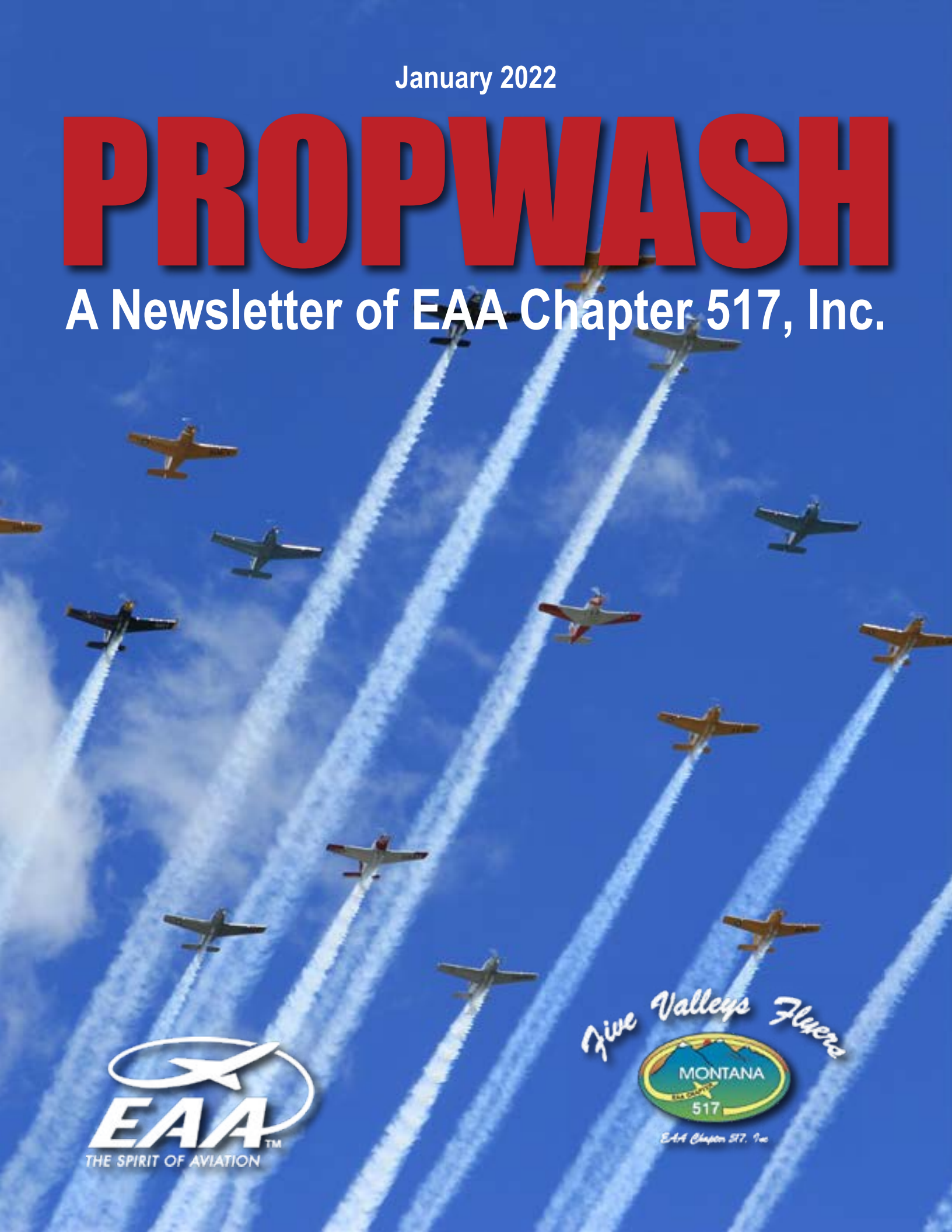


January 2022

PROPWASH

A Newsletter of EAA Chapter 517, Inc.



From the Chapter President



Steve Rossiter

Happy New Year! I can't express how happy I am to see 2021 in the rear view mirror. However, that doesn't apply to the year Five Valleys Flyers has had. Your participation in EAA activities was the main reason 2021 wasn't as bad as it could have been. The first Saturday breakfasts and coffee and donut events were terrific. These events helped us to socialize again and we all needed that. The Young Eagle and Eagle events got some of us back flying more and that was a wonderful testimony toward normalization of our EAA world. I'm looking forward to 2022!

Our First Saturday Coffee and Donuts event will be on Saturday, Jan. 8, 2022. Yes, the first Saturday will fall on the second Saturday, Jan. 8, 2022. We changed that because we knew you would not recover from New Year's Eve events in time to drag yourself out to the hangar on Saturday, Jan. 1. Remember, MSO Deputy Director Tim Damrow is going to give EAA members and guests a special tour of the new airport terminal after coffee and donuts. Tim has asked for a count. If you plan to take the tour, please drop



me a note by text (406 529-1601) or email: SteveRossiterMT@aol.com.

As mentioned in the December email we sent out, the EAA Chapter 517, Inc., Board of Directors has been working diligently on the future of the chapter in 2022 and beyond. I will address the general plan in a separate article. By our scheduled Jan. 17, meeting more specific details will be presented. The Board of Directors is excited about moving toward accomplishing goals that were set by the chapter members nearly two decades ago.

It has been announced, and will continue to be announced, that we need some new blood to keep the chapter moving and even becoming more active with chapter activities. We need someone who can coordinate our First Saturday eating events (I almost used meal events, but, is coffee and donuts a meal?). These have been terrific events to stimulate more and more socializing for chapter members and potential members. Sherry will be retiring, but will work with and train up our next

coordinator.

Likewise, we are looking for a member that would take the lead in organizing fly outs to some of the wonderful destinations reachable as day trips from Missoula. This position could be a couple of people and we have one member that can start helping in mid-summer. Can we have someone to get the ball rolling earlier? Remember, flying is fun and group fly outs are funner!

We will be sending out invoices this year as dues reminders. As always chapter dues run from January through December and will remain \$20 for individuals and \$30 for a family. In addition, please consider paying for a lifetime membership which is a sliding scale fee based on your age.

I hope everyone had a Merry Christmas and Happy New Year. I wish the best for everyone and hope 2022 will be the best year ever for Chapter 517.

Steve



New EAA scholar ramping up training

By Ray Aten

Adam Hahn is Five Valley's Flyers/EAA Chapter 517 additional Ray Foundation Scholar for 2021

In August 2021 we, Chapter 517, were invited by EAA to apply to administer a second Ray Foundation Scholarship for 2021. We knew we had a great candidate, so we applied and were notified in late September that we were selected to administer

an additional scholarship.

Adam Hahn, our candidate, submitted his application before the end of October. On Nov. 12, we were informed that Adam was awarded a Ray Aviation Scholarship for flight training.

Adam's interest in flying began well before his first Young Eagles flight at one of our pancake breakfasts. Subsequently he joined EAA as a student member, took

Sporty's Learn-To-Fly course, and has completed several hours of flight training. The flight training was financed by working two part-time jobs in addition to attending Sentinel High School. Adam is cutting back on his work hours, scheduling much more frequent flight lessons and hoping to solo soon. His goal is to become an airline pilot.

Wyatt Sedgwick passes FAA knowledge exam

By Ray Aten

Wyatt Sedgwick, Five Valley's Flyers/EAA Chapter 517's first Ray Foundation Scholar for 2021, has

passed his FAA knowledge exam

December 3rd was a joyous day for Wyatt. He's passed his written exam. Now it's time for the final push: XC-solos, instrument flight introduction,

refining maneuvers, and preparation for the practical exam. If you are by Minuteman on the weekend introduce yourself to Wyatt. He's working the line.



LED METAR map build party

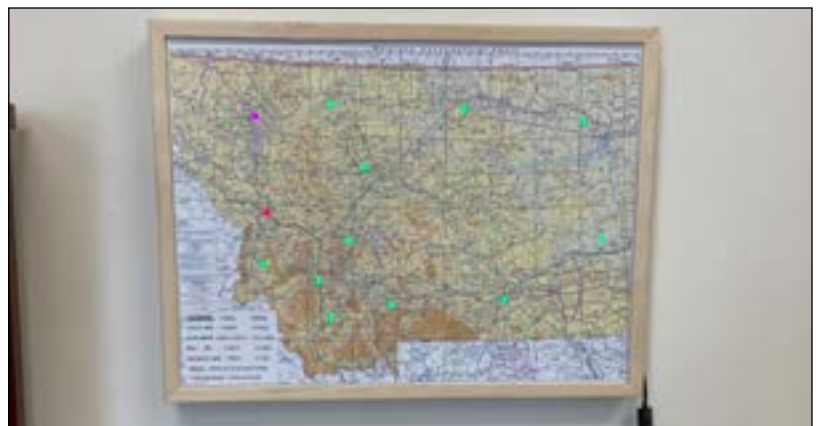
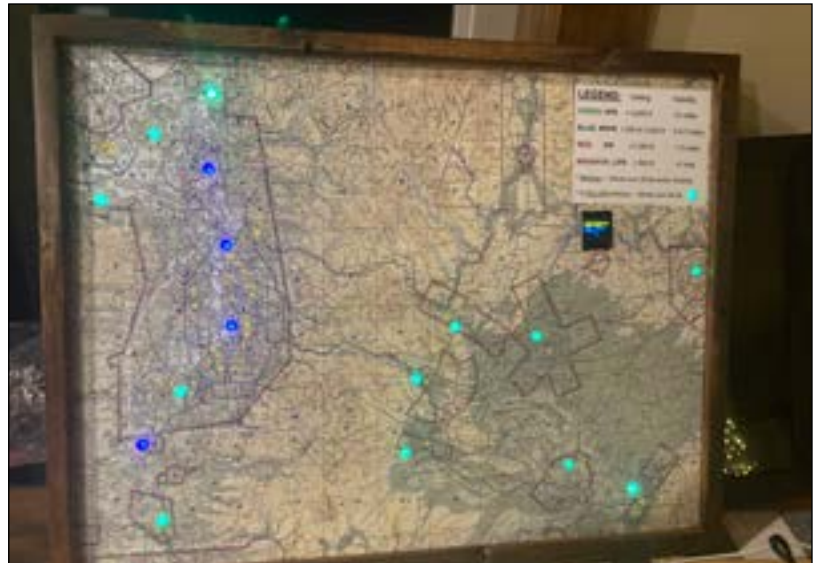
By Cal Geyman

Have you ever seen those cool sectional maps on a wall with blinking lights; red, green, magenta and blue? For \$500 dollars you can buy one of your state or favorite sectional map from METARMaps.com. This is the way to go if money is free, and you don't like to build things. I have now built five METAR Maps with programmable LED lights, run by a little computer chip that gets METAR data from the Internet via a little WIFI module. It updates every five minutes. There is an Arduino chip version that uses a flash drive to run it, and there is a Raspberry Pi version that runs off a little microSD card. I can make both versions. I am excited to share my METAR LED map journey with anyone that wants to build their own.

My ideal project would be to have a one-day summer “camp” for middle and high school kids, where we spend about four to five hours assembling the maps. There are several steps, all of which are very fun. First you decide on your aeronautical map and print it out (I have a large format photo printer; to 17” by 22”). Then you mount the print onto your hardboard or nice ½ inch plywood. Next you drill holes into the map where you want your lights to go, and you wire it up. The last step is programming the little computer chip to run the program from the Internet, and hooking it up and testing the lights.

It is quite fun to watch the weather move across the state. The Raspberry Pi version is more highly refined in code, and blinks when the winds are over 20 knots, and flashes yellow when the winds are over 30 knots, so you get an idea of what weather is moving across the state (you can adjust the wind cutoffs). It even blinks white for thunderstorms and lightning!

I am happy to mentor a build at the hangar for any groups of two or more. I bought enough supplies to provide the Raspberry Pi Zero computers, and LED lights to build about 10 to 12 more METAR maps. See the attached photo, or see the two working versions in the hangar the next time you stop by. Cost will be about \$40 dollars a person, and I will supply all the materials needed.



Five Valleys Flyers 2022 and beyond

Steve Rossiter, President EAA Chapter 517, Inc.

As you know from recent communications from the chapter board of directors, we have been doing some strategic planning concerning the future of the chapter. Clearly, Five Valley Flyers has a magnificent chapter headquarters in our wonderful MSO hangar. The chapter has a steady income stream and as a result is financially secure. What are we going to do in the future? To discuss this we need to take a look at the past and the vision that moved us to where we are today.

A short history of EAA Chapter 517, Inc.

EAA Chapter 517, was originally chartered in 1976, and after a few years the chapter went dormant. In 1995, 14 EAA members reactivated the chapter and, after getting in touch with the founders, inherited the dormant treasury from the original effort. In 1999, then Chapter President Don Lorenzen initiated the necessary actions to incorporate the chapter and begin the approval process to become a federally recognized, not for profit, tax exempt 501(c)3 entity. After three years the IRS granted the chapter permanent 501(c)3 status. Since then the chapter has remained a recognized Montana corporation with tax exempt status. In 2018, the chapter adopted the name Five Valleys Flyers to identify the fact that we were about more than experiment aircraft builders. As a result we have gained more members, as was anticipated.

Why did chapter members want a hangar?

From early in the post-1995 chapter years the members established a goal of having an EAA Chapter 517 hangar. Like many other EAA chapters, this was a desire to have an identifiable presence on the Missoula Airport and to be the center of the chapter's education and socializing activities. They hoped to have a place where aircraft could be built and members could participate.

Our hangar history

In those days there was one major obstacle. The MSO administration was so focused on air carrier operations and airport business expansion that EAA and non-FBO general aviation were just not seen as important. The requirements for building on the airport were prohibitively expensive for the chapter. As a result, the chapter sought other options.



The Chapter Secretary at the time was Zane Rebbensdorf. He searched around and found a suitable hangar at the Stevensville Airport. Zane also found that Farmer's State Bank would consider loaning money to the chapter for the purchase. I was Chapter President at the time and Zane and I were able to design a creative plan, with the cooperation with the seller, a national EAA member, that allowed the chapter to buy our first chapter hangar. Between the rent the chapter received from hanging three member's aircraft, and our monthly open-to-the-public pancake breakfasts, we were able to meet our mortgage obligations and other operating costs.

Then in 2006, we discovered and initiated our specialty license plate program with the State of Montana. The license plate income eliminated the need for monthly pancake breakfasts and allowed us to accelerate the payoff of the Stevensville hangar.

During most of the time the chapter owned the Stevensville hangar, we alternated meeting in Missoula and in Stevensville. Late in the ownership, our Bitterroot Valley member participation tapered off and the meeting schedule was adjusted accordingly.

Throughout this time, and particularly after the decline in Bitterroot member participation, the goal remained for a MSO hangar. With a new MSO Airport management team, MSO transitioned to a much more general aviation friendly environment. First the Runway 25 Hangar condominium project was completed after a complete rewrite of the building standards for the Missoula Airport. The opportunity was now available for EAA Chapter 517, Inc., to achieve the long time goal of a hangar in Missoula.

The chapter met with the airport director and selected



a plot of land for the chapter hangar. We engaged a potential builder and received an estimate on the cost for construction. It was somewhat higher than we had hoped for. At the same time we were advised of a new hangar condominium project that was well underway. As it turned out, that project allowed us to get a much nicer facility than our original plan at a significant savings in cost. EAA Chapter 517, Inc., became the first commitment to the East LZ Hangar project and we got first choice of hangars.

This now brings you up to speed on how we have gotten to where we are in December 2021. Between hangar rent and license plate income, we are making ends meet. Members, particularly newer members needed to know this history to have an informed perspective to help understand the discussion of the future of Five Valleys Flyers.

2022 and beyond

After our November 2021 chapter elections and brainstorming session, it became evident that our members have some wonderful ideas for many potential chapter activities. This stimulated the board of directors to examine where we were now and where we want to be going. Since

then the board has met a couple of times and have formed some thought on how the chapter might proceed. This is a general overview with many, many details to be worked out, so please keep that in mind.

The first priority we have identified is to accelerate the payoff of the hangar mortgage. This will allow the chapter freedom to engage in a different approach to everything we do. Paying for hangars, first in Stevensville and now Missoula, has been our primary focus for so long that we kind of lost track of other things we could focus on for members and our education efforts. Having Cal Geyman's build project in the hangar has stimulated a lot of interest and conversation. Everyone agrees, it has been cool to have that project in the hangar.

The board is looking at a number of possible ways to accelerate the hangar payoff. Some of these include a capitol campaign, running a fairly large multi-month raffle, continuing to sell donation items, maybe a GoFundMe effort, and of course the IRS special bonus donation we sent the email about. There may be other possibilities that you know of, so please pass them along.

Someday, the board would like to see a long talked about youth

and member build project going on in the hangar, a project that would perpetuate itself to fund follow-on build projects, so building becomes a permanent part of EAA 517. However, until the hangar is paid for we're not quite ready for that yet.

The board wants to see the chapter expand our visibility in the Western Montana aviation community, where our future members will be coming from. We want to be the center of the general aviation community. To do that, we must expand on the ideas and suggestions our members have made and will make in the future. Let's be the aviation FUN place.

So, there you have it. You've seen where we've been and now have an idea where we would like to go. At our Jan. 17 meeting, we would like further input to help us formulate a more detailed plan. Please be ready to share your thoughts, or better yet, drop me a note ahead of time. Exciting times are coming for EAA 517/Five Valleys Flyers. The key element to make it all possible will be to pay off the remaining \$180,000 on our beautiful Missoula chapter headquarters, so then we can fully focus on our core mission of aviation education for the young and not so young, aircraft building and other fun activities.

FAA moves to investigate Santa Clara County Airport safety issues



By EAA

In a strongly worded letter to Santa Clara County’s (California) leadership, the FAA is investigating the County’s ongoing airport safety issues, including its rushed ban of 100LL fuel as of January 1, 2022, as it considers possible violations of federal law.

Aviation groups, as well as local pilots and airport-based businesses, have shown that the ban carries significant safety risks as it does not provide a safe transition to unleaded fuel. In the letter, the FAA “strongly recommends that the County take action to suspend the effective date of its ban on leaded gas at the County-owned airports until this matter can be resolved.”

Since the FAA has received

multiple complaints from airport tenants and users, along with a group representing industry stakeholders who allege violations of grant assurances at Reid-Hillview Airport (RHV) and San Martin Airport (E16), the agency is commencing an investigation under 14 CFR part 13 (“Reports of Violations”). The FAA has also shortened the response time for the County to 20 days, as it does so when “circumstances require expedited handling of a particular case or controversy.”

This step by the FAA also follows a call by general aviation groups to mitigate Santa Clara County’s ban on 100 low-lead fuel sales at the county’s airports as of January 1.

The FAA cited a sizable list of relevant complains as a basis for its investigation, including “the failure

to address a significant number of significant safety concerns which have been enumerated in detail to the County via letters from the FAA. The County is on notice with regard to these serious safety concerns and the issues remain unresolved.”

In addition, the FAA is looking into the County’s refusal to offer long-term leases for all tenants at Reid-Hillview airport whose leases will expire on December 31, 2021. In all, the FAA is investigating eight potential violations by the County.

The general aviation industry is strongly committed to an unleaded future, but through a smart and safe transition. The industry has pointed out that the reckless and hurried ban could cause risks of misfuelling and potential engine failure in aircraft with the wrong fuel.

Flight training policy fix: Try again



By EAA

The hopes for a 2021 congressional fix to the FAA’s flight training policy that has caused confusion and consternation among pilots were scuttled last week, when a bipartisan amendment was cut from the National Defense Authorization Act (NDAA) sent to the president for his signature.

The flight training provision, which was included in the House version of the bill and had been introduced in the Senate, would restore the flight training policy to the interpretation followed by the FAA for decades prior to this year.

The agency’s change in July 2021 came from FAA legal staff following a court’s non-precedent ruling in a case involving flight training in warbird aircraft. The FAA used that ruling to limit the ability of aircraft owners in the limited, experimental, and primary categories to receive flight training in their own aircraft. EAA and other associations worked quickly with the FAA to provide immediate relief, which eventually came as a letter of deviation authority (LODA) to provide for such training. EAA maintains that the LODA program should be a temporary solution and that flight training in these aircraft should be restored to

historic norms.

“It’s disappointing that the bipartisan amendment to the NDAA was left out of the final bill sent to the White House, as it was an excellent opportunity to fix a matter that the FAA’s leadership even admitted was a frustration and not safety related,” said Sean Elliott, EAA’s vice president of advocacy and safety. “While the LODA process is a temporary Band-Aid, we’re not done with this matter and will pursue all avenues to enable aircraft owners in experimental and limited category aircraft to receive training essential to safety in their own aircraft.”

Interested in giving back to Five Valleys Flyers?

By Steve Rossiter

I know it is very early to start thinking about this, but next November I will be retiring as the President of EAA Chapter 517, Inc. Whether one of our board members steps up, or someone from the chapter not on the board steps up, the chapter management team will need at least one new face. Please give this some thought. Also, if you can be at our meal events and chapter meetings early, help setting up and later closing up is always appreciated. The Chapter Management Team is all volunteers and are more than happy to share the workload of the various chapter functions.

Articles Needed

By Steve Rossiter

We hope you have enjoyed the various articles submitted by our members the last few months. It demonstrates that anyone can write and everyone has a story to share. Please keep up the good work.

Please send our editor a story of yours and share your experiences with the rest of us. If you are so inclined and have a favorite aircraft you would like to tell us about, terrific. If you have a favorite destination to share, we are ready to hear about it.

Thank you to everyone that has contributed already!



**Follow
EAA 517 on
Facebook**

Visit
[Facebook.com/
EAA517](https://www.facebook.com/EAA517)
and click on
"Like"



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 – 20%

James "Cal" Geyman
RV-9A – 50%

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.

Early Commitments for AirVenture 2022 Air Shows

By EAA

This week's International Council of Air Shows convention in Las Vegas is a traditional kickoff point for the upcoming air show season throughout North America. For EAA AirVenture Oshkosh, the ICAS gathering is where early commitments to next summer's air show are established and additional conversations started.

Initial commitments are coming from all U.S. military branches, including the F-35 demo team, V-22 Osprey team, and the U.S. Navy Growler Legacy Flight. Those commitments mean the planning and logistical work can now begin

to support their appearances. Other EAA air show discussions at ICAS centered on the commemoration of the U.S. Air Force's 75th anniversary.

In addition, early confirmations came from many of the world's finest civilian air show performers who annually fill the Oshkosh schedule of nine tremendous air shows over seven days, with seven afternoon air shows and two night performances (July 27 and 30). More information on those performers will be announced soon.

Advance tickets for AirVenture 2022 on July 25-31 are now available, as well as camping credentials, parking passes, and AirVenture merchandise.

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

President

Steve Rossiter
steverossitermt@aol.com

Treasurer

Don Bonem
drbonem@gmail.com

PropWash Editor

Clint Burson
clint.burson@eaa517.org

Vice President

Ed Lovrien
edlovrien@msn.com

Young Eagles

Ray Aten
406-721-0531

Website and At Large

Allan Glen
303-349-8595
allan@allanglen.com

Secretary

Sherry Rossiter
ssrossiter@aol.com

EAA Tech Counselor

Larry DePute
406-544-9212