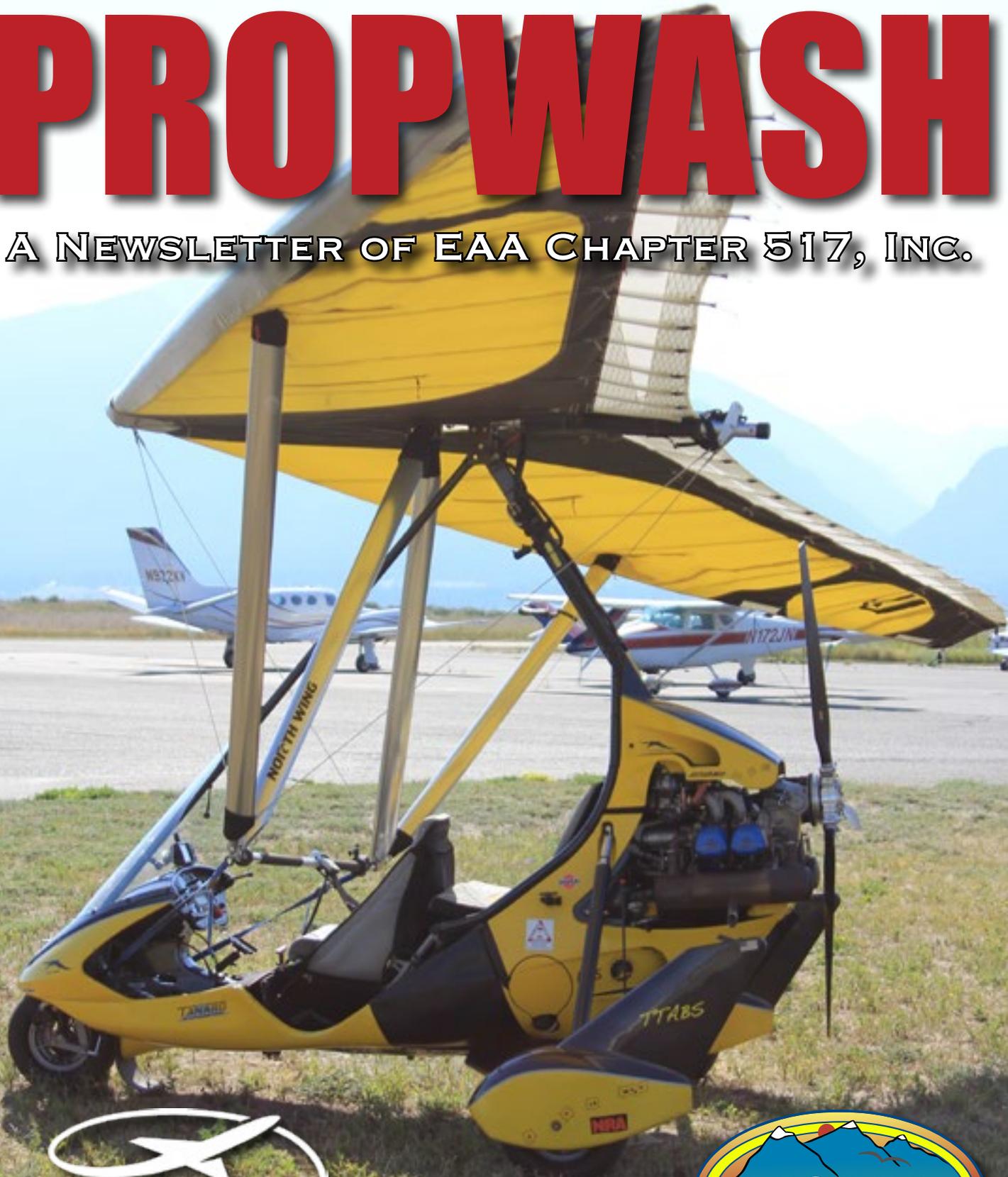


AUGUST 2018

PROPWASH

A NEWSLETTER OF EAA CHAPTER 517, INC.



From the chapter president



Steve Rossiter

Oh man, am I glad July has come to an end. The third week was particularly arduous with the glider convoy and the Tryke event at Stevensville. As EAA Chapter 517 President, I have had a busy summer and a very busy third week of July. I want to take this opportunity to thank the members who have stepped up to help out on all the various events over the last two months. I'm proud of the chapter for the success of such a lively set of events in June and July that were above and beyond our normal schedule of activities. Ya done good!

Speaking of summer, so far so good in regard to our flying weather and local fire situation. Remember last year at this time? I hope that anyone that can has been out making up for the lost flying time last year. We will be settling back down to our normal routine for the rest of 2018.

We will have the annual Missoula Airport Appreciation Day on September 22. Remember, that's the day the MSO staff demonstrates their appreciation for the MSO area general aviation community. More information about this event will be in the September PropWash.

Breakfast at the Airport will continue with the pancake menu



through September. I have proposed to the Chapter Board that we continue the first Saturday breakfast through the winter this year. However, I'd like to do some different things with the menu, just for grins and giggles. As we all know, October through March we are not likely to get a lot of visitors from out of town, so any event we do will likely be confined to our local members, so we won't be serving a lot of people. So here is what I'd like to do instead of pancakes: The October Breakfast at the Airport: biscuits and gravy with eggs, juice etc.; November: WWII/Korea version of SOS (chipped beef and gravy); December: biscuits with jalapeño and bacon gravy and eggs; January: spam and hash browns and eggs; February: modern SOS (ground beef and gravy) and eggs;

March: corned beef hash and eggs; April: the previous months' favorite. In May we will go back to the pancake menu for the summer, or if we like what we saw over the winter, we might choose to do something different.

Just as a tease, start thinking about our annual Wright Brothers Dinner on December 17, we will be doing something different this year and the really good news is that we expect the price to go down for 2018. That's right – a price reduction! What a concept! Also, start thinking about your white elephant gift exchange.

Don't miss our August 20 regular meeting, because Larry Chambers will be here to talk about B-17 operations in WWII (rescheduled from July). Until then, blue skies and tail winds, whenever you fly.

Steve

Stevensville Tryke Fly In



By Steve Rossiter and Clint Burson

The Trykes began arriving on Saturday, July 14 and finally departed on Sunday July 22. This was a major event for the Stevensville Airport, the Town Stevensville, and for all of Ravalli County. Formations of the delta wing Trykes were seen from Stevensville to Phillipsburg to Salmon, Idaho, and over the Bitterroot Mountains. From what I heard, it was some pretty good formation flying.

The attendees camped on the Stevensville Airport and rented space in our Stevensville hangar to park up to a dozen Trykes each night. It was





goofy to see that many aircraft parked in the space we had available. It served the visitors well and it served the chapter well.

Friday night, members of the chapter hosted a chicken and steak dinner for those in attendance. The Tryke flyers gathered in the hangar as a band set up and tuned their instruments and enjoyed a dinner cooked on the grille. All of the tables set up in the hangar were full and conversations were lively.

Some of the tryke flyers offered to take some of the chapter members attending dinner for a flight if the winds calmed down later in the evening. Unfortunately, that

opportunity didn't come to fruition. Maybe next time.

Some of you will remember the Tryke Craig Purdy had in the Stevi hangar several years ago. In those days most of the Tryke were ultra-light vehicles. They were not even acknowledged as aircraft by the FAA. However, most, if not all, of the Trykes at the Stevi event were LSA aircraft. Many were equipped much better than most of your aircraft. I saw full glass panels, Trykes with radios and transponders, and I'm sure some even had ADS-B. I even saw strobe lights on several of these aircraft. One was even amphibious. Another had a BRS parachute system. To say these vehicles had advanced is





an understatement.

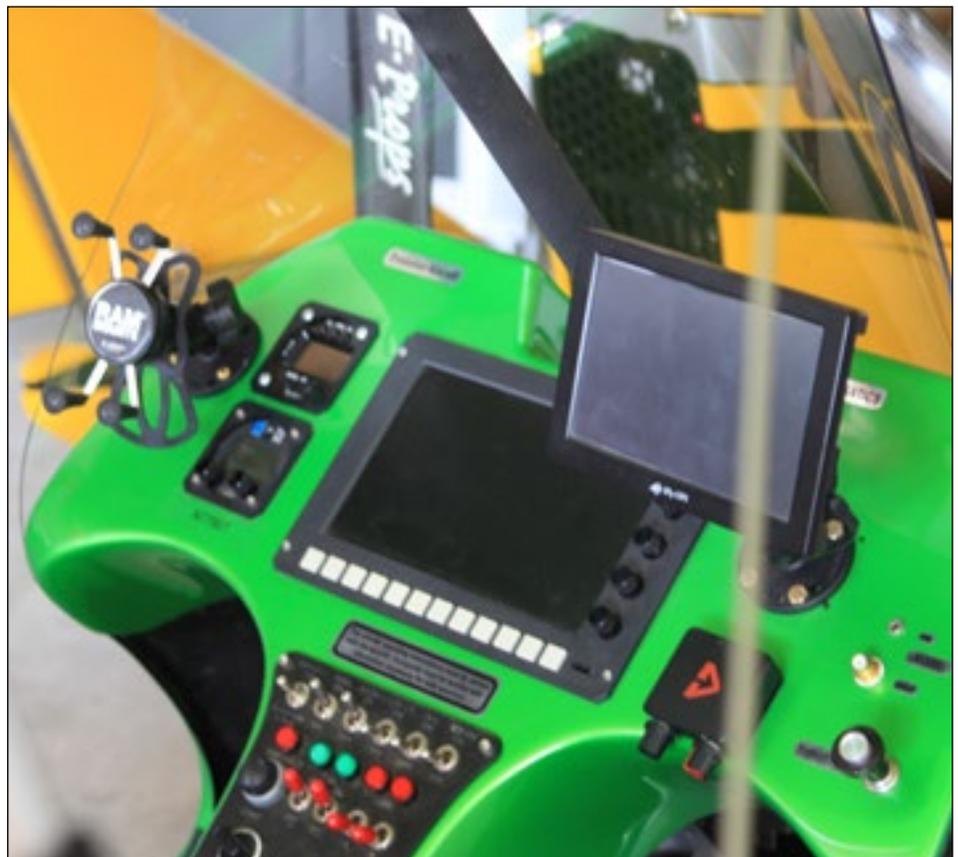
The other thing that was interesting is that these folks had more digital cameras than I've ever seen anywhere. Some of the Trykes were flying with four cameras pointed in all kinds of directions.

Videos from this fly-in should be fun to watch and will surely be found online soon. Watch for links in PropWash later in the year.

I think these guys know how to have fun. I see them as the motorcycles of the air and the pilot's attitudes were very motorcycle-ish.

Ten years ago I would never have considered flying in one of these things. Today I would even consider learning how to fly the darn things. It looks like a blast!

By the way, between the rental of space, the dinner we served, and other donations, the chapter put nearly \$1,500 in the bank. It was a nice little fundraiser.



ANNOUNCEMENTS

New Aircraft Maintenance Shop at MSO

The East LZ Hangar Condominium Complex has a new owner in Unit 3 of the complex, that's the hangar closest to FedEx. Joe Featherly is opening an aircraft maintenance facility after running a successful automobile shop in Missoula for decades. His focus will be on light general aviation aircraft, which is kind of in Chapter 517's wheelhouse, as aircraft go. He is in the process of upgrading his hangar to best meet his needs, but will be open for business soon.

Stevensville Hangar for Sale

The EAA Chapter 517, Inc. hangar is officially on the market again. The Board of Directors has decided to offer it for sale or the long term lease of the whole building. The Chapter is prepared to offer owner financing under certain circumstances. Details about the hangar are on the Chapter website. The asking price is \$165,000 keeping in mind that all offers will be considered.

For Sale

1 LightSpeed Thirty 3G headset and 1 LightSpeed 25XL headset. Buy one or both. MAKE OFFER. Call Judy Kline at 406-370-4727.

Dave Herzberg (email: ddh44@icloud.com) has the following 'like new' for sale:

Lightspeed Zulu 2 Bluetooth Headset \$700

Yaesu FTA-550L Li-Ion Handheld VHF Transceiver \$235

Has adapter to GA aircraft style plugs, good for radio backup or just listening.

Both are in almost new condition and only used a few times.

Information for both is readily

available on the internet. If you are interested, contact Dave directly.

EAA 517 Chapter Meeting Schedule

Since 2002, when EAA Chapter 517 purchased our Stevensville chapter hangar, the Chapter has run a schedule of meetings where we split our meeting locations and alternated monthly meetings in Stevensville at the hangar and in Missoula usually at the MSO Airport conference room. For more than a year, it has frustrated the Board of Directors and Missoula area members that the meeting participation by Bitterroot members in our meetings has been minimal. Often, even in Stevensville, 10 to 12 Missoula members would show up with only one Bitterroot member showing up. As a result, the EAA 517 Board of Directors has made the decision to suspend the alternate meeting location schedule at least for the remainder of 2018. If we can generate interest and a commitment to participate by our southern members, we can re-examine the issue at our annual meeting in October.

Breakfast at the Airport

You may have noticed, the pancake breakfast is now the Breakfast at the Airport. That's because one of our members has offered to cook breakfasts later in the year that won't have pancakes associated with it. When our event was registered on the EAA website, they required a consistent identification of the event. So, that is why the name changed. The event is on the EAA calendar through January 2019.

Breakfast at the Airport this month will be held on Saturday August 4 at the MSO Hangar starting at 0800.

Breakfast at the airport

August 4, 2018

8 AM to 10 AM
Pancake Breakfast
EAA Chapter 517
Hangar
Missoula Airport

September 1, 2018

8 AM to 10 AM
Pancake Breakfast
EAA Chapter 517
Hangar
Missoula Airport

October 6, 2018

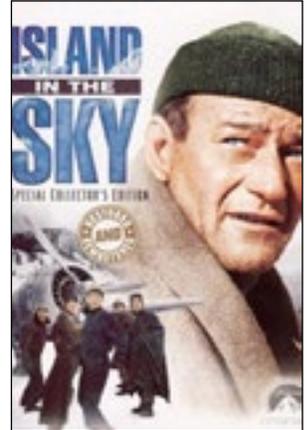
8 AM to 10 AM
Pancake Breakfast
EAA Chapter 517
Hangar
Missoula Airport

For more information check www.eaa517.org.

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Movie Night August 8 at 6PM

As always, Movie Night will be the second Wednesday at 6 p.m. This month's movie will be another great John Wayne aviation movie "Island in the Sky." This is another Ernest Gann story featuring James Arness, Andy Devine and Lloyd Nolan. There are some special features we can see if we want. As always, popcorn and soft drinks will be available.



BUILDER'S REPORT

Rutan

Ed Lovrien
Limo EZ – 50%

Sonex

Larye Parkins
Waix – 30%

Van's RV

John Barba
RV-6

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.



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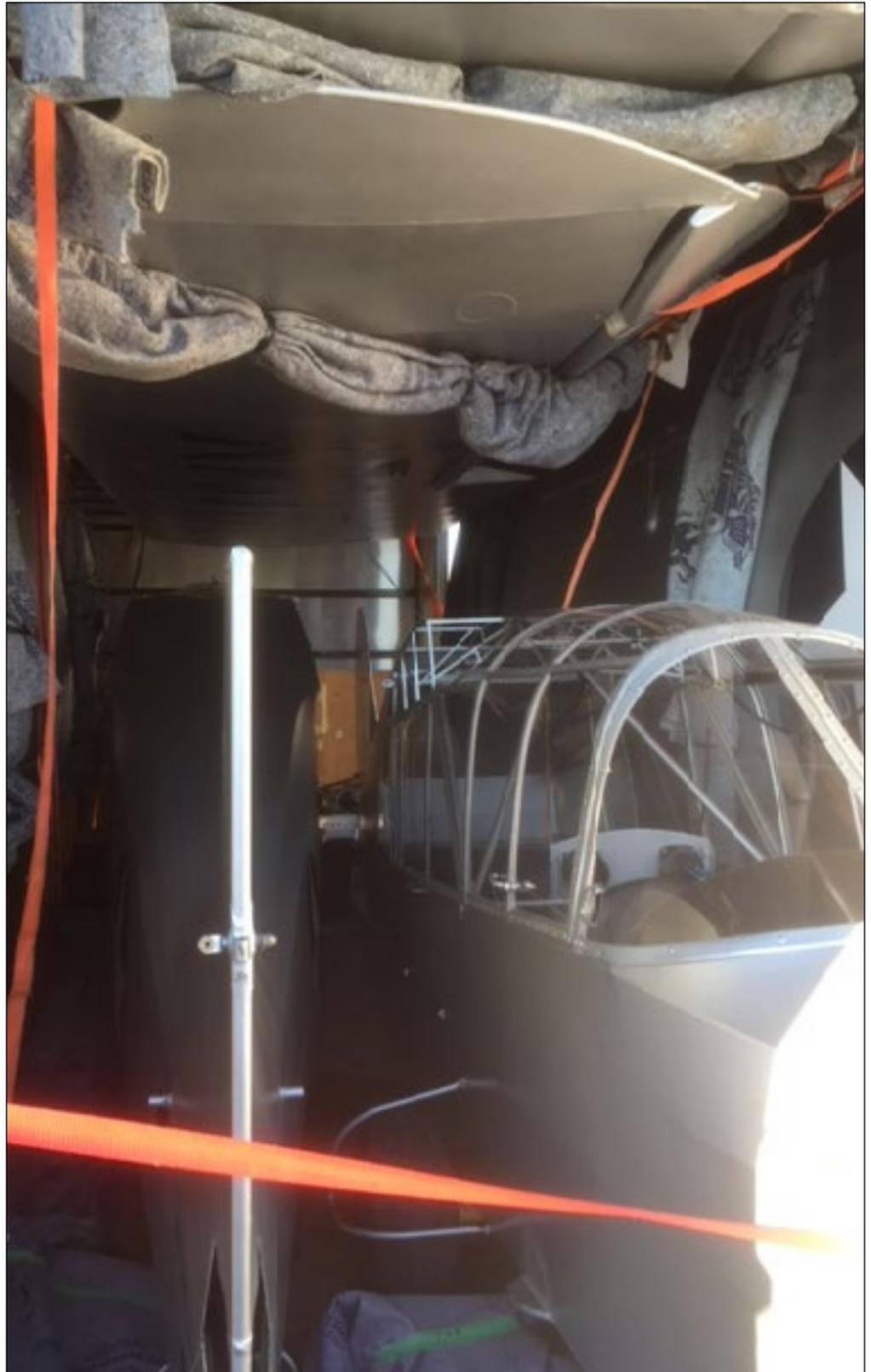
WWII Glider Convoy

By Steve Rossiter

On July 18 we had more out of town visitors to Chapter 517. Members of EAA Chapter 292 from Independence, OR and Chapter 1567 from Hood River, OR pulled into the Chapter 517 MSO hangar parking lot for an overnight enroute to Oshkosh with two World War II Primary Pilot Training gliders. In addition to the five motor homes, some with trailers and the two cars in the ground convoy, there was a Beech 18, a Stinson L-5 and a Sonex I in flying convoy. The Beech and the Stinson parked on our ramp and the Sonex on the Northstar ramp.

Although they declined to pull the gliders out of the trailer, the trailer was opened up for our members to see what they were transporting. These gliders were the primary trainers. One was a modified Piper Cub J-3 without an engine and the other was a Taylorcraft without an engine. The plan is that these machines will fly three times during AirVenture. These aircraft are based at the Hood River Aviation Museum.

Some of the airplane people slept on our hangar floor and the whole road show hit the road before 0700 on the following morning. I saw the Beech leave and the Sonex later in the morning. Part of the ground convoy were expected to stop again on their return trip home.



One Week Wonder flies again

By EAA

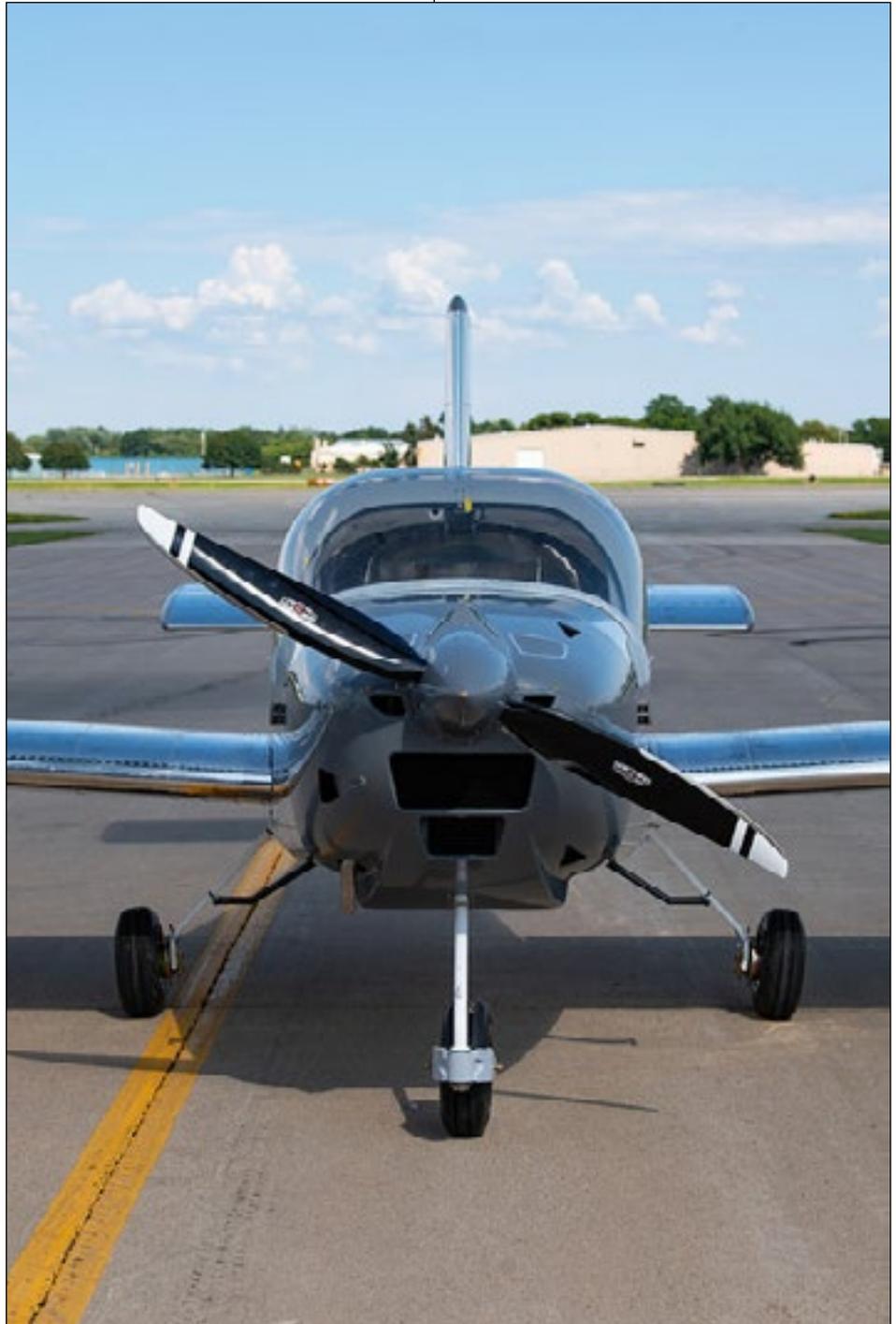
One week after the project began, the One Week Wonder – the Van’s RV-12iS kit aircraft being built on-site by visitors to EAA AirVenture Oshkosh 2018 – taxied down the flightline under its own power just after 2:30 p.m. Sunday, when the project officially ended.

“It looks like it’s nowhere finished right up until the end, and then it will all come together,” said Ron Wagner, EAA Lifetime 30248 and chair of volunteer ambassadors, at the One Week Wonder pavilion at the Four Corners, as the electronic clock on the wall counted down the time remaining for completion. “I’m not seeing any concern on the faces of the Van’s people.”

The aircraft kit arrived here just as it would if you ordered one to build at home, Ron said, and it’s a far cry from the Long-EZ and other group-build kit projects he organized back at EAA Chapter 161 in Grove City, Pennsylvania.

“The modern kits are unlike anything I’ve ever worked on,” he said. “It just amazes me, the tolerances are so much better than even model airplanes – it’s got to be one-thousandth of an inch. The rivets and the clecos just slide in. If the holes don’t line up, you better see [the part] is not on backwards.”

All attendees of any age able to hold a rivet gun were welcome to help finish building the aircraft. Aluminum practice panels allowed first-timers to quickly learn the proper technique. “It doesn’t matter if you’re a child, an A&P mechanic, or the FAA administrator [who also participated in the project] we have a process to demonstrate you have the capability to pull a rivet.”



The percussive sound of 10 to 15 rivet guns firing punctuated his comments. “Those are the ones they’ve worn out,” he said, pointing to nine rivet guns standing on the floor.

Everyone who participates signs their name on the aircraft and receives a name badge and commemorative pin. “You’d be amazed how proud people are after they’ve pulled a rivet,” said Ron.



At AirVenture 2014, some 2,500 visitors participated in building the first One Week Wonder, a Zenith CH 750 Cruiser, and project leaders think this year's retinue of riveters will equal or exceed that number.

With the project on track, Roger Munsterman, EAA 540555, co-chair of EAA facilities, who arrived a week early to prepare for the project and stays into the night to prepare for the following day's build activities, could

momentarily relax. "We've spent some long hours," he said.

A designated airworthiness representative inspects the aircraft "at least once a day," and will sign the certification paperwork on Sunday, Ron said. "When there are this many people, there's always an opportunity for a mistake," he added.

After the fly-in, the RV-12iS will be "very, very



carefully inspected” by the EAA aircraft maintenance department, and following its first flight and mandated 40-hour fly off, it will be painted in livery conceived for the project by Scheme Designers. Though paint will cover the signatures of the hundreds of builders, their names are recorded digitally for posterity. The RV will then replace the Zenith One Week Wonder, which is currently on a tour of EAA chapters and aviation events, and later it will join the EAA flying club in Oshkosh to help EAA staffers earn their pilot certificates.

Meanwhile, it’s hoped some of the hundreds of builders will be inspired by the experience – and the ease of building a kit aircraft – to build one of their own.

“Any concerns you have – ‘Can I do this?’ – forget them, because you can,” Ron said.



Update on 2018 chapter scholarship recipients

By Sherry Rossiter

Melissa “Missy” Harlow used her \$1,000 scholarship to complete her multi-engine instructor training last spring. Since then she has earned her single-engine flight instructor rating and graduated from the Gallatin College aviation program with honors. Missy is currently working as a flight instructor at Summit Aviation in Bozeman.

Brody Severson used his \$1,000 scholarship to finish his second year A&P training. He graduated from the A&P program at Helena College in May and is now employed by Neptune Aviation Services in Missoula. Brody has the distinction of being the only person – so far – to receive three separate scholarships from EAA Chapter 517, Inc.

Jordan Carter, who is a high school student in Florence, used his \$1,000 scholarship to finish his flight training for his Private Pilot Certificate. Jordan passed his FAA flight check ride and received his pilot certificate on June 30, 2018.

It is always gratifying to hear that our latest chapter scholarship recipients have successfully completed their training goals as stated in their scholarship applications. Our hearty congratulations to Missy, Brody and Jordan!

Fly The Big Sky license plates

We now have many new EAA Chapter 517 members. It is time again to talk about EAA Chapter 517’s “Fly The Big Sky” specialty license plate.



The Chapter initiated this program in 2006

and since then we receive a check from the state each month at the rate of \$20 per plate sold or renewed. This income has allowed the Chapter to provide more scholarships each year than any other organization in the state. Of course, this income also helps support such things as Young Eagles and other youth and adult education events.

It is our hope that each of our Chapter members has at least one “Fly The Big Sky” plate for the vehicles they own. It is wonderful when all the vehicles in one family are sporting this plate. All of us who “Fly The Big Sky” should be proud and brag about it on your vehicle license plate.

You don’t have to wait until your normal license renewal cycle to get your “Fly The Big Sky” plate. You can go to your local county treasurer’s office to get the plate. They will collect the fees and you will keep your normal renewal cycle. The state has a one-time fee above the \$20 they send the Chapter, so be aware.

So, if you don’t have a plate, please help support the Chapter programs and get yours today. The more of these license plates that are on the road, the more aware the general public is about Montana general aviation. This is always a good thing.



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