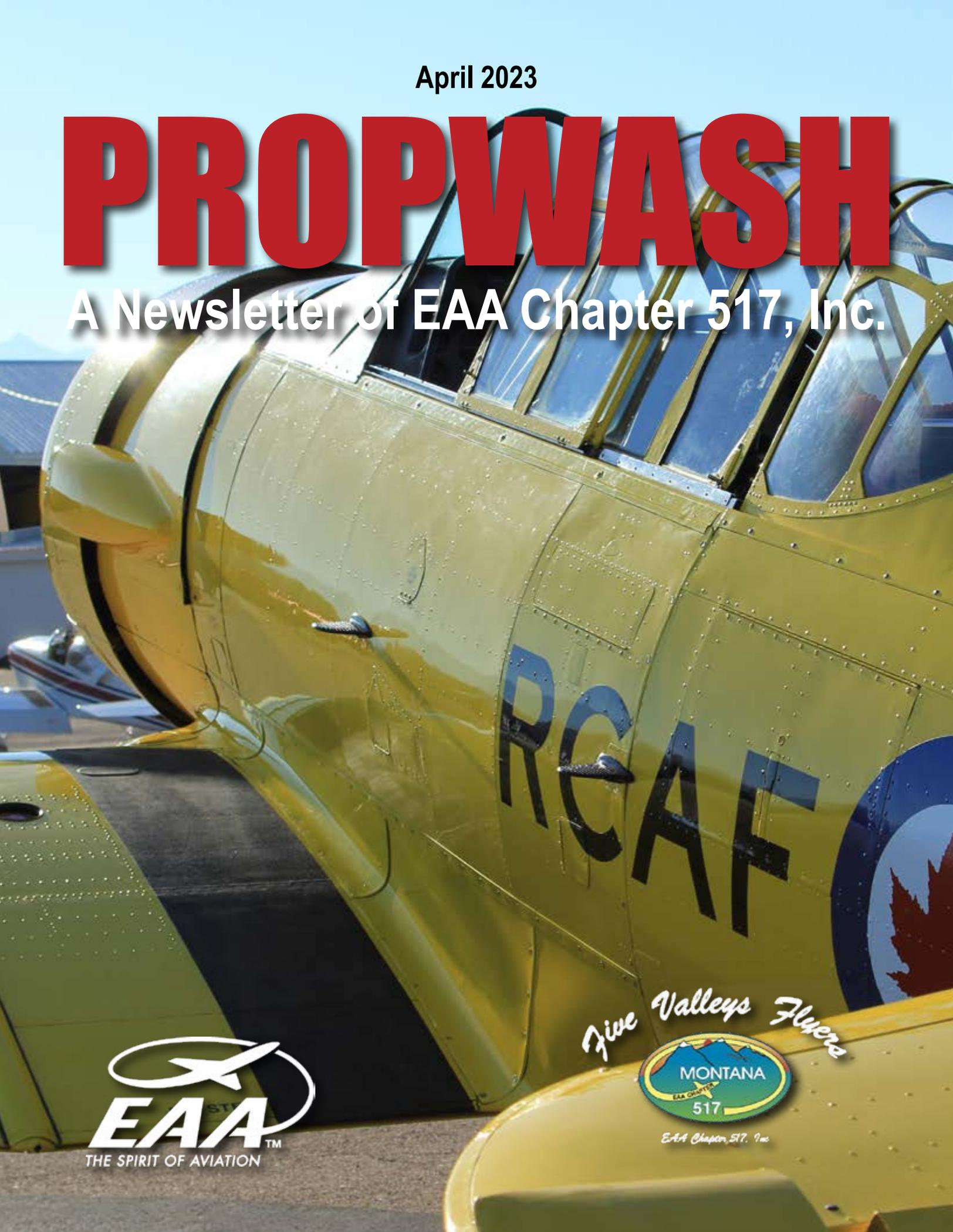


April 2023

# PROPWASH

A Newsletter of EAA Chapter 517, Inc.



*Five Valleys Flyers*



*EAA Chapter 517, Inc.*

# From the Chapter President

By Ed Lovrien

Hello all! Finally we are getting some spring-like weather. I know we will get one more blast but it is nice to see some sun and the snow going away. We are fast approaching the time to start up breakfasts. April will be the last coffee and donuts and we have a Young Eagles program set up. May will be the first breakfast again. Looking forward to it starting again.

The March meeting gave us the opportunity to go over to the shop at Neptune and have a look at one of the BAE 146 tankers. The tank was open and we got to take a real look at how they work. The tank holds 3,000 gallons of retardant and the control valve can release it many different ways. It is quite a unique system. We got to see the inside of the plane with a lot of the walls open so we can see how it's constructed and wired. The cockpit was open so the kids got to see where the business happens. Overall it was a great opportunity and everyone seemed to enjoy it a great deal. We had a huge turnout and a few new-to-be members and a couple guests.

We will be looking for help with the breakfasts! Cal is the kitchen boss, please contact him if you can help. We are in need of people to help set up tables and chairs, and a couple to help the cooks. We also need a crew to help clean up and put the tables and chairs away. The tasks have been falling on the same people time after time and in order to keep this event going, we need help. I don't want to burn all the people out that are there time and time again. The cooks work hard the whole time, are there to set up and clean up and we need to show them a great deal of appreciation and offer them as much



help as we can.

We will also be doing Young Eagle flights and will need badged people to help on the ramp. We are required to have one badged person to every five on the ramp, so we will need help there. Some of the people who have done it in the past have retired and turned in their badges so we are short a few. If you would like to get a badge for the ramp and help out, talk to me and I will go through the process with you. Its not difficult but you have to take a 30 minute

course and test at the airport office. Its all stuff you know already but they just want to make sure you are clear on what you can and can't do on the airport.

Hope to see you at the breakfasts this summer and we will have to plan a dinner as the Spring gets nice. It's always fun to get together, and with all the snow birds coming back, it will be nice to see everyone again.

– Ed

# Can you help build the loft?

By Ed Lovrien

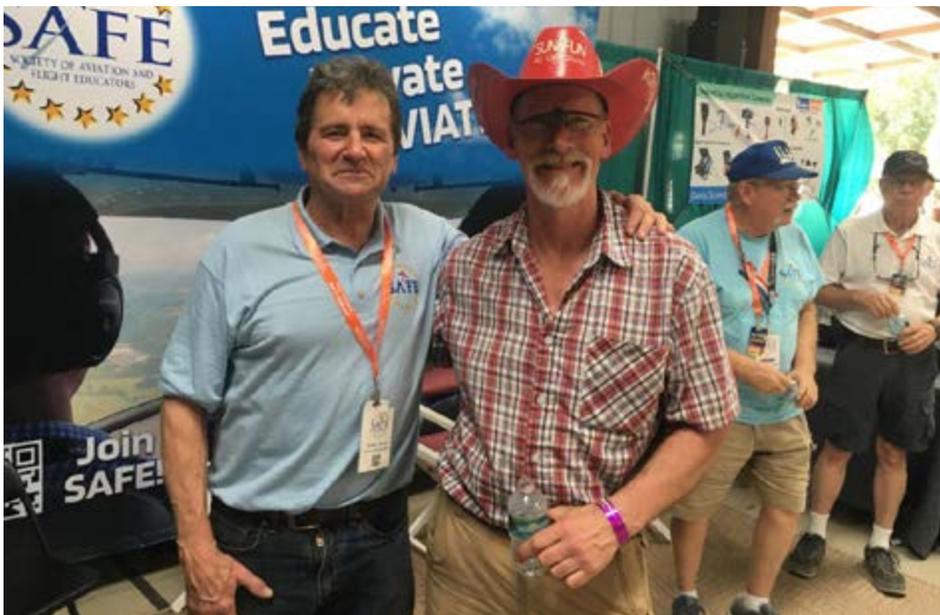
You have heard of the loft project. Many of us have talked about it. I have gotten a quote from one company to build it and am planning on getting a couple more.

If it comes down to it that we decide to build it ourselves, I need a list of people who are willing to help with the project. It's too big to do myself. I need quite a few people to help if we go that way.

My reasoning to build it ourselves is as follows. With the rate the contractors are looking at to build it, it more than doubles the cost of it. I have brought in over \$12,000 and am still working on more. The cost

of the wood is about \$7,000. If we build it ourselves, I would like to put the rest of the money into a flight sim to go on the loft. The sim would be an FAA approved sim and would be usable for so many things for so many people. The time in it would be loggable and we could use it for some VFR work as well. It's been something we have talked about but have a fund for simulators, but we haven't talked a ton about it with everything else going on. It's just an idea at this stage, but I would still like to find out how many people I can get to help so I can see if it is a viable thing. Please drop me a note and let me know if you are willing to help on the loft at some point in the future when we start on it.

## Chapter member attends Sun 'N' Fun



*Chapter Treasurer Don Bonem visiting with David St. George, Executive Director of the Society of Aviation & Flight Educators (SAFE) at the Sun 'n' Fun conference recently in Lakeland, Fla.*

## BUILDER'S REPORT

**Bearhawk**  
Dick Tardiff  
Bearhawk Patrol

**Rutan**  
Ed Lovrien  
Limo EZ – 50%

**Van's RV**  
John Barba  
RV-6

Cal Geyman  
RV-9A – 15%

Allan Glen  
RV-10 – 40%

<https://airplane.allanglen.com>

**Zenith**  
Duane Felstet  
CH-750 – 75%

Ralph Johns  
CH650B – 60%

## April Chapter meeting

Monday, April 17, 7:00 PM  
- Evening Program - Practical 3D Printing for Homebuilders  
This evening program will be presented by Allan Glen, one of our members, who is currently building a Van's RV-10. Allan will explore practical uses for 3d printing in the construction of a home built aircraft. This will be a hands-on presentation with examples from his build and a demonstration of the printing process. If you aren't familiar with 3d printing, this is great opportunity to learn more about this game changing technology.

# EAA announces inaugural Learn to Fly week



## By EAA

Aspiring aviators will have the opportunity to discover multiple pathways to becoming a pilot as EAA presents its inaugural Learn to Fly Week on May 15-20.

Beginning May 15th, expert flight instructors and representatives from various aviation organizations will present free, interactive webinars. These webinars will cover topics from starting flight training, saving time and money in flight training, preparing for the FAA written exam, to passing the checkride, and so much more. While the live showing of these presentations will be open to the public, the recordings will be archived for EAA members to view at their convenience.

Learn to Fly Week will conclude on Saturday, May 20, with Flying

Start events hosted at chapters across the country. EAA's Flying Start program allows EAA chapters to welcome, encourage, and educate new aviation enthusiasts about the fun, freedom, and accessibility of personal aviation in their local area. Following a short presentation about learning to fly, attendees will be offered a free introductory Eagle Flight to experience the spirit of aviation firsthand.

"Becoming a pilot is a dream for many, but few know where to start their journey. Learn to Fly Week was created to help encourage aspiring pilots to take action and begin the pilot training process," said David Leiting, EAA Eagles Program Manager. "Our goal is to show attendees how accessible achieving their dream actually is." Leiting also added that inspiration from this

event stemmed from packed forums at the Learn to Fly Center at EAA AirVenture Oshkosh 2022, as well as the success of other EAA virtual events like Homebuilders Week and Virtual Ultralight Days.

Combining the educational forums from the Learn to Fly Center and the connections and inspiration found at Flying Start events, EAA Learn to Fly Week is the latest effort in the ongoing effort to help aspiring pilots achieve their dream of flight.

Sporty's Pilot Shop is the presenting sponsor of Learn to Fly Week. Sporty's will be participating in multiple webinars and offering product discounts during the week.

Full webinar schedule and more details on Learn to Fly Week can be found at [EAA.org/LTFWeek](https://www.eaa.org/LTFWeek).

# EAA Participates in FAA Aviation Safety Summit

By EAA

EAA participated in an Aviation Safety Summit called by the Department of Transportation and FAA on Wednesday in McLean, Virginia. EAA Vice President of Advocacy and Safety Sean Elliott represented the association in the opening plenary session as well as the general aviation operations portion of the summit, which also had sessions on commercial operations, the air traffic system, and airport and ground operations.

Elliott partnered with Richard McSpadden, AOPA Air Safety Institute senior vice president, to highlight the work done by the General Aviation Joint Safety Committee over the past decade and the many safety enhancements that have been a result of that collaborative effort. Additionally, Elliott reviewed a number of EAA-created safety programs that have significantly contributed to a reduction in fatal accidents over the past 13 years. He noted that in more than a decade of safety improvement, there have been very few new regulatory restrictions on general aviation. Education and flexible policy have carried GA safety forward.

Elliott also discussed how the FAA's Safety Management System (SMS) could be beneficial to vintage aircraft air tours, including those under the Living History Flight Experience exemption, as well as highlighted the most recent addition to task-based flight testing and how EAA will leverage the change to benefit the homebuilt aircraft second owner community. Finally, he supported statements made about the current designated pilot examiner shortage and the systemic issues in the training and checking pipeline that create challenges for many prospective pilots.

GAMA President and CEO Pete Bunce led the GA breakout session during Wednesday's summit.



# Important GA issues discussed during FAA Safety Summit

By EAA

During the Federal Aviation Administration's (FAA) Safety Summit, held on March 15, general aviation (GA) industry leaders participated both in the opening public session and later, in a closed-door breakout session to discuss current challenges and improvements needed to enhance the safety of GA operations.

The public session was opened by Department of Transportation Secretary Pete Buttigieg, FAA Acting Administrator Billy Nolen, and National Transportation Safety Board (NTSB) Chair Jennifer Homendy. National Business Aviation Association (NBAA) President and CEO Ed Bolen and other industry leaders then participated in a panel discussion, led by former NTSB Chair Robert Sumwalt and Acting Administrator Nolen. During this discussion, Bolen emphasized that GA, which is a vital link in our nation's transportation system and economy, is the primary training ground for pilots and technicians. Also, GA is where most safety technologies are first introduced and therefore timeliness and efficiency in the certification process has a direct impact on safety.

In the afternoon closed-door GA breakout session, General Aviation Manufacturers Association (GAMA) President and CEO Pete Bunce and FAA Deputy Executive Director of Accident Investigation and Prevention for Aviation Safety Warren Randolph led the discussion which included active participation from numerous government and industry leaders from the Aircraft Electronics Association (AEA), Aircraft Owners and Pilots Association (AOPA), Commemorative Air Force (CAF), Experimental Aircraft Association (EAA), FAA, Flight

School Association of North America (FSANA), Helicopter Association International (HAI), International Council of Air Shows (ICAS), National Association of Flight Instructors (NAFI), National Air Transportation Association (NATA), National Association of State Aviation Officials (NASAO), NBAA, NTSB, and more.

Over the past decade, the GA industry has put a strong emphasis on advancing and improving safety, which given the significant reduction in accident rates has shown to be effective. GA stakeholders outlined ways to continue to build upon this record and provided insights into how the GA community can work with regulators to strengthen the safety of the entire aviation industry. The GA breakout session participants appreciated the opportunity to collaboratively work to identify the opportunities and challenges that must be addressed to bolster the safety of the industry.

During the session, Tim LeBaron, NTSB's director of the Office of Aviation Safety, discussed the need for better collaboration between FAA, engine manufactures, and NTSB to improve data gathering on loss of engine power investigations with the goal of decreasing the number of undetermined events. He also expressed, that once better data is available, the General Aviation Joint Safety Committee (GAJSC) should revisit loss of engine power data to explore ways to decrease the accident rate.

Richard McSpadden, AOPA senior vice president of the Air Safety Institute, emphasized that the GA community has made impressive progress in safety through NTSB and FAA collaboration to speed up accident investigations and importing reports immediately into the GAJSC and USHST for analysis. He discussed the co-

dependence of the five key elements of GA safety – culture, knowledge, training, proficiency, and equipment. He further emphasized the need to evaluate the cost effectiveness structure of the WINGS program and the adverse effects of the post COVID experience and knowledge drain across every aspect of our industry.

Sean Elliott, EAA's vice president of advocacy and safety, noted that the significant fatal accident reductions in the experimental-amateur built aviation community over the past 12 years have been accomplished with little to no new regulation and have succeeded due to outreach and policy enhancements done collaboratively with industry through programs such as the 2014 Additional Pilot, and 2018 Flight Test Manual initiatives. He additionally emphasized that the industry needs more simplified pathways to incorporate safety-enhancing tech in the cockpit.

James Viola, HAI president and CEO, called for the restoration of full funding for the FAA's successful weather camera program. The program's preliminary budget has been targeted for cuts. Several other industry representatives echoed the need to continue and expand this critical preflight planning, situational awareness, and aeronautical decision-making technology, particularly in areas unable to access traditional weather reporting sources. Viola also called for improved unity and collaboration with advanced air mobility and drone stakeholders and proposed merging the USHST and Drone Safety Team.

ICAS President and CEO John Cudahy discussed safety initiatives within the U.S. air show community, including the adaptation of safety management systems (SMS) by the entire air show business, a longstanding collaboration between the FAA and ICAS on a successful

pilot evaluation program, and a new data collection/analysis program. Cudahy emphasized that the air show community has demonstrated that SMS can be used successfully in atypical circumstances.

Hank Coates, president and CEO of the CAF, spoke about the aftermath of the tragic B-17 and P-63 mid-air accident and the recent launch of the Association of Professional Warbird Operators. The vision of this organization is to promote professionalism that results in education, standardization, and safety methodologies that will foster sustainability, mitigate risk, and help the warbird community avoid unnecessary and irresponsibly formed regulations.

NASAO CEO Greg Pecoraro noted the value of technology to supplement operational safety through expansion of the FAA's weather camera program and implementing the use of remote tower systems. Pecoraro noted that

widespread introduction of these technologies would significantly increase awareness of operational conditions at GA airports.

Keith DeBerry, NATA COO, applauded FAA efforts to support development and implementation of SMS for the part 135 community, as well as the agency's continued focus on runway incursions and efforts to address workforce issues across the entire system. NATA believes with existing SMS programs for the FAA and part 121 operators, the impending implementation of airport SMS, and the proposed SMS rule for parts 135, 91.147, and 21, the NAS will soon reap the benefits of a more comprehensive safety management approach.

GAMA Vice President of Operations, Safety and Security Jens Hennig, who organized the GA breakout session, highlighted the important role that technology plays in providing improved situational awareness for pilots – including

both airborne avionics and ground equipment.

Additionally, attendees emphasized the important role of existing voluntary reporting schemes such as the Aviation Safety Reporting System (ASRS) and Aviation Safety Action Program (ASAP) to help identify system vulnerabilities as well as the industry's adoption of SMS. At the conclusion of the session, leaders re-emphasized to the FAA the tremendous safety benefit of continued deployment of weather cameras and the need to actively strengthen the industry and FAA workforce. The acute shortage of designed pilot examiners (DPE) in many parts of the country and the need for standardization with the DPE ranks was emphasized as of vital importance to the GA community.

The opening session of the FAA Safety Summit can be viewed at [https://www.youtube.com/watch?v=i\\_ap93YLFURU](https://www.youtube.com/watch?v=i_ap93YLFURU).

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