

March 2023

PROPWASH

A Newsletter of EAA Chapter 517, Inc.



From the Chapter President

By Ed Lovrien

Hi Everyone. Its been a cold winter for us. We had a good chili feed last month on Feb 11. It was well attended and had five chilis to try and one soup and multiple corn bread muffins. Everyone left well fed and we got to see quite a few old friends. I always enjoy feeds at the hangar. They are busy for me but we get a lot of people there that can't or don't make meetings and turnouts are usually great. I plan on putting a few dinners on this year, but I am going to need more help with setup and take down. Would love to get a crew that will commit to these, but will call individuals to help as needed. There are many members who come to the events that are getting to the point that they just can't move tables and chairs anymore. We have enough people that they don't have to.

We had a great meeting this month put on by Morgan Kellogg and a doctor friend of his. Morgan is a heart doctor and his presentation was not only great, but the information in it went beyond aviation into every aspect of life. I would like to have him again this summer and continue with more on the subject. Its great for all. We have had some of the largest turnouts in the last few months for meetings that we have had in a long time. I like to see that.

I would like to put a group together for some ideas on generating new members. Please throw your hat in the ring if you would like to help on that issue. We need to keep creating new members in order to keep this chapter alive and fun. We are doing many things that Covid prevented for a long time and I would like to build on that. I want the hangar to be a place to come and



hang out and enjoy for everyone, not just be a place to come for a meeting. I spend a lot of time out there. Kellen and I take a pizza up in the tower sometimes and just watch planes. I hope to have the loft done this year and plan to put a large screen and projector up there so we can have some impromptu movies shown. I had a group up to the house and we watched the new Top Gun in my theater and it was a blast. Something that anyone can enjoy. Our Young Eagle program has been doing well and we make a lot of kids very happy taking them up. We need help with both ground crews and pilots and it's a great way to come enjoy the group and its facilities.

When Steve was president, he asked if I would sell the stuff that filled the trailer and other things laying around the hangar. That included some very odd things that most would have thrown away. The

manuals for many airplanes, both parts and maintenance, have all been sold. There were carts, old pieces of a rail road luggage cart, tools, parts, instruments and much, much more. People started donating stuff to me to sell to help pay for the future loft program many of us talked about. I am proud to say that since I started doing this just over a year ago, I have generated \$12,000 for the loft program and \$5,000 for the general fund. It's a good program and if more members donate, we can keep the momentum going strong.

We will be starting our breakfasts in a couple months and the crews will be needing help with setup, cooking, cleanup and just helping to keep things running well. I look forward to seeing you all at the hangar! Keep warm!

– Ed

EAA Chairman testifies to Congress on securing GA future

By EAA

EAA CEO/Chairman Jack Pelton testified that the nation’s general aviation system must be able to rely on an effective, efficient, timely and consistent regulatory structure from the Federal Aviation Administration to ensure a robust and successful future. Pelton was among a group of general aviation officials who spoke on Thursday before the Aviation Subcommittee of the House Transportation and Infrastructure Committee in Washington, D.C.

Joining Pelton in Thursday’s testimony was Mark Baker, AOPA President/CEO; Rick Crider, Executive Vice President of Airport/Railport & Military Relations of Port San Antonio, on behalf of the American Association of Airport Executives; and Curt Castagna, President and Chief Executive Officer of National Air Transportation Association.

“General aviation is stymied by delays for processing certificates for pilots, mechanics, and aircraft, and the current shortage of designated pilot examiners is a growing crisis that has been addressed by a recent DPE working group that recommended reforms,” Pelton said. “We also ask for congressional support of critical rulemaking, including the current MOSAIC (Modernization of Special Airworthiness Certificates) initiative



to ensure it can be completed in a timely manner.”

Pelton also expressed EAA’s strong support for the EAGLE initiative to safely transition to unleaded fuel by the year 2030, but also called for Congress to assist in the safe development and introduction of unleaded fuel for GA as well as protections for 100 low-lead to ensure the safety of all aircraft operating in the National Airspace System.

He also replied to a question on reaching youth from Rep. Rudy Yakym (R-Indiana) by highlighting the concern for new regulation burdens on traditional model aviation and pointed to the EAA RC model Build And Fly program in EAA chapters, where young people can build a radio-control model and fly them as an introduction to flying before flight training is

possible. Among other issues, Pelton responded to subcommittee questions on aviation cybersecurity, amateur-built aircraft safety, and timelines of FAA rulemaking.

Rep. Sam Graves (R-Missouri), Chairman of the full Transportation and Infrastructure Committee, spoke at the start of the hearing and noted that he would include a general aviation section in the FAA reauthorization bill for the first time. He called GA the cornerstone of aviation, as every professional begins as a GA pilot and it is important to reduce barriers to encourage young to pursue careers in aviation. Chairman Graves added that one of the worst things that happened when it comes to FAA was when aviation advocacy was removed from mission statement, as more aviation advocates are needed within FAA and throughout the nation.



Yellow Ribbon Honor Flight honors veterans as part of AirVenture 2023 activities



By EAA

One of the most emotional and poignant moments of EAA AirVenture Oshkosh each year will return in 2023 as 100 Vietnam War vets will take a Yellow Ribbon Honor Flight to Washington, D.C., on July 28 as part of AirVenture’s annual salute to veterans. The 70th annual EAA fly-in convention is July 24-30 at Wittman Regional Airport in Oshkosh.

Veterans from the Vietnam War will be honored as they travel to the nation’s capital to tour war memorials at no cost to them. The veterans will return to Oshkosh at the conclusion of the Friday afternoon air show and thousands of people will welcome them back home and give them the recognition they deserve.

“The Yellow Ribbon Honor

Flight is traditionally one of the best events of AirVenture week and this year is fitting as part of our ‘Vietnam Remembered: 50 Years Later’ schedule of activities,” said Rick Larsen, EAA’s vice president of communities and member programming. “We are proud to produce an event that honors what Vietnam veterans did for this country and be able to provide them an experience of a lifetime.”

This is the ninth year that the Yellow Ribbon Honor Flight has originated at EAA AirVenture Oshkosh under the auspices of Old Glory Honor Flight of Appleton, Wisconsin. That non-profit organization has organized dozens of Honor Flights since 2009 with a dedicated group of volunteers. Those flights have included special flights to Pearl Harbor and to Vietnam.

“Each Honor Flight mission is a special occasion, but the ability to

be a part of EAA AirVenture always creates unforgettable moments,” said Diane MacDonald, the executive director of Old Glory Honor Flight. “Honoring our local Vietnam veterans out of EAA AirVenture is such a highlight; being witness to the enthusiasm, respect, and appreciation from the world’s aviation enthusiasts when the flight returns to Oshkosh is such an incredible sight to see and it means the world to the men and women who get to experience it.”

American Airlines is again supplying an aircraft for the flight, which is flown by an all-volunteer crew of American Airlines pilots and cabin attendants.

Old Glory Honor Flight will be inviting veterans who are currently on their waitlist. More information about Old Glory Honor Flight, which accepts donations, is available on the organization’s website.

FAA publishes task-based phase I guidelines

By EAA

Resulting from a multiyear sustained advocacy effort by EAA, this week the FAA published its guidelines for an optional task-based Phase I flight testing program. The program will primarily be an alternative to the standard 25 or 40-hour flight testing requirement for amateur-built aircraft, replacing the hours-based test period with a list of tasks to complete. When the tasks are complete and the aircraft is shown to operate as expected, and an Aircraft Operating Handbook (AOH) is created, the aircraft can exit the Phase I flight testing period.

Programs such as this, developed in cooperation between the FAA and EAA, are direct contributors to the significant improvement in the amateur built accident rate experienced over the past decades. It also demonstrates the commitment to safety and continuous drive to create a stronger safety culture that exists within our community. EAA's continued commitment to working with the FAA is a testament to our heritage and culture and is a key component to ensuring that the E-AB movement is able to continue and grow.

The new guidance is housed in the recently updated Advisory Circular (AC) 90-89C, the Amateur-Built Aircraft and Ultralight Flight Testing Handbook. This is a wide-ranging document that the FAA first developed in partnership with EAA in 1989. The task-based program itself is found in Chapter 2 of the AC, beginning on pages 2-3.

The program prescribes a series of 17 individual flight test tasks, and recommends that the tests be flown per test cards carried in the aircraft. The program also requires

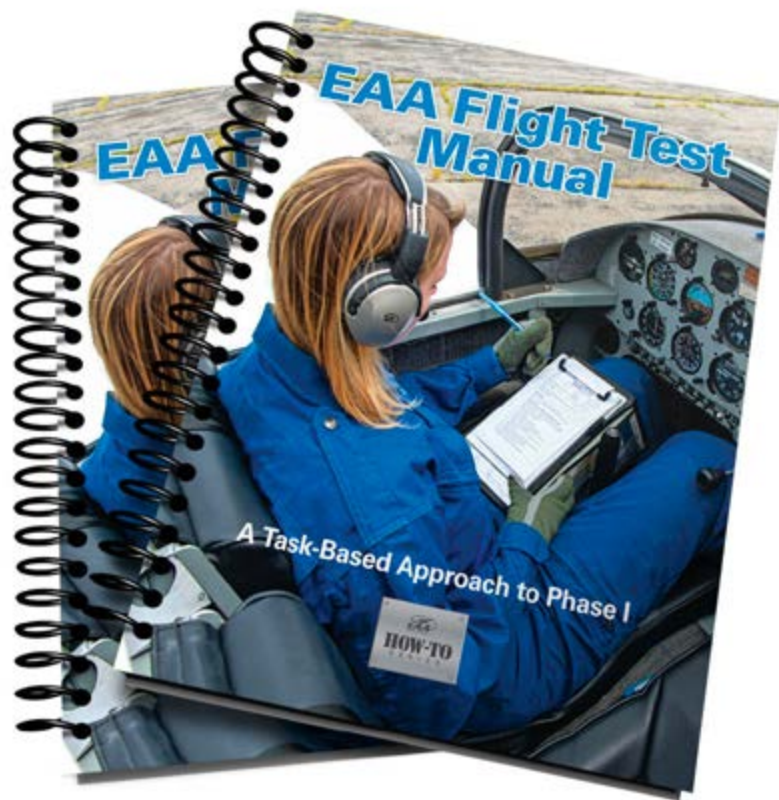
the creation of an Aircraft Operating Handbook (AOH)* from the test results, which will benefit both the builder and any subsequent owners of the aircraft. Anyone, including kit manufacturers and type clubs, can create a test plan that accomplishes the prescribed tasks, and users of EAA's Flight Test Manual will find that it mirrors the program requirements.

In order to utilize the task-based flight testing program, the aircraft must have an operating limitation that allows the program's use. Operating limitations are issued along with the airworthiness certificate by the FAA or DAR as part of the airworthiness certification process. EAA expects that the FAA will update policy on operating limitations soon so that the standard operating limitations will include the task-based Phase I authorization

language. If you are currently in Phase I flight testing or plan to have your aircraft inspected soon, email govt@eaa.org for details on how to obtain the new task-based Phase I operating limitation.

Like the Additional Pilot Program, another successful collaboration between EAA and FAA, the task-based flight testing program is designed to be decentralized and easy to use. No follow-up reports to the FSDO or DAR are necessary after the initial inspection, unless otherwise required. Builders are also free to use the traditional time-based Phase I program, which remains unchanged.

This program is the result of years of hard work by EAA staff, our volunteers, and the FAA," said Tom Charpentier, EAA government relations director. "This is one of those rare 'win-win' policies. It will



BUILDER'S REPORT

Bearhawk
Dick Tardiff
Bearhawk Patrol

Rutan
Ed Lovrien
Limo EZ – 50%

Van's RV
John Barba
RV-6

Cal Geyman
RV-9A – 15%

Allan Glen
RV-10 – 40%

<https://airplane.allanglen.com>

Zenith
Duane Felstet
CH-750 – 75%

Ralph Johns
CH650B – 60%

ensure that aircraft are thoroughly tested and documented, that every hour of flight testing has a purpose, and that when the flight testing work is complete, Phase I is over. We thank the FAA for their efforts on publishing this guidance and to those in our community who contributed.”

An EAA webinar is scheduled for April 4 on task-based Phase I flight testing to brief everyone on this new option, click here to register.

EAA continues to work on several flight testing and documentation resources to aid users of this policy. More details to be announced soon.

**The term AOH is new with this AC, and was suggested by EAA as a homebuilt-specific alternative to Pilot Operating Handbook (POH) or Aircraft Flight Manual (AFM), both of which have regulatory connotations that do not apply to experimental aircraft.*

Builders, please send updates to the newsletter editor at cburson@gmail.com so this list can be kept current.

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