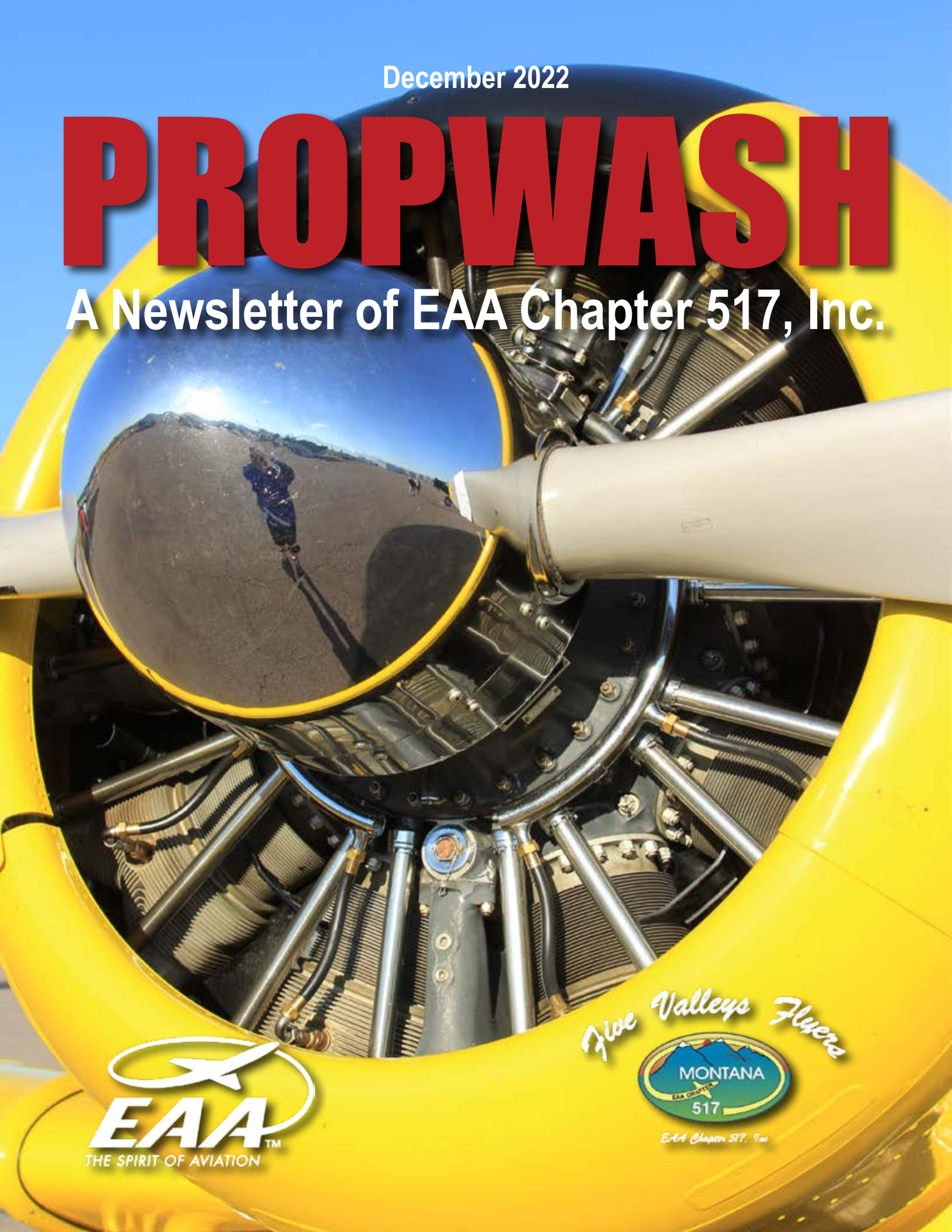


December 2022

# PROPWASH

A Newsletter of EAA Chapter 517, Inc.



*Five Valleys Flyers*



*EAA Chapter 517, Inc.*

# From the Chapter President

By Ed Lovrien

Hi everyone! I wanted to share the winners of the raffle with everyone. Here is the list of prizes given out during the raffle.

- Sight seeing helicopter ride for up to 5 people
- Table with map and landing gear legs
- Colt 2000 9 mm pistol
- Painting titled Friends drop in
- Sight seeing ride in Cessna 182 for 2 people
- 36 inch flat top grill
- Airliner seat unit
- 3D US waving flag
- 3D Montana cut in wood
- Clock made from radial engine crankshaft
- LED aviation map for Montana weather
- Ryobi 8 inch electric pole saw
- Grizzly liquor basket
- \$50 gift certificate and padfolio
- Fly fishing package
- Scheels \$50 gift certificate
- Scheels \$50 gift certificate
- Scheels \$50 gift certificate
- Scheels \$50 gift certificate
- Montana outback \$10 certificate
- Montana outback \$10 certificate
- Montana outback \$10 certificate
- Montana outback \$10 certificate
- Montana outback \$10 certificate
- Montana Etched stone
- \$75 gift certificate from Famous Daves
- \$20 gift cert from Mustard Seed
- \$20 gift cert from Mustard Seed
- \$25 Paradise falls gift certificate
- \$25 Paradise falls gift certificate
- \$25 Paradise falls gift certificate
- \$25 Paradise falls gift certificate
- Serene nail spa gift certificate

We had a lot of great prizes. I wish sales would have been better but it is what it is. Its something we wanted



to try.

I have talked before about the donations given to the hangar that Steve asked me to sell when he was president. I have gone through just about everything that was in the hangar and trailer that I could sell. At present, I have a bunch of parts manuals and maintenance manuals left to sell, but they are going, not for a lot but better than nothing. I have sold just over \$5,000 to help general costs and after I started, a member donated some tires and said sell them, but it has to go to the loft project. I sold them and other members heard and made donations of items for the loft project and we are just shy of \$10,000 sitting there for that project. I just had two more guys donate instruments from their planes when they upgraded panels to glass to sell. I should see them soon. That was kind of cool, it will get the loft project over my goal by quite a ways. Anything not used there will go to help pay down the hangar. If you have any items we can sell that you don't want to deal with, donate them to the chapter and I will sell them and use the money generated for whatever fund you would like to help out. We have a general expenses fund, pay the hangar down fund, simulator fund which will fund the computers to run simulators on in the

sim room on the loft when it is done (and a pipe dream of a full IFR sim if we ever get enough donations on it) as well as the loft. Lots of good activities.

I would like you all to consider a chili feed in February. It used to be a pretty big day for the group in the past. Lots of good chili and a huge turnout usually. It's a great way to get out of the house in February and have something nice to do at a time of the year when we don't get out much. We will need lots of volunteers who can bring a crock pot of chili. We will have a contest for the best chili and some prizes. We already have a couple of the prizes for the event. We have about four to five people who have said they will bring a pot of chili so far. Please let me know if you can bring one. I will be down for some time after the 12th but will hopefully be back up and running by mid-January and will need help with planning. I would like to have one more prize so we have them for first second and third. If you have something you would like to donate, please let me know. I would really like to have five more people agree to bring chili. Hope you all have a great Christmas. See you in February!

*Ed*

# General aviation moves closer to an unleaded future

By EAA

The FAA today signed supplemental type certificates to allow General Aviation Modifications Inc.'s 100-octane unleaded fuel (G100UL) to be used in every general spark-ignition engine and every airframe powered by those engines. The move was hailed by the GA industry as a major step in the transition to an unleaded future. The FAA's approval of the use of G100UL fuel in all piston aircraft directly addresses the industry's long-standing goal of finding unleaded solutions that can be used for the entire GA piston fleet.

"Congratulations to GAMI on this achievement, which is another initial step toward a goal we all want – an unleaded fuel for general aviation," said Jack J. Pelton, EAA CEO and Chairman of the Board. "This is a significant accomplishment that opens the door to the hard work that remains to create a commercial pathway and acceptance across the broad spectrum of GA aircraft."

In 2021 the FAA approved STCs for GAMI covering a smaller number of Cessna 172 engines and airframes, and then expanded those STC approved model list (AML) to include essentially all lower-compression engines. Though that was seen as an encouraging step forward in the years-long path to supply unleaded aviation fuel to the piston aircraft fleet, the STC's did not include aircraft needing the higher-octane fuel that accounts for approximately two-thirds of avgas consumption. Today's announcement by the FAA addresses the needs of those higher-compression engines.

GAMI co-founder George Braly said, "This is a big day for the industry. It means that for a lot of our general aviation communities,

and especially for a high fraction on the West Coast, relief is on the way. And it means that our industry will be able to go into the future and prosper, and provide the essential infrastructure for this country for everything from Angel Flights to critical training of our future airline pilots."

Braly thanked the GA community for its support through this long process. "Without it we couldn't have gotten this done," he said.

GAMI's Braly has said that Ann Arbor, Michigan-based fuel supplier AvFuel is standing by to manage the logistics and distribution of G100UL, and said he is open to partnerships. "Our arrangement is that any qualified refiner or blender of existing aviation fuels will be eligible to produce and sell it subject to the quality assurance requirements that the FAA has approved," he said.

The timing for when G100UL will reach airports is still uncertain. "It's going to take a while to manage the infrastructure including manufacturing and distribution," Braly said. The supply chain "is still a very wounded infrastructure and that's not going to make the process any easier, but we have a handle on how to do this, and with the support of the major players I think we can do that. It's going to be limited to begin with, but it can be ramped up rapidly," he said.

Pelton noted that certain regions, such as the West Coast, are priorities to receive approval as soon as practical. Some California municipalities, for instance, prematurely banned the sale of leaded avgas and threatened a safe and smart transition to unleaded.

"There is a process in place for a safe transition to unleaded fuel for the GA fleet," Pelton said. "Let's keep forging ahead on that path

in a unified fashion, rather than a patchwork of local ordinances that will only set political hurdles in front of the ultimate goal."

While the cost of the fuel has not been determined, Braly said the small batch production process that will initially mark the arrival of G100UL at airports means that the fuel will cost slightly more than leaded avgas. "Small volume batches cost money," he said. "Until we can get [production] revved up that we're making millions of gallons at a time, there will be an incremental cost," he said.

"It's not going to be unreasonable," Braly added. "Pilots in America will not be paying what they're paying for avgas in Europe today."

Owners can also expect to see engines that operate more efficiently. "I think the days of cleaning spark plugs every 50 hours are going to be behind us for good," Braly said.

Swift Fuels Inc., an Indiana based company, has received FAA approval for its 94-octane unleaded fuel, and has expanded its distribution, particularly to the West Coast. Swift Fuels' 94-octane fuel meets some, but not all, of the demand of aircraft with lower-compression engines. The company is developing a 100R unleaded fuel with more than 10 percent renewable content.

In addition, two fuel candidates are currently in the EAGLE/PAFI testing process.

All fuel manufacturers continue to be encouraged to follow through with their own formulations, Pelton said. "Innovation and multiple options have always been a key to ultimate success, so we welcome any and all ideas to bring unleaded fuel to the marketplace for general aviation."

# Congressional action underway to fix LODA requirement issue

By EAA

An FAA policy that added hurdles for pilots who were seeking safety and flight review training in homebuilt and other experimental category aircraft could be fixed through bipartisan efforts within a national defense reauthorization bill making its way through Congress.

The FAA policy turnabout, established in July 2021, required certain aircraft owners and flight instructors providing flight training in experimental aircraft to obtain a letter of deviation authority (LODA) in order to conduct flight training. This would include homebuilt aircraft owners seeking training in their own aircraft. The sudden FAA policy change caused a great deal of confusion and forced the agency to quickly adopt the LODA workaround to prevent the unintentional grounding of tens of thousands of pilots.

The bipartisan provision, backed by Reps. Sam Graves (R-Mo.), Rick Larsen (D-Wash.), and Kai Kahele (D-Hawaii) and Senators Jim Inhofe (R-Okla.) and Roger Wicker (R-Miss.), would eliminate the LODA requirement and solve the issue for the vast majority of pilots.

Under the provision, owners of amateur-built aircraft and other experimental aircraft will once again be able hire a flight instructor for instruction, flight reviews, checkrides, etc., in their own or a borrowed aircraft provided that compensation is not being made for the use of the aircraft itself, without the need for a LODA.

“The LODA system has a distinct



purpose to make aircraft and training commercially available in limited circumstances to promote safety and transition training in aircraft that are not otherwise readily available. But using it as a broad-brush way to address a poor legal interpretation that served only to degrade safety was completely misguided,” said Sean Elliott, EAA’s vice president of advocacy and safety. “Our thanks go out to the members of Congress who understood this and included this important policy fix in legislation.”

Specifically, the provision (SEC. 5604. LETTER OF DEVIATION AUTHORITY) states: A flight instructor, registered owner, lessor, or lessee of an aircraft shall not be required to obtain a letter

of deviation authority from the Administrator of the Federal Aviation Administration to allow, conduct or receive flight training, checking, and testing in an experimental aircraft if-

(1) the flight instructor is not providing both the training and the aircraft;

(2) no person advertises or broadly offers the aircraft as available for flight training, checking, or testing; and

(3) no person receives compensation for use of the aircraft for a specific flight during which flight training, checking, or testing was received, other than expenses for owning, operating, and maintaining the aircraft.

# Fatal homebuilt aircraft accidents remain under historic average

By EAA

Fatal amateur-built aircraft accidents remained under the historic average over the 12-month period ending in September 2022, but EAA notes that an uptick over the previous year's total shows that focused efforts to enhance safety even further remain essential.

For the federal fiscal year ending September 30, 2022, the FAA reported there were 56 fatal accidents in experimental category aircraft over the preceding 12 months, including 39 in amateur-built aircraft. That compares to 42 total accidents – 33 in amateur-built aircraft – during the 12-month period between October 2020 and September 2021.

“The fatal accident totals, for both amateur-built and experimental aircraft overall, remain 30 to 35 percent below where they were just a decade ago, including when looking at the three-year rolling average on which the FAA bases its

annual not-to-exceed number,” said Sean Elliott, EAA’s vice president of advocacy and safety. “While that’s good news, we never want to see an annual increase in the totals. That’s a reminder that we all must continue to work to make safety the top priority even with the small numbers we see each year.”

The higher accident totals in experimental category aircraft mirror an increase for all of general aviation over the same 12-month period. This also coincides with preliminary figures that show an increase in flight hours in 2021 and into 2022.

“EAA has been deeply involved in FAA’s safety analysis teams for several years, and we consistently see that experimental aircraft accident causes are very similar to accident causes for all GA accidents,” Elliott said. “It shows that the accidents overwhelmingly do not occur because a pilot is flying an amateur-built or experimental aircraft, but because of factors relating to pilot

decision-making or flight procedures. Those are areas where EAA safety programs and resources can make a difference.”

EAA has worked closely with the FAA and NTSB on recommendations to reduce fatal accidents, through participation in the FAA General Aviation Joint Safety Committee. Efforts have also included thousands of copies of the EAA Flight Test Manual now in the hands of amateur-built aircraft owners and the increasing use of an additional safety pilot during initial flight testing in amateur-built aircraft. Other safety initiatives ranging from regular safety webinars have also put the spotlight on safety for experimental category aircraft.

Experimental aircraft accident totals also compare favorably to many other recreational pursuits that carry risk factors, ranging from boating to operation of all-terrain vehicles.



# 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%

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

## Help out EAA Chapter 517

You probably already use Amazon. If you update your app to the newest version, click on the three horizontal lines and go to settings, then click on Smile, or on the computer browser use smile.amazon.com or follow this link

<https://www.amazon.com/b?ie=UTF8&node=15576745011>

If you set Missoula EAA Chapter 517 as your charitable donation, every dollar you spend will kick a tiny bit back to the group at no cost to you.

The group does a lot of youth flying scholarships, young eagle flights to help introduce kids to flying, kids camps in the summer, breakfasts and many other flying activities.

Thanks for your help.

## EAA CHAPTER 517 CONTACTS

### *Mailing Address*

PO Box 18264  
Missoula, MT 59808

### *Chapter Headquarters*

4198 Corporate Way  
Missoula, MT 59808

### *Phone number*

406 541-0517

### *Email*

[eachapter517@gmail.com](mailto:eachapter517@gmail.com)

### **President**

Ed Lovrien  
[edlovrien@msn.com](mailto:edlovrien@msn.com)

### **Treasurer**

Don Bonem  
[drbonem@gmail.com](mailto:drbonem@gmail.com)

### **PropWash Editor**

Clint Burson  
[clint.burson@eaa517.org](mailto:clint.burson@eaa517.org)

### **Vice President**

Bill Schertz  
[wschertz343@gmail.com](mailto:wschertz343@gmail.com)

### **Young Eagles**

Ray Aten  
406-721-0531

### **Website and At Large**

Allan Glen  
303-349-8595  
[allan@allanglen.com](mailto:allan@allanglen.com)

### **EAA Tech Counselor**

Larry DePute  
907-723-2015

### **Secretary**

Sherry Rossiter  
[ssrossiter@aol.com](mailto:ssrossiter@aol.com)