

NOVEMBER 2018

# PROPWASH

A NEWSLETTER OF EAA CHAPTER 517, INC.



*Five Valleys Fluere*



*EAA Chapter 517, Inc.*

# From the chapter president



**Steve Rossiter**

As we rapidly approach November, I woke up last night (10-13-18) with it storming like the dickens. When I got up this morning it was snowing like the middle of December. My goodness; it appears the seasons are changing. Get your flying in while the getting is good.

Well, our first Breakfast at the Airport without pancakes went very well. It appears the biscuits and gravy was well received, check elsewhere in the PropWash for next month's menu. I thank the breakfast crew and particularly, my wife, Sherry for preparing the sausage and the biscuits for the breakfast. Our first monthly chapter meeting on the new schedule was well attended. I am pleased and wish to thank the crew that stayed around to help organize the hangar and with all the help, the job was done in just about an hour. Many hands did, in fact, make for quick work of the project.

Today I was joined by Larry DePute to go through boxes moved up from the Stevensville hangar to determine what material we have that is worth keeping for the chapter, what we need to offer for sale, what



needs to be recycled and what just needs to be thrown out. With a box of scrap metal and one full trash can, progress was made.

On Wednesday (10-10-18) Will Deschamps, Mike Schauf, Ralph Johns, Bill Schertz, and I moved an industrial size compressor donated by Will Deschamps to our new hangar. Now that it is on-site, I decided that it is waaay more compressor than we need, so I have traded it to Homestead Helicopters for a smaller compressor and cash.

Elsewhere in the newsletter there is a notice concerning the annual

EAA Chapter 517 Wright Brothers Dinner. This year Bryan Douglass will be preparing, as one of the entrees, prime rib. Some of us have had Bryan's prime rib, and it is magnificent. It is one of the best prime ribs served in Missoula.

Please remember, our annual corporate meeting will be on Saturday, November 3, 2018 at 10:30 a.m. in the chapter hangar. Please plan to be there or get your proxy to the chapter by mail or in person.

Blue skies and tail winds,

*Steve*

# Appointments to Fly Out Committee

By Steve Rossiter

I am hereby appointing each member of the chapter that has an aircraft to the Chapter 517 Fly Out Committee. I know from time to time, two or more members make a decision to take a little fly out trip for breakfast, lunch, or some other location. When this occurs I am asking you, as committee members, to let everyone in the chapter know the plan so that more members can

join the event. Let's spread these fun times to as many people as possible. This will provide the opportunity for members to get to know one another and instill a broader spectrum of participation in the activities we all love.

If you have an empty seat, maybe you can offer it to members that don't have their own airplane. This allows an even greater opportunity to enhance participation which will be terrific for the chapter as a whole.

Remember, we're here doing what we all love to do, have fun flying. It is that easy to share the experience with others.

It isn't hard to simply notify people. You can, but you don't have to make a big deal out of it. If you want to plan and execute a bigger event, get it on the calendar on the website and in the PropWash. I am asking that you to simply become more proactive at the chapter level.

## Movie Night to feature EAA Webinar

By Steve Rossiter

As usual, Movie Night will be the second Wednesday of the month, November 14, 2018 at 6 p.m. Our movie selection is a bit unusual. We will be watching an EAA webinar about a new EAA scholarship program. I hope EAA Chapter 517 will choose to participate in this exciting new program to encourage local youth to learn to fly.

EAA will be selecting up to 100 chapters to co-sponsor a \$10,000 scholarship to provide a young person with the opportunity learn to fly. The global goal for EAA is to help move the flight training completion statistics from 20% to 80%. The EAA scholarship fund will rely on the local chapter to mentor the scholarship winner through and beyond his/her initial pilot certificate.

This webinar will explain in detail how the program will work and how chapters can qualify to be a partner with the national organization. All who are interested are encouraged to join us for this event.

As always, popcorn and beverages will be available.



# East LZ Condo Complex Businesses

By Steve Rossiter

Did you know that there are now two aviation businesses up and running in the EAST LZ Condominium complex? You've been told they are coming and now they are open for business.

In Hangar 1 & 2, Joe Featherly, ACE Aviation has hired an Aircraft Mechanic (A&P) that holds an

Inspector Authorization (IA). They can now do aircraft maintenance including annual inspections. They intend to focus on the general aviation community and provide an alternative to North Star and Minuteman. I hope our members can support our newest and most local maintenance shop. (406) 542-2218

Next door to Joe's operation, Bruce Doering has opened a flight

training operation, Montana Flying Service, in Hangar 3. They have a Cessna 172 for training and are already actively seeking a second Cessna 172. They also have a very nice Redbird flight simulator for instrument training and currency. Need training or a flight review? Maybe you should check them out. (406) 258-6000



## **ANNOUNCEMENTS**

### **New Meal Serving Table and Chair Rack**

The chapter has a new meal roll-around serving table for our meal events. Everything needed to serve is stored on the shelf under the table from silverware, serving utensils, paper plates and bowls, napkins and salt and pepper. The table has clips so the serving surface can be covered in plastic and be held in place to make clean up easier. When this table is not

being used for a food event, it is an excellent work bench.

One of the wire roll-around carts has additional serving supplies and food storage. The other is set up for the cooking staff with cooking utensils, serving pans, serving bowls, a knife set, wraps, foils and plastic bags.

We also now have a second folding chair rack. We will shortly have more folding chairs than storage

space due to a really good deal on some used chairs. The plan is to have padded chairs on one rack and all metal chairs on the other.

### **Check it Out!**

We now have a sign by the common area door by our office that conforms to the condo association standards. It looks really good.



### **Fly The Big Sky license plates**

We now have many new EAA Chapter 517 members. It is time again to talk about EAA Chapter 517's "Fly The Big Sky" specialty license plate. The Chapter initiated this program in 2006



and since then we receive a check from the state each month at the rate of \$20 per plate sold or renewed. This income has allowed the Chapter to provide more scholarships each year than any other organization in the state. Of course, this income also helps support such things as Young Eagles and other youth and adult education events.

It is our hope that each of our Chapter members has at least one "Fly The Big Sky" plate for the vehicles they own. It is wonderful when all the vehicles in one family are sporting this plate. All of us who "Fly The Big Sky" should be proud and brag about it on your vehicle license plate.

You don't have to wait until your normal license renewal cycle to get your "Fly The Big Sky" plate. You can go to your local county treasurer's office to get the plate. They will collect the fees and you will keep your normal renewal cycle. The state has a one-time fee above the \$20 they send the Chapter, so be aware.

So, if you don't have a plate, please help support the Chapter programs and get yours today. The more of these license plates that are on the road, the more aware the general public is about Montana general aviation. This is always a good thing.



## ANNOUNCEMENTS

### New Aircraft Maintenance Shop at MSO

The East LZ Hangar Condominium Complex has a new owner in Unit 3 of the complex, that's the hangar closest to FedEx. Joe Featherly is opening an aircraft maintenance facility after running a successful automobile shop in Missoula for decades. His focus will be on light general aviation aircraft, which is kind of in Chapter 517's wheelhouse, as aircraft go. He is in the process of upgrading his hangar to best meet his needs, but will be open for business soon.

### For Sale

1 LightSpeed Thirty 3G headset and 1 LightSpeed 25XL headset. Buy one or both. MAKE OFFER. Call Judy Kline at 406-370-4727.

Dave Herzberg (email: ddh44@icloud.com ) has the following 'like

new' for sale:

Lightspeed Zulu 2 Bluetooth Headset \$700

Yaesu FTA-550L Li-Ion Handheld VHF Transceiver \$235

Has adapter to GA aircraft style plugs, good for radio backup or just listening.

Both are in almost new condition and only used a few times.

Information for both is readily available on the internet. If you are interested, contact Dave directly.

### Breakfast at the Airport

The November Breakfast at the Airport will be on November 3, 2018, between 8 a.m. and 10 a.m. preceding the chapter's Annual Corporate Meeting. This month's menu will be the World War II version of SOS including scrambled eggs, juice, coffee, tea, water and soft drinks. Take this wonderful

opportunity to experience the culinary fare your military father or grandfather experienced in the first half of the last century. Quantities will be limited, so arrive early!

### EAA 517 Offering Three Scholarships in 2019

EAA Chapter 517, Inc., will be offering three \$1,000 scholarships in 2019 through the Montana Aeronautics scholarship program. One scholarship is for a post-solo student, another is for a second-year A&P student and the third one is for an advanced pilot rating. Please get the word out to anyone you know who might be interested in applying for one of these scholarships. Application information can be found at <https://www.mdt.mt.gov/publications/docs/newsletters/aeronautics/2018/aerooct18.pdf>

## CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



# Follow EAA 517 on Facebook

## Annual Corporate Meeting

Corporate regulations for Montana require at least one member meeting every year. The meeting for EAA Chapter 517, Inc. will be on November 3, 2018 at 10:30 a.m. The required notification time was met with our announcement of the meeting in the October PropWash. Normally, the annual meeting is in October, but when the board decided to adjust the meeting schedule, the notification time requirement could not be met for our October meeting.

Please plan to come after the Breakfast at the Airport or please send in your Proxy Appointment. Proxy forms are attached again to this month's issue of the PropWash. The major piece of business is the election of the Chapter President and Vice President for the 2019/2020 term of office.

### **BUILDER'S REPORT**

#### **Rutan**

Ed Lovrien  
Limo EZ – 50%

#### **Sonex**

Larye Parkins  
Waix – 30%

#### **Van's RV**

John Barba  
RV-6

#### **Zenith**

Duane Felstet  
CH-750 75%

*Builders, please send updates to the newsletter editor at [cburson@gmail.com](mailto:cburson@gmail.com) so this list can be kept current.*



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

## CFI CORNER

# OTC medication can leave you impaired

by Sherry Rossiter, CFI-I

A subject that doesn't generate a lot of discussion among pilots is impairment from medication, particularly over the counter (OTC) medication. Many pilots believe they can legally fly using over-the-counter medications, but this is not always true.

For example, taking allergy medications containing antihistamines can be especially problematic. Benadryl, a commonly purchased over the counter medication, contains a powerful sedating agent that can cause extreme drowsiness. The box even has a warning about not driving or operating machinery when taking this medication due to its sedating effect.

Other medications that are specifically disqualifying (read prohibited) for pilots to take include certain drugs prescribed for high blood pressure, depression, seizures or smoking cessation. A comprehensive list of disqualifying medications for pilots can be found at [www.faa.gov/pilots/safety/pilotsafetybrochures/media/Meds\\_brochure.pdf](http://www.faa.gov/pilots/safety/pilotsafetybrochures/media/Meds_brochure.pdf). Additionally, certain combinations of prescription drugs could cause a pilot to feel drowsy or lightheaded, so make sure you understand the types of medications you are taking and be aware of possible side effects.

In a 2011 study conducted by the FAA's CAMA Toxicology Lab, evidence of impairment due to drugs of some type was found in 570 pilots, or 42% of the 1,353 fatal pilots tested. Ninety percent of the pilots who tested positive for drugs and/



Photo by AOPA

or medications in their system at the time of the crash were flying under CFR Part 91.

Now, with so many pilots flying legally without the need of a medical certificate under the Light Sport rule, there is even greater need for pilots to understand the side effects of medications they are taking (both prescribed and over the counter). Here are two other online resources to help educate pilots about the effects of certain medications: [www.youtube.com/watch?v=auBrixE2LYM](http://www.youtube.com/watch?v=auBrixE2LYM) and [www.go.usa.gov/xPkhM](http://www.go.usa.gov/xPkhM).

Most pilots are aware of the regulation regarding alcohol use – “eight hours from bottle to throttle” – but few pilots know what the waiting period should be between the last use of a disqualifying or impairing drug and resumption of flying.

According to an online pamphlet

put out by the FAA General Aviation Joint Steering Committee (“Pilots and Medication”), there is “a rule of thumb” for medication use. While every medication is different, a good rule of thumb is five times the half-life of the medication. The easiest way to determine this is through the dosing interval. If the directions say to take the medication four times per day, the dosing interval is six hours. Therefore, the wait time after the last dose would be 30 hours (6 hours x 5 = 30 hours).

Finally, a list of recently published Aerospace Medicine Technical Reports including a study on antihistamine use can be found at [www.faa.gov/data\\_research/research/med\\_humanfacs/oamtechreports/2010s/2018](http://www.faa.gov/data_research/research/med_humanfacs/oamtechreports/2010s/2018).



# New venue for December 17 Dinner



## By Sherry Rossiter

Every December 17<sup>th</sup> for the last 15 years, EAA Chapter 517, Inc. has hosted a combination Wright Brothers Commemorative Dinner and Chapter Christmas party. In the past, with a couple exceptions, this dinner was held at the Holiday Inn in downtown Missoula. However, this year's dinner is going to be a very special treat – a magnificent prime rib prepared by chapter member Bryan Douglass – and the event will be held at our Chapter's Missoula hangar.

Complimentary wine, beer and soft drinks will be served beginning at 5 p.m., and a buffet style dinner will be served at 6 p.m. In addition

to the prime rib, another entrée will be available for those who don't eat red meat. The meal will also include a baked potato, salad, vegetable, roll, dessert and a beverage.

Dress is "Montana casual." In spite of dining in a hangar, rest assured that we will have cloth table coverings and cloth napkins, along with real silverware, so you will have all the amenities of a fancy restaurant meal but at an affordable price.

In keeping with tradition, we will also have a White Elephant gift exchange after dinner. If you'd like to participate in this fun event, please bring a gift wrapped package. What makes this event fun is the variety of items that are "gifted." There is no need to spend a lot of money; just

be creative in coming up with your gift. Some of the gifts are recycled from years past; some are new; some are edible; some are homemade; some are humorous; some are highly coveted. Even if you don't choose to bring a gift for this exchange, it is still fun to watch.

Sherry Rossiter is again in charge of reservations for this event, so please let her know by December 1, if you are planning to attend. Sherry's email is [ssrossiter@aol.com](mailto:ssrossiter@aol.com) and her cell phone is 406-544-6182. (If you text her, please include your name.) We need this information for planning our food purchases and table settings. The cost is only \$20 per person, and you can pay by cash or check the night of the dinner.

**PROXY FOR EAA CHAPTER 517, INC.**

The undersigned, a member of EAA Chapter 517, Inc., a Montana non-profit corporation, does hereby appoint the designate individual below, my true and lawful attorney, with the power of substitution, for a period from the date of this proxy until November 30, 2018, for me and in my name to vote as my proxy all my votes I have, as a member of the Chapter at any meeting of the members of the Chapter, regular or special, which may be held during the period of this proxy, with all powers I would possess if personally present, hereby ratifying and confirming all that my attorney or his substitute shall lawfully do or cause to be done by virtue hereof, hereby revoking all previous proxies and reserving the right to cancel this proxy at any time upon written notice of cancellation signed by the undersigned with the Secretary of the Chapter.

Director, Steven Rossiter: \_\_\_\_\_

Director, Jim Younkin: \_\_\_\_\_

Director, Roger Shaw: \_\_\_\_\_

Director, Aaron Foster: \_\_\_\_\_

Director, Bill Schertz: \_\_\_\_\_

Director, Ray Aten: \_\_\_\_\_

Director, Clint Burson: \_\_\_\_\_

Or:  
\_\_\_\_\_

IN WITNESS WHEREOF, I have executed this proxy on the \_\_\_\_\_ Day of \_\_\_\_\_, 2018.

\_\_\_\_\_  
Signature of Member

\_\_\_\_\_  
Printed Name of Member

\_\_\_\_\_  
National EAA Membership Number

\_\_\_\_\_  
Next EAA Renewal Date

This Proxy may be withdrawn at any time with written notice to Steve Rossiter, the proxy holder.

# FAA reauthorization bill signed into law by President

By [EAA](#)

October 10, 2018 – President Donald Trump signed the bipartisan FAA reauthorization bill passed by both the Senate and House of Representatives last week. The legislation provides stability for the FAA and ensures that ATC privatization and user fees will likely not happen for at least the next five years.

“This legislation is a great victory for general aviation, and it would not have been possible without dedicated EAA members making their voices heard on this issue,” EAA CEO and Chairman of the Board Jack J. Pelton said. “The long-term stability this provides for the FAA will allow the agency to carry out NextGen programs, invest in new technology, and modernize instead of privatize – all of which are positives for the GA community.”

Until this legislation was finalized by a bipartisan agreement reached by transportation committee leaders from both the House and the Senate in late September, it appeared the 115th Congress might adjourn without a reauthorization bill reaching the floor. Fortunately for general aviation, lawmakers reached a compromise deal and passed a short-term FAA extension to give the Senate an extra week to pass the bill.

## E-AB Accidents at All-Time Low

By [EAA](#)

October 18, 2018 - The 2018 FAA fiscal year ended on September 30, and the experimental fatal accident number came in well below the FAA established not-to-exceed limit for this year. Experimental aircraft were involved in 44 fatal accidents during the fiscal year, with amateur-built aircraft accounting for 33 of those. The not-to-exceed number, based on a one percent reduction in accidents from the previous three-year average, was set at 51 for this year.

This is the fourth year in a row that the accident number stayed well below the FAA’s limit, and the downward trend of fatal accidents in both experimental aircraft and general aviation as a whole continues. Last week we reported that the fatal accident rate for amateur-built aircraft in calendar year 2017 was 2.63 per 100,000



hours, an all-time low.

The continual decrease in accident numbers is the result of EAA’s strong commitment to improving the experimental safety record, but there

is still more work to be done. EAA is actively working on a number of safety initiatives with a goal of further lowering the experimental fatal accident numbers.

# EAA Envisions a MOSAIC to Benefit All of GA



By Jack J. Pelton, CEO/  
Chairman of the Board, EAA

October 18, 2018 - In 2013, EAA helped create a portion of the Part 23 aircraft certification reform aimed at supporting the general aviation legacy fleet. The proposal was known as the Primary Non-Commercial Category and was among the final recommendations coming out of the process, but unfortunately was never adopted within the final rulemaking. With your best interests in mind, it was time to refocus on how EAA could continue to advocate and push forward change that would benefit an even wider segment of our membership, and, specifically, the amateur-built and light-sport categories.

Fast forward three years to the fall of 2016 when Sean Elliott, EAA's vice president of advocacy and safety, and myself met with the FAA's Small Airplane Directorate

in Kansas City, Missouri, to brainstorm concepts that eventually formed the foundation of FAA's MOSAIC, or the Modernization of Special Airworthiness Certificates (formerly known as Permit to Fly). During these meetings nearly two years ago, EAA was the first to comprehensively explore modifications that would help the light-sport category reach its full potential and further build on the successes of the amateur-built regulations that EAA has been championing for decades.

That Kansas City meeting was indicative of how EAA has led the way advocating for major change in recreational aviation since Paul Poberezny started going to Washington, D.C., in the 1950s to set in motion development of the homebuilt rules that still benefit us today. Our conversation with the FAA squarely focused on problems and solutions to help all of us. We didn't wait for a blue-ribbon

commission or a 300-page report. Instead, as we've always done, we focused on how we can continue to make reform even stronger and more advantageous for our membership.

MOSAIC has effectively emerged from those conversations and evolved into proposals that encompass improvement for a broad spectrum of personal-use flying: LSAs, amateur-builts, sport pilot privileges, and even the vast legacy GA fleet. EAA has continually engaged with FAA officials by regularly visiting Washington, discussing it annually during our distinctive EAA/FAA Winter Aviation Summit in Oshkosh, and showcasing the potential enhancements to senior FAA management during EAA AirVenture Oshkosh. As a result of EAA's efforts, the FAA fully understands the potential of MOSAIC and has even stated its strategic importance in their rulemaking process.

As MOSAIC has evolved over

the past year, a key focus has been on developing performance-based metrics for LSA instead of isolating weight as a sole determinant for reform. These inclusions would consider larger aircraft, as well as better aircraft handling, durability, and performance. It also means more options for the flight training community where many smaller operations are relying on 40- and 50-year-old airframes that don't showcase the technology available for student pilots today. Who wouldn't want to learn in newer and more modernized aircraft if given the choice?

Much has been focused recently on the 3,600-pound maximum weight, but that was just one idea brought forward. Ultimately, the emphasis should not be fixated on a number, but rather on how LSA can meet its full potential within performance- and risk-based definitions. EAA wants to ensure the best possible outcome for the personal and flight training markets.

In the amateur-built area, MOSAIC provides additional options such as expanded commercial assistance or fully demand-built

aircraft. It also includes policy for warbirds, unique aircraft such as manned multicopters, more flexible risk-based operating privileges, repairman certificates for second owners of homebuilts, as well as other refinements. Let me also make this clear — EAA is absolutely adamant that the 51 percent rules that have made amateur-built aircraft the most active area of new GA aircraft construction will remain unchanged.

MOSAIC would also open opportunities for modernizing legacy GA aircraft built years ago under CAR 3 and Part 23 and would open simplified access to modern safety-enhancing equipment and avionics not previously available or affordable. EAA pioneered this certification approach using the STC process several years ago that has now reached across the avionics spectrum. MOSAIC will continue to build on this by simplifying maintenance, parts eligibility, and modification and alteration guidelines to mirror the success established in the amateur-built world.

This proposal has the potential to be the broadest reform for general

aviation in decades. It will make a significant difference. EAA is uniquely positioned to bring this forward with the FAA because our organization has the broad technical expertise and ability to advance a safety-driven agenda. Our approach has been historically successful in accomplishing certification reform in all areas of recreational aviation.

The FAA has projected early 2019 to begin formal rulemaking drafting for MOSAIC. It's likely we won't see an NPRM (notice of proposed rulemaking) for comment for up to a year or more after this begins. This is not a fast process for a reason — it's important to ensure all possibilities are carefully considered. As we know from flying, rushing a process often sets off an unanticipated chain of bad outcomes.

I'm extremely excited about the potential of MOSAIC, and am very proud of EAA's leadership role in this effort. It's amazing what can come about from just a casual conversation combined with hard work and a constant focus on results that matter to you.





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