

August 2022

PROPWASH

A Newsletter of EAA Chapter 517, Inc.



EAA Chapter 517, Inc.

From the Chapter President

By Ed Lovrien

Wow, July went fast. It was a really busy month for people with traveling and family and all. We ended up canceling the meeting for the month due to conflicts. We did have a great pancake breakfast on the second which was well attended. The cooks outdid themselves again and it was a huge success. We drew the first monthly winner for a \$50 gas card to the Town Pump. Roger Shaw was the lucky winner. We will do another on Aug. 6, so make sure your sold tickets are in to make sure the purchasers are entered in that drawing.

The group planned and executed a large fly out this month. We went to a museum north of Kalispell and you can read more about it later in this newsletter.

I would like to have a steak fry at the hangar on August 19. It will be an informal event with everyone invited. I do need to know how many will be there so we can buy supplies. There will be no charge, but people can make donations to cover food costs if you like. Our last burger fry was a huge success so this one should be better because people have more than a few hours' notice. I will have Sherry send out a formal note to everyone and they can respond to that as to how many will be there. Families are included so lets have a great time at the hangar. That's what we built it for.

Our hearts went out to our member Cal Geyman last month. I am very pleased that he is doing well and recovering from the ordeal. He is a very respected member and we look forward to seeing him around the hangar very soon. I will leave it up to him to let everyone know his



future plans. I know I am excited for him.

I am in need of some members' help. We need a cleanup crew to help with the breakfasts. Its not hard, they can get everyone in the hangar to help with chairs and tables, but the dishes and silverware need to be done too. Its not fair to let the same few guys get shouldered with the entire process every week. They have not complained but I would really like to help them as much as possible. They do a great job.

I am also in need of some

volunteers that can help with snow on the sidewalks of the east LZ hangars this winter. We are trying to not have to hire people to save money, but will have to if we can't get some people to help. Todd has blowers and we have tools, we just need people to use them. Let me know if you can help and we will set up a team.

Hope to see you all at the breakfast. Thanks.

Ed

EAA 517 Fly-Out to Stonehenge Air Museum



By Roger Shaw

On Friday, July 29, EAA 517 held its first Fly-Out of the year. Five planes with 14 pilots and passengers flew to the private airstrip at Crystal Lakes.

It was a nice morning for flying and the planes left KMSO around 8:30 a.m. after an organizational meeting in the EAA 517 hangar. The route was mainly north at 8,500 feet to Whitefish and then northeast up the valley to the private strip at Crystal Lakes. The group had a private tour of the Stonehenge Air Museum which is a collection of aircraft purchased and/or restored





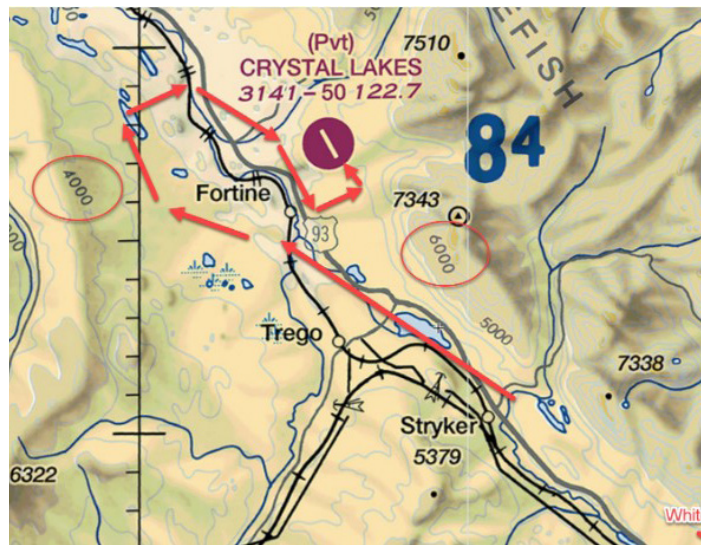
by the inventor James E. Smith. Over the years he collected various planes which were all in flying order and flown numerous times by Jim. A former Marine, teacher, pilot and inventor; Jim and his daughter, Jeri, traveled to far off places in search of additions to his collection. Our guide gave the history of the planes along with Jim's connection to each. One of the most interesting planes was an

inflatable rubber plane manufactured by Goodyear meant to be dropped in a box, inflated and flown out as a rescue plane.

On the estate is a private airstrip, lake and golf course. Plus, Jim was challenged by a friend to build a replica of England's Stonehenge. Being an engineer & inventor, Jim took on the project and built a full-size 'Stonehenge of Montana.' We all

walked around the replica and were amazed at the large stones.

Some stayed and had food from a local deli. Departure was as planes wished to leave with a HOT ride back to KMSO. In all, it was a great day and very enjoyable flight. Many thanks to Mark Sanz for organizing the fly-out. Hopefully the chapter will have more in the future.



Another perspective on the fly-out



By Ed Lovrien

EAA had a fly-out on July 29. There was much prep work to be done which Mark Sanz did a remarkable job on. He set up the tour of the Stonehenge Museum at Crystal Lake just south of Eureka. There were a lot of people scheduled and a lot of planes, but with aviation as it is, planes breaking, people not making it, we had a total of 5 planes and I think 15 people made the trip together. There were some known members, some new ones, and everyone had a blast! Mark scheduled great weather for the trip and we had a quick meeting at the hangar and off everyone went. Most of us flew out of Missoula, and one from the Bitterroot met us there. Due to Mark's careful planning, the planes all ended up showing up at staggered times, but all within



just minutes of the plane in front. It worked out perfect.

Once we all got out and got our legs under us, the tour guide took us inside and got us all oriented. Above us hung a red baron triplane. What a great lobby. The engine and prop were set on a motor to turn so people could see how it worked. It was a flying aircraft until an accident, and

it was rebuilt to hang in the position its in now. It is a way cool piece to warm up to.

He then took us into the museum and the guide walked us through each and every plane, explaining a little about it and told us how it came to the museum. All but, I think, one plane is still in flyable condition. The owner can't fly them anymore and



doesn't want to let others, but they have all been kept flyable, just in case.

There were a ton of interesting stories about different planes, but there were three that were the most memorable. The 1947 Seafire Marine is the only flying plane of its kind. Most were dumped off the boats and this one was saved. It's a huge treasure. The P-40 that he has was very interesting. Its one of my favorite World War II aircraft. This one was sold in Canada. People were buying them cheap, just for the fuel in them. This one was sold for \$48 to a farmer who took it home and used the fuel. He ended up burying it after some time. 23 years later someone approached him and asked about it. He said it was true and if they wanted to dig it up, it was theirs. It was brought back up and restored. The PH in the dirt kept it better preserved where it was than if it had been above ground. It was 80 Percent flyable when uncovered. Quite the story.

The third most interesting airplane



was a 1961 Goodyear GA-468 inflatoplane. I have never heard of it, but it was designed to be dropped in a box to pilots behind enemy lines. They would unbox it, hook a tank to it that was in the box, and it would inflate in under 8 minutes. The pilot could then take off in under 300 feet and fly 500 miles at 10,000 feet and if it got shot, it could patch itself and another tank would fill it so it didn't deflate. One of the most interesting planes I have seen. This one had been flown 1 hour and 40 minutes by

the test pilots prior to being delivered for use.

We need to do more fly outs. This one was 2 hours total flight time, super cheap if everyone in the plane splits the cost. It is a great time for all. Lots of stories and getting to know everyone. Everyone had smiles on their faces the whole day. Check out the museum if you ever get a chance and if you have a fly out idea, let us know. I hope more can go to the next one. It's a blast!

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!

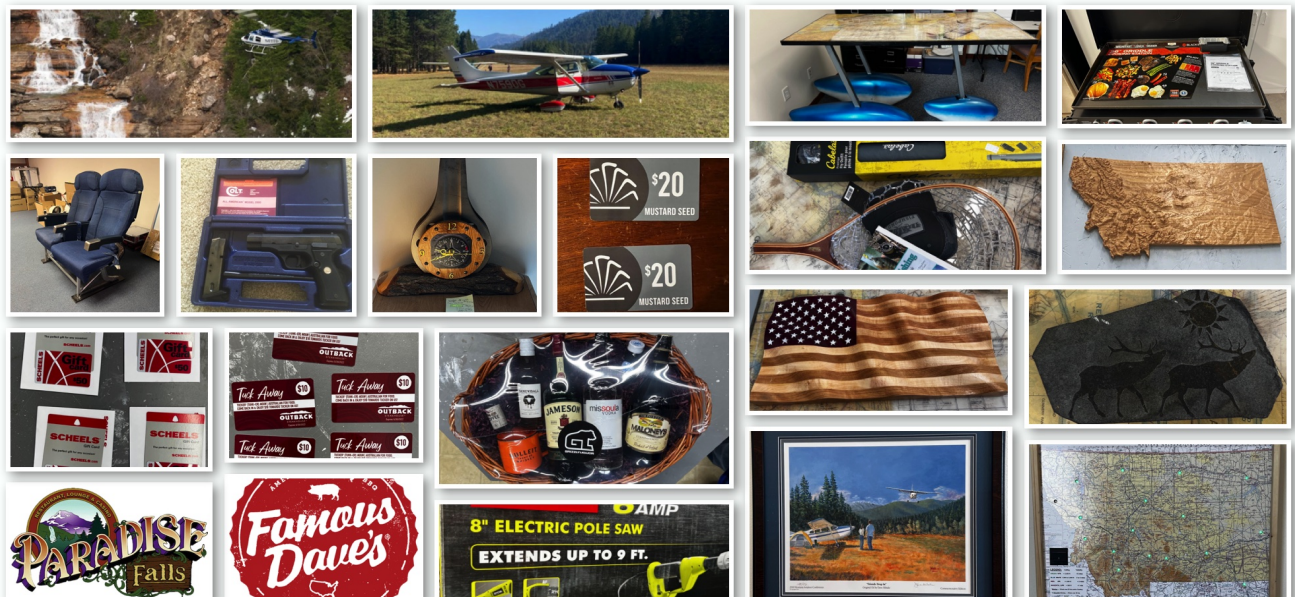
We also have aspirations to bring a kit aircraft building program to the region that will provide local students with the opportunity to learn about aviation hands-on and get a head start in an aviation-related career.

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



RV-15 test model debuts at AirVenture



By Robbie Culver – EAA

When Van's Aircraft announced its first high-wing model, the RV-15, at AirVenture 2021, many in the experimental aircraft community were understandably shocked. The company had traditionally designed low-wing models only. On Monday, July 25, 2022, Van's brought the aircraft out for public display at EAA AirVenture Oshkosh.

Rob Heap, EAA 824015, director of engineering for Van's Aircraft, emphasized that there are no published specifications for what he described as a "pencil sketch in flight" designed to validate the design. With about 45 hours of test time completed, including the flight to Oshkosh, the stated goal was to test the aircraft safely, get it to Oshkosh, and get it home to Aurora, Oregon, again for further testing and modification. Heap emphasized

Van's "wants the airplane to be right before shipping kits to customers."

The aircraft on display (described as an "engineering test article" by Heap) in Booth 604 of the Homebuilt Aircraft Display area is not the final form of the design, and kits are not available to order at this stage. The RV-15 is intended to focus on the STOL market. Company President Rian Johnson, EAA 600116, described the effort to finish, test, and fly the RV-15 to Oshkosh as an "amazing amount of work."

Heap described the initial testing as tracking expectations in most areas, but he was "pleasantly surprised" in others as the aircraft's Phase I test period was initiated in late June. The design target of 145 knots true airspeed at altitude is "on track" with the currently installed Lycoming IO-390-EXP119 with a Hartzell 80-inch Trailblazer propeller. The stall speed is described

as lower than a Van's RV-9 at gross weight and appears to be on track to "beat it handily."

The aircraft's interior is designed to have a fully flat floor with a large baggage volume and two seats. Familiar RV-style rudder pedals and floor-mounted control sticks designed for feet to pass complement tracked seats and a door designed for easy access. The doors also sport a transparent design to allow for what Heap referred to as "spectacular visibility." Test pilot Axel Alvarez mentioned being able to "look straight down at the scenery" during the long cross-country to Oshkosh.

The RV-15 is designed to use pulled LP4 rivets for rapid building, and it uses a unique airfoil designed with input from Steve Smith that is strut-braced to allow easier movement of the aircraft on the ground. A large chord with RV-style Frise ailerons is graced by larger

span Fowler-style wing flaps using a manual extension system mounted on the ceiling of the cabin. This design preserves floor space, allows access from either seat, and kept the pull force of the flaps within 50 pounds.

The tail is a stabilator designed for superior pitch control and more authority in the flare, and it's intended for backcountry STOL approaches at low airspeeds. The stabilator is designed with a removable, easily replaceable leading edge so any damage in the field can be easily addressed.

Van's engineer Brian Hickman designed a patent-pending unique main gear that is fully internal and low in profile with a damped system that fits in the same space as a leaf landing gear system. There is no intrusion of the landing gear into the cabin's flat floor. Hickman designed a leverage-reducing mechanism intended to be more serviceable with a huge amount of shock-absorbing ability. Hickman added that "the cooler the design got, the less people noticed."

The custom-designed tail wheel system incorporates an internal floating piston with an air-oil shock absorber and a four-bar linkage with an adjustable caster angle using a titanium-turned rod for easy adjustment.

Heap said he "knows there is a huge demand" for the kit and wants to fulfill the expectations, but he also wants the airplane to be right. Van's Aircraft wants the design to be proven and refined before it starts to ship kits.



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.

Pancake breakfast Saturday, August 6

This is just a reminder of the EAA 517 pancake breakfast this Saturday, August 6, from 8:30 to 10:30 a.m. at the chapter hangar in Missoula. The menu continues to be traditional and sourdough pancakes, syrup, turkey sausage, salsa, scrambled eggs, juice, and coffee. We are going to be short-staffed this Saturday, so we could really use some help, especially with clean up (putting tables and chairs away, etc.).

Steve and Sherry Rossiter, who are on the Chapter Raffle Committee, will be at the breakfast selling raffle tickets. Immediately after the breakfast there will be another monthly drawing of a raffle ticket, so if you haven't already purchased some raffle tickets, you should consider doing so. Also, the receipt part of your raffle ticket is worth one free pancake breakfast.

Steve is also bringing his collection of aviation hats (about 50 of them) to the breakfast and giving them away to anyone who wants one.

Please mark your calendars for the following dates: August 15, September 19, October 17, November 21. We will be holding evening programs on the first three dates, and then we'll have our Chapter's annual business meeting and election for Chapter President and Vice President on November 21. More specific information about the programs will be forthcoming via email or the Chapter newsletter.

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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