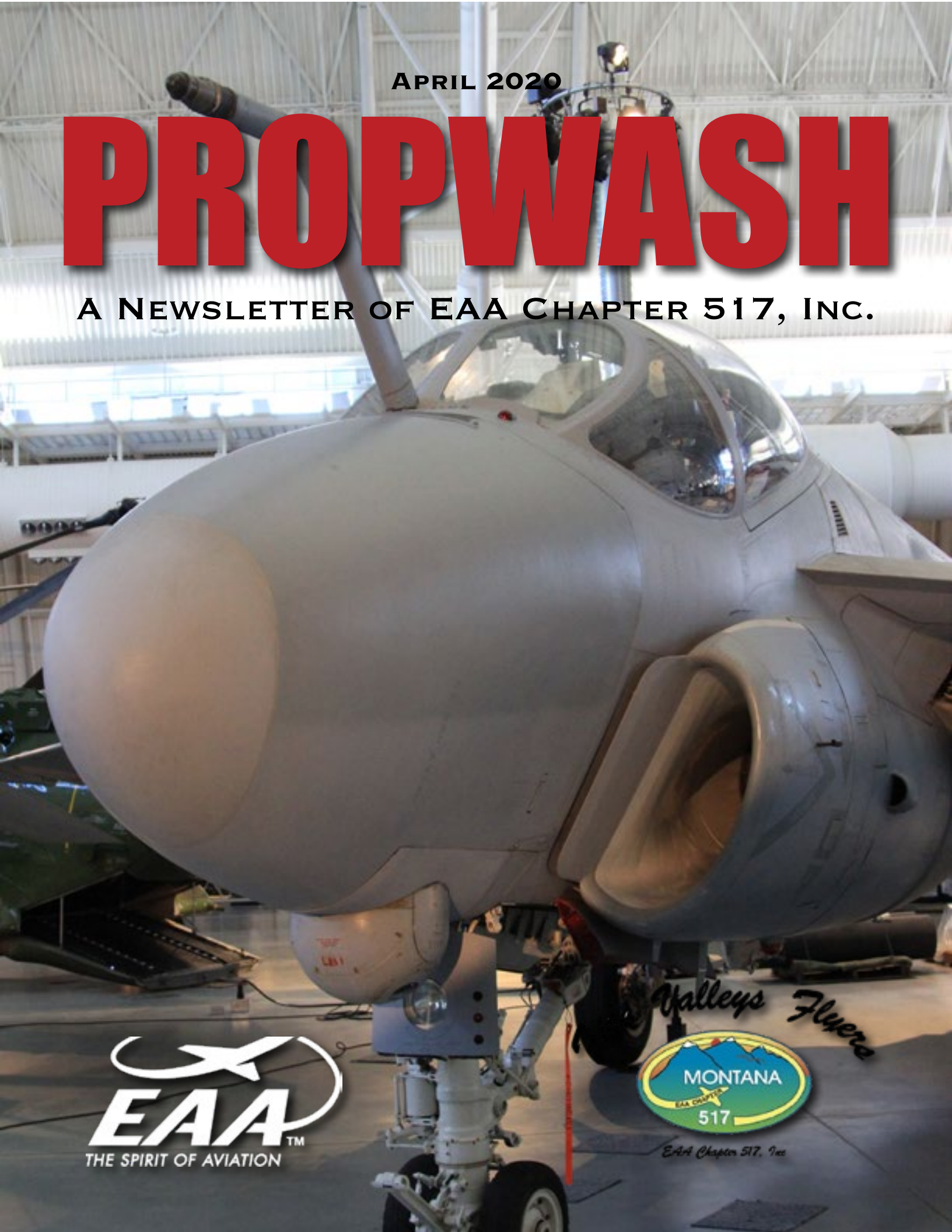


APRIL 2020

PROPWASH

A NEWSLETTER OF EAA CHAPTER 517, INC.



EAA Chapter 517, Inc.

Valleys Flyer

From the Chapter President



JIM YOUNKIN

In the March PROPWASH, I talked about re-establishing evening program meetings on the third Monday of the month, but then the Chapter had to cancel our March 16 program due to COVID-19 pandemic concerns. From everything I'm reading and hearing, it seems that "social distancing" is the best way to make sure the coronavirus doesn't spread in the local community. For that reason, we are also canceling the April 4 pancake breakfast and the April 20 evening program. I hope by May, we will no longer be on "lockdown" due to the virus.

The Missoula Airport will begin doing badge audits on April 1, and that is no joke! The airport will call you on the phone and ask if you have your badge in your possession. Then they will ask you to read the badge number back to them. If you don't answer your phone, or don't return their call if they leave you a message, they will continue calling you until they reach you. This audit is not a random audit; it is an every badge holder audit. Airport security procedures are being monitored very carefully and breeches are taken very seriously at KMSO. Depending on the nature of the security breach, the penalty could include a hefty monetary fine. In the near future, the EAA 517 Board will also be reviewing our Chapter protocols to keep our hangar space secured.

The next best thing to flying an airplane is to ride your own motorcycle around the Southwest. I've sent some photos for Clint to include in this newsletter, if he has room.

In closing, I urge everyone to remain positive in outlook, but to seriously practice social distancing to kick this virus' butt.

Until next month,
Jim Younkin



Visiting EAA Chapter 191



By Roger Shaw

Last month and this month I have attended the EAA Chapter 191 meetings for Corpus Christi, Texas. It is held at the terminal building conference room at a small airport west of Corpus in Robstown (KRBO).

They have about 35-40 members and around 20 come to meetings. They mainly show the Chapter monthly video and then discuss

issues of concern at meetings. Last week it was how each had problems getting ADS-B registered. This week everyone talked about the latest progress of their plane projects. One person just found a plane his mother flew from 1940-1945 and is restoring it. Most of the members there today (20-plus) have some sort of project with their planes, from new engines to rebuilds and repairs. It was very interesting. Two members are A&Ps and one an AI. They will be having

classes on welding, canvas covering, panel wiring, etc. in the future.

They were envious of our EAA 517 hangar facilities when I showed them pictures on our website. I also introduced to them the idea of getting a specialized Texas license plate. They were very interested in our success with this venture in Montana. Presently, they struggle to even pay the EAA national dues and insurance through member dues.

FAA Policy Extends Certain Medical Certificates in Response to COVID-19

March 27, 2020 - On Thursday, March 26, the FAA released a policy statement that allows any pilot who holds a first-, second-, or third-class medical certificate that is valid on March 31, 2020, to continue operating under the privileges of that certificate until June 30, 2020. The unprecedented policy is in response to the COVID-19 pandemic, allowing certificate holders to continue flying during a period when the nation's health care system is coming under strain and routine appointments such as AME visits are being deprioritized.

Given the urgent circumstances, the FAA implemented the policy by simply attesting that they will not bring enforcement action against any pilot or flight engineer

with an expired medical certificate (under the criteria specified) during the three-month period. Eligible medicals under this policy include those issued under special issuances. This suspension of enforcement does not apply to those who lack a valid medical, nor does it apply to those flying with a known medical deficiency, in violation of 14 CFR 61.53(a). The policy also does not address the Comprehensive Medical Evaluation required on a four-year basis by BasicMed.

“We are pleased to see the FAA quickly clearing roadblocks to safe flight operation in this time of national emergency,” said Sean Elliott, EAA vice president of advocacy and safety. “We are especially glad that the professional

airmen who keep us healthy and safe, such as medevac, agricultural, cargo, and law enforcement pilots, can continue to do their jobs without the burden of renewing their medicals at this time.”

EAA continues to work with other industry groups to support similar emergency actions concerning flight reviews and other currency requirements, and expects other extensions regarding these requirements to come from the agency soon. EAA reminds members to adhere to state and local emergency orders, check NOTAMS, and maintain best practices for limiting the spread of COVID-19 before choosing to fly during the pandemic.



Looking Ahead to AirVenture 2020

March 26, 2020 - My fellow EAAers, I'm writing this to address the status of AirVenture Oshkosh 2020. Today we are still planning on having the event beginning July 20, 2020. In that context, I wanted to let people know how we're approaching the planning process for AirVenture, and to help people understand the timetable as we sort through the ever-changing world events.

Certainly, the world has changed dramatically in recent weeks with the global COVID-19 pandemic, beginning internationally and now at extremely concerning levels within the United States. Most of you reading this are impacted by state-by-state orders to stay home and follow specific CDC guidelines on social distancing, hygiene, and other precautions to slow the spread of the virus. The circumstances have changed rapidly here as well, with Wisconsin enacting a stay-at-home mandate until April 24. We are supportive of those restrictions, and at EAA we have closed our headquarters, with all staff working from home and adhering to the most stringent standards possible. But thankfully, due to the technology infrastructure investments we have made, a majority of our employees continue to focus on their daily tasks, which include production of your monthly magazine, digital offerings, and of course AirVenture planning.

On a daily basis over the past several weeks, I have had countless calls, emails, and teleconferences with EAA members, volunteers, AirVenture exhibitors, sponsors, aviation manufacturers, our board of directors, and EAA employees. This is in addition to assessing the daily influx of CDC data and daily health guidance recommendations from local, state, and federal government.

We are also closely following and assessing many of the larger closures of world events. In the case of the Olympics, the world's athletes have already lost crucial training time because of restrictions imposed in response to the viral outbreak. It also is a completely international event. This meant the organizers were forced to make their "go/no go/go later" decision early on. The same holds true with the Democratic National Convention being held in Milwaukee, as they too look at every contingency, including allowing time for preparations to host the proceedings online if need be.

As we look at AirVenture, with our own similarly complex but also radically different set of circumstances, we have the rare luxury of making our decisions just a little bit later. While AirVenture 2020 planning began in earnest at the end of AirVenture 2019, the real onsite preparation work for our annual convention doesn't happen until May. That is when many of our dedicated volunteer work parties arrive in force and start the serious work to prepare the



convention grounds. We have already identified those tasks that could be deferred until June, while still enabling us to have a safe and successful event in late July.

Currently our timetable for our next major decision point is not until May. In the meantime, we are continually preparing and in planning mode, which includes a variety of "what-if" scenarios. The choices are stay the course, delay, or cancel. Of course, the ability to delay would be dependent on volunteer support and exhibitor commitment and probably could not be later than late August. Again, it is important to consider all options, but it is also possible that even as I gather and digest incoming relevant information, I may not have any significant updates over the next couple of weeks. We will understand a lot more when we get to the end of April. That is the time most stay-at-home mandates could expire.

I want to ensure you that as our AirVenture planning continues, I will keep you posted. I want to thank everyone for their patience as we weather the "storm before the calm." Frustrating as it is, we're in a holding pattern right now. The best thing we can do is keep a watchful eye on the conditions and make the best decisions as factual information comes in, to ensure the health and safety of everyone attending our event. As aviators, we know that this, like all storms, will pass, and whatever transpires over the next couple of months, EAAers will see it through with the mutual support and fellowship that have been the cornerstone of our organization for the past 67 years.



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Opportunities at MSO

GENERAL AVIATION HANGAR

Delta Golf Hangars. These hangars are located near the east corner of the Delta and Golf taxiways. Construction was completed in November. One is available for sale. It's 42' w x 50' deep; door opening 12'6". The Hangars are individually owned and managed by a condo owners association. The hangars are gas heated and each unit has water and sewer. Interested parties can contact Mike McCue at (406) 240-9868 or mike@nw-tower.com.

FLY WITH THE CIVIL AIR PATROL

Private pilots. Expand your flying experiences with the Missoula Civil Air Patrol Squadron. Receive training to fly a CAP aircraft. Practice flights and the first flight evaluation (with a CAP designated Check Pilot) are paid for by the prospective pilot. Cessna 182 training runs about \$115/hour including aircraft rental and fuel. After the successful flight evaluation CAP pays for additional training or aircraft upgrade to the T206H.

CFIs: We are looking for CFIs who could assist with training other CAP pilots. Contact Peter Graf, 406.370-3066 grafpeter49@gmail.com Website <https://mtwg.cap.gov/about-us/units/missoula-composite>

BUILDER'S REPORT

Rutan

Ed Lovrien

Limo EZ – 50%

Van's RV

John Barba

RV-6

Zenith

Duane Felstet

CH-750 75%

Builders, please send updates to the newsletter editor at cburson@gmail.com so this list can be kept current.



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EAA Supports Request for Airport Assistance to Include GA

March 26, 2020 - EAA joined several prominent aviation organizations this week in requesting that the leadership of the Senate and House of Representatives Committees on Appropriations include support for small and GA airports in any emergency assistance appropriated to American airports.

The request was articulated in a letter co-signed by the Aircraft Owners and Pilots Association, who organized the effort, the General Aviation Manufacturers Association, Helicopter Association International, National Air Transportation Association, National Business Aviation Association, and the National Association of State Aviation Officials.

The letter thanked the chairs and ranking members for their efforts to handle the COVID-19 pandemic before respectfully requesting that GA airports be considered in any supplemental appropriations, to ensure these key transportation cornerstones are able to withstand the economic effects of the pandemic.

“Airports in small and rural communities are often the



economic engines and lifelines for many towns and cities across the nation,” the letter states. “Now more than ever, the country will rely on our airport ecosystem, especially at airports in rural and small communities, and we appreciate your positive consideration of this request.”

Many airports in these areas are also home to EAA chapters, which supply a significant amount of activity at airports throughout the country.

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