

## AL PATTON HONORED AT OSHKOSH

EAA founder Paul Poberezny presented Al Patton with an EAA Major Achievement Award during the Chapter Leaders Breakfast in the EAA AirVenture Museum's Founders' Wing in Oshkosh, Wisconsin, on Saturday, August 1. The news release about the Major Achievement Award read that the award, established to recognize outstanding chapter members, honors those who have demonstrated their passion and dedication for their chapter, EAA, and the international aviation community. The release continued with these words:

Patton has had an impressive aviation career that includes flying dive bombers for the Navy in World War II, providing flight instruction for the U.S. Air Force, and working for the FAA as an aeronautical engineer and air traffic controller. In the late 1950s, he designed and built his first airplane, the APF1, which was featured in the August 1962 issue of *EAA Sport Aviation*. He followed it up with the APF2. APF stands for "Al Patton Follies."

Then, in 1963, he founded Chapter 172 in Augusta, Georgia. Throughout the years, Patton has served as chapter president, secretary, and treasurer. At 86, he is still an active member, serving as a technical counselor, flight advisor, and newsletter editor. In the nomination form, the chapter wrote, "His knowledge and consistent willingness to pass along his expertise in the design and construction of custom-built aircraft has endeared him to all who know him."



**Al Patton (left) receiving the Major Achievement Award from Paul Poberezny.**

## FAA EXPECTED TO EXEMPT ULTRALIGHT TRAINERS FROM REGS

When the sport pilot rules were developed several years ago, the FAA allowed the use of two-seat ultralight E-LSA trainers only until Jan. 31, 2010. The idea was that by then, enough ultralight-like two-seat Special LSAs would be operating to take on the job of training ultralight pilots. A pending deadline that would make it difficult to find aircraft that could legally be used for ultralight training will probably be extended or discarded by the FAA, according to EAA. Only three manufacturers have produced S-LSAs that are suitable for the ultralight training market, and the down economy and the difficulty of obtaining financing have slowed sales. The lack of suitable trainers would create a safety issue, says EAA, "because people wanting to fly ultralights or ultralight-like aircraft will not be able to take flight training in ultralight-like aircraft." The FAA is now evaluating the situation, EAA said, but one way or another, it seems likely that the current trainers now in use will be allowed to be used after the deadline.