



April 2026

---

	WHEN:	WHERE:	PROGRAM:
<b>APRIL MEETING</b>	<b>THURSDAY</b> the 9TH 6:30 p.m.	<b>DON FELD HANGAR</b> <b>MARSHALLTOWN</b> <b>AIRPORT</b>	<b>U2 Video</b> <b>&amp;</b> <b>NEW AIRPLANE</b>

---

## WHAT'S FLYIN' THIS WAY !!!

### BACK TO THE AIRPORT!

Our next meeting will be held at Don Feld's hangar at the Marshalltown airport this coming Thursday, the 9th at 6:30 pm. Don will host a video on the U2 Spy Plane and introduce, for those who haven't seen it yet, his new Rans that he built and is now flying. Don's hangar is toward the south end of the east hangars.

Hope to see you there!

## WHAT FLEW BY !!!

David Hintz from the FAA (and also a Chapter 675 member) did a powerpoint presentation on the new MOSAIC Light Sport rules as well as updating those attending where the process stands at the moment. He had a handout for the talk and it is included at the end of this newsletter for those of you who missed the meeting. There were many questions and David answered the best he could, but much of the information is updated frequently on the FAA website found at: <https://www.faa.gov/aircraft/MOSAIC>

There is also much concern about insurance that the FAA doesn't address yet and an interesting link does give some guidance on that subject. It can be found here: <https://www.global-aero.com/flying-under-mosaic-a-comprehensive-guide-to-new-privileges-and-aviation-insurance-underwriting-standards/>

We would be remiss if we didn't mention that the meeting took place at Ray Robinsons shop in Fernald and he and his wife Sandy are excellent host. Especially with all the good cookies and treats Sandy prepared!

Another interesting item discussed was the fact that David Hintz is also a competition BBQ'er. He has offered to treat us to a full blown extravaganza at one of our summer food meetings. You will NOT want to miss that! Time will be announced when we have a confirmed date.

### •President



Paul Adams  
2144L Marsh Ave.  
Marshalltown, IA 50158  
641-753-6222

[adamSDLpr@icloud.com](mailto:adamSDLpr@icloud.com)

### •Vice President



Lorin Miller  
309 West St.  
Colo, IA 50056  
515-231-2563

[lorindmiller@hotmail.com](mailto:lorindmiller@hotmail.com)

### •Sec/Treas



Dave McCurry  
5 Valley View Rd.  
Marshalltown, IA 50158  
641-691-2435

[mccurrydave63@gmail.com](mailto:mccurrydave63@gmail.com)

### •Newsletter Editor



Corey Butcher  
2940 Arney Ave  
State Center, IA 50247  
641-351-5476

[coreybutcher@voisin35.com](mailto:coreybutcher@voisin35.com)

# CALENDAR

**Thursday, April 9**  
**Marshalltown Airport (KMIW)**  
**Don Feld Hangar**  
**EAA Chapter 675 Meeting**  
**6 p.m.**

**Tuesday, April 14 – Thursday, April 16**  
2026 IPAA Conference  
Dubuque, IA  
515-727-0667  
director@iowaairports.org  
www.iowaairports.org/ipaa-conference

**Saturday, April 18**  
Spencer Municipal Airport (SPW)  
Discovery Flights – 99s Let's Fly Now  
10 a.m. – noon  
563-650-0342 (Jenny Myren)  
jennyalewis@gmail.com  
<https://www.ninety-nines.org/letsfly/>

**Friday, May 1**  
Clinton Municipal Airport (CWI)  
Fly-in Taco Cookout & Spot Landing Contest  
Starts at 5 p.m.  
563-242-3292 (Marlana Nass)  
clintonairport@cityofclintoniowa.gov  
<https://www.facebook.com/FlyClinton/>

**?? Saturday, May 7 ??**  
Pella Municipal Airport  
Tulip Festival Fly-in

**Thursday, May 14**  
**Marshalltown Airport (KMIW)**  
**EAA Chapter 675 POTLUCK**  
**6:00 p.m.**

**Saturday, May 16**  
Boone Municipal Airport (BNW)  
Fly-in Breakfast  
7 a.m. – 11 a.m.  
PIC and children under 5 eat free  
515-432-1018 (Dale Farnham)  
defarnham@msn.com  
www.farnhamaviation.com

**Saturday, May 16**  
Sioux County Regional Airport (SXX)  
Tulip Festival Flight Breakfast  
7 a.m. – 11 a.m.  
712-567-1000 (Andrew Schreier)  
andrew@airflairinc.com  
[www.octulipfestival.com/portfolio-item/fly-in-breakfast/](http://www.octulipfestival.com/portfolio-item/fly-in-breakfast/)

**Saturday, May 16**

Mason City Municipal Airport (MCW)  
Fly-in Breakfast  
7 a.m. – noon  
641-424-9366 (Todd Kyle)  
www.northiowaair.com  
todd@northiowaair.com

**Saturday, May 30**  
**Marshalltown Airport (KMIW)**  
**EAA Chapter 675 Meeting**  
**Pancake Feed**  
**8:00 A.M.**

**Sunday, May 31**  
Cherokee Regional Airport (CKP)  
Fly-in Breakfast  
PIC eats free  
7 a.m. – noon  
lducommun@cherokeermc.org

**Friday, June 12**  
Clinton Municipal Airport (CWI)  
Fly-in Aerial Drop & Cookout  
5 p.m.  
563-242-3292 (Marlana Nass)  
clintonairport@cityofclintoniowa.gov  
<https://www.facebook.com/FlyClinton/>

**Thursday, June 11**  
**Marshalltown Airport (KMIW)**  
**EAA Chapter 675**  
**Ice Cream Social**  
**6:00 p.m.**

**Saturday, June 13**  
Ames Municipal Airport (AMW)  
Fly-in Breakfast  
7:30 a.m. – 12:30 p.m.  
515-292-9056 (Nikki Kyle)  
www.centraliowaair.com  
nikki@centraliowaair.com

**Sunday, June 14**  
Denison Municipal Airport (DNS)  
Fly-in breakfast – Denison Boy Scouts  
7 a.m. – noon  
712-210-1900 (Ryan Leed)  
airport@denisonia.com

## New Chapter 675 Members – A Motley Crew

Why would I be writing a newsletter article about five guys from four different states other than Iowa. It's not that the crazy 2026 March blizzard has me at home with not to much to do. It's actually the fact that these five gentleman, can't believe I wrote that, are now members of our EAA chapter 675. One joined last year, Bob Viltz, and most of you actually met Bob at a chapter meeting at the airport last summer. The other four are new members as of March.

Why you ask? Well here's the story. First to introduce them. I actually have a picture of all seven of us from a few years ago. First to explain the picture. For four and a half years, groups of volunteers came to EAA's Weeks flight and maintenance hangar in Oshkosh to volunteer our time to get EAA's B-25 back in the air. Many times at the end of the work week EAA would bring out a photographer and take a picture of the volunteers from that week. The picture is from one of those photographer events but with a twist. One of the fellows, George Crabtree, one of our new members, prior to this week of volunteering had a tear in his retina and came to the work event with an eye patch. Of course we had to give George a little ribbing over that. He deserved it. If you really know George you would understand why he deserved it. The day of the photograph Charlie Tejchma, another one of our new members, went out and bought a bunch of matching eye patches. Charlie then set it up with the guys and told the photographer we would need one extra photograph. Charlie passed out the eye patches and arranged for someone to get George's attention while we all slipped on our individual eye parches. George turned around for the picture and we all had a great laugh. EAA's photographer took the picture and sent us all one. I like this introductory story because it's a great example of some of the fun and type of fun our small group has when we get together. Now back to the picture.



Our group consists of seven really close friends. We became friends as we volunteered on the B-25. To be very honest, some volunteers don't work extremely hard. They are interested in getting their 40 volunteer hours in after which they get free camping at Oshkosh. Most workers did work hard but not all. Our group of seven always worked hard. We treated it then as we do now – like a job. We show up at 8:00 am when the Weeks hangar starts the work day. We take the allocated one hour lunch break and work until 5:00 pm. We all put in way more then the 40 hours a year that is required for a camping pass. I

know EAA has recognized this work ethic. Why, because that's who each guy is and that has a lot to do with why we have become such good friends and continue to volunteer as a group of seven. So in the picture, which of the seven are us? I'll explain that.

Of course our chapter knows me standing to the far left in the back row. Bruce Grumstrup is in the bottom row second from the left. Now for the new guys. Bob Viltz is the white haired guy fourth from the right in the back row. He is from northern Wisconsin. Bob has a lot of great mechanical skills and knowledge. But he did the worst accident of any of us. He backed off of a scaffolding and landed on his head. Good news he didn't get hurt to bad and the concrete didn't crack. One of his best skills is he can cook really good. When we volunteer we try to help keep the cost of being there a week down by cooking our own meals. Bob is good at that. Plus he likes spiced Kentucky whiskey. I hate to drink alone. Here's Bob hard at work.



Next is the guy who bought all the eye patches, Charlie Tejchma. Charlie is kneeling on the bottom row far right. Charlie is from Michigan. Again an amazing skill set for doing the kind of work we do at the Weeks hangar. But Charlie also buys more than eye patches. One time he bought a bunch of great steaks from some butcher he found in Oshkosh and that night we ate like kings. But he is known by all of us for his favorite purchases. Bacon. He gets up early every morning and cooks his bacon. A great smell for me when I awake. He brings a few pounds of bacon to Oshkosh each time we meet.

Next is Jim Fischer. Jim is from Minnesota. He is standing right next to me with a taller guy looking over our shoulder. Again lots of skills. Jim is really fun to talk with. He was a professional pilot that started in very small planes, flew DC-3s for a time and finished in 747s. Some really cool stories like eating macadamia nuts just prior to a flight as the PIC and getting real sick. He is allergic to macadamia nuts He is building a pietenpol and is doing a lot of upgrades to his Cessna 195. Here's a picture of the 195.



Next is George Crabtree. He is from way up north in Wisconsin. There is no way to explain George. He is a great guy and lots of fun. Great heart. But I will relay a story the first time we met. Ten years ago or so when we started the B-25 restoration, EAA put us up in various places. One was the bunk house. Back then the bunk house was a big room with uncomfortable beds which must have been army surplus. Maybe WWI. So the first night we were all bedding down and George announces to the group he would be getting up in the middle of the night to use the restroom which happens to be in the building next door. But his announcement included the fact he would be traveling around the bunk house on the way next door in his tighty whiteies. George is a big dude. The size of Sasquatch. The bunk house had maybe 30 bunks. I think everyone else was like me trying to reach slumber land with that terrible thought in our minds. But maybe it was George's chuckle at the end of the announcement that got all of us. I know Charlie Tejchma in the bunk next to mine mumbled all night long. I'm sworn to secrecy on what he mumbled about. The next night at dinner George told us about running around his house at a family gathering wearing his speedo. Sasquatch in a speedo no less. But as time went on we all realized George didn't have an undies fetish. Just fun loving. Here's a pic of Charlie and George. When George has the smile, which is often, get ready. Two great guys.



Next is Jim Wienand. He is from Illinois. Jim is kneeling in the front row far left in front of me. Jim has more than one passion. One is he collects Hit and Miss engines and has a small side business making parts for various Hit and Miss owners. He even has castings made of parts that no longer exist and machines the final part. But our group likes one of his other skills best. He makes really good home made pies. His first pie he made for the group was a banana cream pie. Oh my, was that pie good! Now Jim was one of the other slender guys in the group which was great when projects needed folks to bend over. But I've noticed Jim's pies may be catching up to him.

So that's the new five guys of chapter 675. EAA has assigned some work for this group for 2026. We hopefully will finish assembling the R4360, make good progress on rebuilding the museum's Pheasant that was damaged in a wind storm and help with a Weeks A&P with a new rudder for their Travel Aire. After reading the above you probably get a good feel for why we go up. After all, I counted up the miles I have traveled up to volunteer over the last ten years or so. It's about 43,000 miles. That's 1.7 times around the world. About 130 days on the road. Yes we all love the work and actually are very thankful we get to do things like work on B-17s, B-25s, P-51s, P-64s, Ford Trimotors, the Pheasant and the list goes on. We are sometimes amazed. We all really love the EAA concept. But from above you can see the true value. Lasting friendships. After all, Paul Poberezny said it best. "it's not really about airplanes – they just bring us all together. It's really about people". Thanks guys. Love everyone of ya. And yes we have accomplished a lot!



*More photos from the Volunteer EAA Workers*







## Modernization of Special Airworthiness Certification (MOSAIC) Fact Sheet

- Building upon the foundation of the 2004 final rule Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft, **MOSAIC** responds to evolving aviation and airmen needs, providing for future growth and innovation while maintaining the highest level of safety.
- **MOSAIC** increases the availability of safe, modern, and affordable aircraft for recreational aviation, flight training, and certain aerial work.
- **MOSAIC** provides broad regulatory relief to the public based on 20 years of safety data.

### Key Components of MOSAIC:



1. Light-Sport  
Category Aircraft  
Certification



2. Sport Pilot  
Certification



3. Maintenance and  
Repairman  
(Light-Sport)



4. Operations

### Publication and Effective Dates

MOSAIC final rule was published on July 24, 2025, with two effective dates:

#### October 22, 2025 (90 days after publication)

- Pilot training and certification rules and privileges
- Repairman certification, maintenance rules, and tow-hitch installation
- Class G airspace and right-of-way rules

#### July 24, 2026 (365 days after publication)

- Removal of "light-sport aircraft" definition from 14 CFR § 1.1
- Airworthiness certification requirements
- Changes in operations, including operating limitations

## 1 Light-Sport Category Aircraft Certification

MOSAIC amends 14 CFR part 21 and adds part 22 to:

- Adopt more performance-based rules to expand and enable innovation in the classes of aircraft that may be certificated as light-sport category aircraft using consensus standards. This includes emerging aircraft types.
- Allow manufacturers of light-sport category aircraft to design and manufacture a broader array of aircraft, including rotorcraft and powered-lift.
- Remove prescriptive weight limits that hinder incorporation of safety-enhancing designs and equipment.
- Increase the maximum stalling speed for light-sport category airplanes (61 knots  $V_{SO}$ ) and gliders (45 knots  $V_{SO}$ ).
- Allow faster, higher-performing aircraft for personal travel.
- Enable more capable and robust aircraft for pilot training.
- Allow for increased capacities for passengers, fuel, and cargo.
- Allow new types of propulsion systems (like electric), any number of engines, new propeller types, and retractable landing gear.
- Allow aircraft with simplified flight controls, enabling reduced flight hours for pilot certification.



## 2 Sport Pilot Certification



MOSAIC 14 CFR part 61 Subpart J § 61.316 changes performance and design limitations, expanding what aircraft sport pilots can operate.

- Removes aircraft weight and airspeed limitation.
- Permits use of any powerplant type except turbo-jet powered.
- New  $V_{S1}$  maximum stalling speed (flaps retracted) of 59 knots CAS.
- Allows operating aircraft with retractable landing gear.
- Allows operating airplanes with manual controllable pitch propeller.
- Allows use of 4-seat airplanes but retains 2 occupant limitation.
- Night operation privileges.

NOTE: the aircraft must meet the above requirements at the time of original certification.



## 2 Sport Pilot Certification Cont.

### New Simplified Flight Controls Designation and Required Training

- The FAA created a new type of aircraft with simplified flight controls which can be operated by any pilot at any certification level. This aircraft will have the automated ability to control the flight path using the available power and prevent loss of control under likely circumstances, regardless of pilot input. (§ 22.180)
- Model specific training and endorsement is required for pilots seeking to act as pilot-in-command of aircraft with the simplified flight controls designation. Pilots must possess the appropriate category and class rating or privilege.
- Simplified flight controls endorsement is available to all pilot certificate levels. (§ 61.31(l))
- Both part 61 subpart H and subpart K flight instructors are required to obtain the make and model endorsement prior to conducting flight instruction in that make and model of aircraft with simplified flight controls designation. (§ 61.195(m) and § 61.415(m))
- Sport pilot certification experience requirements are found under part 61 (subpart J) and flight instructor certificate with sport pilot rating experience requirements are found under part 61 (subpart K).

### New Sport Pilot Practical Tests

The FAA published new sport pilot testing standards in § 61.14 titled:

- **Sport Pilot Rotorcraft Category Helicopter – Simplified Flight Controls Privileges** Airman Certification Standards.
- **Flight Instructor with a Sport Pilot Rating for Rotorcraft Category Helicopter – Simplified Flight Controls Privileges** Airman Certification Standards.

Sport pilots or flight instructors with a sport pilot rating seeking to **add** an airplane privilege or helicopter simplified flight controls privilege to an existing pilot certificate or flight instructor certificate must take a practical test with a pilot examiner.

### **3 Maintenance and Repairman (Light-Sport)**

#### **Changes to Maintenance of Light-Sport Category Aircraft**

- Airworthiness Directive (AD) compliance is mandatory, while compliance with manufacturer-issued safety directives (SDs) is recommended.
- Major repairs and major alterations must be authorized by either the manufacturer or a person acceptable to the FAA.
- Authorization for minor repairs and minor alterations is not required.
- Major alterations and major repairs must be performed and inspected in accordance with maintenance and inspection procedures developed by the manufacturer or a person acceptable to the FAA.

#### **Changes to Light-Sport Repairman Certificate Eligibility and Privileges**

(Reference 14 CFR §§ 65.107 and 65.109)

- U.S. citizenship not required.
- Certificate privileges are defined by aircraft category: Airplane, Glider, Rotorcraft, Powered-lift, Weight-Shift-Control, Powered Parachute, and Lighter-Than-Air (LTA).
- Certificate limitations, based on training, are issued by aircraft class: Rotorcraft-gyroplane, Rotorcraft-helicopter, LTA-airship, and LTA-balloon.
- Certificate privileges for experimental aircraft now also include:
  - **Amateur-built aircraft (EAB)** – § 21.191(g)
  - Kit-built light sport – § 21.191(k)
  - Former light-sport category – § 21.191(l)
- Inspection-rated repairmen may only work on aircraft they own; N-Number and serial number are no longer listed on the certificate.

NOTE: EAB aircraft with operating limitations issued prior to Oct. 22, 2025 must obtain revised operating limitations that permit a light-sport repairman to perform the annual condition inspection.

NOTE: EAB Repairman Certificates issued under 14 CFR § 65.104 were not addressed in the MOSAIC rulemaking. Eligibility, privileges, and limitations for these certificates are found in 14 CFR § 65.104 and have not changed.

#### **Changes to Light-Sport Repairman Training Course Acceptance**

- Codified requirements for training course providers:
  - Administer a course test
  - 70% passing test score per § 65.17
  - Issue a certificate of completion
  - Have appropriate facilities, equipment, & materials
  - Have appropriately qualified instructors
- Training course acceptance issued based on aircraft category, and class when applicable. (e.g., Airplane, Rotorcraft-Gyroplane).
- Maintenance rating training courses must include applicable content from the mechanic Airman Certification Standards (ACS). FAA-acceptance is based on course content instead of specified course hours.
- Course content that was FAA-accepted and being taught before the MOSAIC final rule continues to be “appropriate” content.

# 4 Operations

## MOSAIC Changes: Part 91 Flight Operations

### New Experimental Aircraft Operations

- Allows the FAA to issue operating limitations for certain aircraft with experimental airworthiness certificates to conduct operations over densely populated areas, in congested airways, or both, for all phases of flight.
- Allows former military aircraft that have an experimental airworthiness certificate to operate under certain new purposes, like repositioning the aircraft for operation as a public aircraft.

### New Flight Operations

- Restricted category aircraft
  - Allows relocation to exhibitions, trade shows, and other events.
- Light-sport category aircraft
  - Allows aerial work operations for certain light-sport category aircraft.
  - Specifies additional requirements to tow a glider or an unpowered ultralight vehicle IAW § 91.309 and § 21.190 for compensation or hire.
  - Allows a maximum limit of 4 occupants for airplanes and 2 occupants for other aircraft (sport pilots are still limited to 2 occupants).
- Experimental aircraft space support vehicle flights
  - Codifies space support vehicle flight operations for certain experimental aircraft to conduct space support flights.
  - Allows for carriage of persons or property for compensation or hire without an air carrier certificate or exemption.

### New Operating Rules

- Towing: gliders & unpowered ultralights
  - Clarifies allowable process to attach a tow hitch to eligible light-sport category aircraft.
- Right-of-way rules
  - Clarifies and revises operating rules to include more aircraft, including those with non-traditional forms of propulsion.
- Operations in Class G airspace
  - Includes more aircraft and improves aircraft separation by considering operational needs, aircraft configurations, and speeds to enhance avoiding dissimilar aircraft.



## ***One Last Thing...***

Maybe many of you already know about this, but I just learned about it this past week. This helicopter was relocated to Iowa last year and is available for display. The awesome part is, it is based in Rhodes, Iowa! It might be a good thing to invite the pilot to our Chapter meetings. At the bottom of this page is the website and it has the contact info as well as an event schedule that includes Colo and Maxwell. It will be at the Iowa Jeep Show for this coming September, which Lorin Miller and Corey Butcher participated in last year.

# **HELP KEEP HISTORY FLYING**

[HTTPS://YL-37.ORG](https://YL-37.ORG)



## **YL-37: A Vietnam-Era Flying Memorial**

*YL-37 is more than a helicopter. She is a Vietnam-era UH-34D Seahorse that served with Marine Squadron HMM-362 "Ugly Angels".*

*Today she continues her mission as a flying memorial, traveling to communities to honor veterans and educate future generations.*

### **A LIVING MISSION**

- Schools & Education Programa
- Veteran & Memorial Events/Flyovers
- Community Outreach
- Preserving Living History

### **Your Support Makes This Possible**

- Fuel & Flight Operations
- Aircraft Preservation & Maintenance
- Transport of Aircraft & Historical Artifacts
- Expanding Outreach Across Communities

*Your support doesn't just fund a helicopter-  
it keeps stories alive, honors sacrifice, and connects generations.*

### **JOIN THE MISSION**

**We are seeking support to help YL-37 continue traveling, teaching,  
and honoring those who served.**

**UGLY ANGEL MEMORIAL FOUNDATION | [YL-37.ORG](https://YL-37.ORG) | [INFO@YL-37.ORG](mailto:INFO@YL-37.ORG)**