

July 2022

PROPWASH

A Newsletter of EAA Chapter 517, Inc.



EAA Chapter 517, Inc.

From the Chapter President

By Ed Lovrien

Well, another month has passed with a blink of the eye. I don't know how to keep up at this point. Time goes faster and faster.

We had another great turn out for breakfast in June. Our cooks did another fabulous job and I thank them huge. They are the ones doing a huge amount of work to make this possible for everyone. I would like to ask for a few volunteers to help them with cleanup. They need some help to help tear down, put things away, and clean up utensils and cookware. Please let us know if you can help us out and continue making our breakfasts a huge success. I don't want to wear these guys out. They are fabulous.

The monthly meeting went awesome. Aaron Foster did a great Foreflight demo. We had good attendance and I would like to thank him for spending the time with us. We just scratched the surface but will do another one down the road to get more into Foreflight. For the guys that learned with it, it's easy for them, but for us old guys who had time off from flying or still use paper maps, it's a large step. I'm looking forward to learning this program some more. Also a thanks to Mona for bringing the cake. It was awesome.

You have heard me talk from time to time about the donations to the group. Many don't know, but over the years, people have donated stuff to the hangar and many times, it gets set aside and sometimes members can use it, sometimes not. Early in 2021, then President Steve contacted me and asked me to start selling some of the donated items that the group has not used. It started off then



with some instruments, a generator, a windshield heater, some railroad wheels, and other miscellaneous items. I looked at them and told him I would give it a try. I have been buying and selling my whole life so it just kind of fit. Since that time, I have sold things that would have normally been thrown away. The one that I remember most was a crankshaft out of an engine, that had no marking or anything, but a box with a brand on it that no one recognized. I researched it and ended up selling it to a guy for \$88. We had a generator that didn't run. I fixed it up and got \$300 for it. I have sold a bunch of magazines and books that were set to go to the garbage. So far, we have gotten \$100 out of them. I still have a bunch that are not selling,

but if we get anything, it's better than throwing them away. Many members have been talking about a loft in the hangar. We hadn't really started anything on it but a member brought me a few things and said the money from them had to be earmarked for the loft project. I thought it was cool so I sold them and we started a loft fund. Over the last six months, I have gotten other members who heard about it and donated stuff and also specified it to go to the loft. The coolest item so far was a car! Gary Weyerman approached me and asked if I would sell a '51 Ford for him. He said that if I would, he would donate a portion of it to the loft program. I took him up on it and we looked at many possibilities. I sold it and he donated \$2,000 to

the project. We talked about putting the engine in and getting it all back to running shape, but the manpower and knowledge was not easy so we sold it as is. It was an awesome donation. As it stands right now, the chapter has had an income overall of \$8,000 from sales of miscellaneous items from many people, aviation-related and non-aviation related. Of that, \$4,778 is marked for the loft project. There are a few other things I still have to sell, but if you have anything of value you would like to donate to the group, we would be happy to sell it and put the money in either the fund to pay down the debt on the building or on the loft project fund, your choice. Its just one more way you can help the chapter out and get rid of some stuff you aren't going to use to boot.

Mark Sands is setting up a flight for the group to a museum north of Whitefish. It's south of Eureka. We have a great response and looks to be a lot of interest. The museum has a lot of WWII planes and an old Jenny and one plane that is the only flying left of its kind. There is also a trip to a recreated Stonehenge if people would like to see that. We are working to lock in a date and there are lots of planes and some still have room for guests who would like to split the cost to fly up. It should be a blast and hopefully we will have about 20 people. Looking forward to other outings as well, if summer ever gets here.

We are looking for programs of any interesting kind for meetings. If you have something you would like to share with the group, drop me a note. Would love to discuss it. We have done many interesting things. It doesn't have to be aviation related if its of interest to everyone. Would love to hear from you with ideas that you can do, or ideas you would like to see done.

See you all at the July Breakfast where we will draw for the first monthly drawing of the raffle!



2022 Raffle: Support Youth Aviation in Missoula!

Experimental Aircraft Association Chapter 517 (www.eaa517.org)



Buy a raffle ticket, be entered to win some amazing prizes, and help support youth aviation in the Missoula area!

Proceeds help us to provide FREE airplane rides for kids (Young Eagles), support our scholarship program for aspiring young pilots, and help us support the amazing hangar space that we get to share with the local community!

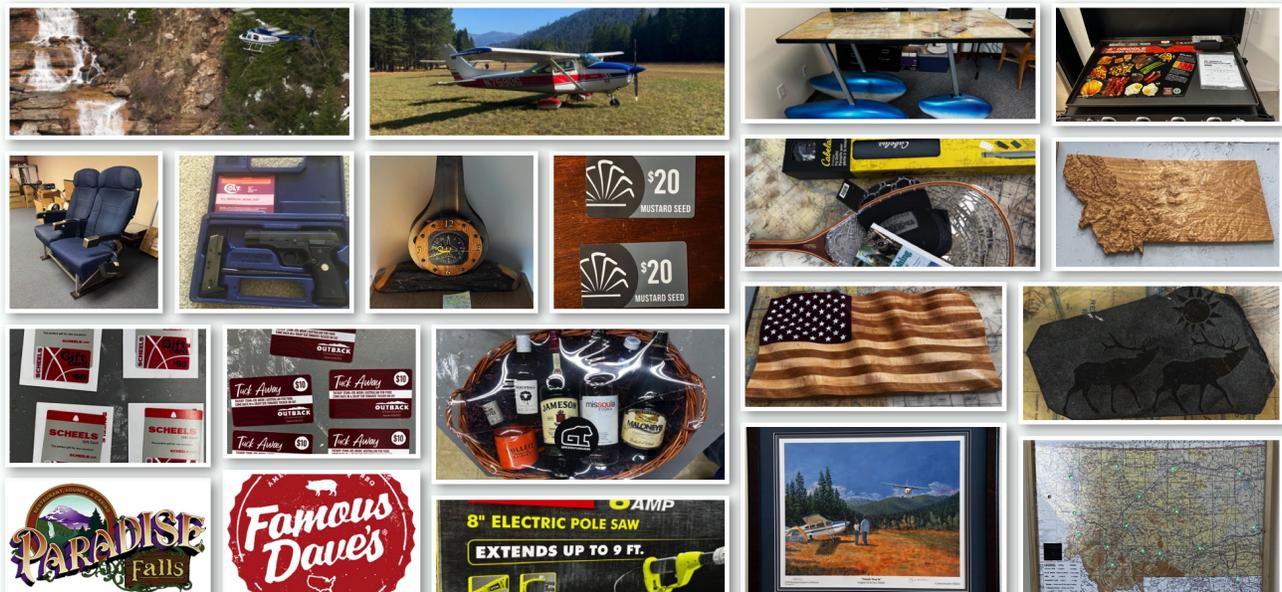
We also have aspirations to bring a kit aircraft building program to the region that will provide local students with the opportunity to learn about aviation hands-on and get a head start in an aviation-related career.

Tickets are \$10 each (or \$75 for 10 tickets). Each ticket provides a chance at winning one of the prizes listed below. Additionally, there will be a monthly drawing (starting in July) for a gift certificate from a local merchant. Monthly winning tickets will be returned to the pool for the **final drawing in December 2022.**

As a bonus, each ticket is also good for one free pancake breakfast held at the EAA 517 hangar on the first Saturday of the month through the summer. Breakfasts typically coincide with free Young Eagles flights so be sure to check our website for event details and registration information.

Prizes

Helicopter sightseeing flight for 5	\$1,250	Grizzly Liquor gift basket	\$125
Aviation-themed wheel pants table	\$1,750	Ryobi 8" electric pole saw (Home Depot)	\$120
Colt 2000 9MM Pistol	\$900	Cabela's fly fishing package	\$100
Painting titled "Friends Drop In"	\$750	OS2 padfolio, pens and \$50 gift certificate	\$100
36-inch flat top Grill (Missoula Ace Hardware)	\$519	Famous Dave's gift certificate	\$75
Airplane sightseeing flight for 2	\$500	Serene Nail Spa gift certificate	\$65
Airliner seat unit	\$500	Montana decorative etched stone	\$25
3D Montana terrain map (wood)	\$250	Scheels gift certificate	\$50 x 4 winners
3D US wood flag (maple, cherry, purple heart)	\$250	Paradise Falls gift certificates	\$25 x 4 winners
Montana LED live aviation weather map	\$150	Mustard Seed gift certificate	\$20 x 2 winners
R-3350 piston rod clock	\$150	Outback Steakhouse gift certificate	\$10 x 5 winners



Top Gun – Maverick - A pilot's review



By Steve Rossiter

Sherry and I went to see the movie “Top Gun Maverick.” As with most sequels that come out, we were expecting to be underwhelmed. We were not! The movie was clearly faithful to the characters of the first movie with a couple of the main characters portrayed in their

advanced age. Just as important, the protagonist was much more in line with the 2022 world as it is, as was the original movie was in its time nearly 30 years ago.

The flying scenes were terrific, particularly because there was quite a lot of footage that was live action with real aircraft. No doubt there were computer generated scenes, but

they were very, very good and were integrated seamlessly into the film. Tom Cruise, who is an experienced pilot, even used his personal P-51 Mustang in the film.

I highly recommend “Top Gun Maverick,” and I know Sherry agrees. I kind of wish we had popped for the extra money to see it in the IMAX theater.



What have I learned in my private pilot training?

By Wyatt Sedgwick

I learned a lot of different skills through training in flying an airplane, and about what makes a plane fly, but I also learned lessons that apply not only to flying but also in everyday life. If there are two principles that I could say I practiced the most: It would be patience and preparation.

Patience is key when training to become a private pilot and for becoming any type of pilot for that matter. There will be many days where I took a drive out to the airport, excited to see my town from a mile in the air and find that instead, I will need to take a “rain-check” for lack of a better term, due to weather, or a maintenance issue. It can be very frustrating and will oftentimes unmotivate someone rather quickly. I had many days where I went from school to the airport expecting to get up in the airplane and practice maneuvers and get away from the stresses of school and sports, and instead, be met with some sort of inconvenience.

As I became accustomed to dealing with setbacks and delays, I realized that instead of using those delays as excuses to become frustrated, I should learn why they set me back, learn why the weather is hazardous, or why the carb-heat airbox hose should be attached when flying in colder conditions. I found that actually flying the airplane is 20 percent of becoming a pilot, and the other 80 percent is learning why the airplane flies and also what can keep an airplane from flying.

It is important to utilize the times of setbacks and inconveniences to your advantage and learn from them to make you a better pilot. One time, standing out on the tarmac, looking at the cumulonimbus

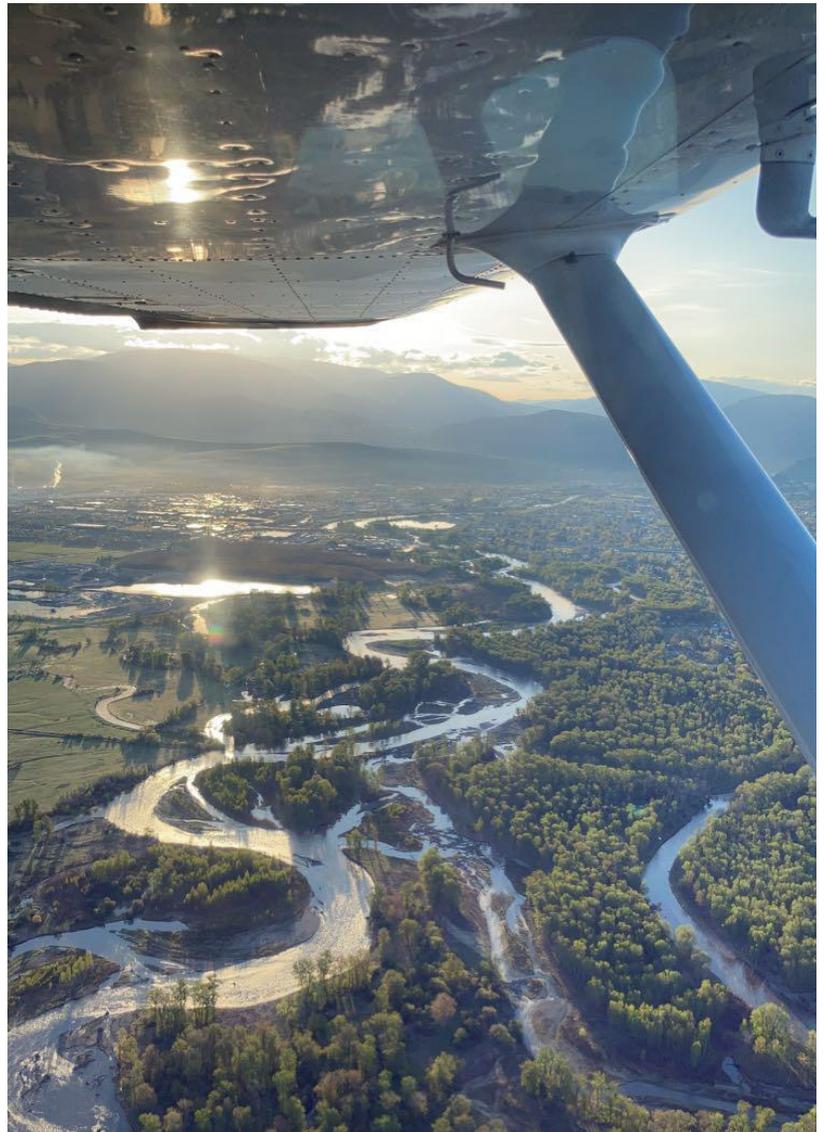


clouds towering above, my flight instructor said something that I will always remember when it comes to weather and flying: he said, “It’s better to be on the ground wishing you were in the air, rather than being in the air wishing you were on the ground.” I remember that before every flight to ensure that the weather is safe to fly in.

“Fail to prepare, prepare to fail,” is another term I grew up repeating after I heard it from a scoutmaster I had back in Boy Scouts. I repeated this term many times in my training to become a private pilot. I’ll always remember the vigorous amounts of planning required for a cross-country flight, with the sectional map and plastic plotter fanned out across the kitchen table, and the E6B, aka “Whiz Wheel,” that made many calculations for the flight I’d later take. I remember flying back to Missoula from Las Vegas with a family friend in his Piper Malibu, telling him about how long it would take me to plan a flight back from Vegas. He chuckled as he pulled out his iPad ForeFlight app to make a flight plan back to Missoula, which only took a few minutes compared to the hours I would spend manually making the same plan. He explained the app’s functions to me and a couple of tips that allowed him to make for an easier flight. I figured I could see ForeFlight as a reward once I completed my flight training.

I later realized that technology makes things much easier when it comes to flying. They have tools that help pilots limit the workload inside the cockpit which makes for safer flights. But they also have batteries... I’m thankful that my flight instructor made me do the manual and labor-intensive planning methods first because if my iPad runs out of battery or unexpectedly shuts down, I’m prepared with an alternate method of calculating how to safely get on the ground. Preparation is an important aspect of every part of flying. Without thorough preparation, there is no guarantee that you will be safe while flying.

Every pilot learns differently, especially in training. Some pilots are better at landing, and some are better at maneuvers, but I believe that all pilots must be good with patience, and learn to be prepared. I’ve learned that pilots should always be learning from their humbling mistakes and the mistakes of others. Continuing to do so will make them safer, and prone to do better in training and on their check-ride day.



Military Aircraft Flocking to Oshkosh for EAA AirVenture Oshkosh 2022

By EAA

A long list of current military aircraft are among the early commitments to EAA AirVenture Oshkosh 2022, including many arriving to celebrate the 75th anniversary of the U.S. Air Force this year. The 69th edition of EAA’s fly-in convention is July 25-31 at Wittman Regional Airport in Oshkosh, Wisconsin.

“Displays and aerial performances of current military aircraft are always among the most popular parts of EAA AirVenture Oshkosh each year, for aviation enthusiasts and the public,” said Rick Larsen, EAA’s vice president of communities and member programs, who coordinates AirVenture features and attractions. “This is just the start, as we expect the list of military aircraft to grow as we approach AirVenture’s opening day, especially in support of the Air Force’s 75th anniversary in 2022.”

The current military aircraft listed, from the U.S. Air Force and U.S. Army, are those on ground display,



with some performing during the daily air shows as well. They include:

- C-5 Galaxy
- C-17 Globemaster III
- F-16 Fighting Falcon
- KC-46 Pegasus
- HH-60 Pavehawk
- AH-64 Apache
- UH-60 Blackhawk

- MH-47 Chinook
- AH-6 Little Bird
- T-38 Talon

Many more military aircraft, for both ground display and aerial demonstrations, are expected to be added to this list in the coming weeks, with announcements coming as confirmations are finalized.

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 – 40%
<https://airplane.allanglen.com>

James “Cal” Geyman
RV-9A – 100%

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.

Learn to Fly Center returns

By EAA

The EAA Learn to Fly Center is the primary location at EAA AirVenture Oshkosh 2022 for information about learning to fly. The venue has expanded this year to provide an even more valuable experience. The center will be located at the Four Corners in the middle of the AirVenture grounds. Operating hours are Monday, July 25, to Sunday, July 31, from 9 a.m. to 5 p.m.

The EAA Learn to Fly Center will feature multiple stations, each dedicated to helping individuals take a step forward in their desire to learn to fly. Certified flight instructors (CFIs), experienced pilots, and those fresh out of flight training will be on hand to help answer any questions about the flight training process.

New features in 2022 include:

- Daily forums at 10 a.m., 11:30 a.m., and 12:45 p.m.
- Topics include tips for passing your checkride, saving time and money in

flight training, FAA medical certification, overcoming obstacles in your training, leveraging flight simulators, and more.

- Redbird Flight Training Devices, with the opportunity to take a flight lesson with a certified flight instructor
- At-home flight simulators equipped with Microsoft Flight Simulator 2020 and Honeycomb Aeronautical flight simulator controls.
- Young Eagles 30th Anniversary Exhibit
- Young Eagles Mustang Raffle

Returning to the Learn to Fly Center will be:

- Locator to find a flight school and/or FAA aviation medical examiner
- Information on EAA's Learn to Fly programs and resources
- Student pilot certificate registration station

Volunteers are still needed for the Learn to Fly Center. Whether you are an experienced CFI, low-time private pilot, or brand-new student, your skills are appreciated at the Learn to Fly Center. Those interested in volunteering can sign up online.

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 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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