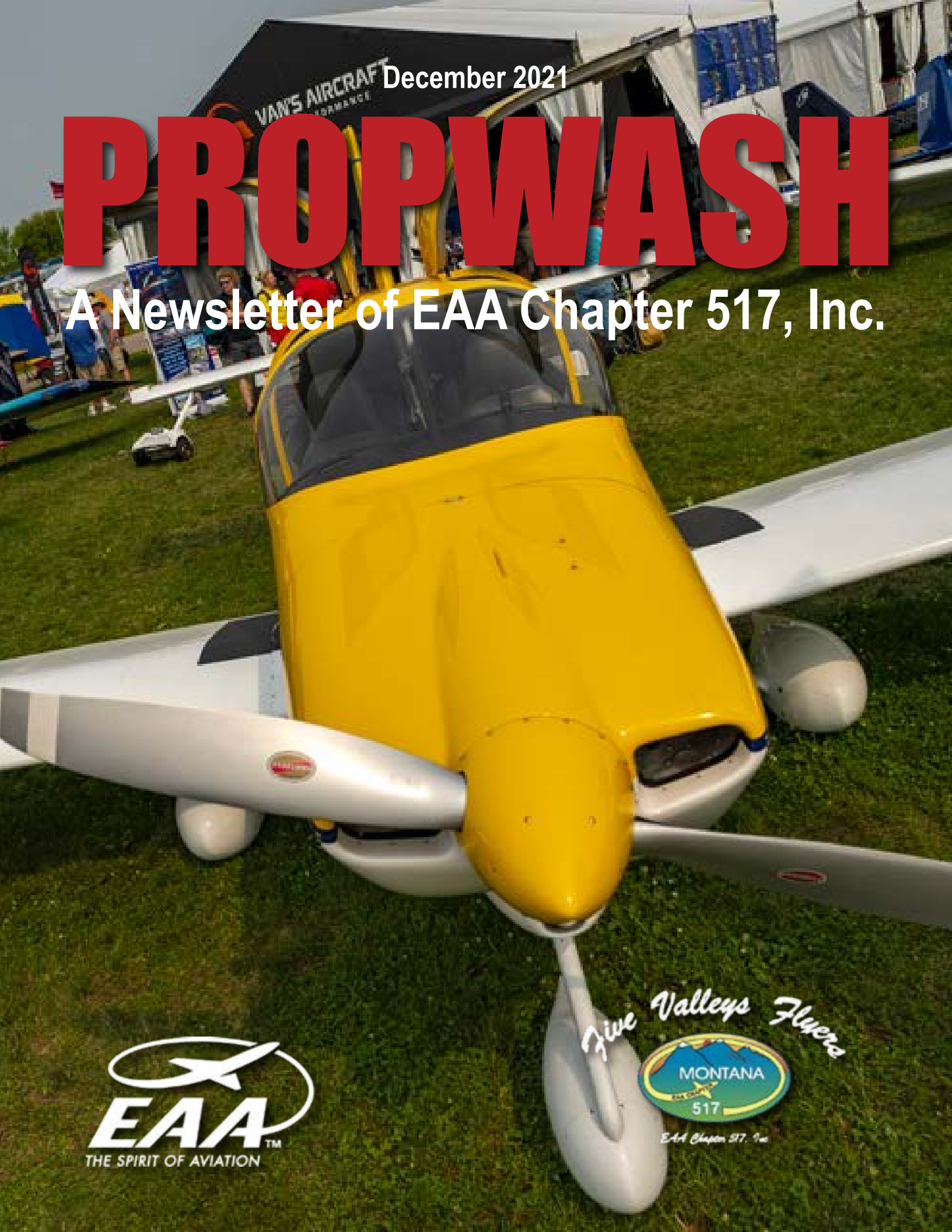


December 2021

PROPWASH

A Newsletter of EAA Chapter 517, Inc.



Five Valleys Flyers



EAA Chapter 517, Inc.

From the Chapter President



Steve Rossiter

The END IS NEAR, the end of 2021 that is. With everything that has happened in 2021 I think I'm happy about that. I am looking forward to an exciting 2022 for Five Valleys Flyers. I hope you are too!

Our annual corporate meeting went quite well. The primary order of business was to elect the Chapter Secretary and Chapter Treasurer for 2022-2023. Sherry Rossiter and Don Bonem consented to stay on for another term as Secretary and Treasurer, respectively, and as there were no other nominations, Sherry and Don were confirmed by acclamation by the members present.

The Chapter Eagles and Scholarship Coordinator, Ray Aten reported that our first two Ray Scholarship recipients are both now FAA Certificated Private Pilots. I hope you read Denton Wulff's article in last month's PropWash, it was terrific. Our first 2021 scholarship recipient has soloed and our second 2021 scholarship recipient has started his flight training. Chapter 517 will apply for another Ray Scholarship for 2022. As mentioned earlier this year, Ray Aten was selected as the National Young Eagles Coordinator



of the Year for 2021 and received his formal award at AirVenture 2021.

Sadly, in an abundance of caution, the Board of Directors has determined that it would be in the best interest of the chapter to forego the 18th Chapter 517 Celebration of Flight Dinner that was scheduled for Dec.17, 2021. With Covid coming on stronger than expected and the issues with the Missoula food service industry, the board thought it best to cancel. Hopefully these issues will be in our rear view mirror by December 2022.

I want to congratulate our Property Disposal Committee (that would be Ed Lovrien) for continuing to sell donated material and stuff we have had in the EAA trailer for years. If you have anything that you might wish to donate to the chapter, aviation related or not, visit with Ed and see if he thinks it is something he can sell on behalf of the chapter.

Be ready to attend our December 4, 2021, First Saturday Coffee and

Donuts at the Airport from 0900 to 1100 hours. Arrangements are being made to follow the event with an EAA Chapter tour of the new MSO Airport Terminal Building. As you know, this project is getting toward the end and is projected to open and serve commercial passenger flights about mid-April 2022. We have been watching it for three years and this will be an opportunity for an insider's tour. Mark your calendar and save the date. Family and friends are welcome, as well.

Folks, anticipate big and exciting things for EAA Chapter 517 in 2022. Goals set by the Chapter back in 1997, when the Chapter was re-activated, may finally start coming to fruition in 2022. You'll be hearing more about this in January.

Be safe, fly when you can and adjust your limitations to conform to the winter weather.

*Cheers,
Steve*

Becoming a certified skydiver

By Edi Stan

“Who the Hell are you and why are you disturbing my class?”

“I’m Stan Eduard and I’m here to skydive! Commandant Crauciuc approved.”

“Sit in and shut up!” Traian Surariu, skydiving instructor, would have gladly kill me without regrets – par with the paratrooper code. An hour later was lunch break. I was Squad Three Leader. I was the most experienced of nine students in my squad. Skydiving platoon ate at ICA Ghimbav, the aircraft factory where IS gliders, IAR 823 airplanes, Puma and Alouette helicopters were built.

Mircea Zorileanu Air Club Brasov used the factory’s airfield for its activities. The club building hosted offices, classrooms, bedrooms, a parachute drying tower, and everything needed to teach flying and skydiving.

The month-long camp schedule is the same Monday through Saturday, on military time and training pattern, filling the day from 6:30 to 21:30. The last 10 days of the camp were jumping time. ‘The campers’ came from all over the country under the ‘UTC umbrella’ (Communist Youth Union). My squad was made of high school students from Sibiu and Constanta. Being a political affair, the campers were trained skydivers or political appointees, with no concern for suitability. The tallest in our squad was Titi at 6’ 1”, my colleague, skydiving trained in Sibiu for a year. The shortest was a slim Gabriela from Constanta at 5’0”, whose experience was: “I see airplanes every day flying over my house, even military ones!” Personal flight equipment was military surplus. The smallest jump boot is



men’s 8 1/2 so Gabriela wore it over her running shoes! It was my duty to make sure that my squad was ready to jump when the day came or report them if ‘unreliable to the squad.’ The skydiving instructors were locals, Traian Surariu and Emil Leiter and were joined by two more during jumps, Gabriela Serban and Vasile Mihanciu.

Our jumps were all automatic openings by static line like World War II paratroopers. Our parachutes were of the same vintage design. The Aurel Vlaicu 28, our main, was a faithful copy in natural silk of the Irving 28. The safety was the smaller, AV24. The parachute set and harness weighed about 40 pounds. An open parachute would descend at 16 ft/s so concrete landings invariably led to ankle sprains or broken bones. The factory’s concrete pads and taxiways were the big no-nos.

The Russian made AN2 plane arrived the night before jumping started.

“Eat, eat, eat! I prefer you puke in the plane than pass out from hypoglycemia!” yelled Surariu during breakfast. At the airfield we spun the AN2’s prop for 15 minutes to oil the engine. A six person team pumped avgas in the wings under a mechanic’s supervision. The AN2 chugs forty gallons an hour in flight!

Missions were squad affairs: the spotter squad watched skydivers in action; immediately prepared squad equips, mutual check ups, and jumps; rigging squad prepared parachutes for the next jump. Skydivers jumped only with a parachute they personally rigged and signed for.

First flight day was a half hour acclimatization flight. We embarked in reverse order of jumping; I was last in and sat by the open side door facing the tail. The AN2 was noisy, uncomfortable, and painful to ride; I slid all over the aluminum square seat. At 800 m AGL a green light came on. From the door Surariu pointed at the landing circle.

“Embassy mission over! Next time you jump out!” Surariu yells. ‘Ambassadors’ are paratroopers who, for whatever reason, come back from a jump in the plane; it’s a stigma and a mock ‘title’ that precedes your name for at least a year called ‘appointment.’ Cruel but morally effective.

I was not afraid, just aloof, like this happened to somebody else and I was just watching. At 800 m, Leiter dropped a small parachute and watched its float pattern intently. When the green light came on, the door row stood and clipped extraction chords on the cable. This was it! The unfamiliar Earth was blurry in my view. I was determined to ‘day jump’ and keep my eyes open. A ‘night jump’ is a jump with eyes closed, common in about a quarter of the campers. I jumped as far as I could.

Free fall was as terrifying as in nightmares. I plunged head down and the parachute opened behind me. In a fraction of a second I was flipped boots down and the parachute started dangling me 20 feet each side of vertical. I grabbed a bunch of chords and placed them under my knee to stabilize. The last people were leaving the plane. I saw Gabriela spread eagle on the door refusing to jump. “Oh shit! I’ll have my butt in traction in no time for not seeing the ‘ambassador signs,” I thought. The AN2 took another turn with Gabriela now standing in the door. She folded like a marionette with its strings cut and

remained hanging by the boot toes head down under the plane. Surariu leaned three quarters out of the door, looked at her, checked the extractor chord and... kicked her boots off the sill. Gabriela’s parachute opened beautifully. Surariu jumped and opened his RL-10 parachute next to hers. I could not hear but assume that he was checking on her.

I completely forgot about my landing. Suddenly the field came at me and I instinctively went through the landing motions: tip of the boots, knees pressed against each other, roll on knees side, hip, shoulder, back, stop roll on belly, grab bottom straps and bundle parachords to my chest. Textbook landing! The canopy meekly deflated and I finally got to breathe! Urraaa! I walked towards the staging area. The ambulance, with Christmas lights on, headed toward Gabriela’s landing. Surariu landed before her and gave a thumbs up to the ambulance. Lights off, the ambulance drove back.

At the staging area I spiked and stretched my parachute then checked and rigged it for the next jump. Gabi came back with Surariu. “I had a perfect jump, The Perfect Landing, and Surariu was there to witness it!” We knew different but laughed and congratulated her. The day ended without other incidents. Just like that, over the next few days, we all make our 10 jumps for certification. A couple of ankles got sprained, a lot of bruises appeared on our bodies but were worn with pride as badges of merit.

Midway through jump days I had a close brush with death. I got cocky and tried to pilot the AV28. The wind blew me into a corn field; six feet tall, nice and soft to land in, but in full bloom – pollen messes up the canopy. I spotted a canoe shaped patch of grass 20 feet wide and 60 feet long. I aimed for the center! Success! I got ready to roll and ouch! The safety smacked my chin. The back of my helmet hit something hard behind me. The grass was taller than my head. My legs were dangling in the air and I felt something hard along my spine. The canopy faltered above but a gust of wind caught it. I had no time to process what happened when the canopy yanked me over 10 feet in the air. I dropped sideways in grass while the canopy stretched over corn flowers. Winded from shock, I pulled chords toward me all the way to the hem of the canopy.

I laid there for a few minutes to recover. With my parachute folded in my arms I inspected the landing spot. There was a 1 meter round manhole with a 2 meter wood pole sticking out – the remains of a red visibility flag. By just a couple of inches I didn’t get impaled by it! Huh! At the staging area I bitched and moaned about pollen staining my canopy. I got a new parachute to rig from Mihanciu and chose to forget the incident. The rest of the jumps were totally uneventful.

Summer camp ended with a solemn meeting and we all returned home as certified skydivers!

Donations needed for raffle at conference

We are doing a drawing for a fundraiser at the aviation conference next spring. We need donations for prizes for the drawing. Anything you can think of, aviation related or not.

It needs to be something people will want to buy tickets for. If you have friends with a business, hit them up for items or gift certificates. Please get them to Ed Lovrien. We have a

few nice items but need more. The more we have, the more tickets we will sell. Let’s make this great!

Help Wanted for pancake breakfasts

By Steve Rossiter

Since we started doing pancake breakfasts in 2002, the primary spark plug for making sure the chapter has fixin's has been Sherry Rossiter, whether she was a board member or not. After the First Saturday Coffee and Donuts "season" is over, she will be retiring from those duties. So before the start of our 2022 First Saturday Breakfast at the Airport "season" we need one of our members to step up to take over her duties. Those duties are:

1. Coordinating a crew of Chapter members for each event. FYI: As you may have noticed, we have Bill and Orson as the first string cooks nearly every month. Normally, other early

arrival members are on hand to help with set up. Also, those members that come in toward the end of the event help disassemble the facility to put things away, so this isn't a major challenge.

2. Keeping track of food and supplies. This requires you to remain aware of what is on hand between events. Is there enough food and drinks? Are there enough paper plates, cups, etc.? The Breakfast Coordinator then buys what is needed and submits receipts to the Treasurer for reimbursement.

3. Washing utensils used for the event. We have found that people really appreciate using metal utensils rather than cheap plastic stuff. We're usually talking one load in your

home dishwasher.

4. Collecting the money. You can assign a crew member for this or do it yourself. Then turn the money over to the Secretary, since she lives in town and can make bank deposits. Sometimes members may take the opportunity to pay their chapter dues at these events. It just needs to be noted when that happens.

5. Time commitment probably averages around five hours per month, which includes being at the event.

If you can see your way clear to donate time for this chapter activity, please do. Contact Sherry and she can give you a detailed briefing about her experience and help guide you through the first couple of events.

Chairman needed for Fly Out Committee

By Steve Rossiter

In an effort to generate more Chapter fly out opportunities, the Chapter needs a Chairman of the Fly Out Committee. The duties are minimal and not complicated.

1. Pick a destination, one a month or more if you would like.

2. Designate an MSO departure time, or as an alternative, a destination arrival time.

3. Let members know at least a few days in advance what the current plan is. Let the webmaster know, so it can be put on the chapter website calendar. If you can, put together a schedule to be published in the monthly PropWash.

4. You and the fly out gang can collaborate to put together screaming good fly out events. I'm sure that as consistency is established more and more people will participate.

5. Consider advising other regional EAA Chapters of these trips and allow for some "cross pollination" and expand our relationship with the entire Montana and Northern Idaho EAA family.

6. You can make this position anything you want, but primarily you'll be generating a fun opportunity for our members that have access to aircraft.

7. Time commitment: That will be up to you.

Potential destinations, which can

be repeated year after year:

- Breakfast or lunch at Hamilton
- Walk to town in Philipsburg
- Bird Museum at Coeur d' Alene
- Museum at Spokane
- Museum at Crystal Lake
- Walk to town at Kooskie
- Lunch at Kalispell City Airport
- Breakfast or lunch at Polson
- BBQ at a back country airstrip
- Overnight at a back country airstrip

There are no shortages of day trips in Montana and Idaho, but we are short one organizer. Could you be the one?

Astronaut to speak at banquet

By EAA

Robert “Hoot” Gibson, a five-time space shuttle flight veteran whose aviation background ranges from military jets to air racing, is this year’s featured guest at EAA’s annual Wright Brothers Memorial Banquet on Friday, December 17, at the EAA Aviation Museum.

Tickets for the event are currently available at the EAA Aviation Museum website. Attendance is limited to 350.

Gibson’s space experiences are unique, as he flew aboard four of the five active shuttles (Columbia, Challenger, Endeavor, and Atlantis) and totaled more than 860 hours in space. Gibson’s final mission, when he commanded STS-71 in Atlantis in 1995, was a historic first-time docking of the shuttle with the Russian Mir space station. Gibson also served as chief of NASA’s astronaut office in 1992-94 and deputy director of flight crew operations in 1996 before retiring from NASA.



Along with Gibson’s space exploits, he has a long list of aviation accomplishments that include flying carrier-based combat missions for the U.S. Navy in Southeast Asia, graduation from “TOPGUN” Naval Fighter Weapons School, and more than 300 carrier landings. Gibson also has an extensive recreational aviation resume, ranging from racing at the Reno Air Races to building and flying his own aircraft. He was

enshrined in the National Aviation Hall of Fame in 2013.

EAA’s annual Wright Brothers Memorial Banquet honors the Wright brothers’ successful flights at Kitty Hawk, North Carolina, on December 17, 1903, that began the era of manned flight. Tickets for the event are \$65 for EAA members and \$85 for nonmembers. Doors open on December 17 at 5 p.m., with the dinner starting at 6:30 p.m.

Groups seek increased funding for alternative fuels

By EAA

As Congress prepares to finalize its funding allocations for fiscal year 2022, six aviation associations came together to ask the leadership of the Appropriations Committee Transportation, Housing and Urban Development and Related Agencies (THUD) Subcommittee in the U.S. Senate and House of Representatives to increase funding for the Alternative Fuels for General Aviation program.

“We believe the fuels testing program is at a critical juncture and we request the final conference agreement contain a funding level

of \$10 million,” the group wrote. “The funding level is consistent with the spirit of the recent White House announcement on sustainable aviation fuels, where the work on alternative fuels for general aviation was highlighted. There is still considerable work to be done to address the environmental and regulatory challenges associated with piston aviation fuels and your support is key to addressing them in a way that does not compromise aviation safety.”

The Alternative Fuels for General Aviation program enables the engineering, technical, and management support of fuel research

and safety certification activities necessary to identify and secure a fleet-wide authorization approval and deployment of an unleaded aviation gas consistent with aviation safety.

The aviation associations signing onto the letter to Congress include Aircraft Owners and Pilots Association (AOPA), Experimental Aircraft Association (EAA), General Aviation Manufacturers Association (GAMA), Helicopter Association International (HAI); National Air Transportation Association (NATA) and National Business Aviation Association (NBAA).

EAA bringing back Homebuilders Week webinars in January 2022

By EAA

EAA is bringing back its Homebuilders Week series of online webinars in January 2022, following the big success of the inaugural series earlier this year. The upcoming series is scheduled for January 24-28, 2022, which encompasses the 69th anniversary of EAA's founding on January 26, 1953.

“More than 16,000 people participated in this year's first Homebuilders Week, far exceeding our expectations and making it an easy decision to bring the series back in 2022,” said Charlie Becker, EAA's director of chapters and homebuilt community manager. “We've taken the input received from presenters and participants to improve our goal of sharing information and knowledge when it comes to constructing a safe and fun aircraft.”

EAA Homebuilders Week virtual presentations are open, free of charge, to everyone interested in building an aircraft. The event is sponsored by Aircraft Spruce & Specialty, Dynon, Scheme Designers, Van's Aircraft, and Zenith Aircraft.

The six daily live presentations will begin at 11:30 a.m. Central Time each day (Monday through Friday) and continue until 8:15 p.m. It will include everything from getting started successfully to techniques when building with sheet metal, composites, steel, and wood. New and experienced builders will also find in-depth talks on panel planning, wiring, engine selection, FAA certification, and flight testing.



The live sessions will also allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review after the week's presentations are completed.

“We learned from our initial Homebuilders Week that there is a huge demand for the knowledge and information that we presented, whether someone is considering building an airplane for the first time or is seeking to build their foundation of skills and knowledge,” Becker said. “Homebuilders Week

is one more way EAA assists aircraft builders and is an excellent complement to the vast resources available during EAA AirVenture Oshkosh each summer.”

The technology used during EAA Homebuilders Week is based on the success of EAA's webinar series, which has welcomed more than 250,000 people for presentations since 2010. Updated schedule and presentation information, as well as registration details, is available at EAA.org/HomebuildersWeek.

EAA membership passes 250,000

By EAA

EAA, the recreational aviation organization that began in 1953 as a group of individuals dedicated to grassroots aviation, has surpassed 250,000 members for the first time.

“EAA’s founder, Paul Poberezny, created a culture nearly 70 years ago where anyone who wished to enjoy the freedom of flight was welcome to participate, and our mission of growing participation in aviation has thrived under that vision,” said Jack J. Pelton, EAA CEO/Chairman. “The dedication of EAA’s members, chapters, and staff had made it possible to grow the organization to new levels. I thank every EAA member who has contributed through the years and found value in being a member, as EAA began as a small

group of builders and restorers but quickly grew into an organization that engages everyone who enjoys the world of flight.”

Pelton added that EAA continues to grow its offerings to its core of builders, restorers, and pilots, while also meeting the challenges to aviation’s future that range from regulatory matters to increasing the number of young people engaged in aviation. EAA’s chapter network has also received increased support and resources as the home of grassroots aviation in hundreds of communities throughout the nation.

Reaching 250,000 members marks a membership growth of 25 percent in the past five years, including through a pandemic period that found a significant number of people look to flight training and

aircraft building as the fulfillment of a personal dream. EAA’s total of individual members and Lifetime members have also reached new highs in the past five years.

“General aviation has grown increasingly complex over the past 70 years, but EAA’s goal has been to find ways to break down the hurdles in as many places possible to nurture that dream that has been always been a part of human imagination — the desire to fly,” Pelton said. “We are eagerly anticipating where that dream takes us in the years to come, whether it’s through EAA chapters and programs, through the innovations of our members, or with partners who bring a combined strength that allow us to accomplish more than we could individually.”

FAA proposing fix to allow BasicMed pilots to serve as safety pilots

By EAA

The FAA is proposing to fix a technicality in the Federal Aviation Regulations that prevents pilots flying under BasicMed from operating, in most cases, as safety pilots under simulated instrument conditions. The fix is included in a recently released notice of proposed rulemaking (NPRM) that requires commercial balloon pilots to hold second-class medicals, to fulfill a Congressional mandate implemented after a high-profile accident several years ago.

When the FAA created BasicMed

in 2017, it directly copied the law passed by Congress that required the agency to do so. While this allowed for an expedient rulemaking process, the rulemakers took the congressional language literally that only pilots in command (PICs) could utilize the new program. This meant that other required flight crew members, most notably safety pilots who are required to be on board while the PIC is using a view-limiting device, still needed to have at least a third-class medical certificate.

The new language changes instances of “pilot in command”

in the rule to “pilot in command or required flight crew member.” This allows any required crew, including safety pilots, to use BasicMed.

“This is a long-overdue fix to an illogical technicality in the rule,” said Tom Charpentier, EAA government relations director. “While it is unfortunate that it comes together with a Congressional mandate that increases regulatory burden on commercial balloon operators, we are pleased that the FAA took the opportunity to fix BasicMed as part of its regulatory compliance with Congress.”

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!



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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 – 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.

Safety a year-round pursuit

By EAA

November’s uptick in experimental category aircraft accidents is another reminder that aviation safety is a journey, not a destination. There were seven fatal experimental category accidents last month, well above the two projected as part of the FAA’s not-to-exceed figure for the month. It also put the yearly tally, just two months into the new federal fiscal year, above the FAA not-to-exceed tracking for the year. Early indications show that this increase mirrors a parallel increase in general aviation accidents overall in November.

While we all hope that November’s figure is an anomaly, it is a stark reminder that safety is a continual process. NTSB and FAA investigations will determine the probable cause for these accidents, but many of them will likely fall

into the usual categories: stall/spin, fuel starvation, and flight into bad weather conditions, among others.

“Higher accident totals do cause regulators to take closer looks at accident causes and whether additional training and rules might be necessary,” said Sean Elliott, EAA’s vice president of advocacy and safety. “EAA has always contended that education and awareness are always better than additional regulations, but it is up to us in the GA community to always make safety the first priority and keep pushing that accident total ever lower.”

EAA’s programs offer numerous safety initiatives, ranging from our Flight Test Manual to IMC/VMC Club programming for pilots and EAA chapters. Contact EAA for more information on any of our safety programs.

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](https://www.amazon.com/b?ie=UTF8&node=15576745011) 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.

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