

OCTOBER 2018

PROPWASH

A NEWSLETTER OF EAA CHAPTER 517, INC.



Five Valleys Fluere



EAA Chapter 517, Inc.

From the chapter president



Steve Rossiter

Here we are and it's now fall! Can you believe it is October already? 2018 has been an eventful year in the five valleys region aviation community. As you will read in this month's *PropWash*, there are some big changes in the recent past and near future for EAA Chapter 517, Inc. Because I will be covering some of these issues in great detail, elsewhere in the newsletter my monthly column will be short and sweet.

For personal reasons, I have decided not to run for President of EAA Chapter 517, Inc. re-election for the 2019-2020 term as it is in the best interest of the chapter to have a fresh face for our organization. That doesn't mean I'll be walking away; I will remain very active in chapter activities, just in a different way.

I have enjoyed my multiple years as Chapter President and am very proud of my role in getting the chapter their first and second hangars and helping other members put together other chapter initiatives that have reflected well on Chapter 517 and all our members.

I have appointed a nominating



committee who will be searching our membership for an appropriate candidate to be on the ballot at our next Corporate Annual meeting.

Check out the other exciting changes in the following articles in

this month's *PropWash*.

Enjoy our remaining good flying weather. Blue skies and following winds.

Steve

Stevensville Hangar...SOLD!



By Steve Rossiter

Yup, after about 16 years, we have sold the Stevensville EAA Chapter 517, Inc. hangar. This hangar has served the Chapter well over the years and has allowed the Chapter to progress toward full ownership of our new Missoula Airport EAA Chapter 517, Inc. Headquarters Hangar. With the pay down we did on the mortgage and the current sale price of the hangar unit, we have more than 50 percent equity in our hangar.

Background History

For the benefit of our members who were not part of our chapter in the first part of the century, a bit of history, as I remember it, will help you understand how the chapter has

gotten to the place we are today. It will also help you understand why the chapter made the big decision to commit to the major purchase of the Missoula hangar.

Sherry and I joined Chapter 517 in 2000, the first year of the 21st Century. At that time Don Lorenzen was the Chapter President and the chapter was meeting in the old MSO Airport Board Room upstairs in the terminal. Chapter membership was around 15 to 20 members. At that time there was one major goal the chapter had: to have a chapter hangar for Chapter 517 activities. More important, the desire was to have this hangar on the Missoula Airport. However, at that point in time, the MSO Airport Authority and MSO Airport management were very focused on expanding commercial airline service and other commercial

activities at MSO. In short, there was little interest at MSO in supporting general aviation or the needs of EAA Chapter 517. Also, construction and operational standards in place at that time made it prohibitively expensive for general aviation type hangars to be built at MSO.

In late 2001, I found myself as President of the chapter with Zane Rebenstorff as the chapter Treasurer. Zane was one of the “re-founding members” of EAA Chapter 517 after the chapter laid dormant for several years. The EAA 517 Chapter Board of Directors made it a goal of the chapter to acquire a Chapter 517 hangar. After it became clear that doing something at MSO in 2002 was simply not possible, we began looking at other options. In 2002 we discovered the hangar in Stevensville and the national EAA member owner

was very cooperative in designing a purchase plan that allowed EAA Chapter 517, Inc. to purchase the Stevensville hangar to establish a new headquarters for the chapter.

As you all know, from 2002 until 2018, we had alternating monthly meetings at the Stevensville hangar and at the Missoula Airport to share the travel burden between our MSO members and our Bitterroot members. During the first few years we supported the hangar mortgage by having renters in the hangar and by our monthly Pancake Breakfast events. Amazingly, we were able to make the mortgage “nut” and still expand our other chapter areas of interest. Once we had the hangar, our membership also expanded to around 60 members.

Once we initiated the “Fly The Big Sky” specialty license plate program, the monthly pancake breakfasts became less important and became a social event rather than a necessary element of the chapter’s financial plan. It was also a relief for

those of us traveling to Stevensville (at 0 dark thirty) every month to prepare the breakfast.

Where Chapter 517 is Today

After the Stevensville hangar was paid for, Chapter 517 was in a position to look at options for having a facility in Missoula. When Cris Jensen became the Director of the Missoula International Airport, a major shift occurred concerning the value of general aviation at the Missoula Airport. As many of you know, the general aviation community was invited to become an integral part of the MSO airport community. Construction and operational standards for the airport were updated and the Runway 25 Hangar Condominium complex became the first new MSO general aviation building project in over 20 years. As a result, in 2016 EAA leased a plot on the MSO Airport with the intention of building a standalone EAA Chapter 517 hangar.

However, we received a bid to build the hangar which was significantly higher than we anticipated.

About this time, Cris Jensen passed on information about a new hangar condominium project to be built near the approach end of runway 29. Upon contacting the developer, Todd Donahue of Homestead Helicopters, it was instantly clear that his project would fulfill the needs of the chapter far better and at a lower cost than our proposed standalone project. The rest is history you all know and EAA Chapter 517, Inc. is now well-established in our new headquarters at the Missoula International Airport. The dream of our members at the end of the last century has finally been fulfilled.

The sale of the Stevensville hangar has allowed us to pay down a major portion of the mortgage on the MSO hangar as well as establish a substantial contingency fund in the event it is needed in the future.



ANNOUNCEMENTS

Movie Night

Date: Oct. 10, 2018

Time: 6 p.m.

Place: Five Valleys Flyers hangar at the MSO Airport

Feature: “Midway” This is among the last films that used real airplanes rather than the digital work in today’s films. This was the single event that turned the tide of World War II in the Pacific war against Japan. The Japanese Navy did not ever recover from the loss of ships and experienced air crewman after this battle.

As always, popcorn, soft drinks, and water are available.

New Meal Serving Table and Chair Rack

The chapter has a new meal roll-around serving table for our meal events. Everything needed to serve is stored on the shelf under the table from silverware, serving utensils, paper plates and bowls, napkins and salt and pepper. The table has clips so the serving surface and be covered in plastic and be held in place to make clean up easier. When this table is not

being used for a food event, it is an excellent work bench.

One of the wire roll-around carts has additional serving supplies and food storage. The other is set up for the cooking staff with cooking utensils, serving pans, serving bowls, a knife set, wraps, foils and plastic bags.

We also now have a second folding chair rack. We will shortly have more folding chairs than storage space due to a really good deal on some used chairs. The plan is to have padded chairs on one rack and all metal chairs on the other.

Join the new Fly Out Committee

By President Steve Rossiter

Over the last few years there are some activities we have allowed to escape as scheduled events, that would be organized fly outs. I have noticed that small groups of our members have from time-to-time organized and gotten together and gone flying. With very little effort, announcements can be sent out to all of our members with aircraft and make each a larger event. This would allow our members the opportunity to bond and get to know one another better. This will, of course, make our whole organization stronger.

With the exception of the first Saturday of the month, in the flying season a fly out could be scheduled and those who can make it go, others can catch the next one. Even during the “non-flying season” fly outs could be scheduled, weather permitting. I will be contacting several of our members to serve on this committee. If you would like to be part of the committee, please let me know. If you want to be on the notification list, also, please let me know.

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.

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.

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.

License Plate Display Board

Check out the license plate display

board next time you're in the hangar. There are three new additions. One in particular has been provide by our Master Metal Artist, John Barba depicting the EAA logo. The others are from Will Deschamps and Ryan Torkleson. I'll let you figure out which was which.

Audio Visual (AV) Cart in Conference Room

We have moved our AV cart from the Stevensville hangar to the condominium conference room and library. There is a combo DVD/VHS player on the cart with the required wiring, so we now have a larger room we can use as necessary for presentations. The TV in the conference room has HDMI and USB connections for computers.

EAA display cabinet

The EAA display cabinet that, heretofore, occupied space in the MSO terminal building has been moved to the lobby of the condominium common area. Steve Rossiter has loaned his Texaco die cast model collection and stuff as the new display. It is looking good! Check it out the next time you go to the hangar.

CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



Follow EAA 517 on Facebook

Breakfast at the Airport

By Steve Rossiter

We are trying our first “experimental” non-pancake Breakfast at the Airport in October as previously discussed in the PropWash. This month we will not be advertising beyond the local aviation community because we will need to get a handle on how many people will attend and the menu doesn’t lend itself well for leftovers.

Date: Saturday, October 6, 2018

Time: 8 to 10 a.m.

Place: Five Valleys Flyers / EAA Chapter 517 Hangar

Menu: Biscuits and sausage gravy, eggs, juice, coffee and tea.

Helpers: Please arrive by 7 a.m. All airplanes will be moved out to facilitate the after breakfast hangar reorganization effort.

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.



Visit
[Facebook.com/
EAA517](https://www.facebook.com/EAA517)
and click on
“Like”

Board of Directors announce changes in store for chapter

By the Board of Directors

A special meeting of the EAA Chapter 517, Inc. Board of Directors was held on September 25, 2018. This meeting was called to address several issues that needed to be addressed in a timely manner. There were two items that will be addressed here.

With the somewhat late announcement by Steve that he will not be running for the 2019/2020 term as the Chapter President, a Nominating Committee has been formed to nominate someone to fill that role for the coming term. If you

are willing to serve EAA Chapter 517 in that role, please contact any member of the Board of Directors (contact information on the last page of the PropWash).

Also the Board has decided to change the monthly chapter meeting schedule. It was determined that the third Monday of the month is not meeting the needs of the members. The new meeting schedule is on the first Saturday of the month at 10 a.m.

Yes, the meeting will be immediately after our regularly scheduled Breakfast at the Airport. There will be a scheduled program or event as part of the meeting.

Guests will always be welcome to participate in chapter activities and, of course, be invited to join the chapter as members. The board hopes that the daytime event will allow members to fly in or drive in without the nighttime-related issues, particularly for some of our older members. Our first meeting on this schedule will be held on October 6, 2018.

As a result of the schedule change, our Annual Corporate meeting will now be held on Saturday November 3, 2018, at 10:30 a.m.

Proxy Designation

By Board of Directors

As a convenience for our members who may not be able to attend the Annual EAA Chapter 517, Inc. corporate meeting and to satisfy Montana statutes, a Proxy Designation Form has been provided with this issue of the PropWash. Please complete the form and return it, by mail, to the Chapter 517 Post Office box not later than November 2, 2018, or hand deliver it to your proxy designate. This action will assure that we have a quorum at the annual business meeting.

A qualified Chapter 517 voter must be a paid up and current member of the national EAA organization and a current paid up member of EAA Chapter 517, Inc. Thank you.

Upcoming meetings

Annual EAA Chapter 517, Inc. Member Meeting

This will serve as official notice of the annual corporate meeting of EAA Chapter 517, Inc.

Meeting Date: Saturday, Nov. 3, 2018

Time: 10:30 a.m.

Place: The Missoula Airport Hangar/
Headquarters of EAA Chapter 517, Inc.
4198 Corporate Way, Hangar 4
Missoula, MT 59808

October 2018 EAA 517 Chapter Meeting

Your monthly meeting of EAA Chapter 517 will be as follows:

Meeting Date: Saturday, October 6, 2018

Time: 10 a.m.

Place: The MSO Chapter Headquarters

Program/Activity: Organizing the MSO hangar; what fun!

Because we have brought everything from the Stevensville hangar to the Missoula hangar; we need to organize and store everything in an adult manner. Because “many hands make short work” of the task, you are invited to help out after your breakfast. We will move some cabinets around, reorganize table and chair storage, set up our library, and put some material in the chapter storage locker; you know, the one on wheels (aka: trailer). There is a plan, so things should go quite quickly. It is expected we can be done by noon.

KIS TR-4 donated to EAA 517

By Steve Rossiter

I am very pleased to announce that EAA Chapter 517 member Bill Schertz has donated his KIS TR-4 airplane to the chapter. He advised us of the donation two weeks before the airplane's Mazda engine went belly up. We had planned to maximize the revenue from the flying airplane through a raffle or sweepstakes. The Board of Directors has now decided we will simply sell the airplane as is, where is. We did consider putting a certificated engine in it and going with plan "A," but decided to let the next owner make that decision.

Having said the above, if a member was willing to step up and take responsibility for the project of installing a new engine, the Board might consider going back to plan A, which would be much better for the chapter.

This airplane has been donated to EAA Chapter 517, Inc. and is being sold as a fundraiser. The airplane is priced to sell, but all offers will be considered. The quality of work on this airplane is extraordinary and you will be happy with what you see when you inspect the airplane.

With this publication, EAA Chapter 517, members and newsletter readers get first crack at purchasing this airplane. We will go public with advertising shortly after you read this; if interested, act fast.

With a 180 hp engine, factory performance is published:

Top speed: 170 knots
Cruise speed: 152 knots
Stall speed, full flaps: 42 knots
Range: 825 Nm
Max gross weight: 2,400 lbs.
Useful load: 926 lbs.



KIS TR-4 Cruiser

This is a four seat airplane
140 +/- Hours Total Time
EM-2 OBDII Scanner
GRT-EFIS with GPS
Trio - Two Axis Autopilot
Turn Coordinator
PMA-6000 Audio Panel
Garmin SL-30
Garmin SL-40

Garmin GTX Transponder

Asking Price \$25,000

The Mazda engine is not serviceable and must be overhauled or replaced. The airplane has been prepared to have the wings removed for transport.

PROXY FOR EAA CHAPTER 517, INC.

The undersigned, a member of EAA Chapter 517, Inc., a Montana non-profit corporation, does hereby appoint the designate individual below, my true and lawful attorney, with the power of substitution, for a period from the date of this proxy until November 30, 2018, for me and in my name to vote as my proxy all my votes I have, as a member of the Chapter at any meeting of the members of the Chapter, regular or special, which may be held during the period of this proxy, with all powers I would possess if personally present, hereby ratifying and confirming all that my attorney or his substitute shall lawfully do or cause to be done by virtue hereof, hereby revoking all previous proxies and reserving the right to cancel this proxy at any time upon written notice of cancellation signed by the undersigned with the Secretary of the Chapter.

Director, Steven Rossiter: _____

Director, Jim Younkin: _____

Director, Roger Shaw: _____

Director, Aaron Foster: _____

Director, Bill Schertz: _____

Director, Ray Aten: _____

Director, Clint Burson: _____

Or:

IN WITNESS WHEREOF, I have executed this proxy on the _____ Day of _____, 2018.

Signature of Member

Printed Name of Member

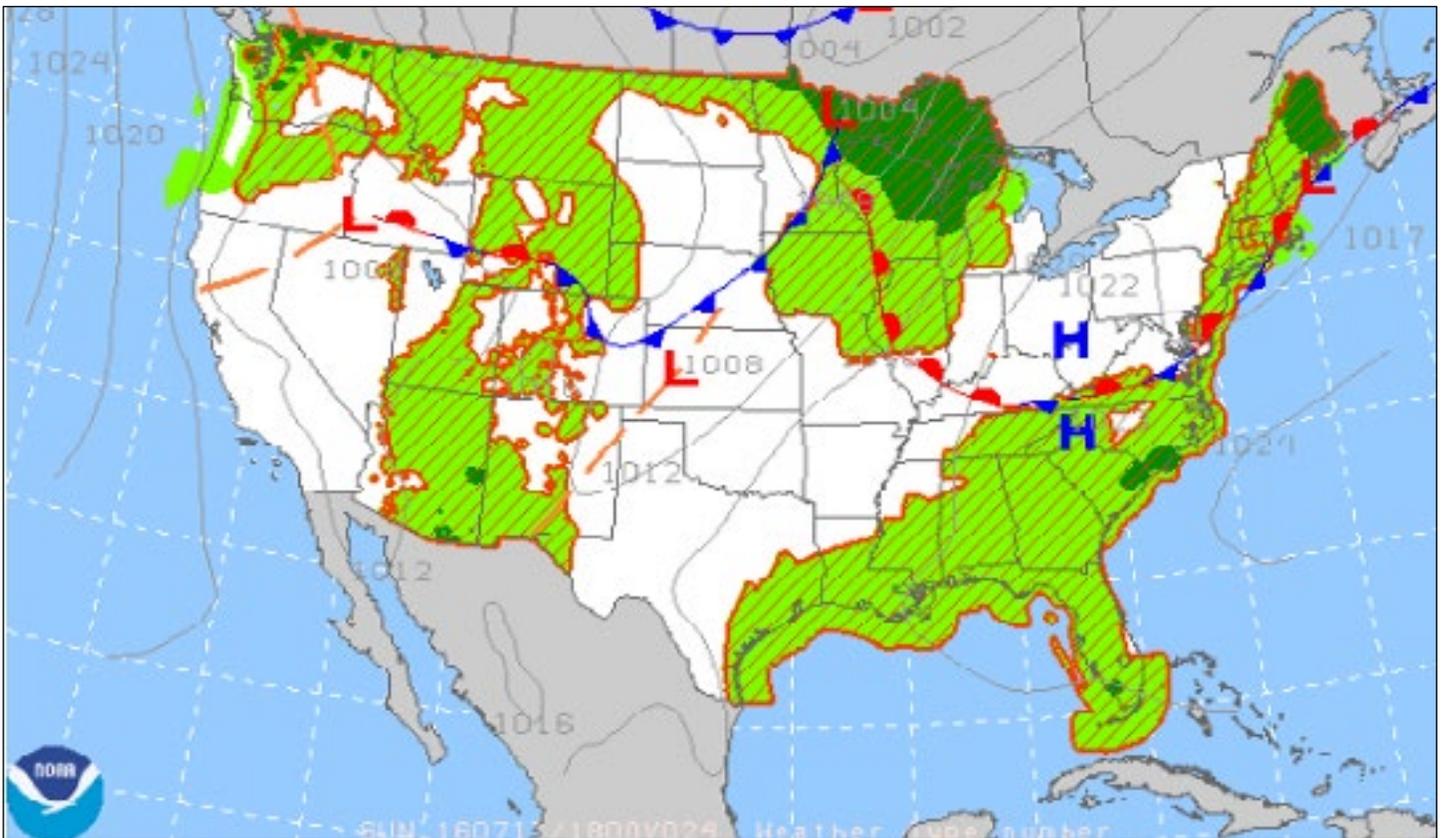
National EAA Membership Number

Next EAA Renewal Date

This Proxy may be withdrawn at any time with written notice to Steve Rossiter, the proxy holder.

CFI CORNER

Weather theory refresher



By Sherry Rossiter, CFI-I

Because weather, in one form or another, is something that every pilot deals with on every flight, it is important to keep your knowledge up-to-date. As we enter a new season of the year, the weather patterns are also starting to change. Below is a little quiz to see how much you remember about weather theory. The answers to the questions appear at the end of the quiz.

1. The troposphere extends to about 30,000 feet over the poles and to about 65,000 feet over the equator. T or F?

2. For aviation purposes, the standard temperature lapse rate is approximately 2 degrees Celsius or 3-1/2 degrees Fahrenheit per 1,000 feet up to 36,000 feet. Above this

point, temperature is considered constant up to 80,000 feet. T or F?

3. In the northern hemisphere, the air circulation in a HIGH pressure area is clockwise, down, and outward. T or F?

4. If a pilot on a cross-country flight observes he has a wind from his left and barometric pressure is decreasing, he is headed into worse weather conditions. T or F?

5. The four types of clouds are classified as low, middle, high and ultra-high. T or F?

6. Characteristics of a cold front include stratiform clouds, turbulence, a pressure drop and no wind shift. T or F?

7. You can have a trough without a front, but you can never have a front without a trough. T or F?

8. An occluded front is when a

cold front overtakes a warm front. T or F?

9. A thunderstorm consists of four stages: Building, mature, lightning, dissipating. T or F?

10. Wind shear is often found in the vicinity of thunderstorms as well as whenever there is a low-level temperature inversion. T or F?

Answers to Weather Theory Quiz:

(1) True; (2) True; (3) True; (4) True; (5) False (Correct answer is cirrus, cumulus, nimbus, stratus); (6) False (Correct answer is there is always a wind shift when a front passes through an area); (7) True; (8) True; (9) False (Correct answer is that there are only three stages to a thunderstorm: building, mature, dissipating); (10) True

Why We Meet

By Steve Rossiter

During the recent special board meeting we allowed ourselves to get sidetracked in a deeper discussion about why we meet as an organization. Everyone on this mailing list has some connection, or at least an interest, in aviation. Most of us are pilots and the rest are simply interested in aviation as a hobby. Some of us are builders, some of us are aircraft owners and some of us are not necessarily active right now as pilots. However, the bottom line is we all find aviation stimulating in one form or another.

The goal of our EAA meetings, whether regular meetings, the Breakfast at the Airport, or Movie Night, is to provide our members

with an opportunity to interface and interact with other people with a similar interest. We sometimes add an educational element to some of our meetings and other times some activity that benefits you as an individual member or benefits Chapter 517 (which is a benefit to all members).

In our current world, many people have abandoned traditional social interaction by using technology, but it “ain’t” the same as talking face-to-face with your peers. Even if we do nothing but pure hangar flying, personal contact is beneficial for our mental health and stimulating our continued interest in aviation. Coming to a chapter event may require you to record your favorite TV programs and/or delay your other

technology activities, but most of us were part of our society when we didn’t have the personal technology we have today and it was fun and rewarding.

Lastly, it is important to be part of something bigger than yourself. We can collectively do many more important things than we can do by ourselves. These cooperative efforts are good for us as individuals, good for the aviation community, good for our larger local community, good for our nation, and good for our world. Maybe, just maybe, we have become too comfortable “doing our own thing,” and it is time to step out of our comfort zone again. Think about it, and we’ll see you at our next meeting!

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