



OSHKOSH!
IT'S THAT TIME
OF YEAR!

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Parts 1, 21, 22, 36, 43, 45, 61, 65, 91, and 119
[Docket No.: FAA-2023-1377; Notice No. 23-10]
RIN 2120-AL50
Modernization of Special Airworthiness Certification

MOSAIC UPDATE
LONG AWAITED
NOTICE OF PROPOSED
RULEMAKING (NPRM)



FROM THE LEFT SEAT
WE CELEBRATE OUR
PASSION FOR
AVIATION!



**WINGS! IT'S GOT
WINGS!**
DEANS RV-14A HAS
WINGS!



From the Left Seat

Welcome to your July Newsletter, Chapter 461! Unless you live under a rock, you know people from all over the world will converge on the small town of Oshkosh, Wisconsin in just a few short days as they prepare to kick off AirVenture 2023. I am proud to say I have received my weekly pass wristband and will be spending the entire week with more than 600,000 of my closest friends as we celebrate our passion for aviation!

While I wait for my Oshkosh departure time, I would like to thank Dina, Al, and our Young Eagles volunteers for conducting another outstanding rally on July 15. Unfavorable weather delayed our July rally, but it did not dampen our spirit! We flew at least 52 children, and I think we had the strongest showing of volunteer pilots since 2019. Dina, Al, and I have discussed opening up progressively more slots for future rallies, and we have set a goal of hosting at least one rally in 2024 where we fly a minimum of 100 kids. We can do this, folks!

As we move toward August, there is a great deal of change in the air. Robbie and Brenda Culver will be moving in a few weeks. (Boooo!) *Editor's note - YAY!* Christina Ogan has volunteered to take responsibility as our interim treasurer, and Ozan Kalan has signaled his intention to vie for Robbie's board seat. If anyone is interested in either running for a seat

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501(c)(3) non-profit
charitable
organization based
at Bolingbrook's
Clow International
Airport (1C5)**



on the board or taking on the role of Newsletter Editor (or both), please let me or another officer know so we can coordinate succession proceedings.

Also, Jeff Krasowski recently moved to Tennessee to take the next step in his career. Jeff has agreed to retain his board position until our November elections. If you have an interest in joining our Board of Directors when Jeff's seat opens in November, please let me or another chapter officer know.

To say I will miss Robbie, Brenda, and Jeff is an understatement of epic proportions. But hey! I own an airplane, and I am not afraid to use it. You have all been warned. 😊

Speaking of airplanes: my RV-14A project is on a temporary hold due to issues involving the kit manufacturer's woeful decision to utilize laser cut parts; however, I am extremely proud for the opportunity to recognize and congratulate Dean Karafa whose RV-14A received its wings on July 16! WAY TO GO DEAN!

One more thought on airplanes - John Weiss (a.k.a. Floppy Hat John) and his team of volunteers built and donated an RV pedal plane to Chapter 461. In fact, they built the cutest little red and white RV I have ever seen, and I cannot thank them enough for their continued support of our chapter!

One final thought - if anyone is interested in obtaining a chapter name tag, please send an email to contactus@eaa461.org and we will inform Ron Bradley so he may put you on the list. Name tags cost \$15 each and it may take a few weeks for them to deliver.

And with that, it is time for me to set a course for Oshkosh!

VFRs

Modernization of Special Airworthiness Certification (“MOSAIC”)

Robbie Culver

This week, the FAA posted Docket No.: FAA-2023-1377; Notice No. 23-10 as a Notice of Proposed Rulemaking (NPRM). In all, the NPRM spans 318 pages and is to be posted July 24th for public comment. This publication is the preliminary version. The NPRM may be reviewed at the following link:

Aviation For All Ages and Interests

<https://www.eaa461.org>



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, 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.

<https://public-inspection.federalregister.gov/2023-14425.pdf>

In short, the NPRM is a long-awaited result of a program referred to as the Modernization of Special Airworthiness Certification (“MOSAIC”). Among other changes, the rule is going to basically eliminate the Light Sport Aircraft (LSA) category as we know it today, and includes “Removal of Definition of Light-Sport Aircraft from 14 CFR 1.1” as well as “the FAA is proposing to remove the definition of light-sport aircraft from § 1.1 and relocate the substantive requirements, with modifications, to § 21.190.”

“Persons exercising the privileges of a sport pilot certificate or a flight instructor certificate with a sport pilot rating would no longer be restricted to operating light-sport aircraft” Further “these airmen would be able to exercise the privileges of their certificate in any aircraft that does not exceed the aircraft performance limitations derived from the current Code of Federal Regulations (CFR) § 1.1 definition and set forth in the proposed new § 61.316.”

The NPRM also expands speed restrictions for sport pilots: “proposed § 22.100(a)(4) would include a VH limit of 250 knots CAS for light-sport category aircraft to account for potential advances in technology and manufacturing practices that could enable higher speeds”

A fairly thorough review of the NPRM shows the intent to remove aircraft weight limits for sport pilots and use stall speed instead (which effectively limits the weight to 3000 pounds) with a VS1 stalling speed increase to 54 knots calibrated airspeed (CAS).

Other items of note:

Allow for sport pilot flight training in the expanded class of aircraft.

Allows sport pilots to operate helicopters.

Safety directives - “Section 91.327(b)(4) states no person may operate an aircraft that has a special airworthiness certificate in the light-sport category unless the owner or operator complies with each safety directive applicable to the aircraft that corrects an existing safety-of-flight condition. The FAA considers that a separate regulatory requirement to comply with safety directives issued by the aircraft manufacturer is unnecessary, therefore the FAA proposes to remove this requirement.”

Allows for 4-seat aircraft to be flown by sport pilots (with a restriction of one passenger unless a private pilot or greater

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 \$48 per year. Family memberships are available for \$60 per year. Both include a twelve-month subscription to Sport Aviation magazine.

certificate is held) which allows for more fuel and cargo.

Enable electric propulsion and even turbines. (Quoting the NPRM: “The FAA recognizes that because of automation, many modern turbine powerplants are now easier to operate than many existing piston-powered aircraft.”)

Require 14 CFR part 36 noise standard compliance.

Substantial changes to manufacturing and quality assurance standards, which appear to favor reduced cost and time constraints in developing new aircraft.

Expand sport pilot and light sport repairmen privileges.

Amend rules related to experimental aircraft, restricted category aircraft, and aircraft marking. “Proposed § 22.170 would require that the aircraft display all placards and instrument markings necessary for safe operation and occupant warning. Markings or graphics would be required to clearly indicate the function of each control, other than primary flight controls.

Placards provide warnings and identify hazards to crewmembers, occupants, aircraft maintenance and servicing personnel, and first responders. Instrument markings provide safe operating parameters for aircraft equipment and systems.”

Address space support vehicles as well as powered lift.

Address changes required for access to airports in Class G airspace.

Allow for limited commercial use of LSA aircraft.

This rule essentially opens sport pilot privileges to certified aircraft such as Cessna 150, 172, or 182 class with a single passenger, as well as controllable pitch propeller and retractable landing gear, and operation on floats. All of this is a very, very big change!

Also included are changes for former military aircraft, restricted category aircraft, and the Revision of Definitions Applicable to the Certification and Operation of Light-Sport Category Aircraft

The NPRM states “FAA airman certification databases show that approximately 7,000 sport pilots, 1,000 sport pilot instructors, 1,500 repairman (light-sport aircraft) with a maintenance rating, and 10,000 repairman (light-sport aircraft) with an inspection rating are currently certificated under provisions of the 2004 final rule.”

Board of Directors

Chairman - Dean Karafa

Al Bally

Robbie Culver

Jeff Krasowski

Amy Reeb

Dina Romanova

Rich Tichy

**YOU CAN FIND
US ON
FACEBOOK!**



HANGAR NIGHT

Every Thursday evening from 7 pm to 9 pm we host a “hangar night” where we learn, we build aircraft, we socialize, and we work on our hangar.

No experience is required, no membership dues must be paid, and no expectations are set.

Come out, meet friends you haven’t met yet, see what the buzz is all about, and join in the fun!

“The FAA views the safety record of light-sport category aircraft operations as validation of the original certification requirements and as support for expanding eligibility for aircraft certification, airmen certifications, and related operating privileges.”

WHAT IS BEING PROPOSED:

In part, the following is part of the proposed rule changes:

“The FAA is proposing to amend rules for the manufacture, certification, operation, maintenance, and alteration of light-sport category aircraft. The proposed changes would enhance the safety, performance, and operating privileges of light-sport category aircraft. This proposal would also expand the types and characteristics of aircraft that sport pilots may operate. The proposed changes would increase the suitability of light-sport category aircraft for flight training, limited aerial work, and personal travel.

Additionally, the proposal would further enable the manufacture of safe and economical light-sport category aircraft. The FAA also proposes to update the list of approved operations for restricted category aircraft; amend the duration, eligible purposes, and operating limitations for special airworthiness certificates issued for experimental purposes; and add operating limitations applicable to experimental aircraft engaged in space support vehicle flights to codify a statutory provision.

The lower accident rate of light-sport category aircraft as compared to experimental amateur-built airplanes has led the FAA to examine opportunities for expanding the 2004 final rule to include a wider variety of aircraft, increase performance, and increase operating privileges.

The FAA is considering this proposal to expand and enable innovation in the classes of aircraft that may be certificated using consensus standards as light-sport category aircraft, including emerging aircraft types; remove prescriptive weight limits that hinder incorporation of safety-enhancing designs and equipage; enable more robust aircraft for the pilot training environment; enable increased capacities for passengers, fuel, and cargo; enable electric propulsion; and enable faster, higher-performing aircraft more suitable for personal travel. Together, the FAA intends for these proposals to enhance safety by enabling attractive alternative to amateur-built aircraft that do not meet 14 CFR or consensus standards. As also described elsewhere in this preamble, the FAA is requiring that light-sport category aircraft and experimental light-sport aircraft (except amateur-built)

Chapter Leadership

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comply with 14 CFR part 36 noise standards because it has reconsidered its responsibility to protect the public health and welfare from aircraft noise.

The FAA is proposing to expand privileges for sport pilots and light-sport repairmen, and update limitations for experimental aircraft, to align with these changes. There are also smaller amendments to related rules for experimental aircraft, restricted category aircraft, and aircraft marking.

The FAA is also codifying statutory language in section 44740 to enable certain aircraft with an experimental certificate to conduct space support vehicle flights without an air carrier certificate or exemption.

the objectives of the proposed rule are to enhance the safety, performance, and operating privileges for light-sport category aircraft, including increasing suitability for flight training, limited aerial work, and personal travel, while continuing to enable the manufacture of safe and economical certificated aircraft. This NPRM also includes proposals to amend the special purpose operations for restricted category aircraft; amend the duration, eligible purposes, and operating limitations for experimental aircraft; and add operating limitations applicable to experimental aircraft engaged in space support vehicle flights to codify statutory language.”

As I reviewed the NPRM, several things caught my attention. First, the level of detail in the proposed changes is staggering. This could be the most comprehensive modification to the FAR’s we have ever seen. It is also certain to contain nuances we need to review thoroughly and carefully.

What specifically makes me state this is the following section related to Experimental Amateur Built (EAB) aircraft. Several subsections are quoted here:

“Section 91.319(c) currently authorizes the Administrator to issue special operating limitations for particular aircraft holding experimental airworthiness certificates to conduct takeoffs and landings over densely populated areas or in congested airways.”

“Due to urban sprawl, it has become increasingly difficult for operators to avoid operating over densely populated areas.

To address inconsistencies and possible operator difficulties in the continuation of all flight segments, the FAA proposes to amend § 91.319(c) to allow the Administrator to grant operating limitations

Resources

Some resources used in studying for the FAA knowledge exam include the Airplane Flying Handbook, the Aeronautical Information Manual (AIM), the Pilot’s Handbook of Aeronautical Knowledge, the FAA Aeronautical Chart Users’ Guide, and the Practical Test Standards (PTS).

All of these are available for free online - a quick search found these documents in PDF format.

Much of this is the source material for your knowledge and oral exams, and none of it has to be purchased.

[Click here to locate these documents](#)

to certain aircraft with experimental certificates to conduct operations over densely populated areas or in congested airways, including, but not limited to, takeoffs and landings. This proposed amendment will allow the Administrator to issue special operating limitations that allow all phases of flight and expands the types of operations over densely populated areas or in congested airways.”

And most concerning:

“The general prohibition against experimental aircraft operating over densely populated areas or in congested airways will continue to apply under the proposed amendment to all aircraft that do not hold these special authorized operating limitations.”

I would suggest that since no definition of “densely populated areas” is known to exist in the FAR’s, we should stand on the ramp at Clow, look around, and wonder what the intent of these statements is. The discussion of experimental aircraft operating over densely populated areas has come and gone in the FARs for years, and it was my impression it had been removed from the FAA’s lexicon completely.

Regardless, this NPRM is incredible. Let’s hope it is codified with the appropriate changes required to make it a good change, not adding to the already confusing set of FAR’s we deal with.

Wings! It’s got Wings!

Robbie Culver

As Chad noted in *Left Seat*, Dean’s RV-14A now has wings! (And he also landed an airplane this week for the first time in 50 years!)



Fly In Calendar

July 1st - Algoma WI (WI28) - Rio Creek Airport Fly-In and Hangar Dance. Starting at 7:30 A.M. 920-255-0094

July 2 Independence Day Pancake Breakfast Fly-In - Watervliet, MI (40C)

July 4, Ogle County airport, IL (C55) You don't want to miss the "Best in the Midwest" Fly-in/Drive-in Breakfast! 7:00am-11:00am ~ Rain or shine!
oglecountyairport.com/

*Best in the Midwest
Fly-in / Drive-in Breakfast*

July 4th, 2023 7 AM - 11 AM

Ogle County Airport (C55)
3019 W. IL Route 64 | Oregon, IL 61061

Adults: \$10 | Kids (5-12): \$5 | Under 5 - Free

Menu:
Pancakes | Scrambled Eggs | Sausage | Hash Browns
Applesauce | Juice | Coffee | Water

Other Attractions:
Games & Activities for Kids | Gun Raffle | 50/50 Raffle

Event held rain or shine!

July 8 EAA Chapter 2 Fly-in/Cruise-in - Fort Wayne, IN (KSMD)

July 9 Viroqua Fly-In/ Drive-In Breakfast - Viroqua, WI (Y51)

July 20-23 Brodhead WI (C37) - Pietenpol Reunion and Hatz Fly-in. Food, fuel, forums, camping and campfire. eaa431.org/

July 20-25 New Holstein WI (8D1) - Super Cub New Holstein Fly-In Week for AirVenture week. Activities, Food. Pre-register 414-253-0858 rcorfman@gmail.com