

April 2022

PROPWASH

A Newsletter of EAA Chapter 517, Inc.



EAA Chapter 517, Inc.

From the Chapter President

By Ed Lovrien

I would like to say a huge thanks to Steve Rossiter for his many, many years in his various positions with EAA Chapter 517. He decided to retire as the club President but will continue to help out with many aspects of the group. He is and always has been a huge asset to the group. I can say without hesitation that without him, the hangar in Stevensville so many years ago might not have happened, but I am very sure that the one in Missoula would have never happened had it not been for his persistence and drive. It was a huge undertaking for the group and he guided us into it, figured out how to get its initial financing and current loan. He was instrumental in the license plates which pay for a large share of the payment.

We all owe him a large thank you and it will be nice for him to be able to enjoy the many functions of the group while not having to deal with trying to keep them running smoothly. When you see him, give him a hearty hand shake and a huge Thank You! We will miss him in the roll of President but I am sure we will be calling on him for help along the way!

I am Ed Lovrien and I will be filling in for Steve until the end of his term. Many of you know me, but for those that don't, I will introduce myself.

I started with EAA Ch 517 the day it all started. A meeting was announced in the paper to be held in our hangar at Northstar. I was the chief flight instructor and charter pilot there. I was excited to see interest in starting the group back up. It had been dormant for many years. There were many people in the valley building at the time and it



seemed like a great idea.

A man named John Dove stood up and greeted everyone and said it looked like there was plenty of interest by the number of people there. He asked for volunteers for president and I raised my hand. He looked around and asked if everyone agreed, and said "well, you're the new president. I will turn it over to you." That's where it all started. If I remember right, that was around 1992.

We started like any small group. We got together, put together a small newsletter and visited many people's builds. Some of those builds have been flown, some are still in progress and some just disappeared unfortunately. We had members from many miles around including superior, all the way to the Ovando area and down the Bitterroot. I never thought I would see the day that we were in a hangar like we are and doing breakfasts and get-togethers like we have now. Its incredible to see what it is doing.

Over the years I did many, many hours of instruction. I flew the St. Pats Life Flight airplane, A westwind jet doing charters and various other charter planes for Northstar. After I left that, I flew Washingtons West Wind for a couple years.

I was asked by a company called Montana Aerial Photography to come visit them and they asked

what it would take to get me to come fly for them. We came upon an agreement and I went to work for them in late 1996. We had some great flights and many I will never forget. It wasn't quite the same as flying Cindy Crawford in the Westwind, but still very interesting and very fun. The most interesting and scary flights happened in the days after the 9/11 bombings. My plane was the only private plane allowed in the air for the next five days. Its kind of cool to be able to tell that story, even though at the time it was kind of scary.

I look forward to sharing adventures with everyone and hearing yours. We will keep the momentum up in the future and keep the EAA group going in a good direction. I welcome all the help and input from the group and I will be calling on you all for help with projects along the way. I have some plans that will make the hangar a fun place to drop by even when there aren't meetings going on. I would like to make the hangar a fun place for people to come and just visit with each other and enjoy aviation like we did when we started. Some of that gets lost with age but hopefully we can bring it back. Looking forward to making many new memories with everyone.

Ed

How you get to help retire the hangar mortgage

By the 2022 Raffle Committee

We are now in April and the time has come to kick off the Five Valleys Flyers / EAA Chapter 517 Inc. 2022 raffle to help accelerate the payoff of the Missoula hangar mortgage. Every member gets the opportunity to pitch in and help. It is not only simple but a very easy process.

In April, each member will be issued two packs of 10 tickets to sell. You can use one pack to sell individual tickets and have the second pack, so someone can make a 10 ticket purchase. Of course, you can always ask for more tickets as you sell out. Along with your tickets you will be given a tri-fold brochure

that explains the Chapter goals for the next two years, what the Chapter does to benefit the community and help educate the Western Montana youth and the not so youthful. This brochure and the accompanying prize list is primarily for you to be able to explain why and what a buyer is donating to, and of course, to tell the buyer about the \$7,000 in cool prizes that will be given away by the end of the raffle.

You will be given ten or more (if requested) tickets each month, and if we each only sell ten tickets a month, all our tickets will be sold by the December drawing. We hope you will sell more than ten per month, but it only takes ten by each of us every

month to have a fully successful raffle.

The really cool part is that every ticket is a winner. You sell one ticket for \$10 and that ticket can be presented, one time, at any of our First Saturday Pancake Breakfasts for a free breakfast. You can also allow a buyer to buy a full packet of ten tickets for the price of \$75. Every ticket provides for a free breakfast valued at \$5. That makes every ticket a winner and a much, much easier sell!

Also, the Chapter Board of Directors have created a \$200 cash prize for the Chapter member that sells the most tickets for the 2022 Raffle.

2022 Montana Aviation Conference

By Steve Rossiter

The 2022 Montana Aviation Conference is now in our rear-view mirror. It was a terrific affair as always, but as the first post-COVID conference, the vendor attendance was down by 15-20 vendors and it seemed like the total attendance was down as well. As always there were presenters covering a variety of subjects each day and I think most people were able to see all the presentation they wanted to see.

On Friday, March 4, we presented our 2022 Post Solo \$1,000 Scholarship to Meakin Vermillion

from Hamilton. Previous scholarship winners stopped by the booth, one of whom was Missy Harlow, who is now the Chief Flight Instructor at Summit Aviation in Bozeman.

At the EAA 517 Booth we had a tremendous number of good conversations and sold enough Split-the-Pot Raffle tickets to help cover some of the costs. Thank you to the booth crew; Ray Aten, Ryan Torkelson, Gary Matson, Bill Schertz, Deni Whitsitt, Mark Sanz, and Sherry Rossiter.

In three years you can look forward to the conference being in Missoula again.



Help pick the paint scheme for the One Week Wonder



By EAA

Aviation enthusiasts will be able to choose their favorite paint design for this year's One Week Wonder aircraft being built in a seven-day period during EAA AirVenture Oshkosh 2022. The 69th edition of the EAA's fly-in convention is July 25-31 at Wittman Regional Airport in Oshkosh, Wisconsin.

This year's project will begin on Monday morning, July 25, with a goal to taxi the airplane — a Sonex Waix powered by a Rotax 912iS engine — on Sunday afternoon, July 31. Volunteer builders will be joined by thousands of AirVenture attendees who will “pop a rivet” and become part of the builder's log for the aircraft.

Voting for the airplane's paint scheme is currently underway, with 10 options created by Craig Barnett, CEO of Scheme Designers Inc., on the ballot at EAA.org/Paint22. The first round of voting, which ends on



June 15, 2022, will narrow the list to three finalists that will again be open for in-person voting at the One Week Wonder tent during AirVenture 2022. The winning paint scheme will be announced on Sunday, July 31, during AirVenture week.

“What's fun about the One Week Wonder project is not only the challenge of building an airplane in a week, but engaging aviation enthusiasts in the project, whether they're on-site in Oshkosh or voting on the paint design from anywhere in the world,” said Charlie Becker, EAA's homebuilt community

manager. “The winning paint design will undoubtedly make this airplane stand out even more as it takes flight.”

The One Week Wonder “Pick The Paint” contest is presented by The Sherwin-Williams Company and supported by Scheme Designers Inc. The completed aircraft will be painted with Sherwin-Williams Aerospace Coatings.

Additional supporters of the 2022 One Week Wonder project include Sonex Aircraft, Aircraft Spruce & Specialty, and Rotax.

Sign up for Amazon Smile and help the Chapter raise money

By Ed Lovrien

I just got an email from Amazon. Our donation from quarter 1 was \$11.31. That's free money to the group. It also said my personal donation on it was just over \$8, so we don't have many on this program yet. If everyone would sign up for it at absolutely no cost to them, and have as many extended family

members and friends sign up on it, we could get a really substantial chunk of money every quarter. If we had just 100 people do it, that's each member and one extended family member, it could just about make four payments on the hangar a month. It does not affect the price you pay on Amazon, it does not affect your service, but it does have Amazon give the group a small

donation with every purchase the person makes. I am asking everyone to sign up on it and pass a note to family and friends that don't use it yet, and ask them to sign up to help the chapter. Just another way we can get the hangar paid off and concentrate on putting our efforts into other things. Thanks.

Vintage Bonanzas Invited to Join VAA During Airplane's 75th Anniversary



By EAA

The Vintage Aircraft Association and the American Bonanza Society are joining to highlight Beech Bonanzas built prior to 1970 during activities at EAA AirVenture Oshkosh 2022 on July 25-31. The groups are also encouraging owners of those aircraft to register now, so they can receive updates on special

events at Oshkosh this summer.

If you own a Bonanza of any type that was built prior to 1970, register now at info@bonanza.org with the following information: First and last name, your city and state, and your email address.

Pre-registrations are already approaching 100 vintage Bonanzas, which will be a great addition to the traditional Bonanzas to Oshkosh

mass arrival prior to AirVenture week. Forums and other events will be hosted by the American Bonanza Society in their tent just north of Theater in the Woods on the AirVenture grounds.

In addition, VAA is already stocking special Bonanza 75th anniversary merchandise to commemorate this special occasion.

EAA AirVenture Oshkosh 2022 to Welcome Yagen Collection of Warbirds



By EAA

Four flying aircraft from one of the largest flying warbird collections in the world will be coming to EAA AirVenture Oshkosh 2022, as the Military Aviation Museum of Virginia Beach, Virginia, brings World War II-era airplanes to participate in this year's event. The 69th annual EAA fly-in convention

is July 25-31 at Wittman Regional Airport.

The four airplanes – a de Havilland DH.98 Mosquito, Curtiss P-40 Warhawk, Goodyear FG-1D Corsair, and North American P-51 Mustang – will be flown to Oshkosh and exhibited in the warbirds area. Several of these aircraft from the collection will also make appearances on Boeing Plaza, with the schedule to be determined.

The appearance is part of the museum's celebration of its founder, Jerry Yagen, and his aviation achievements. Yagen is scheduled to attend as well.

“Jerry Yagen's passion for warbird aircraft has through the years evolved into one of most magnificent airworthy collections in the world,” said Rick Larsen, EAA's vice president of communities and member programs, who coordinates





AirVenture features and attractions. “To have these airplanes as part of the world’s largest annual gathering of warbirds that occurs at Oshkosh every summer makes this year’s event even more special, both in the air and on the ground.”

Each aircraft brings a unique story:

- de Havilland DH.98 Mosquito – This airplane was sold surplus to a Canadian farmer in 1948, where it sat until a Canadian museum acquired it in 1978. The Military Aviation Museum obtained it in 2004 and shipped it to New Zealand for restoration. It made its first flight in 2012 and at the time was the only flying example of the type in the world. The aircraft previously attended AirVenture in 2015.
- Curtiss P-40 Warhawk – This aircraft is painted in the markings of David Lee “Tex” Hill of the famed “Flying Tigers” American Volunteer Group based in China. The aircraft was built in 1941 and sent to Great Britain as part of the lend-lease program, then on to the Soviet Union, where



it was lost in action and not recovered for a half-century. The P-40 was the aircraft that established the Military Aviation Museum collection.

- Goodyear FG-1D Corsair – Delivered in May 1945, the Corsair spent much of its military career in storage, thus being one of the lowest time Corsairs known. The “Skull and Bones” livery honors a hometown hero, Norfolk, Virginia-born Ray Beacham, who flew with the famous VF-17 unit in the South Pacific.
- North American P-51D Mustang – Arguably the most iconic American fighter of WWII, the Mustang is a testament to American

ingenuity and industrial capability. The Mustang was designed in 1940 with the first flying prototype built in just 120 days. The Military Aviation Museum’s example was built in 1945 and wears the markings of the 353rd Fighter Group.

Yagen will also bring his soon-to-be-published book to AirVenture and speak at Warbirds in Review sessions and other venues about building the warbird collection. The aircraft committed to Oshkosh are some of his favorite airplanes, as each played a key role in building the collection. More details will be announced as they are finalized.

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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 – 20%

James "Cal" Geyman
RV-9A – 50%

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.