

May 2021

PROPWASH

A Newsletter of EAA Chapter 517, Inc.



From the Chapter President



Steve Rossiter

Here we are already moving into the fifth month of 2021. We are having the usual cyclic Montana spring weather, smiling on the warm days, not so much on the not so warm days. That's the price we pay to live in paradise. And it is well worth it!

I'm really excited about Five Valleys Flyers getting back to our monthly pancake breakfast and our official start of the 2021 flying season. For those that have not been at the hangar for a while, you will notice a lot more displayed items hanging on the walls. It now looks like a serious general aviation hangar. I want to thank everyone who has donated the material you will see. You will also see we have Cal Geyman's RV-9 build project in progress. Finally, one of the Chapter goals before we bought the Stevensville hangar has been fulfilled – a chapter member actually building his airplane in the chapter hangar.

As flying season arrives, it is time to start organizing some fly-outs for those of you that have airplanes available. If one of you could take the lead for one Saturday to organize



a fly-out for each Saturday May through September, it will provide opportunities every weekend for a fly-out. Where isn't important, lunch in Hamilton (after it re-opens), Kalispell, Seely Lake, Townsend or Philipsburg would be easy (airport car or walk). You can range out to other places as well. The important part is having an excuse to go flying and groups are always fun. I would ask that on the first Saturday of the

month, do breakfast before heading out. Think about it. You may even have folks willing to fill empty seats, if you want company.

I'm looking forward to an exciting 2021 flying season and I hope you are too.

Until next month, get out and aviate!

Steve

Report on April chapter meeting

By Sherry Rossiter

The program for the April 19 chapter meeting was presented by chapter member and aircraft builder, Cal Geyman. It has been a long time since one of our own member-builders has presented a program and Cal's presentation generated lots of good questions from attendees.

Currently, Cal is building an RV-

9A, but he already owns an RV-9A that he flies regularly. So why would he build another RV-9? Well, mostly because he wanted to go through the aircraft building process after having previously owned two other Van's Aircraft, an RV-12 and an RV-8. In listening to what Cal had to say, it was clear that he really likes Van's Aircraft.

Van's Aircraft was started in 1973

by Richard "Van" VanGunsven. All the Van's RV models are all-aluminum, low-wing monoplanes of monocoque construction. As of November 2019, about 10,600 RV kits had been completed and flown, and thousands more are under construction.

Source: www.on.wikimdia.org

Aviation History Magazines

By Steve Rossiter

Next time you are in the hangar, you will find a collection of aviation history magazines. I have always been reluctant for the Chapter having old magazine laying about. Many of us get the most popular aviation magazines and there is no need to try to recycle those within our own population. However, there are a few aviation magazines that are not common, and recycling them seems to make sense. Please feel free to take them, read them, and bring them back if you wish.

Having said that, it would make sense to me to have the common magazines around to recycle to our Young Eagles after their flight. Hopefully this will further stimulate the YEs interest in aviation, if we add two or three magazines to the other material we give them. Just a thought.

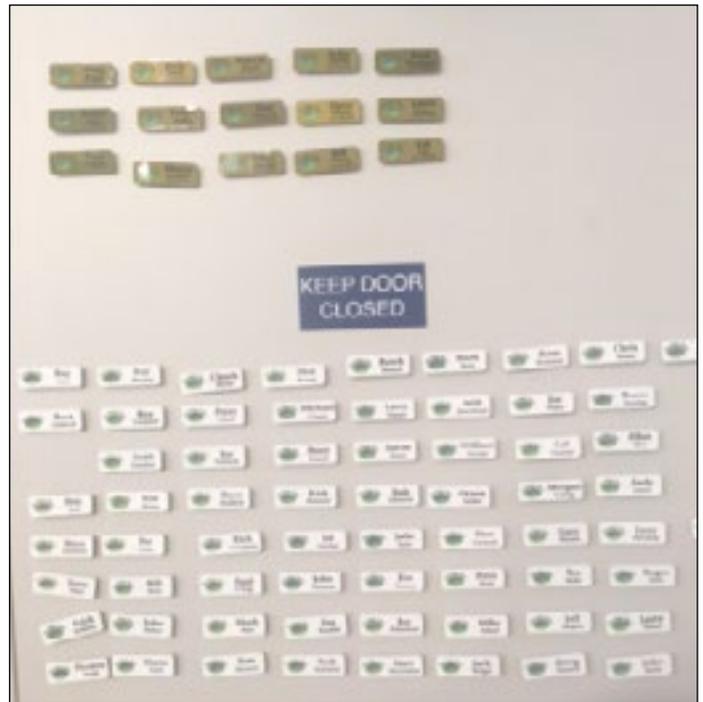


First name, last name, which is better?

By Steve Rossiter

Well, after my missive about name tags and returning them to the office door, an interesting event occurred. Cal Geyman, our resident builder, was kind enough to reorganize them. Where I had been organizing them alphabetically by last name, Cal's solution was to organize them alphabetically by first names. Clearly we were working from different sheets of music. The operative word here is organized. I see merit in both solutions.

So, my question is which solution makes the most sense to you? By last name, which is in small print or by first name which is in large print? I will hang a sheet by the name tags where you can vote on Saturday May 1, at breakfast, and I will leave it up until about May 20, so you can vote at first opportunity, or at our May Chapter meeting. I will report the results in the next PropWash.



A Open Hanger Door



By Jay Schweitzer

As I work to complete the repairs on my Arion Lightning, I welcome the warmer days of spring where I am able to open the hanger door at the St. Ignatius Airport. The natural sunlight and warming rays are a welcome comfort over the cool sodium lights of the unheated hanger.

Recently I was installing the freshly-honed cylinders on my Jabiru engine and heard an aircraft as it crossed over mid-field. The low-wing aircraft was carrying a fair amount of airspeed as it made a steep left bank to enter the pattern on an up-wind for runway 08. The throaty rumble of the well-tuned engine was still making good power as the aircraft made its

way around the pattern. Turning final and still carrying plenty of speed the pilot made a shallow approach across the threshold, touched the mains and pushed the throttle forward as he hurdled down the runway lifting off mid-patch. After a similar turn, he came to a full stop on his third pass and taxied to the public tie-down area.

While working on my airplane, I have realized over the past year, an open hanger door is an invitation for other aviators to stop by and this pilot did just that. It seems more times than not, an interesting story comes with the visit, so I welcome the company.

The pilot, Tim Gibson out of Yakima, Washington, was curious

about Lake Missoula and wanted to see the area. My first thought was to inform him Lake Missoula had been dry for several years, however I kept my sense of humor in check as we talked briefly about the area and some of the attractions it holds. I then moved on to the inevitable question; “What is that you’re flying?” And the answer came in what I would describe as the epitome of what EAA is all about.

Tim said began making drawings of it when he was a kid. At the age of 17, he earned his pilot’s license, however, it wasn’t until about 16 years ago, at the age of 50, that he began the build. He received his airworthiness certificate for the one-off airplane eight years later in 2013.



The airplane, a G-1, according to the FAA, is a little single-seater powered by a Continental O-200 and sporting a few similarities of the Vans RV line. It has a custom cowl with inlets around the cylinders that resemble a wheel pant. The sleek little plane scoots across the skyline with ease, however, without flaps, this slippery little bird will pick up a lot of speed when coming in to land, hence the three times around the patch on his initial landing. Tim said if he is not careful, he'll hit 120 knots on approach if he lets the nose drop.

After talking to Tim for a short while, he mentioned



he had a cousin in the area that he hadn't seen for a few years and calling him up with a "Hey, do you still live in St. Ignatius? I'm down at the airport..." A move I have been known to do a time or two in my past when life seemed a bit simpler. I sensed Tim too was somewhat

of a vagabond or wandered, with no definite destination or schedule to interfere, just a little homebuilt airplane, a dream and blue skies to lead the way.

Thanks for stopping by Tim, I enjoyed the visit. Blue skies and tailwinds to you!

GA groups tell FAA of threat to flight training in limited category aircraft

By EAA

The fallout from a recent court decision regarding compensated flight training in Limited Category aircraft threatens the ability to train and maintain proficiency in a broad spectrum of aircraft, according to a letter sent by several general aviation groups to the Federal Aviation Administration.

The April 20 letter signed jointly by EAA, AOPA, and the General Aviation Manufacturers Association (GAMA), was sent to Ali Bahrami, FAA Associate Administrator for Aviation Safety. The letter noted that the April 3 judgment issued by the D.C. Court of Appeals in the Warbird Adventures, Inc., et al vs. Federal Aviation Administration case “has created significant confusion and concern in the aviation community regarding the impact of the decision on compensated flight training.”

In its ruling, the court declined to lift a cease-and-desist order issued by the FAA against Warbird Adventures of Kissimmee, Florida. The judgment concluded that

Warbird Adventures was operating a Limited Category aircraft for compensated flight training without a required exemption. Unfortunately, the court went further and stated that a flight instructor who receives compensation for flight instruction is carrying persons for compensation or hire. This occurred in the form of an unpublished opinion, meaning the court did not see precedential value in the ruling, but the FAA could cite the decision as precedent in future cases. The court ruling suggests that any compensated training in Limited Category aircraft, whether or not the use of the aircraft is compensated by the student, requires an exemption. This could potentially prevent aircraft owners from training in their own aircraft.

Without offering an opinion on the specifics in this particular case, EAA, AOPA, and GAMA were part of a group that had filed an amicus brief in the case, noting that a court decision favoring the FAA could greatly hinder flight training in historic aircraft. The Limited Category was created after World

War II to allow civil operation of aircraft that had proven records as military aircraft. That includes approximately 350 aircraft in the FAA registry, with about two dozen exemptions that allow compensated flight training. In addition, the FAA has historically not prohibited owners of Limited Category aircraft from paying instructors for flight training in the owners’ aircraft.

“We are seeking FAA clarification in three areas: how the agency characterizes flight training, flight instruction in Limited Category aircraft, and flight instruction in other categories of aircraft,” said Sean Elliott, EAA’s vice president of advocacy and safety. “This court decision leads to confusion that could restrict access to flight training and therefore, negatively affect air safety. This is why immediate clarification is so important, to determine how flight training can be provided in Limited Category aircraft as well as the essential flight training in many other categories of aircraft that takes place on a daily basis.”



Sale of items benefit chapter

By Ed Lovrien

I was asked by Steve to sell some of the stuff donated to the group. I have sold the engine heater, Spot GPS, heading indicator, windshield cover and some other things. All proceeds go to the group. Currently we still have a turn and slip indicator, a B&C specialty LR-2 linear regulator and a 5,000 watt generator. All are usable and the regulator is new. The generator looks like it has seen very little use. If you have any interest in any of these items, shoot me a note.

If you have any items you would like gone and would like to donate them to the group to sell for additional funds, get them to me and I will take care of it for you.

An advertisement for EAA 517 on Facebook. The background is a photograph of an aircraft cockpit. The text is overlaid on the image. At the top, it says "Follow EAA 517 on Facebook" in large blue letters. At the bottom left is a blue Facebook "f" logo. To the right of the logo, it says "Visit Facebook.com/EAA517 and click on 'Like'" in white and blue text.

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BUILDER'S REPORT

Bearhawk
Dick Tardiff
Bearhawk Patrol

Rutan
Ed Lovrien
Limo EZ – 50%

Van's RV
John Barba
RV-6

Allan Glen
RV-10 – 10%

<https://airplane.allanglen.com>

James "Cal" Geyman
RV-9A – 15%

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.

EAA Begins 'Project 21' museum expansion for Year-Round Aviation Education and training



By EAA

EAA’s “Project 21” initiative, including the first expansion of the EAA Aviation Center in Oshkosh in more than 20 years, will bring year-round aviation education and training to current and future aviators. Groundbreaking for the two-story, 30,000-square-foot facility, connected to the EAA Aviation Museum, took place on Monday, April 26, with EAA and community leaders present.

“While the EAA Aviation Museum highlights more than a century of accomplishments in personal flight, a major part of EAA’s mission to grow participation in aviation is to offer high-level programming for current and future pilots,” said Jack J. Pelton, EAA’s CEO and Chairman of the Board. “Project 21 brings that vision to

reality, and further strengthens Oshkosh as the home for those who pursue their dreams of flight.”

The \$6.2 million project, completely funded via a capital campaign separate from EAA member dues, will feature an innovative Pilot Proficiency Center and a hands-on Youth Education Center. These facilities are adjacent to the museum’s current Eagle Hangar and will allow individuals and groups to experience all of EAA’s resources on a year-round basis.

The Pilot Proficiency Center features a state-of-the-art skill building and training center for general aviation pilots. It combines relevant safety forums with challenging simulator training sessions that address key flight safety issues. The new facility will focus on improving pilots’ overall aeronautical

decision-making skills.

The Youth Education Center brings aviation-centric experiences to the EAA Aviation Museum year-round. The 15,000-square-foot Youth Education Center will provide youth, their parents, and their teachers access to interactive and project-based activities that inspire and nurture the next generation of aviators.

Project 21 is Phase One of EAA’s long-range plan for its museum, which transforms the facility into one that encompasses history, training, and education. Completion of construction is expected by May 2022, with a grand opening scheduled for EAA AirVenture Oshkosh 2022 in July of that year.

Ghidorzi and Associates of Wausau, Wisconsin, is the designer and general contractor for the project.

EAA AirVenture 2021 NOTAM released with important changes for pilots flying to Oshkosh



By EAA

There are several important FAA-approved changes in the EAA AirVenture Oshkosh 2021 Notice to Airmen (NOTAM), featuring arrival and departure procedures for EAA's 68th fly-in convention July 26-August 1 at Wittman Regional Airport in Oshkosh. These changes are based on pilot feedback and FAA review of arrival procedure recommendations.

The NOTAM, which is in effect from noon CDT on Thursday, July 22, until 8 p.m. CDT on Sunday, August 1, outlines procedures for the many types of aircraft that fly to Oshkosh for the event, as well as aircraft that land at nearby airports. The NOTAM was designed by the FAA to assist pilots in their EAA AirVenture flight planning.

Some of the 2021 changes include:

- There are new ATC-assignable transition points approaching Oshkosh from the west that will ease holding and congestion. These points are at Endeavor Bridge, Puckaway Lake, and Green Lake. They will be announced on the arrival ATIS when ATC puts them into use at times of highest traffic flows.
 - Different start and ending dates for the NOTAM.
 - The temporary Runway 18L/36R at Oshkosh (KOSH) has been reconstructed and is now 60 feet wide.
 - Two VORs have been decommissioned (FAH and IKK).
 - Numerous editorial changes.
- “With AirVenture on hiatus last year, it is more crucial than ever to thoroughly read and understand the 2021 AirVenture NOTAM to

ensure safe operations on arrival and departure for this year's event,” said Sean Elliott, EAA's vice president of advocacy and safety. “We also urge all pilots to log appropriate cross country time prior to their trip to Oshkosh so they have the proficiency and confidence to fly safely in conjunction with a thorough knowledge of this year's NOTAM.”

EAA is also hosting a webinar on June 23 at 7 p.m. regarding flying to AirVenture 2021 and changes in this year's NOTAM. Pilots are encouraged to participate in that webinar to build their knowledge prior to their flights to Oshkosh.

This year's NOTAM cover features a photo from the EAA Seaplane Base. Pilots can download a digital version of the NOTAM at EAA.org/NOTAM, or order a free printed copy via that webpage or by calling EAA Membership Services at 800-564-6322.



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