change as we get closer to the event as costs for the food and supplies fluctuate.

The flyer appears on the opposite page, and copies for distribution are available by contacting Dianna by phone or email. Her email address is:

dianna.nicole.moy@comcast.net,

and her phone number is 301-717-7412. If she doesn't answer, please leave her a message. Make sure to let her know how many copies you need.

January's Soup-er-Sundae!

Cool, wet weather and hot soup! Great combination—but we almost had to punt on our kick-off Soup-er-Sundae as the equipment we usually use to cook our soup was locked up in an area that no one had the key to!

We were debating what to do as with the NFL playoffs that day, if we started too late, those that wanted to watch the game would either have to leave early or miss part of the game. Well, Dianna called an audible and went home to get her induction cooktop and a pot that would work on it. After a short delay of game, we got a big pot of delicious soup bubbling away. Ham salad sandwiches, chips, cupcakes, and ice cream rounded out a great lunch.

For the entertainment, Henry dug into his archives and pulled out the official EAA video from the

1986 EAA Convention at Oshkosh. Seen in the video was The Italian Jet Demonstration Team, the “Freece Tricolori”, which will be back this year for the first time since 1986 (...which was Henry's first experience there).



Dianna kicking on the induction cooktop which cooks fast!

IMC/VMC Club Pictures



Two Funny and Relaxing Aviation Reads...

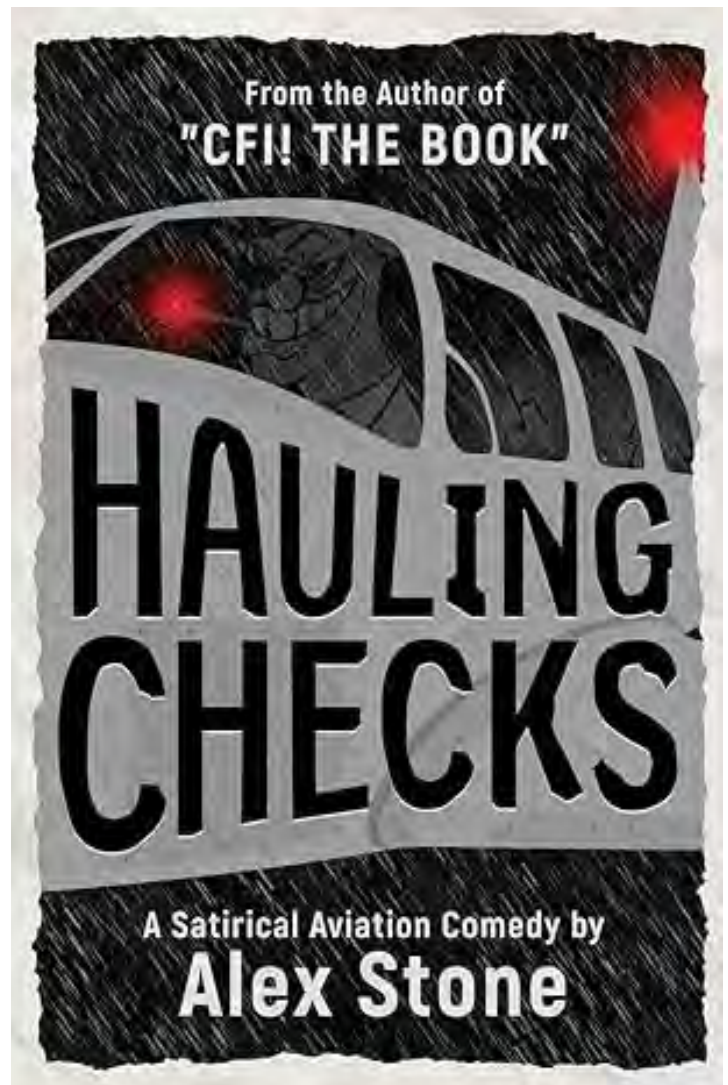
Alex Stone, a flight instructor and a former air cargo "Freight Dog" wrote a couple of hysterical satires on aviation. His first, *Hauling Checks: A Satirical Aviation Comedy* is about his time as a "Freight Dog".

I'm a cargo pilot. In the industry, I'm known as a "Freight Dog." I fly canceled checks and other types of high-value cargo around the country, mostly at night, in airplanes that are older than I am.

Flying freight- or "work" as we call it- In small, twin-engine aircraft is a lesser known side of the aviation world. Our day starts when banker's hours end. Thousands of flights move millions of pounds of work from city to city every night while the rest of the country is asleep.

We're out there in the freezing rain getting de-iced when you're laying down for bed. We're sweeping the snow off our wings with a broom at three in the morning. That horrible thunderstorm you heard last night while you were sleeping, we were flying through it. The fog you woke up to in the early morning hours, we were landing in it.

Hauling Checks is a comedy about the darker side of aviation. A cast of degenerate pilots, who work for a shady night time air cargo operation, take you on a flight through the unfriendly skies. The pilots abuse every Reg in the book in their



quest to make deadlines for their high value cargo.

As the company falls on hard times, management resorts to questionable measures to save the failing airline.

Hauling Checks: A Satirical Aviation Comedy Paperback – is available through Amazon for \$16.99. and is 228 pages of fun.

In 2018, Alex Stone wrote his second book, *CFI! The Book*. By this time, Alex had become a flight instructor, and he takes a great comedic look at the world and work of a flight instructor.

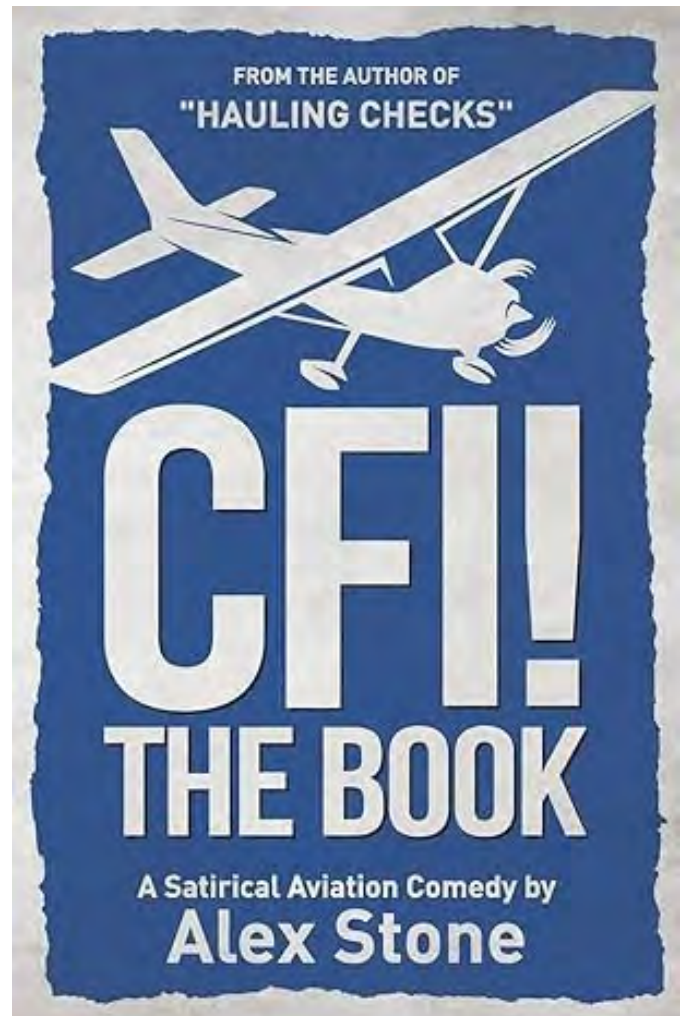
The synopsis on the back of the book goes like this: *“An underpaid, overworked Certified Flight Instructor cheats death while attempting to teach a cast of incompetent student pilots to fly at a skeezy South Florida flight school; all in the quest to build flight time so he can get a “real job” at an airline.*

The planes break, the regs break, metal gets bent, students are lost at sea, and a Top Gun wannabe student, who has four hundred hours of flight instruction, still hasn’t made his first solo flight. “CFI! The Book” is an over-the-top satirical aviation comedy that’s loosely based on real world experiences of flight instruction, but if the FAA asks, this is all strictly fictional.

A more hilarious synopsis was found online: *“Dumpy flight training academy in Southern Florida, present day. Alex shows up for another day on the job as a certified flight instructor, in need of hours to rack up enough experience and finally move on to the big dream of commercial flying.*

His students apparently came out of a madhouse. George; a bumbling idiot with dreams of being Maverick from Top Gun, but is unable to spot the airport from above. Antonio, a young Italian man

CFI! The Book by Alex Stone



dressed like U2’s Bono, who does not appear to speak a lick of English. Nelson, a student whose parents own an airline. This is a normal day for a flight instructor. Near death experiences come with the territory.

CFI! The Book: A Satirical Aviation Comedy Paperback – is available through Amazon for \$14.99. and is 154 pages of side-splitting reading.

EAA Supports MOSAIC Proposal to Increase Opportunities for Pilots, New Recreational Aircraft

The following two articles came in just before The Observer was to go to press. The closing date for comments on MOSAIC was the 22nd of January, EAA's "Comments to the FAA NPRM" (second article below) were submitted to the agency on the 24th. The comments in article two are 23 pages in length, so only an excerpt appears here.

EAA today urged the FAA to move forward with its rule proposal titled MOSAIC (Modernization of Special Airworthiness Certification). EAA notes that the new rule will significantly benefit general aviation – expanding the capability, size, and scope of aircraft that can be built utilizing industry consensus standards and aircraft that can be flown while exercising Sport Pilot privileges.

Other major aviation organizations, including AOPA, NBAA, and NATA, are co-signers with EAA on its comments to the FAA's NPRM (Notice of Proposed Rulemaking). In submitting its comments, EAA emphasized that MOSAIC builds on 20 years of safety and success since the introduction of the sport pilot and light-sport aircraft regulations in 2004.

"For a decade, EAA has offered ideas to the FAA on safely expanding the potential of sport pilot and light-sport aircraft, and those innovations are the genesis of the MOSAIC concept," said Jack J. Pelton, EAA CEO and Chairman of the Board. "With MOSAIC, EAA's

initial ideas have been encompassed in an initiative that will maintain elevated levels of safety while expanding access to training aircraft and foster innovation, as well as bringing economic growth and workforce development into the aviation community. EAA has also brought forward suggestions for minor modifications that would make MOSAIC in its final version even more effective."

Among the areas where EAA recommended enhancements to the proposal:

- Slightly increasing stall speed
- Allowing sport pilots to fly with up to three passengers
- Providing alternate means to verify night vision minimums for sport pilots to earn a night-flying endorsement
- Maintaining existing requirements and structure for light-sport aircraft repair certificates

"All of EAA's recommendations consider safety as the priority, while envisioning pathways to take full advantage of opportunities that MOSAIC can provide for increased growth and vitality of recreational aviation," Pelton said.

The FAA will now review the thousands of comments it has received during the just-concluded public comment period. The agency is expected to issue a final rule sometime in 2024 or early 2025.

Excerpt from "EAA Comments to the FAA's Notice of Proposed Rulemaking"

Re: FAA-2023-1377; Modernization of Special Airworthiness Certification, Notice of Proposed Rulemaking EAA (Experimental Aircraft Association), based in Oshkosh, Wisconsin, embodies "The Spirit of Aviation" through the world's most engaged community of aviation enthusiasts. Our more than 290,000 members and 900 local chapters enjoy the fun and camaraderie of sharing their passion for flying, building, and restoring recreational aircraft. EAA's mission

is dedicated to growing participation in aviation.

We strive to make aviation easier, more accessible, more rewarding, and more fun – igniting and nurturing interest by embracing "The Spirit of Aviation" in all we do. The Aircraft Owners and Pilots Association (AOPA) is the world's largest aviation membership association representing approximately 300,000 indi-

(Continued on page 13)

(Continued from page 12)

viduals who collectively operate 85% of all general aviation (GA) aircraft in the United States. Since 1939, AOPA's mission has been to protect the freedom to fly while keeping aviation safe, fun, and affordable and to advocate for policies and rules that increase access to aviation opportunities. AOPA is pleased to join the other signing associations in offering these joint comments on behalf of its hundreds of thousands of members in response to the referenced proposed rules.

NATA (National Air Transportation Association) represents nearly 3,700 aviation business locations across a broad cross section of the industry, including on-demand charter air carriers and fractional ownership companies, FBOs, flight training providers, maintenance facilities, airport sponsors at general aviation airports, and others. The Association serves to elevate the safety and professionalism of its members by convening industry thought-provoking leadership on its policy committees, examining contemporary issues, and pursuing solutions that prioritize safety and economic viability.

The National Business Aviation Association (NBAA) represents the interests of over 11,000 business and professional members involved in business aviation. Our members rely on the safety, efficiency and productivity created through the sustainable use of business aircraft. Many individuals involved in business aviation started their aviation careers in light sport aircraft and 2 we support a strong, diverse and growing platform that expands access to aviation for everyone.

The organizations will be referenced herein as "the commenters." The following comments provide support for and offer constructive feedback to the Federal Aviation Administration's (FAA) Modernization of Special Airworthiness Certification (MOSAIC) Notice of Proposed Rulemaking (NPRM).

This proposal builds upon the 20-year success and safe record of the Sport Pilot and Light-Sport Aircraft Final Rule implemented by the FAA in 2004. With this

NPRM, the FAA proposes expanding the size, scope, and capability of aircraft that qualify and can be manufactured as Light-Sport Aircraft (LSA). Additionally, the FAA is proposing the expansion of specific privileges to the Sport Pilot Certificate through the use of training and endorsements.

The FAA is also proposing changes to the maintenance of Light-Sport aircraft and the training required by those conducting said maintenance in this NPRM. We commend the FAA for recognizing the success and proposing the expansion of the LightSport category of aircraft and Sport Pilot certificates. Most of the proposed changes offered by the FAA recognize and build upon the positive safety record of this community and provide a means to address many of the current limitations stifling further development and growth in this segment. The general aviation community stands to benefit significantly from the implementation of this proposal.

We support and strongly encourage the Agency to commit the resources needed to continue to move this proposal forward and implement these changes. Doing so will further enhance the safety, utility, and commercial viability of general aviation by fostering new aircraft designs and further stimulating the development of new technology.

Light general aviation aircraft form the bedrock of the entire aviation industry. Most civil pilots will fly one at some point in their aviation journey, and their operations sustain the countless small airports around the country where many professionals in our field – from mechanics to business managers – get their start. Ensuring the strength, growth, and future of general aviation is vital to ensuring our country can continue to train new pilots and maintenance technicians needed to support the growth of aviation.

The full 23-page response may be seen at:

<https://www.eaa.org/~media/OCBFB393D341470E8342C56B26662001.ashx>

Visiting Our Oldest Members— Herb and Homer

Shortly after the January meeting, Henry, David, and Sam went to visit Herb Bartell at The Brethren Home at Cross Keys and deliver a calendar to him. Herb was in good spirits and happy to see his visitors.

They also went to see Homer Stambaugh at his new home. Earlier this month, we learned that Homer Stambaugh had fallen in his old 3-story farmhouse and his son & daughter needed the assistance of an ambulance crew to get him on his feet. Following a visit to the hospital, the EMT's told the doctors that Homer could not return to his old house. The fall created a slight break in his back, but he is okay. Homer is now living in the 'new house' which is about 300 yards from his old farmhouse.



