



[www.eaa252.org](http://www.eaa252.org)

**September 2004**

**Oshkosh - Sport Aviation Capitol of the World**

	<p>President: Pat Keesler 920-729-5751 <a href="mailto:keesler@baslerturbo.com">keesler@baslerturbo.com</a></p>		<p>Secretary: Mary Lattimer 920-725-9132 <a href="mailto:mlat@new.rr.com">mlat@new.rr.com</a></p>
	<p>Vice President: John Monnett 920-231-8297 <a href="mailto:info@sonex-ltd.com">info@sonex-ltd.com</a></p>		<p>Treasurer: Frank Friedman 920-237-3536 <a href="mailto:frankzip@charter.net">frankzip@charter.net</a></p>

**Chapter 252 Corn Roast  
Monday evening - Sept. 13 – 6:00 pm**

The annual Chapter 252 Corn Roast will take place on Monday Evening, September 13<sup>th</sup> at the Munsil Williams farm, the site of the Elo Areoport near Pickett, WI. Festivities begin about 6:00 pm. By that time, the Corn Roast Committee, headed up by Jim Casper, will have the pots boiling, and the corn ears shucked and ready for cooking. Rumor has it that some corn will be boiled, and some will be roasted, but we will still call it a “corn roast.”

This is always a family event. Bring your own table settings. Bring a dish of food to pass (corn should be accompanied by other foods). Bring a portable chair or two. Cold drinks will be provided by the Chapter treasury.

This is an evening event on the farm, so bring your own bug spray.

## Want a free vacation at the Stella Maris Resort Club in the Bahamas?

(well, pretty inexpensive)



Fred and Lorraine Behlendorf have fallen heir to a contest-won three-day two-person stay at the Stella Maris Resort on Long Island in the Bahamas. They are not able to use this stay, and want to offer it to Chapter 252 as a silent auction item for the annual dinner in February. However, the offer is good only until December 20th of 2004, so time is important in the use of this prize.

You will have to get to the Bahamas and back on your own, but the hotel stay is free. Any takers, call Fred Friedman, Chapter Treasurer, at 237-3536. Fred, along with Fred and Lorraine will evaluate any offers of cash to the Chapter for the use of this offer, and make a decision as quickly as possible to allow the best bidder to make vacation plans before the December 20<sup>th</sup> expiration date.

For more information on Stella Maris Resort Club see:

<http://bahamas.wheretostay.com/property/526.html>

or

[http://www.stellamarisresort.com/vaction\\_rentals.htm](http://www.stellamarisresort.com/vaction_rentals.htm)

Your *Pylon* editor, Doc Mosher, has the written details of this vacation offer and a video of the Bahamas, and will give this to anyone who requests them.

## A note of caution when you buy a used airplane - - -

One of the items that may be overlooked during the purchase of a used airplane is the weight and balance paperwork. Often the question comes up about how much the airplane can carry, but just as often this is decided by a quick look at the papers that show the last weighing. This sometimes dates back to the original factory weighing – and that was in 1946!

If the airplane is weighed anew, the new owner may find that the aircraft has mysteriously grown heavier during the intervening years. Aircraft (like many of us) tend to add a pound here and there over the years. In the case of ultralights, this can make a difference in being able to even fly the aircraft!

Weighing the aircraft before purchase can be a good investment. Split the cost with the seller. Regardless of the legal part, don't you want to know the real weight? Be careful to allow for the side-ways movement of the wheels on the scales due to shock absorbers, and make sure the aircraft really is in a level position. Be sure the scales can accept at least ½ the weight of the airplane on each main wheel. This can often go to 250 lbs., so the bathroom scale may or may not suffice.

- - - - -

The cover photo is with permission of Matthieu Chassaing. Matthieu says, "Down in Mali the good old Pratt died on me." So here he is an example of real "shade tree maintenance."

- - - - -

## The new Light-Sport Rule . . .

Doc Mosher

First off, let me say that the new LSA regulations are going to be quite easy for the new people coming into sport flying to understand and accept. I'm going to use the term "LSA" here to include all the new Light-Sport regulations. For people who have been working with the CAA/FAA for the last 60 years or so, the very attitude of the new LSA regulations is going to require a new mindset. The FAA has a minimal presence in the LSA world. However, the FAA is still the 800-pound gorilla sitting in the corner.

---

### *If I use my Cub for LSA, what are any new inspection and maintenance requirements?*

Even if already-Type Certificated aircraft like a J-3 or a Cessna 120 are flown (sometimes or always) by a Sport pilot under the new rules, the aircraft must still be inspected and maintained according to its Type Certificate. This calls for the usual Annual Inspection by an A&P mechanic and the usual FAA Form 337s for repair and alteration. Nothing new here. It's still a Type Certificated Cub.

---

### *I hear there are two kinds of LSA certifications for aircraft. What are they?*

1. **Experimental** (E-LSA)
2. **Special** (S-LSA)

"**Experimental**" is for personal fun flying.  
"**Special**" is for commercial for-hire operations (rental and flight instruction).

### *Who can inspect and maintain an "Experimental" LSA?*

Since the homebuilt LSA does not conform to an FAA-standard (no Type Certificate), anyone can do inspection and maintenance to any standard they choose. However, the FAA requires an annual Condition Inspection on "**Experimental**" aircraft. On homebuilt aircraft, this has been either an A&P or the aircraft's original builder who can be certificated as a "Repairman" on that individual airplane.

A pair of new airman certifications has been added to FAR 65. These are:

- Repairman (LSA) – Inspection rating
- Repairman (LSA) – Maintenance rating

Each requires a comprehensive training program. The Inspection rating allows the holder to conduct inspections on LSAs, but not maintenance. The Maintenance rating allows both inspections and maintenance to be conducted by the holder. The holders of these LSA ratings may conduct the appropriate work on both "**Experimental**" and "**Special**" LSAs.

---

"**Special**" LSA - Why the FAA did not label this "Commercial" LSA, I don't know.

If you hold out your machine for use by the public, there are some minimum inspection and maintenance requirements. "**Special**" LSAs are all factory-built aircraft (no kits or homebuilts). Compared with the homebuilt "**Experimental**" LSAs, the inspection and maintenance requirements are tightened quite a bit for the "**Special**" LSAs.

The “**Special**” LSA must be maintained according to the standards of FAR 43 (Maintenance, Preventive Maintenance, Rebuilding, and Alteration) except for the provisions concerning the recording of inspections and maintenance. This means no FAA Form 337s.

The “**Special**” LSA manufacturer has established a set of rules for the inspection and maintenance of his particular aircraft. These inspection and maintenance manuals contain complete and detailed instructions for these functions. The primary criteria here are the ASTM “consensus standard” that the LSA industry has worked over and produced during the past several years.

This manufacturer’s consensus standard includes inspection and maintenance procedures, identification and recording of major repairs and major alterations, and continued airworthiness. As we said, all inspection and maintenance performed must be to standards of FAR 43. Who enforces this is not yet clear.

1. The LSA manufacturer identifies major repairs and alterations to the manufacturer’s own aircraft.
2. The LSA manufacturer determines who is qualified to make major repairs and alterations to the manufacturer’s own aircraft.

A new term, “**Safety Directive,**” refers to a mandatory note issued by the manufacturer in accordance with the consensus standard. This is, in a sense, the equivalent of an FAA Airworthiness Directive, and must be complied with by the owner of the “**Special**” LSA.

The direct involvement of the original manufacturer is crucial here. The manufacturer establishes the standards for

the inspections and for the repairs and alterations.

“**Special**” LSAs will, similar to the “**Experimental**” LSAs, also be subject to an FAA annual Condition Inspection. The FAA (in the form of an A&P or a specially trained and certificated LSA repairman) wants an official look at every one of these LSAs at least once a year.

- - - - -

***Who can inspect and maintain the “Special” LSA?***

FAR 65 tells us that a certificated A&P mechanic can approve and return to service an aircraft, powerplant, or propeller with a “**Special**” LSA designation. The new LSA rules add to FAR 65 to say that a new pair of Airman ratings is now in place:

- Repairman (Light-Sport Aircraft) with a maintenance rating
- Repairman (Light-Sport Aircraft) with an inspection rating.

To earn either of these two ratings involves a comprehensive FAA- approved training course.

The Repairman (Light-Sport Aircraft) with an inspection rating may conduct LSA inspections as appropriate (either “**Special**” or “**Experimental**”), but not conduct major repairs. The Repairman (Light-Sport Aircraft) with a maintenance rating may conduct inspections as appropriate and may also conduct major repairs on either “**Special**” or “**Experimental**” LSAs.

So you may have either the A&P do the annual condition inspection on a “**Special**” LSA, or have an LSA Repairman do the inspection. Your Cub, of course, still requires the A&P.

**Ol'**  
**Tattered**  
**Wingtips**  
*Pylon Editor,*  
**Doc Mosher**



After the summer “vacation” (no August issue of the *Pylon*), here we are with a new semester for Chapter 252. The summer has brought a number of changes – some, like the Sport Pilot rules a long time in arriving, some simply arriving because the planets are lined up. This editorial will speak mostly to the local airport situation – some good things, some maybe not so good.

First off, the Winnebago County Board of Supervisors has endorsed the County Executive’s (Jane VanDeHey) appointment of Ruth Elliott as the Airport Director at Wittman Airport. Ruth’s title until August 16<sup>th</sup> had been “Acting Director.” It is understood that Ruth will probably be the Director for several years, while a search is made for a new Director. Ruth’s choice was met with almost universal approval from airport users, relieved to have someone in the Administration Building that they can talk with.

Ruth fell heir to the total redrawing of a new Airport Master Plan. Bruce Botterman has been chosen by airport users as the liaison to follow this process. It is going quite well, Bruce reports.

A long overdue set of standards for commercial operators on the airport was commenced, and numerous meetings of airport users helped in that process, along with hired input from a very savvy consultant. Those rules are complete now,

and will be published by the time you read this. They reflect a real-world concept of how commercial operations should be conducted at Wittman Airport. The new regulations include standards for commercial Light-Sport Aircraft operations – the first in the nation! This means that Wittman Airport now has in place the written regulations to welcome commercial Light-Sport operations such as flight training, aircraft rental, maintenance, and fueling for this new group of airport users. It is fitting that Wittman, being the “Sport Aviation Capitol of the World,” has taken the lead in this.

At the same time, a set of “Airport Rules” is now nearly complete, specifying operational guidelines for everyone who uses the airport. This, too, has had considerable input from users.

There is a dark cloud at Wittman. It seems that one FBO, Orion Flight Services, has chosen not to pay their monthly rental to the County for a number of months for one reason or another. The contract states that the rental is to be paid monthly, or the contract is void. So far, Orion is something like \$30,000 behind. The Airport Manager, with the agreement of the County Executive and the County Attorney, has chosen not to enforce the contract for many months. Efforts of various people to pierce this veil of secrecy have met with stonewalling – sometimes polite and sometimes adamant. The same veil of secrecy pertains to the lawsuit that Orion has filed against the County for past profits not realized because of County actions.

This inaction of public officials to do their jobs is puzzling. What is happening?

- - - - -

## **A British glider guider gives us a tip. . .**

*From England, where soaring conditions are usually not even as good as Wisconsin:*

Having several thousand hours of wave soaring mainly in North Wales and Scotland, I established a technique, which in times of duress I never knew to fail, even when quite low. The rule is. . . WHEN IN HEAVY SINK, TURN DIRECTLY DOWNWIND!

The logic of this decision is based on two factors.

1. Wind and air have a mass that cannot and does not disappear into solid ground.
2. For that reason, an area of sink must be finite. Turning into and against the wind will result in a lengthy period exposed to the sink, before being able to exit that area. Low down, it also takes you towards the rising ground. alternately turning downwind at an identical airspeed  
Results in a much higher ground speed away from the offending area and more importantly results in less time spent exposed to the sink.

For example, 65 knots minus, say, 25 kts of wind = 40 kts. Time to traverse 2 nm = 3 minutes. Whereas 65 kts plus 25 kts = 90 kts. Time to traverse 2 nm = 1.4 minutes.

Of course care will be necessary if turning downwind near to the ground in a powered aircraft, but I maintain that the outcome will be more in your favor more often, as compared with turning into wind which seems to be the obvious and natural decision to make!

Ed. Note: If the loss of performance is solely due to an orographic downdraft, turning downwind at a moderate bank angle is

sound advice. However, a safe margin above stall speed must be maintained and remember that the stall speed increases in a turn.

Any reader comments on this?

## **Nominations for 2005-2007 officers are coming up . .**

. According to our Chapter 252 Bylaws, we must have our officers elected each two years. That time is due in a few months now, and we will be requiring a slate of people for the offices of President, Vice-president, Secretary, and Treasurer.

Frank Friedman, our present Treasurer, has agreed to be available for any position. Pat Keesler, John Monnett, and Mary Lattimer have each indicated that they would like to retire from their duties as officers, at least for now.

Nominations may be made at the regular meetings, or by mail to the Editor of the *Pylon*.

One ballot per member will be mailed out late in October. It will contain the nominees for each office, and have space for write-in candidates.

Nomination discussion can take place at the November 1<sup>st</sup> meeting. Voting will take place in the month of November (November 20<sup>th</sup> deadline) by mailed-in ballots. The present officers will monitor opening of ballots.

The new officers will be announced in the December *Pylon*, which members should receive a week before the December 6<sup>th</sup> regular meeting.

**Note to those folks who plan to fly again for fun, and are counting on the new Sport Pilot regulations to get them around a physical exam - -**  
(from a mole deep inside the FAA)

If you have not been flying for a while, and you decide to start flying again under the new Light-Sport rules, you should be aware of a peculiarity of the FAA medical standards.

If you have always passed your FAA physicals, but have let your physical certification lapse, you are a good candidate for the new “driver’s license physical.” If, however, you were ever denied a medical approval in the past, even for Third Class, you now have a “pre-existing condition.” The FAA already knows from your records in Oklahoma City that you failed a physical and are therefore ineligible for LSA qualification. If you have never failed an FAA physical and you now go and take one and fail, you cannot drop back to the LSA “driver license physical.”

Since the LSA rules already allow you to continue to fly Cubs, Aeroncas, Cessnas, Ercoupes, etc., just don’t subject yourself to the FAA physical. Simply elect to fly LSA.

- - - - -  
**Member Steve Raddatz subject of article in Sept. issue of EAA’s “Sport Aviation” magazine**

An article by Greg Laslo about Steve and several other builders tells of his second RV-8. And he’s started on number 3!



**TSA suspends the “Pilot Insecurity Rule” – temporarily (after election?)**

Some of you will remember the running correspondence between your *Pylon* editor and Jim Loy, the Administrator of the Transportation Security Administration in Washington, DC. Well, Jim has moved on to become Secretary Ridge’s right hand man in the Department of Homeland Security. The TSA and the FAA have temporarily pulled those nefarious rules that allowed the suspension and even revocation of any airman certificates (pilot, mechanic, controller, etc.) because of “suspicion of being a security threat.” The airman was not to be given any reason (security, you know) that such revocation was being adopted.

AOPA led a fight, aided by EAA (why wasn’t it the other way round?) to get this assault on civil rights removed, and it has had some results. Congress weighed in. The TSA and the White House finally realized their heavy-handed security rules were not even practical. Jim Loy said in one letter that all the pilots in the country had passed a security check (did you know that?) except for four. These four were already known. Two fly for Saudi airlines.

The rules are slated to be back after some procedural maneuvers, but this time they will be published for public comment.

- - - - -  
**The *Pylon* is the newsletter of EAA Chapter 252, Oshkosh, WI. It is distributed free to each member, mostly by e-mail. Copies are not for sale. It is usually published monthly, a week or so before the next scheduled Chapter meeting. Written articles, especially with photos, are always welcome.**

**Members are encouraged to submit written comments on anything appearing in the *Pylon*.**

## Paul Schweizer, aviation pioneer, dies in Elmira, NY

Back in the late 1930s, Paul and his two brothers, Ernie and Bill, designed and built several gliders in Poughkeepsie, NY.



Bill, Paul and Ernest Schweizer with a replica of their first glider.

In those days, the National Soaring Contests were held in Elmira, NY, and Paul, Ernie, and Bill had some help from several folks to come to Elmira and form the Schweizer Aircraft Co. It was very rough going, but the boys stuck with it, producing a small line of championship all-metal sailplanes.



SGS 1-26. one-design "class" sailplane

During WWII, they built a number of training gliders for the military. After the war, Schweizer built Grumman parts, and eventually most of the famous Grumman Ag-Cats were built at Elmira.



Schweizer Ag-Cat

They branched into helicopters, which is the mainstay today. Schweizer will soon become a part of Sikorsky.



Model 330 turbine-powered helicopter

Paul served as a Director for the Soaring Society of America for 46 years. As a pilot, he flew in the national and international contests, authored three books on soaring, and was a prime mover on establishing the National Soaring Museum in Elmira.

Paul was always a “nice guy” – gave me my first real job in aviation (at the age of 16) at his plant. After many years of friendship, we had a grand afternoon together several years ago at his home with his wife Ginny.

Green air, Paul.

## “Kitplanes” magazines names the Top 20 most influential figures in the homebuilt aviation industry

1. Paul Poberezny	11. Chuck Heintz
2. Tom Poberezny	12. Frank Christensen
3. Dick VanGrunsven	13. Ray Stits
4. Jim Bede	14. Ken Rand
5. Randy Schlitter	15. Lance Neibauer
6. Darryl Murphy	16. Dan Denney
7. Tom Hamilton	17. B.J. Schramm
8. Ted Setzer	18. Ken Brock
9. Chuck Slusarczyk	19. Alan & Dale Klapmeier
10. Burt Rutan	20. John Monnett

## Chapter 215 – Calendar of Events

Monday evening – Sept. 13 – Annual Chapter 252 Corn Roast – Williams Farm - Pickett

Friday, Sat., Sunday – September 17, 18, 19 – Midwest Antique Airplane Association

“Grass Roots” Fly-In – Brodhead, WI - Members only, due to airport space.

Monday evening – Sept. 20 – 7:00 pm - Chapter 252 Director meeting - Sonex

Monday evening – October 4 – 7:00 pm – Chapter 252 member meeting - TBA



Editor, *Pylon*  
1071 Meadow Lane  
Neenah WI 54956

