

June 2021

PROPWASH

A Newsletter of EAA Chapter 517, Inc.



THE SPIRIT OF AVIATION

Five Valleys Fly



EAA Chapter 517, Inc.

From the Chapter President



Steve Rossiter

Let me start by paraphrasing Dr. Martin Luther King, Jr., We're free at last, free at last, Thank God almighty we are mask free at last! It is so terrific to see smiling faces again and everyone seems to be much happier.

Here we are, entering the last month of the first half of the year. On June 5, we will have our second 2021 Pancake Breakfast and our first Young Eagles and Eagle Flight program for the year. The next question is who is going to step up and organize our first fly out for 2021? Anyone? Anyone? You folks with airplanes, I know you are just looking for any reason to get out and fly. Go ahead and gang up on the world!

Our May Chapter meeting was held on the most beautiful day so far in 2021. Don Bonem did a wonderful presentation on his 2021 trip to Sun'n'Fun at Lakeland, Florida in April. It was particularly informative because he volunteers at both Sun 'n Fun and at AirVenture and was able to contrast how each event is run. Many of our members know the AirVenture experience, but haven't been to Sun'n'Fun, so it was



exceptionally educational. Good job and thanks, Don.

Speaking of AirVenture, it appears at least three or four of our members are going to be headed that way. If you are planning to camp, we can reserve an appropriate size piece of ground in Camp Scholler as a Chapter camp site. Please let me know if you would be interested in a formal Chapter 517 presence.

I have no doubt the following has been on your "Been Gonna List;" that is, getting a short article put together for Clint, revealing why you choose to learn to fly. Please, while you're thinking about it, scribble down a few lines about this. Everyone I've talked to has enjoyed those articles already published by other members. This is another step toward getting to know each other better.

Because I don't know the guilty party, everyone gets a mild spanking. I and other members have arrived at the hangar and found the street door unlocked and also the office door at least once. We want to have all members have access to the hangar and tower. Generally, there is no reason to keep the street door

unlocked unless you are moving things in and out in a short period of time or when we have an event. Please, please make sure that all doors are locked before you leave the hangar. It's our Chapter's job to protect the airplanes we rent hangar space to as well as protect our own assets.

Another administrative item or two or three. If you use the waste basket in the office, please, since we do not have custodial service, empty it. We recycle aluminum cans in the red garbage can – aluminum cans only. Plastic goes in the garbage or take it home for recycling. Lastly, if one of the trash cans is full, please pull the bag out and replace it. Replacement bags are in the EAA cabinet nearest the street door. Each of us is part of a member organization, and we are collectively responsible for keeping the hangar and office space clean. FYI: The common areas and restrooms are professionally cleaned, and the cost is part of our condo association dues.

Until next month,

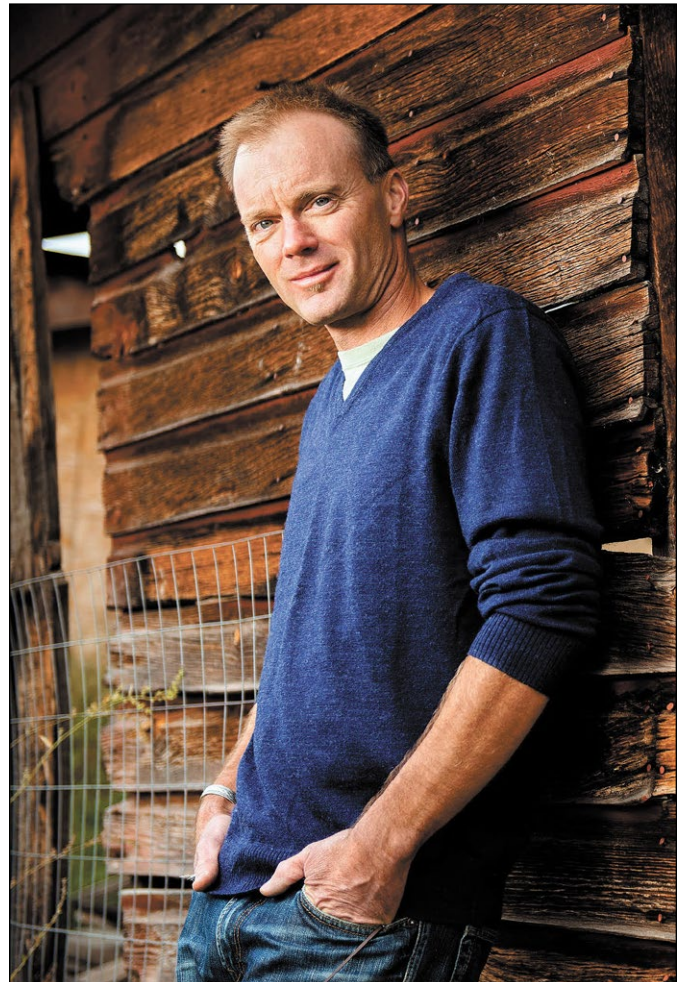
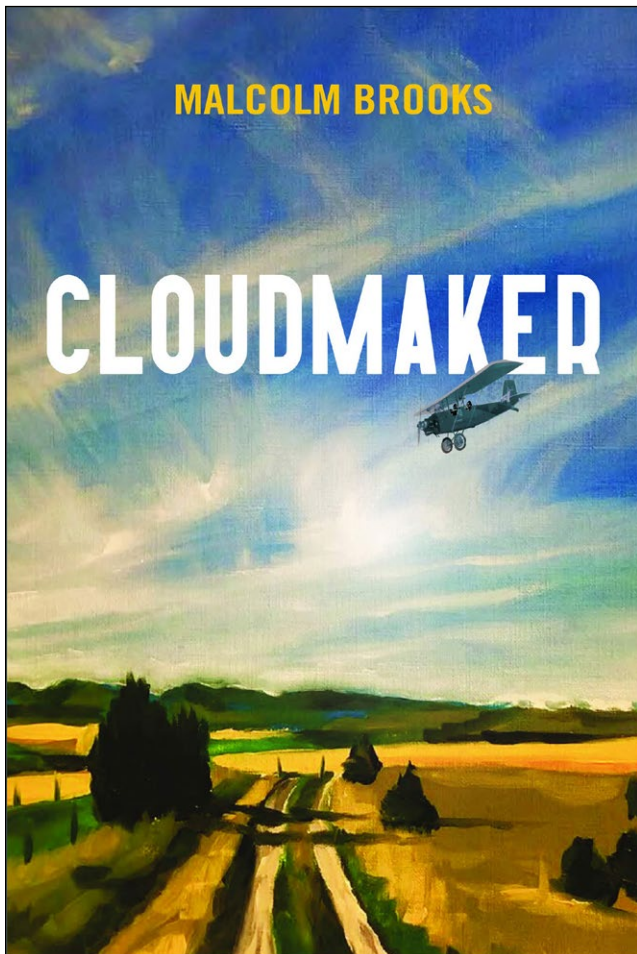
Steve

Hear from author of “Cloudmaker” at June 21 chapter meeting

By Eric Ristau

Last summer, while surfing Pietenpol Air Camper build forums, I stumbled across a post by a novelist who was seeking technical advice for a book. He was hoping to enlist an experienced builder to double-check the descriptions in his novel for accuracy and realism. I did a bit of digging and found the name of the book, *Cloudmaker*, which I immediately pre-ordered on Amazon. It arrived soon after and I couldn’t put it down for an entire weekend, reading the entire 430 pages in two sittings.

The novel, by Missoula resident and bestselling author Malcolm Brooks, involves true-to-life elements of the life of Montanan David Comstock – who, as a teenager, built and flew a Pietenpol Air Camper near Roundup. It is believed that Comstock was the first person to build and fly an Air Camper from Bernard Pietenpol’s plans,



published in the *Flying and Glider Magazine* in the early 1930s.

The novel is a sweeping story of a Depression-gripped nation barreling toward World War II, life in small town Eastern Montana, Amelia Earhart beginning her doomed flight across the Pacific, and the discovery of a corpse at times spins the book to a pace akin to a thriller. Although he is not a pilot, his writing elegantly captures the beauty of flight and the sometimes mystical experiences flying can provide. If you’re a reader, a builder, or an aviation enthusiast of any kind, this book is for you.

To top it off, Brooks will join our monthly meeting on Monday, June 21 at 7 p.m. for a reading and Q&A. It’s a great opportunity to meet the author, learn about the novel and hear how true-life events were woven into a fiction story to create a first rate work of literary fiction. Don’t miss it.

Pancake breakfasts return to the hangar



EAA AirVenture Oshkosh 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.

EAA submits comments on task-based Phase I proposal

By EAA

Last week EAA filed comments on the FAA's draft proposal to create an optional Task-Based Phase I program for experimental amateur-built aircraft flight testing. Overall, EAA is excited for the rollout of the program, which would allow aircraft builders to replace the rigid time requirements for flight testing with a list of tasks to complete in order to develop data and procedures for the aircraft. This would be an option for aircraft builders, not a requirement.

The task-based program is housed in an upcoming revision to Advisory Circular (AC) 90-89B, the Amateur-Built Aircraft and Ultralight Flight Testing Handbook. EAA's comments were mostly technical in nature and focused on organizing the document to reduce confusion between the task-based program requirements

and the rest of the handbook, which contains general advice on flight testing and is not directly related to the parameters of the alternate Phase I program.

Additionally, EAA pushed for a pathway to adopt requirements for other types of aircraft to use Task-Based Phase I. The current program – and the EAA Flight Test Manual – is written primarily for testing airplanes. EAA also took the opportunity to suggest technical edits to other sections of the AC, which was originally written several decades ago as a partnership between EAA and FAA.

Anyone following the EAA Flight Test Manual will be able to complete the proposed task-based program with ease. Other writers, groups, manufacturers, and even individual builders will be able to develop their own test plans that meet the requirements of the AC, and include

the basic tests that any new aircraft should undergo.

The requirements are designed to validate the safety and performance of the aircraft, develop pilot familiarity and proficiency, and create data that can be used to build an operating manual for the aircraft. EAA suggested in its comments that this manual be termed an "Aircraft Operating Handbook" (AOH) to reduce confusion with similar terms for the manuals that are associated with type-certificated aircraft and the specific regulatory requirements that come with them.

EAA expects a final version of this AC to be released in the coming months, and is currently working on improvements to the EAA Flight Test Manual and creating associated guidance to make task-based flight testing even easier as the program is rolled-out.

St. Ignatius, MT Fly-in set for July 17-18

By Jay Schweitzer

St. Ignatius is holding their Good Old Days celebration July 16-18, 2021, in St. Ignatius, Montana. Included in the celebration is a free fly-in barbecue and breakfast Saturday evening and Sunday morning. For more information, please contact Mike Kuefler at 406-544-2274.

Good Old Days Fly-In, St. Ignatius Airport, Montana (52S)

Saturday, July 17, 4-8 p.m.

- Free barbecue
- Helicopter rides (\$50 per seat)

Sunday, July 18, 8 a.m.-noon

- Free huckleberry pancakes, eggs and ham breakfast w/ coffee and juice
- Helicopter rides (\$50 per seat)

Live drawings to be given away for:

- (1) \$250 gift certificate to Ninepipes Lodge and/or Allard's Stage Stop (fly-in pilot's only)
- (10) 10 gallons 100LL avgas (fly-in pilot's only)

Dozens of other door prizes (open to the general public)

As further information regarding aircraft of interest tentatively making the fly-in, that information will be shared.

EAA International Young Eagles Day on June 12 offers young people the inspiration of flight



By EAA

EAA's International Young Eagles Day, which focuses on flying thousands of kids as an introduction to aviation, returns on Saturday, June 12, at locations throughout North America. The return of the annual event comes after the COVID pandemic sidelined the all-volunteer effort in 2020.

EAA chapters and members will fly kids ages 8-17 free of charge at local airports in their communities on that day, in activities that highlight the year-round program that has flown more than 2.2 million young people since its introduction in 1992. Thousands of those Young Eagles have become professional and recreational pilots, air traffic controllers, aviation technicians, and more after being inspired by their Young Eagles flight.

"We are in many ways making International Young Eagles Day the restart point for the Young Eagles program after the COVID pandemic put most flights on hiatus for the past year," said Jack J. Pelton, EAA's CEO and chairman of the board. "One thing that never faltered, though, was the enthusiasm of our volunteer pilots and ground support teams, who are eager to introduce kids to the possibilities of flight once again."

Also expected to participate are both Young Eagles program co-chairmen — air show legend Sean D. Tucker and NFL tight end Jimmy Graham, who are both avid pilots.

An EAA Young Eagles flight pairs a young person with a certificated pilot. After a pre-flight session that explains the parts of the airplane and how pilots prepare to fly safely each time, a brief 15-20 minute

introductory flight provides a unique experience. All Young Eagles receive a certificate commemorating their adventure following the flight, and also receive follow-up opportunities ranging from free learn-to-fly courses to more aviation-related experiences that delve deeper into the world of flight.

Many Young Eagles flights are part of EAA chapter activities, which bring numerous airplanes together to provide flight experiences to youth. While the Young Eagles flights are available for the young people, parents and families are welcome to join in the activities prior to and after the flights.

More information is available at EAA.org/YoungEagles. Flight rallies and experiences throughout the country may have COVID-related protocols and precautions in place.



Lease space in the EAA 517 hangar

One aircraft space available for lease in EAA 517 Chapter hangar for \$300 per month. You must be a member of EAA 517 and national in order to rent space in our hangar. If interested, please call or text Chapter President Steve Rossiter at 406-529-1601.

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Sport Pilot and LSA Expansion Still on Track—MOSAIC Rulemaking Update

By EAA

EAA participated last week in the meetings of ASTM International Committee F37 on Light-Sport Aircraft that were focused on the Modernization of Special Airworthiness Certificates (MOSAIC) rulemaking initiative. The committee is tasked with updating industry consensus standards for light-sport aircraft to prepare for and accommodate anticipated changes to the regulations under the MOSAIC project.

Top on the priority list for many EAA members, the MOSAIC package is still on-track to expand sport pilot privileges and the range of aircraft they can fly, including a shift to a performance-based

metric describing sport pilot-eligible aircraft (LSA) as opposed to the current weight limit. Additionally, a new category will allow larger and more complex aircraft to be built under LSA-like rules but will likely require a recreational or private pilot certificate to operate as is the case for similar type-certificated aircraft today. As we have previously reported, this category is being termed Light Personal Aircraft, or LPA.

LPA is promising because it will fully deliver on the potential of affordable aircraft certified based on industry consensus standards. Along with fully manufactured aircraft, it could allow many of today's kit aircraft to come to market factory-assembled or professionally built

for customers interested in this ownership option.

It is important to stress, however, that a broader redefinition of LSA and sport pilot privileges is planned alongside the development of the new and larger LPA, and EAA is advocating for the maximum possible expansion. The end result should be significantly-increased utility of the sport pilot certificate and privileges, which has proven its worth as a gateway to personal aviation since 2004.

The proposed rule is currently on schedule to be released for public comment by mid-2022, with a final rule on track for publication in the fall of 2023.

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