

APRIL 2018

PROPWASH

A NEWSLETTER OF EAA CHAPTER 517, INC.



From the chapter president



Steve Rossiter

Well, March started off with a bang. For the first three days of March, Missoula hosted the 2018, 34th Annual Montana Aviation Conference. The EAAers attending had a marvelous time and we managed to raise a few hundred dollars for the Chapter treasury through our two raffles. We will also be doing raffles at the AOPA event with at least 10 times as many people and, hopefully, 10 times the revenue raised.

In addition to the AOPA event in June, there will be the Annual Hamilton Fly-In on June 30, and in mid-July a “Tryke” Fly-In at the Stevensville airport. I’m not sure how EAA might participate in the tryke fly-in, but it will be an interesting event. For those not familiar with “trykes,” they are the delta wing, weight shift ultra-lights and LSA aircraft. A few years ago, our member Craig Purdy had one that he kept in our Stevensville hangar.

As many of you know, some changes have been pending at the Missoula International Airport. The magnetic variation has changed to the point where the runways need



to have their designation changed to better meet the requirement of matching the runway’s actual magnetic heading. Between April 24 and May 1 there will be daily closures of the airport. The times are between 1 p.m. (1300 hours) and 8 p.m. (2000 hours) when the runways will be closed. There are two major airport projects; one is to repaint the runway designations on the approach ends of the runways. Runway 11-29 will become runway 12-30 and runway 7-25 will become runway 8-26 (sorry Runway 25 Condo Association). The second job is to replace all the airport signage with runway numbers on them. Some airline schedules will be affected, but you will have to plan any personal flying accordingly.

Speaking of airlines, on June 7, 2018 American Airlines will be commencing daily year-round

service to Dallas-Ft. Worth and seasonal flights to Chicago. Some of our current airlines will also start their seasonal service on June 7. Check www.flymissoula.com for more details.

EAA Chapter 517 is taking the lead at helping AOPA with car parking in June. If you know of a youth group that would like to generate a bit of income over the summer, please coordinate with Burt Caldwell. Revenue generated will be portioned out based on man hours donated to the effort. Burt can be contacted at 406-438-8137.

We are in the process of turning the MSO hangar bay into our “Pilot Cave.” If you have any aviation-related memorabilia you would like to donate or loan to the chapter for this effort, please bring it by the hangar. We have a significant amount of wall space we can cover.

ANNOUNCEMENTS

Fly The Big Sky

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.

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.

New Newsletter Features

We are always looking for new features to expand and improve the PropWash. Things to watch for in the future will be generated by the Chapter Technical Advisor, Chapter CFIs, Chapter Young Eagles Coordinator, and words of wisdom from your in house Safety Dog. All these features should be initiated in the next couple of

months.

One last item, any member who has had an experience you feel would be an educational or entertainment benefit to other members, are welcomed or rather encouraged to write it up for publication. Don't worry about your writing skills, that's what editors are for, right Clint?

Note from Clint: Editors make writers look good!

Flying Tigers Print

If you were at the Aviation Conference, you might have entered the raffle for the "Flying Tigers" print donated by Larry Chambers from Dillon. The print was won by Fred Hasskamp and he has loaned it to EAA Chapter 517 for display in the common area of our hangar condo association. It is up and really looks good. Thanks, Fred! (Photo of Fred with the print on page 10.)

April Movie Night

April 11 is Movie Night! We will be showing the John Wayne and Robert Stack classic movie of Ernest Gann's novel, "The High and The Mighty." Can you whistle the theme song from the movie? We will start the movie at 1800 hours (6 p.m.), so if you want to make popcorn, come a bit earlier. Enter through the EAA hangar; the door will be unlocked.

April's First Saturday

In January, the Chapter Board of Directors thought it wise for EAA to do a test Pancake Breakfast to see how it goes with our equipment at the Missoula hangar. We will use the flat top gas grill which is new to some of us. So, rather than just coffee and donuts in April, we will go big time with a breakfast. Doing this will give us the opportunity to smooth out any rough spots before we do the breakfast during the AOPA Fly-In. We will invite others in the nearby aviation community, so if the weather cooperates they might have a fly-in destination. So please keep the April 7, 2018 date open and join us. We will start serving at 0800 hours (8 a.m.).

Taxiway B-1

Since we moved into the new MSO hangar, we have had Taxiway B-1 pretty much to ourselves – "ourselves" meaning those of us operating from the East LZ Hangar Condominium complex. That is no longer the case. On March 24, FedEx began using their new facility across the taxiway from our hangars. It seems strange to have a big airplane parked on the new FedEx ramp. The FedEx complex was built with the idea that two airplanes will operate out of this facility. The upside is we will have something new to watch, which is OK with me.

A Short History of Chapter 517, Inc.

By Steve Rossiter

EAA Chapter 517 was originally chartered by the Experimental Aircraft Association in 1973 or 1974.

The chapter was incorporated as a Montana corporation on January 7, 1976 as the “Experimental

Aircraft Association, Inc., Western Montana Chapter 517 Missoula, Montana.” Then, at some point, the chapter and the above corporation went dormant.

On October 16, 1995, at the suggestion of the national Experimental Aircraft Association, EAA Chapter 517 was reactivated in Missoula by Zane Rebenstorff, John Dove, and 30 other people including current members Gary Weyermann, Ernie Hunton, Greg Booher, Perry Francis and Ed Lovrien.

On May 7, 1999, the chapter was incorporated as “EAA Chapter 517, Inc.,” a nonprofit Montana corporation. In June of the same year, application was made to the Internal Revenue Service for federal 501(c)3, tax exempt status. On June 30, 1999, the Internal Revenue Service issued preliminary tax exempt status pending a final determination after all requirements are met.

In October 2002, EAA Chapter 517, Inc. acquired the chapter house and hangar at the Stevensville Municipal Airport in Stevensville, Montana. This facility served as the center of activity for EAA Chapter 517, Inc. until the chapter’s new hangar facility was built in Missoula, Montana in 2017.

On March 11, 2004, the Internal Revenue Service issued a final Letter of Determination classifying EAA Chapter 517, Inc. as a public charity under section 501(3)c of the IRS Code.

In July 2018, EAA Chapter 517, Inc. took ownership of their current hangar and office in the LZ Hangar Condo Complex at the Missoula Airport. The chapter currently has over 80 members. Please check out our website at www.eaa517.org.

Local chapters are the key to EAA’s future. Members in those EAA Chapters are the key to the future of General Aviation. Join EAA today!

Planes * People * Passion * Participation



Calendar of Events

April 16, 2018 – 1800

Regular Chapter meeting – Details pending

May 21, 2018 – 1800

Regular Chapter meeting – Details pending

June 15-16, 2018 – All Day

AOPA Regional Fly-in
Missoula International Airport

June 19, 2018 – 1800

Regular Chapter meeting – Details pending

July 18, 2018 – 1800

Regular Chapter meeting – Details pending

August 20, 2018 – 1800

Regular Chapter meeting
Details pending

September 17, 2018 – 1800

Regular Chapter meeting
Details pending

October 15, 2018 – 1800

Regular Chapter meeting
Details pending

November 19, 2018 – 1800

Regular Chapter meeting
Details pending

December 17, 2018

Annual Wright Brothers Dinner
Details pending

OPEN AIR FLYING



By Roger Shaw

While escaping the cold and snow of Montana in Lake Havasu City, Arizona, I had a chance to fly with Joe Lorenzen in his open air 'trike.' I guess it truly should be called a 'quad' since it has four wheels and more accurately is a Cygnet Amphibian aircraft. It basically is a kite airfoil with a two-person open air cockpit with two pontoons for water touch & goes and four wheels for land takeoffs and landings.

I was outfitted with a set of headphones and a helmet similar to a motorcycle type. In boarding the plane, I was allowed to step on the solid pontoons but not on the fabric splash shield below the seats. We had







a wonderful day to fly over Lake Havasu with winds less than 10 mph and temps in the 80s.

We took off into the wind and used a taxiway instead of the normal runway. We were up in the air in what seemed like 100 feet (or less). As we started to climb out over the desert sand, we hit a thermal and unlike a slight bump in a normal airplane, we jumped up about 150 feet. We leveled off at pattern height and flew west until we got over the Colorado River which was so blue-green from the air. Then we turned south and dropped down over Lake Havasu.

There is something special about being out in the open air, feeling the wind flowing around your head and body. Even at 40-70 mph, it seems like you are going over 200.

As we sped along, I looked down and asked Joe if we were about 50 feet off the water since I could not see the altimeter from the back seat. He laughed and said we were actually only 5-10 feet from the water. Joe explained that it was perfectly legal to fly so low and that his aircraft actually followed the rules of a helicopter. What a thrill to be zipping along low in the air and following the shoreline.

As we went over fishermen and by sunbathers on the beach, everyone looked up and waved. It was like you could reach out and touch them. We flew over on the California side of the lake and up an empty cove. Then Joe made a sharp left 180 degree turn to re-align with the cove. Before I knew it, we were making a touch and go on the water. It was so smooth and very exhilarating to

see the splashing just under my feet. We then climbed to the legal 1,000 feet AGL and flew over London Bridge.

Once over the water again, Joe let me take control of the bar that controls the kite. I got a stiff warning that since I was used to flying planes that everything was backwards. To go up you push forwards (and back to descend) and turn right by pushing left (and right to go left).

I was surprised that the kite almost flew itself. Joe had the speed set so that we maintained altitude and all that was needed is finger pressure to slightly climb or descend. The only thing was that the winds would tend to make you drift left or right. Again, all that was needed was a slight pressure to maintain course. However, it did take close attention and some anticipation of the turns to stay ahead of the kite.

As I was learning, I did let it get ahead of me and I ended up banking 45 degrees to the right when Joe quickly pulled me out of the turn.

Soon we were back to the airport and doing a cross-leg to the taxiway. Down we came and it was a smooth landing on the semi-balloon tires.

Joe comes to Polson with two of his Cygnet Amphibians in July and August to take people for rides over Flathead Lake. His website is: <https://www.HanginOverHavasu.com>. Joe also plans to be at the fly-in for light aircraft at the Stevi airport this summer. If you ever have a chance to go open-air flying, do it.

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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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2018 EAA 517 Scholarship Winners

Once again our chapter has awarded three scholarships to deserving aviation students in Montana during the 2018 Montana Aviation Conference, which was held in Missoula this year. We were fortunate in that all three winners were able to attend the awards luncheon to personally receive their scholarship certificates.



Post Solo Scholarship

Our \$1,000 Post Solo Scholarship went to Jordan Carter, a high school junior from Florence. Jordan's passion for aviation and flying in the Big Sky started with his first Young Eagles flight. He is maintaining

a 4.0 grade point average and is working hard toward his Private Pilot Certificate.



Second Year A&P Scholarship

Our \$1000 Second Year A&P Scholarship went to Brody Severson of Stevensville. He is completing his A&P training at the UM Helena College's Aviation Maintenance Technology program. He will complete the program in May and is looking forward to returning home to Stevensville and working in Hamilton or Missoula as an aircraft mechanic.

Many of our members will recognize Brody since he is an EAA 517 member and has won two of

our previous scholarships. Brody is an excellent example of the value of Young Eagles and our scholarship program. Congratulations Brody on your scholarship and your pending graduation and certification as an FAA A&P Mechanic.



Aviation Career Training Scholarship

Our \$1000 Aviation Career Training Scholarship went to Melissa "Missy" Harlow of Bozeman where she is enrolled in the MSU Aviation program. Her first flight was with her grandfather and she started her flight training at the age of 16 with Vetter Aviation.





EAA CHAPTER 517 CONTACTS

Mailing Address

PO Box 18264
Missoula, MT 59808

Chapter Headquarters

4197 Corporate Way
Missoula, MT 59808

Phone number

406 541-0517

President

Steve Rossiter
EAAChapter517@aol.com
406-529-1601

Treasurer

Roger Shaw
Roger@TheShawsOnline.us

PropWash Editor

Clint Burson
cburson@gmail.com
406-381-6440

Vice President

Jim Younkin
406-240-4024

Young Eagles

Ray Aten
406-721-0531

Website

Larye Parkins
larye@parkins.org
www.eaa517.org
360-426-1718

Secretary

Gary Weyermann
406-546-8488

EAA Tech Counselor

Larry DePute
406-544-9212