



EAA 461

Newsletter

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From the left seat



Greetings 461. I hope this finds you well as we depart summer and establish ourselves on a course for fall. I know we have twenty some-odd days left before the official start of fall (September 22, 2021), but I like to be a few weeks ahead of the timeline if and when I can be. Newsletter deadlines excluded, of course.

During the month of August, we saw Oshkosh 2021 draw to a close, and I want to thank everyone who shared their Oshkosh stories at our August chapter meeting. I was unable to attend Oshkosh this year (I know, I know, priorities. My reasoning was sound, I promise!), and I thoroughly enjoyed attending vicariously through the stories.

Make no mistake - your stories are Oshkosh gold! I hope all of you (yes, that means YOU) will take the next step and send your Oshkosh stories to us via email (contactus@eaa461.org) so we may share them - anonymously, if preferred - with the membership via our newsletter.

Moving forward, I want to thank all of the volunteers (Team Bally) who braved the sweltering August heat to run an outstanding Young Eagles event on August 14th. We flew 53 Young Eagles, and the feedback we received from the attendees was overwhelmingly positive.

Our Young Eagles feedback has been so positive, in fact, that chapter VP Robbie Culver organized a 7-hour Young Eagles Workshop to help our Young Eagles take their next big step into the world of aviation. The highly successful event was co-hosted by EAA Chapter 461 and the Illinois Aviation Museum and included presentations from our friends at JW Aviation and FAA Kids.

I will get out of his way and let Robbie share the details, but let me leave you with this thought: you have not truly experienced a traffic pattern until you have flown one around a duct tape runway. Whoo hoo! Thanks for making it happen, Robbie!

And with that, it is time to get this message over to the publisher. Oh, and if the earlier newsletter joke didn't land, that's okay because I know many of my landings are a joke; however, I do think it is fair to say my landing flare is superior to my comedic flair.

VFRs!



Pietenpol Build Project

Join us every Thursday evening (except when a chapter meeting is scheduled) at 7 pm in the EAA hangar for our Pietenpol build! Anyone is welcome, and no experience is required.

We especially encourage young people to come join us!



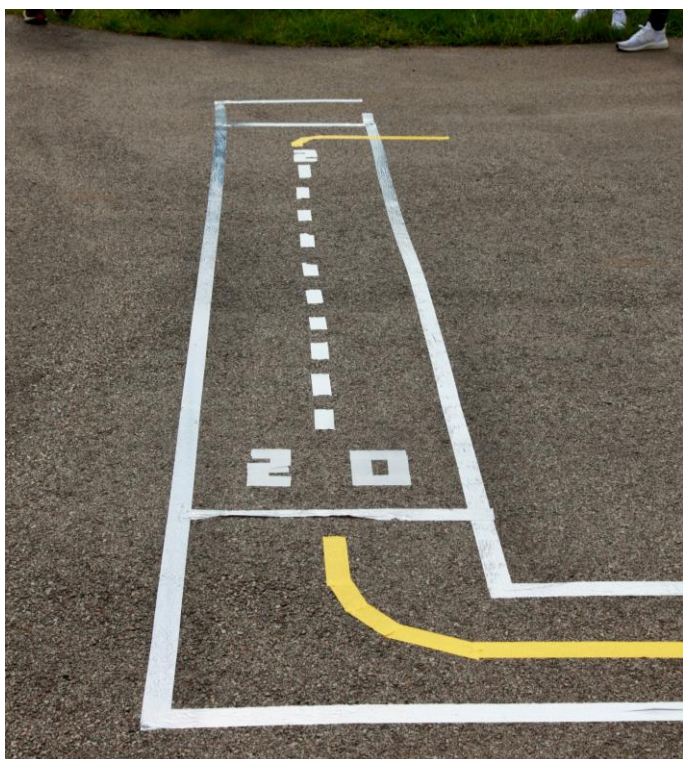
Young Eagles Workshop

Robbie Culver

On Saturday, August 21st, EAA 461 hosted 12 Young Eagles in our first Young Eagles Workshop. Most of these young people had flown with EAA 461 in the past, but not all of them. They ranged in age from 13 to 17.

Chapter members Chad Carlson, “RV” Bob Kopeika, Wayne Brazinski, Tony Sabos, Dean “Rocket Man” Karafa, and our FAA kids Austin, Emily, and Jake all assisted in making this event a huge success. We could not have done this without the fantastic hospitality of IAM.

Austin and Jake made a new runway at Clow so the participants could fly a pattern. Runway 2/20 was laid out beautifully in duct tape behind the museum.



Topics covered included Physics of flight, Instruments, Weather, the Traffic pattern, and Airspace. Each attendee received a packet that included a workbook of hands-on exercises, several (old) sectional charts (Thank you JWA. Peter & MaryKate Bayer, and Access Aero!) an EAA sticker, and an EAA Wings pin.

Based on the feedback from our Young Eagles and their parents, we reached them with our message that they can do anything if they work hard enough!



Young Eagles Photos

Brenda Culver



2021 Calendar

Young Eagles

Young Eagles coordinator Al Bally has set the dates for our 2021 Young Eagles rallies!

Saturday September 11th, 2021

Saturday October 9th, 2021

Chapter Fly Out Events

Field of Dreams Saturday September 25th

Chapter information

EAA Chapter 461 is a 501(c)(3) non-profit charitable organization based at Bolingbrook's Clow International Airport (1C5) in Bolingbrook, Illinois.

Whether you fly, build, restore or simply enjoy airplanes and aviation, you are welcome to attend our events and join our chapter. We are a group of aviation enthusiasts, aircraft builders, restorers, and pilots who get together with like-minded people to share ideas, exchange information, encourage safety, serve the local aviation community, and have a lot of fun doing so.

Please come to our next meeting or event as our guest!

MONTHLY MEETINGS

The Chapter meets on the first Thursday of the month at Clow International Airport, typically at the Illinois Aviation Museum starting at 7:00 pm. Family members, extended family and guests are always welcome.

MEMBERSHIP INFORMATION

Membership dues for EAA Chapter 461 are \$25 per year and are due on the first of January each calendar year. Chapter 461 members are to be current members of the EAA, Oshkosh, WI.

Individual membership to the EAA is \$40 per year. Family memberships are available for an additional \$10 per year. Both include a twelve-month subscription to Sport Aviation magazine.





FAA changes rules for Experimental, Limited, and Primary Category Aircraft Flight Training

Robbie Culver

Recently, the FAA issued revised guidance for compensated flight training in Experimental Amateur Built (EAB), Limited, and Primary Category aircraft.

Per the EAA articles referenced below, “Primary Category is actually a little-known and even less-used certification category for aircraft, separate from any other category (i.e. Standard, Experimental, etc...). In a way, it was a precursor to Light-Sport in that it allows alternative certification standards to Part 23 for light aircraft. It remains a valid pathway for certification and has recently been used for the certification of gyroplanes. This ruling does not apply to training in Standard Category aircraft.” (Such as Cessna’s or Piper’s)

Additionally, “Limited Category was used to certify surplus military aircraft in the demobilization after World War II. Aircraft such as EAA’s B-17 Aluminum Overcast and B-25 Berlin Express are certified in the category. New airworthiness certificates in the category are no longer issued, but there are several hundred grandfathered aircraft on the registry in the Limited Category.”

At first, this may not seem like a big deal – but for many EAA members (including those still building or looking to purchase a used homebuilt) this has a dramatic impact.

Previously, the FAA had allowed compensation for training in EAB aircraft, provided the aircraft was ***not*** being paid for. In other words, an owner or pilot could receive training in an EAB, and the Certified Flight Instructor (CFI) providing the training could be compensated, but the aircraft could not be rented.

Following a court ruling, the FAA issued revised guidance in July 2021 (without the required public comment period) that changed the rules. Now a Letter of Deviation Authority (LODA) would be required to conduct the same training what was previously authorized.

An example of the sort of training affected is a simple Biennial Flight Review (BFR) or FAA WINGS training that involves a compensated CFI that was authorized under the previous rules.

This meant an owner or pilot could receive training in the aircraft that they fly the most (often with non-standard control or instrument layout) instead of renting a certified aircraft for the BFR.

Another example is transition training. For new owners or builders with no time in type, this is an effective method of reducing risk and is often required for insurance.

Under the new rules, both scenarios are unauthorized without a LODA. When this revised guidance came out, I was very concerned about my ability to legally do my annual WINGS training or my BFR as required every two years. So, I immediately applied for the LODA following the guidance from EAA and the FAA.

To be honest, I expected a mess – I thought it would take a long time and be a difficult process. Instead, it was quick and painless. It took less than 4 days and was very easy.

But that does not make the new rule fair or acceptable.

EAA, AOPA, and many other aviation organizations have spoken out strongly regarding the mess this created and asked for immediate changes.

However, it takes time for regulations to be changed. So, for those owners and pilots operating Experimental, Limited Category or Primary Category aircraft, a LODA is required in the meantime.

EAA created a list of Frequently Asked Questions (FAQ) at the following link:

<https://www.eaa.org/eaanewsandpublications/eaanewsandaviationnews/news/07-13-2021-experimental-limited-and-primary-category-aircraft-flight-training-faqs>

In addition, members are urged to contact their representatives in Congress to legislate changes to the regulations currently being re-interpreted.

Use the following link to do so:

<https://www.eaa.org/eaanewsandpublications/eaanewsandaviationnews/news/2021-08-12-take-action-on-critical-flight-training-issue>

