

APRIL 2020

# PROPWASH

A NEWSLETTER OF EAA CHAPTER 517, INC.



*Five Valleys Flyers*



2020 APRIL 2020



# From the Chapter President



**JIM YOUNKIN**

Greetings, All:

Well, here we are in Week 5 of the COVID-19 pandemic in Montana. While Governor Bullock has eased up on some restrictions as of April 26, there are many restrictions still in place regarding social distancing, business openings, and so forth. Our EAA Chapter also needs to adhere to guidelines provided by EAA national as well as county, state and federal guidelines regarding gatherings and sanitation practices. For these reasons, there will be NO pancake breakfast or Young Eagle flights on Saturday, May 2.

We are hoping to be able to hold an EAA 517 program meeting on Monday, May 18, at 7 p.m., but the final decision will not be made until closer to that time. We will send out an email to our members a few days before this scheduled meeting to let you know if it is a GO or NO-GO.

Obviously, there isn't a lot of general aviation activity going on at KMSO right now. However, the Neptune air tankers have been flying for "spring training" the last two weeks along with some contract helicopters and U.S. Forest Service airplanes.

Finally, I urge everyone to remain positive in outlook and seriously practice social distancing, so we can move past these pandemic restrictions. The latest research shows that sunshine can kill the COVID-19 virus in about 30 seconds, so take advantage of the sunny days ahead.

Until next month,  
*Jim Younkin*



# AirVenture 2020 is officially canceled



My fellow EAA'rs. It is May here in Wisconsin, and unfortunately like many of you across the country, we are still under a stay at home order through May 26. Normally, this is the month when we start our preflight planning for EAA AirVenture Oshkosh. By this time, we should have begun ramping up our entire site in preparation for our July convention. Volunteers from across the country and world would have descended on Oshkosh. Together they would have formed work parties, our suppliers would begin start setting up tents and infrastructure. Our EAA staff would be printing wrist bands, campers guides, programs and an assortment of EAA collateral as full-on AirVenture execution begins.

But because of circumstances beyond our control, none of this can happen now. We cannot even get to the hangar so our preflight is left

to watching the prog charts. While this certainly makes the ability to prepare for the event a scheduling problem, it does not preclude the bigger issue of predicting what will be the health guidelines in July. Right now, there are three phases that have been defined in Wisconsin as the recommended procedures. As I write this, we are not in Phase 1 yet. Phase 2 restricts gatherings to 50 people. Phase 3 allows for mass gathering with restrictions.

Our convention attracts EAA members not only from the U.S. but around the world. Today we cannot predict when we will be at a point that our event meets the all clear Phase 3 milestone for mass gathering with restrictions. As your leader, I see no clear path to meet our own requirements to insure the health and safety expectations our organization demands for our employees, members, volunteers, exhibitors and

attendees. That includes sanitization, separation and personal protection requirements.

My conclusion is, like in any good flight planning, don't take the risk. Therefore, I have no choice but to cancel AirVenture 2020. Together, we can come back stronger, safer and ready for AirVenture 2021 and create a memorable world class aviation event. Because of our dedicated and enthusiastic EAA members, our Association is strong. We know that at some point this storm will pass. And over the next 12 months we will continue to support all of you as we again, together, grow EAA in the Spirit of Aviation.

*Respectfully,  
Jack J. Pelton  
Experimental Aircraft  
Association  
CEO and Chairman of the Board*



# EAA 517's Ray Aviation Scholar Michael Zielinski Completes First XC Solo



## By Mike Zielinski

The spring weather (as shown by the Stevensville weather station) has helped get Michael to flying. He completed one cross-country solo from Stevensville (32S) to Ronan (7S0) and recently attempted to fly to Glacier International (GPI). The Ronan trip was a success but cloud cover turned him around at Arlee during his trip to GPI. During the pre-flight meeting for the GPI trip, Greg Eastwood, CFI, advised Michael not to fly into clouds

because there might be a mountain in them. Michael followed that advice! He took advantage of the time and flew back to Hamilton (6S5) where he practiced touch-and-go landings. He returned to Stevensville to practice a couple more landings including his newly learned flaps-down landing before calling it a day. Per his CFI the second trip wasn't a complete loss since he made a solo landing at Missoula (MSO). Now he needs one more solo landing at a towered airport, but still needs to get in 3 hours of solo cross-country flight

time.

Michael came back from his Ronan trip and commented on the Bluetooth capabilities of his Zulu 3 headset. He got to listen to music from his phone along the way! I wonder how Lindbergh made it all that way without a Bluetooth headset and music?

During the winter months, in addition to the occasional flight, Michael developed and instructed two classes for the Montana Wing of the Civil Air Patrol. The first class was Mission Radio Operator for



cadets as well as senior members and the second class was instructing cadets on how to complete a Staff Duty Analysis.

Michael qualified as a Mission Radio Operator (MRO) quite some time ago. His radio skills were recognized and he was asked to hold an MRO training session for the Wing. To qualify as an MRO instructor Michael had to hold the MRO qualification for at least 1 year and pass the Skills Evaluator Training. He developed an MRO class for the Wing which was held in November. A CAP member has to re-certify as MRO every 2 years, consequently some attendees were new and some were re-certifying. During the class Michael got to

execute a practical radio test on his dad. Michael's dad was a bit nervous that all the years being a scout leader would be coming back to haunt him! Michael was fair and passed his dad!

Michael then held a Wing level class for the cadets on Staff Duty Analysis (SDA) in January. Once a cadet reaches a certain level in CAP s/he is required to execute an SDA with each advancement. The SDA encompass a number of topics such as resumes, budgets, and public affairs. Each SDA has a written component as well as verbal presentation component and each SDA is a different topic. Eight SDAs need to be completed to reach Cadet Major.

Shortly after the January

conference Michael received a call from the Wing Vice Commander. The Wing would like him to serve as the Cadet Commander for this summer's Montana encampment, a position that he did not apply for! Jumping straight to Cadet Commander without ever serving in a Cadre position will be a challenge, but Michael will take it on with the determination to succeed.

The first week of March Michael was notified that he was selected to attend the National Cadet Special Activity (NCSA) called Blue Beret. If you have attended AirVenture you probably have seen CAP's Blue Berets around. CAP volunteers cover a wide range of duties at AirVenture and new recruits have





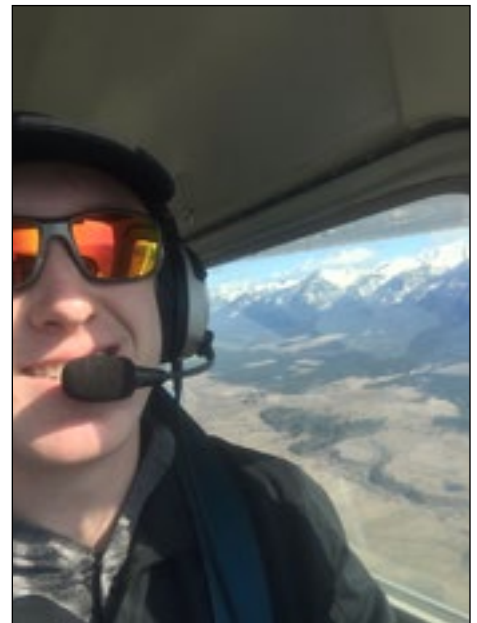
to earn the beret. Cadets arrive before AirVenture begins and leave after it is done. If you are going this year maybe you'll stumble across Michael somewhere! This is a highly sought after NCSA for many cadets and Michael is excited to be going. There are multiple YouTube videos and CAP has a Facebook page titled National Blue Beret if you'd like to learn more. <https://www.facebook.com/NBBCAP/>

The last weekend of March Michael and his parents were supposed to travel to the University of North Dakota for Aerospace Days to see what UND has to offer regarding in their Aerospace program. But Aerospace Days fell victim to the Coronavirus and was

canceled.

At this time Michael is not flying due to Montana's physical separation and shelter in place restrictions. Hopefully May will find Michael continuing flight training and achieving his private pilot's license. He is so close! Civil Air Patrol has not canceled any summer activities so Blue Beret is still possible. Hopefully EAA won't cancel AirVenture 2020 because Michael has been looking forward to this for a couple years and now there is the added bonus of attending the first ever Ray Aviation Scholars banquet!

One last item, Michael was recently promoted to Cadet Major. Just like flying...onward and upward!





# Keeping Watch on 5G Impact on Aviation GPS



An old nemesis to aviation GPS signal integrity made a new appearance this month as a satellite company named Ligado advanced its 5G wireless plan with an approval from the Federal Communications Commission.

The company, formerly known as LightSquared, is pushing for permission to begin terrestrial 5G cellular and data service on frequencies it owns that were intended for satellite use. The proposal has caused divisions among government agencies as well as major corporations. It is similar to the plan the company brought forward in 2012, which faced major opposition before being rejected by the FCC. Recently, the FCC reversed its position and approved the Ligado proposal.

Commercial and general aviation interests are both opposed to the new plan, as it could cause interference with GPS signals increasingly relied upon for air traffic separation and aircraft navigation, including precision and nonprecision instrument approaches. The Department of Defense has also come out strongly against the proposal as a technology that could cost billions of dollars to replace GPS equipment in military aircraft.

“It seems very odd that at the same time that the FAA is increasingly relying on GPS technology for everything from ADS-B and NextGen to tracking unmanned aerial systems in the national airspace, another government agency would approve a plan that would degrade that technology and make

aviation less safe,” said Sean Elliott, EAA’s vice president of advocacy and safety. “It was a bad proposal a decade ago, and it remains so.”

Supporters of the plan, which include some of the country’s largest telecommunications conglomerates and some White House advisers, maintain that the plan is needed to fully integrate 5G technology throughout the country, including such innovations as driverless cars and smart-home technology.

EAA remains adamantly opposed to inappropriate frequency spectrum allocation and use that could degrade the accuracy or integrity of GPS signals that have become integral to the utility and safety of the national airspace system.

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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](mailto: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](mailto: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%

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# EAA Maintains UAS Position in Remote ID RFI Response

EAA affirmed its support of the concept of unmanned aircraft system (UAS) integration and the general concept of remote ID while stressing that the burden of sensing and avoiding traffic must remain on the UAS, not on manned aircraft, in response to an FAA Request for Information (RFI) this week.

“EAA holds the position that UAS indeed must be integrated into the airspace, with no concessions given to UAS that would restrict manned aircraft in any operations that are presently allowed,” the comments state. “Manned aircraft must also have priority over unmanned aircraft at all times and in all circumstances.”

EAA remains steadfast that additional equipment requirements for manned aircraft are not acceptable, as they represent a major additional burden for the general aviation community to the benefit of UAS interests that are the new entries into the national airspace system. While the optional reception of remote ID location information may be a helpful situational awareness tool for manned pilots, it must not be required or used as the primary means of traffic avoidance.



The comments also reemphasized EAA’s position that UAS remote ID requirements should be based on the risk and capabilities of the unmanned aircraft in question. The excellent safety record and limited capabilities of traditional model aircraft should be considered in the development of the final remote ID rule.

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