

DECEMBER 2015

# PROPWASH

A NEWSLETTER OF EAA CHAPTER 517, INC.

N723M



# From the chapter president



**Steve Rossiter**

Here we are, about to celebrate 112 years of powered manned flight, and Christmas.

2015 has been another interesting year with EAA being one of the hosts for the Montana Aviation Conference, working on getting an AOPA event in Missoula, and watching the changes happening at the Missoula Airport. In addition, we are working on a new EAA hangar in Missoula.

I'm looking forward to 2016 being another big year with the help of our members, increasing our membership, broadening our appeal for use of the Fly the

Big Sky license plate and becoming a more active and interesting EAA Chapter. 2016 should see the start of the new FAA medical rules which will impact many of us.

I will have the sign-up board at the party so we can fill out the committees for next year. Please check last month's newsletter and decide which committee you can help. Let's have some fun growing and improving EAA Chapter 517 for 2016 and beyond.

Merry Christmas and Happy New Year.

*Steve*

## “Each One, Bring One” Membership Contest Guidelines:

1. A new member is a person who has not been a member of EAA Chapter 517 since January 1, 2012.
2. A family membership counts as one member.
3. The sponsoring member must assure that his/her name is on the new member's EAA 517 application form.
4. Potential new members who show up at a meeting on their own, or who contact a board member, or download an application from the website cannot be claimed.
5. The EAA 517 Board members are not eligible for the prize, but are expected to “Bring One.”
6. The sponsor's name will be entered into the contest drawing for each new member sponsored. In other words, if you brought in five new members, you would have five “chances” to win the \$200 VISA gift card.

## CHICKEN WINGS®



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# A light sport flying club could be just what Missoula needs

By Steve Rossiter

The cost to fly an aircraft is directly proportional to the size of the aircraft and the number of people involved with the ownership of the aircraft. The Direct Operating Cost (fuel, oil, engine reserve, etc., equal cost per hour) is a function of the type of aircraft and how many horses you are feeding gasoline to. The Indirect Operating Cost (insurance, hangar, inspections, etc. equal fixed annual costs). The fixed annual cost is a function of how many people are splitting these costs. Pretty simple isn't it? Those of you reading this who own aircraft, individually or multiple owners, can explain to anyone how these relationships function.

Joint ownership, whether partnerships or a flying club, maximizes the way to share costs over a broader base of owners. Just for a clear understanding; for insurance purposes, if you get past five or six owners the insurance companies consider the ownership a flying club.

The above has laid the groundwork for why flying clubs make financial sense. There are some other considerations that need to be addressed as well. What kinds of flying clubs are there? There are primarily two types of the club most people have seen in the past.

The first is the type "flying club" is where the "members" join for a modest amount of money and paid a modest monthly amount in dues and they rent aircraft at a rate, usually under retail rental rates. The aircraft

involved are owned by the club founders, often a local FBO, and the members have no say whatsoever in the procurement, maintenance, or equipping, of the aircraft. In addition, scheduling restrictions are controlled by the owner/founder not the members. The costs to the member include the owner's overhead costs and a profit cost factor.

The second kind of flying club is where members purchase a share in one or more aircraft and then pay a monthly membership fee reflecting the actual Indirect Operating Cost of the aircraft. These fees are determined and set by the members of the Flying Club, not a profit making entity. The members make the decisions on aircraft type, insurance company selection, equipping the aircraft and most important, change things when the members want to make changes. Scheduling policy is determined by the members, not by someone trying to maximize profits.

Now that you, hopefully, have a understanding of the flying club concept, there are a couple of other realities that need to be addressed. Most of us, as pilots, have severe control issues. We wouldn't be good pilots if we didn't. However, to have the opportunity to maximize the low cost of flying, we must let go of some of these control issues. If you have ever, individually owned an aircraft, you probably got way too emotionally attached. In reality, it is just a machine! Many of your friends and family can operate that machine as good as you, no matter where your ego has taken you. If you own

or have owned an aircraft as a sole owner, you know deep down in your heart, it made absolutely no financial sense whatsoever to own the thing. If you are like most owners, and you probably are, you could have rented aircraft and been far better off from a dollars and cents standpoint. Right? Be honest with yourself! Am I right?

If you have developed the maturity to see what I have said above makes sense, I think the time is right to develop a flying club in Missoula, just for fun flying. Get a fun machine that doesn't cost too much to operate and join like minded people to have an LSA flying club based in Missoula (probably). The whole point is flying for fun again. To fly for fun you don't need to go fast and usually not very far. Perfect for a LSA type aircraft, cheap to buy, cheap to own, and cheap to fly. Flying and cheap equals a lot of fun! Who can be against low cost flying fun?

Whether you have not been flying for a while, been waiting for the FAA rules to change, you own other aircraft, you don't have a medical, then joint venturing with like minded people can put fun flying back in your life. In any case, why not at least take a look and see if something can finally be put together in Missoula.

Interested, contact me at [letsflymontana@aol.com](mailto:letsflymontana@aol.com) or call 406-529-1601. We can pull together some folks and talk about it. With luck we will put something together and get back to basic fun flying.

# Follow EAA 517 on Facebook



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and click on "Like"

## BUILDER'S REPORT

### **Cygnnet**

Don Lorenzen 75%

### **Glassair**

Allen Burruss – FT S-II – 100%  
Phase one flight test complete!

### **Piper Exp.**

Brad Condra – Bushmaster 60%  
Fabric covering being installed.

### **RANS**

Dan Dixon – S7S Courier – 15%

### **Rutan**

Ed Lovrien – Limo EZ – 50%

### **Sonex**

Larye Parkins – Waix – 30%

### **Van's RV**

John Barba – RV-6

### **Zenith**

Laurens Ackerman – CH-601 – 70%

Ray Aten – CH-601 – Happily flying!

Terry Philips – CH-601 9%

Duane Felstet CH-750 75%

# Light sport aircraft can keep flying fun, affordable

By Steve Rossiter

Here we are today, about a decade into the operation of Light Sport Aircraft without the need of an FAA approved medical certificate. What a concept, and it works! With only a driver's license from the state you live in you can legally fly a "qualified" aircraft with one other person during the day under VFR conditions. Why aren't more of us doing exactly that in Missoula?

"Sport Aircraft." What does that exactly mean? To me, it means flying for sport (aka fun) rather than flying for some other purpose. When you originally started flying, a major element was the fun factor. When you soloed the first time, did an ear to ear smile show up on your face? I bet it did. Even if your personal goals were to be a professional pilot of some sort or use aircraft to help your business, you were, more often or not, smiling because you were having fun.

What happened to the fun factor? If you were like me, the fun factor became secondary to other purposes for your flying activities. A shame, but a reality. There was a period in my life when I got so much flying in my job I had no interest in flying for fun. I was doing a lot of flying, but I was marching to someone else's tune so it wasn't necessarily fun. Those of you reading this who are flying professionally understand this perfectly.

There is another group of you reading this who have chosen or have been forced into restricting your flying activities do to the simple fact

that flying has become too expensive. Keeping a medical current, keeping an airplane current (insurance, annual inspection, hangar or tie down costs) is incredibly expensive. Then you have to buy gas. Wow! Of course there is the rental option, but goodness, even that often costs around \$100 or more for an hour of flying.

One of the goals of the Light Sport movement was to bring the cost of flying for fun, down to a realistic level. This effort has been somewhat successful, if you confine yourself to a few certificated aircraft developed back in the 1930s and 1940s and you keep your tail dragger skills up, these aircraft will work. The disappointing area of the LSA movement has been how the majority of new LSA aircraft have prices from \$125,000 to nearly \$300,000. These manufactures, missed the mark and the low cost philosophy envisioned by many of us, when the concept was introduced.

There are many more options for lower cost aircraft if you are willing to build it yourself. There are even a few production LSA aircraft for less than \$100,000. Building requires a big time commitment, in most cases. Do you really want to go there? The bottom line is, if you want to fly primarily for the fun of it, opportunities do exist in the Light Sport community. You just have to mentally get past the "big and fast" mind set you may have left over from your earlier days as a pilot. Big and fast equals big bucks and less fun. Small, light and slow equals lower cost and way more fun.

## December 17th Dinner Event Information

If you haven't done so already, it's time to make your reservations to attend the EAA 517 annual dinner event on Thursday, Dec. 17, at the Holiday Inn – Downtown Missoula. Again, this dinner will be a joint venture between EAA 517 and MPA Five Valleys Hangar. The hosted cocktail hour is from 6 p.m. to 7 p.m. followed by a two entree (beef and chicken) buffet dinner served at 7 p.m. After dinner, we will have our traditional "white elephant" gift exchange. The cost of the dinner is \$25 per person.

If you are planning to attend, please send Sherry Rossiter an email to let her know at [ssrossiter@aol.com](mailto:ssrossiter@aol.com). She needs to receive your check in the mail no later than Dec. 10. The check should be made out to EAA Chapter 517, Inc. Please mail your checks to Sherry Rossiter, P.O. Box 16446, Missoula, MT 59808. If you have any questions, you can call Sherry at 544-6182.



## Contribute to the newsletter

By Clint Burson

I'd like to start a new, regular feature of the newsletter that would feature tips and words of advice for fellow builders and pilots.

Many members of EAA 517 have completed or are currently working on building an airplane. All builders and pilots learn from their mistakes, but perhaps by sharing information, we can all learn from each other's mistakes as well.

I would love to see the section include tips for builders as well as pilots. What advice do you have to offer fellow builders? What did you learn from a specific flying experience? How would you approach your build or flight differently next time? These are the kinds of things I would like to see become a special feature in Propwash.

Many of you may have valuable information to share with fellow

chapter members and I'd like to help facilitate some of that sharing. There's a lot of knowledge and experience in our group that can benefit all of us. Let's start sharing that information!

To submit your tip/advice column for Propwash, simply email it to me at [cburson@gmail.com](mailto:cburson@gmail.com) and I'll line it up for a future newsletter. Don't worry about editing, that's my job!

I look forward to reading what you all have to share.



### *For your viewing pleasure*

#### **INTRODUCING THE LIGHTSPEED TANGO WIRELESS HEADSET**



<https://www.youtube.com/watch?v=-F9RamhQQ-h8>

If you're tired of headset wires getting in your way in the cockpit, you should check out the new Lightspeed Tango headset. This video is a quick review of the new headset that promises to keep the cockpit a little cleaner.



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