

March 2021

PROPWASH

A Newsletter of EAA Chapter 517, Inc.

BLADE DWG. G521A-G
BLADE MFG. G3544
LOW ANGLE 12.0 AT 72
HIGH ANGLE 84.0 AT 72

BLADE DWG. G521A-G
BLADE MFG. G3544
LOW ANGLE 12.0 AT 72
HIGH ANGLE 84.0 AT 72



From the Chapter President



Steve Rossiter

After the weather we had in February, winter surely has passed; I hope! More snow, probably, but we can handle it because as the days continue to get longer we know the end is in sight. On the Covid-19 front, now that the state and Missoula County are easing the Covid-related restrictions, the end of the Pancake Breakfast drought may be in sight too. We are doing coffee and donuts on Saturday March 6 and April 3, to kick off our 2021 “social season.” Restrictions permitting, we are targeting May 1, 2021 for our first pancake breakfast.

The Chapter Board of Directors met on February 20 to consider and move on a number of pending issues. I’m pretty excited about what is in store for the chapter and our members in 2021 and I hope you will be too. Some of these will be discussed below and elsewhere in this month’s PropWash.

In the near future we will be updating our website to make it more user friendly for our members and the general public. It will also be more user friendly for those posting information. Allan Glen demonstrated the website prototype



for the board and we should have it up and running by the end of March. Of course, we will let you know when it is ready.

Volunteers are needed for several activities the chapter will sponsor this flying season. We need to beef up staffing for our Young Eagle events as well as for our Pancake Breakfasts when we restart those activities. Four of our board members, Sherry Rossiter, Ray Aten, Alan Glen and Eric Ristau will be calling all members to discuss these volunteer opportunities as well as soliciting your thoughts and ideas for developing more fun and interesting activities for the chapter. Start thinking about how you might contribute to the good of the order.

Soon you will be able to order chapter hats and t-shirts and other logo wear. It has been quite a while since we last did this, and with current technology, there are terrific opportunities to do this without the chapter having to carry large inventories. You will be advised when we are ready to go.

Board member Ed Lovrien is in the process of setting up an Amazon Smile account for EAA Chapter 517, Inc. This is a fundraising opportunity where Amazon donates a small percentage of each sale to nonprofit

organizations such as our chapter. There is no cost to the consumer; it is simply a donation by Amazon. More details soon.

This summer we will sponsor the first annual Five Valleys Flyers Aviation Flea Market. We will invite the whole Montana aviation community to participate. Anyone with aviation related material will be welcome to sell and everyone will be able to buy. The date is yet to be set but it will be sometime during our flying season.

There are a couple of other initiatives that are being investigated for the benefit of the chapter and our members, but are not quite ready to be revealed. Watch for them in the coming months. I’m excited about the direction EAA 517 is moving, and 2021 is going to be the best and most fun year ever.

I’m sad to report the passing of one of Five Valleys Flyers’ newest members, Don Hammersley. He joined the chapter at our last Donuts and Coffee event last fall. He had a build project going which I understand his son intends to complete.

Until next month, keep the dirty side down.

Steve

Two for One: Dual AirVenture air show performances promote social distancing



By EAA

An innovative air show format to promote social distancing will be part of EAA AirVenture Oshkosh 2021, as the afternoon air show will at times feature a split performance area that accommodates two acts flying at the same time.

The split performance areas along Oshkosh's 11,000-foot flightline will be used for aerobatic displays with aircraft that have a smaller performance footprint. It will allow two acts to safely fly their rehearsed routines at the same time — one at the north end of the aerobatic box while another flies simultaneously at

the south end.

"This is one way that will allow us to spread the crowd more evenly along the entire flightline instead of having the major density at air show center," said Dennis Dunbar, EAA's director of flight operations. "Think of it as splitting a football field. Normally, everybody wants to sit at the 50-yard line. With this format, the centerpoint becomes the 25-yard line at each end. You can enjoy a great performance right in front of you, regardless of where you sit."

The AirVenture sound system already has the capability to split narration, so each act will have its own announcer and music.

"Imagine, for instance, Vicky Benzing flying her Stearman in the north box with her own announcer while Patty Wagstaff flies her Extra in the south box, also with her own music and announcer," Dunbar said. "We'll manage the schedule so that later in the week those acts will change locations, so if you're camping down in the vintage area or volunteering up in warbirds, you'll still see all the performers throughout the week."

For aircraft that require a larger demonstration area, such as the F-16 Viper Demo Team and the World War II warbirds that fly through the entire air show box, the full flightline



will be used for their performances, as in the past.

As the daily afternoon air show lineup is announced each morning during AirVenture, the schedule will include what performers will be flying in the split box format and at which location. In addition to the split-box format, consideration is being given to spread other assets along the crowd line as well.

“One example might be instead of having an Air Force Special Operations Command CV-22 Osprey insert special operators at air show center only, we would request more than one Osprey and insert operators at locations along the crowd line,” Dunbar said. “These

are really common sense measures that do not impact safety while spreading the entertainment value along a much larger area. Some of these innovations could become a permanent part of AirVenture past 2021.”

The air show innovations are part of the significant planning for AirVenture 2021 to maintain best practices for possible COVID-related challenges. The initial alterations for the AirVenture grounds were announced last week, with additional information coming as it is confirmed.

“We understand that we have to be innovative as we plan for AirVenture 2021,” said Rick Larsen, EAA’s

vice president of communities and member programs, who coordinates AirVenture features and attractions. “Social distancing could very well still be a part of our lives by late July, so we wanted to find a way to encourage that on the flightline while also providing the best possible air show experience for everyone at Oshkosh.”

AirVenture 2021 features nine air shows over seven days, including night airshows on July 28 and 31. The daily afternoon air shows are presented by Daher and Pratt & Whitney Canada, while the Wednesday, July 28, night air show is presented by Covington Aircraft.

EAA AeroEducate Initiative helps young people explore and cultivate aviation interest

By EAA

AeroEducate, the newest youth aviation initiative from EAA, will bring an interactive, educational, and engaging experience to young people ages 5 to 18 beginning in 2021.

AeroEducate's web-based resource provides clear, age-appropriate pathways to aviation and aerospace engagement, and even career paths. A multitude of turnkey, easy-to-use aviation-themed activities for teachers and EAA chapters can be used at sites ranging from classrooms to EAA chapter hangars.

"What EAA has created with AeroEducate is a wide-ranging program where a child can reach specific goals in aviation that are achievable, affordable, and engaging," said Jack J. Pelton, EAA CEO and Chairman of the Board. "This is the 'Next Step' for direct youth aviation education that was pioneered by the EAA Young Eagles program in the 1990s. AeroEducate will encourage participation from young people, their parents, teachers, and EAA chapters in a way that builds interest in aviation from initial fun to possible career paths."

Among the elements of AeroEducate are:

- Badging Program – designed to motivate engagement and continued discovery
- Career Pathways – demystifies the journey, regardless of area of aviation interest
- Classroom Activities – aviation-infused to help educators spark interest among youth
- Database of Youth Aviation Activities – creating



nationwide opportunities to participate

As part of AeroEducate, EAA is partnering with aviation industry leaders to develop specific career pathways that include professional pilot, air traffic controller, maintenance technician, engineering, and aviation business. United Airlines' Aviate program led the way in late 2020 by becoming the first industry partner in AeroEducate. Aviate, established to inspire and develop the next generation of talented and diverse United pilots, will effectively create a path from a Young Eagles flight to a profession as a commercial pilot. Additional industry partners will be announced as their participation is finalized.

EAA is developing educational components with North Carolina State University, encompassing an aviation focus that can be used in both traditional and non-traditional learning environments. That flexibility is especially useful as online and distance learning has

become more prevalent over the past year. The activities focus on STEM principles, and follow Common Core Standards, Next Generation Science Standards, and technology and literacy standards. In addition, the teaching activities that are being developed for EAA AeroEducate are available at no charge and are easily adaptable to existing curricula.

"AeroEducate aims to take that youthful discovery and fascination with flight into a positive direction that builds goals and fun for young people, as well as resources for their parents, teachers, and local mentors," said Rick Larsen, EAA's vice president of communities and member programming. "This initiative uses the best of aviation, education, and technology in a way that reaches kids where they are and where they want to go."

Development of AeroEducate programming will continue through the first half of 2021, with further updates and announcements also coming at EAA AirVenture Oshkosh 2021 in late July.

EAA needs your help for AirVenture



By EAA

EAA AirVenture Oshkosh 2021 is coming and we know it will be worth the wait! In anticipation of getting everyone back to Oshkosh, EAA is looking to spark some excitement for our attendees and members. We're compiling short videos from those who know AirVenture the best: air show performers, volunteers, members, attendees, and our partners! These videos will be featured on EAA's social media channels and the EAA website. We're looking for these videos to be enthusiastic and fun, and get people motivated to attend AirVenture.

It's simple. Just shoot a short

video including the following:

1. Introduce yourself
2. Finish this sentence:
3. "AirVenture 2021 will be worth the wait because..."
4. End video with, "See you at Oshkosh!"

Video Requirements:

- Please include your name via email when you send us your video link upon submission.
- Please speak clearly and loudly.
- Record in a space where there is limited background distractions, preferably in front of an airplane or something

aviation-related.

- Please make sure background noise is eliminated or significantly reduced before recording.
- For best results, ask a friend or family member to record for you. Please make sure that if you or someone else is recording on a smartphone, that you are holding the phone horizontally while recording.

Please send video submissions via a Dropbox link or Google Drive link to cbsken@eaa.org.

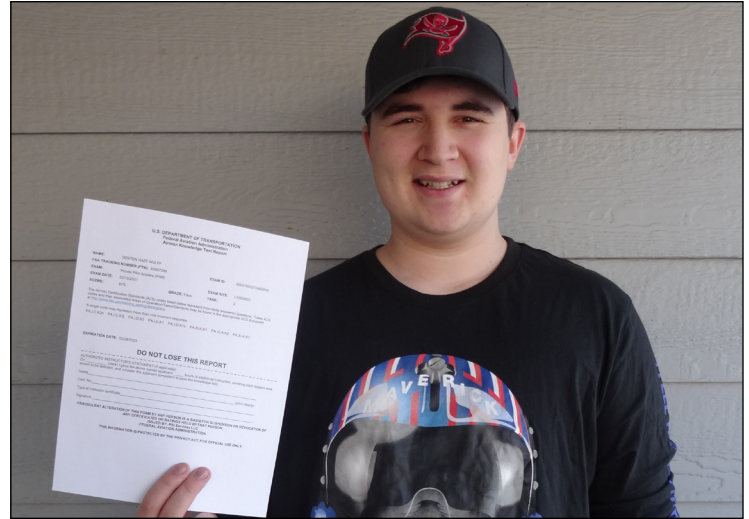
Please keep videos short, preferably no longer than 30 seconds.

Ray Aviation Scholar, Denten Wulff, passes FAA Knowledge Test

By Ray Aten

February 19, 2021 was a great day for Denten. He scored an 87% on the FAA Knowledge Test! With that passing grade, he's now in the final stretch, preparing for the practical test for his private pilots certificate.

Congratulations Denten on reaching this important milestone in your journey to becoming a licensed private pilot!



Call for your best photos and videos



By Eric Ristau

As spring arrives, the chapter is planning more frequent Facebook updates, a new Instagram page and website updates. We need your best Montana aviation images and short videos to share on social media. By creating a library of interesting images and videos, we can share new posts year-round, provide interesting aviation-related posts and, hopefully, attract new members. Email your images and videos to Eric Ristau, chapter Vice-President and social media gas boy at: eric.ristau@eaa517.org. Thanks in advance for your help!

Presentation offered on airspace and Special Use Airspace

CFI Kurt Kleiner will give a presentation on March 10 on Airspace and Special Use Airspace (SUA). In addition to doing a brief review of how the various classes of airspace are depicted on section charts, he will share some examples and explanations of unique and challenging interpretations of chart symbols and information, as well as examples of special use airspace that do not appear on the charts which we should all be aware of.

Kurt is an Airspace Coordinator who designs builds and modifieds Fire TFRs for summer wildfires in addition to being a 15-year CFI with over 3,500 hours of dual given in single engine airplaces. Join us for an insightful and fascinating interactive discussion on a topic that drives many pilots crazy who are trying to remember and make sense of a complex topic.

Join us at the East LZ hangars (#1) at 6 p.m. Bring your friends, bring student pilots and bring your questions that we will dig into as a group to maximize our learning.

Why I Learned to Fly

By Sherry Rossiter

It never crossed my mind as a child growing up in Fargo, North Dakota in the 1950s that I would ever learn to fly. However, in 1973, while living in northern California, my first husband bought and paid for 10 flying lessons for me, primarily so I could learn to read an aeronautical chart, use the aircraft radio and learn how to land the airplane in case he

(the pilot) became incapacitated. The flight instructor I was to fly with had never taught this type of “Pinch-hitter Course” before, so he put me in the left seat of the airplane and taught me everything he would normally teach a student pilot. At the end of the 10 hours of flight training, I was still a fearful flier, but the instructor urged me to take a couple more flying lessons and then solo the airplane. While I was terrified at the

thought of soloing the Cessna 150, I was also intrigued. After 12.5 hours of flight training, I soloed on January 21, 1972, at Gness Field in Novato, California. While I was up in the air all alone making three very good landings, it was like a switch was flipped in my brain and I suddenly knew I needed – not just wanted – to learn to fly.



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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 – 5%

James “Cal” Geyman
RV-9A – 15%

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.

EAA, General Aviation groups meet with new federal air surgeon

Membership priorities shared with Dr. Susan Northrup

By EAA

EAA and other general aviation groups had the opportunity earlier this month to connect with the FAA's new Federal Air Surgeon, Dr. Susan Northrup, to welcome her to her new position and briefly discuss some of the major issues faced by GA pilots relating to medical certification.

"Having a Federal Air Surgeon such as Dr. Northrup, who grew up in an aviation family and has long been involved in general aviation, is certainly a benefit in future discussions about the issues that

GA pilots face," said Sean Elliott, EAA's vice president of advocacy and safety. "We also look forward to working with her in more detail and in conjunction with EAA's Aeromedical Advisory Council."

Dr. Northrup is a retired U.S. Air Force colonel and a senior FAA aviation medical examiner. While in the Air Force, she also served as the U.S. delegate to NATO's aeromedical working group. Dr. Northrup and her husband are both involved in general aviation and she has participated previously at EAA AirVenture Oshkosh and at

the National Warbirds Operators Conference.

Among EAA's priorities for its members relating to medical issues are reducing delays, paperwork, and expense for medical and special issuances, opportunities that build on the safety success of BasicMed and Sport Pilot certification, and a more transparent process that eliminates the "don't tell, don't treat" perspective among pilots who are fearful of losing their medical certification.

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