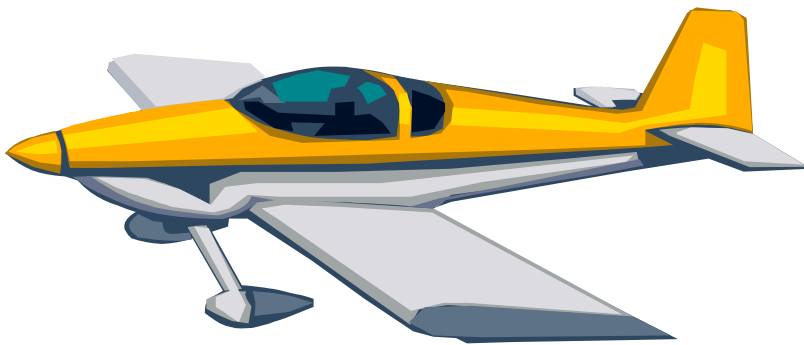
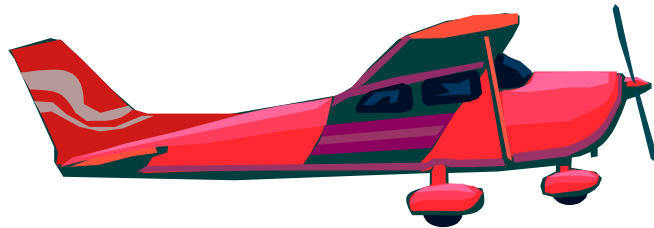


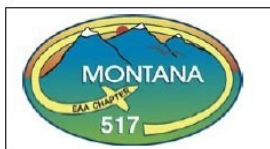
December 2014

# PROPWASH

A Newsletter of EAA Chapter 517, Inc.



**Merry Christmas & Happy New Year**



# PROPWASH

**Newsletter of EAA Chapter 517, Inc.**



## FROM THE CHAPTER PRESIDENT . . .



This is the last month that you will see my photo at the top of this column. I will be stepping down as Chapter President at the end of December. Your newly elected President is my husband, Steve Rossiter, who takes office on January 1, 2015, along with Vice President Jim Younkin.

It has been my pleasure to serve EAA Chapter 517 as your president for the last five years and as your treasurer for seven years before that. We truly have a great Chapter and I've enjoyed getting to know all of you over the years.

I have had the privilege of working with an incredible group of guys who make up the Chapter's Board of Directors and I can't say enough good things about these men. I'm leaving officer knowing that EAA Chapter 517 is in very good hands!

If you haven't already done so, please send me your check for the December 17<sup>th</sup> dinner. (P.O. Box 16446, Missoula 59808)

Merry Christmas, Happy Hanukkah, and Happy New Year!

Sherry Rossiter

**December 17, 2014  
Annual Christmas Party &  
Wright Brothers Commemorative  
Holiday Inn – Downtown Missoula  
\$26.00 per Person**

This event is a joint venture with the  
Montana Pilots Association –  
Five Valleys Hangar

## Report from November Chapter Meeting

There were 20 people in attendance at the November 17<sup>th</sup> Chapter meeting in Missoula to view the video of the F4F Wildcat restoration. After Bill Schertz fielded some questions about the Wildcat video, we watched another short video about some "flying machines" that never really got off the ground – at least not without crashing.

### An Extraordinary Gift to Consider

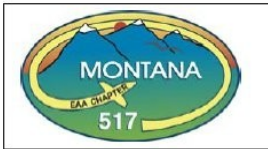
Check out this new pilot's watch at [https://buy.garmin.com/en-US/US/in-the-air/portable-gps/d2-/prod148289.html?utm\\_source=garmin\\_us&utm\\_medium=email&utm\\_content=Bottom+Fly+Image&utm\\_campaign=US+Holiday+2014+KO#gallery-dialog](https://buy.garmin.com/en-US/US/in-the-air/portable-gps/d2-/prod148289.html?utm_source=garmin_us&utm_medium=email&utm_content=Bottom+Fly+Image&utm_campaign=US+Holiday+2014+KO#gallery-dialog)



### A Fun Website to Check Out

This 10 minute video shows continually at the Denver Air Museum "Wings Over the Rockies." Harrison Ford narrates this very well done film <http://vimeo.com/41425441>

\*\*\* FLY THE BIG SKY\*\*\*



## PROPWASH

Newsletter of EAA Chapter 517, Inc.



# AeroSports Update: Is Your Parrot Legal To Squawk?

## No, We're Not Asking About An Exotic Pet Bird...This Is About Your ATC Transponder

As a recreational pilot that flies VFR all the time and seldom uses any type of tower controlled airspace, it's common to just leave your transponder set to 1200 and not think much about it. However, it's important to understand that your transponder must still meet testing requirements even though you're just boring holes in the sky. Let's take a look at the transponder, its background, and why the heck it "squawk's.

As the story goes...In World War II, the allies invented an electronic device named "Identify Friend or Foe (IFF)" that would transmit a secret code when hit by a radar signal. This code would tell the friendly radar that this plane was a "good guy." IFF got the nick-name of "parrot" because it responded to a radar interrogation and "talked back." This led to the IFF reply being referred to as a "squawk." The "squawk" terminology stuck with us and is still in use today.

For your transponders to be legal to use in any flight and in any aircraft, it must have been tested and inspected within the last 24

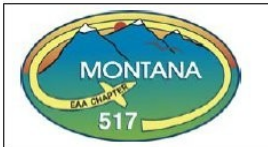
calendar months by an appropriately rated FAA aviation technician or repair station. This requirement holds true for all transponder equipped aircraft, including those certificated as experimental and special-light sport. We've even heard of an ultralight with a transponder, and it also falls under these rules even though the ultralight is not a certificated aircraft.

A common mistake made by recreational flyers is to think the transponder inspection is accomplished at the same time as an annual inspection. While there is nothing to prevent it from taking place every 2 years during the annual inspection, the aircraft inspector can sign the airplane off as meeting the inspection requirements without the transponder being tested. Don't assume the annual inspection includes transponder testing.

Don't expect to find the transponder inspection requirement in the airplane flight manual, maintenance manual, operating limitations, or ASTM industry light sport standards. The inspection requirement for transponders is listed in FAR 91.413. Without this testing and inspection you are not legal to activate your transponder, even if squawking the standard 1200 code for VFR flying.

In the early days of transponders, too many transponder equipped planes in a small amount of airspace would mess up the controller's radar display. When this happened, the controller would start asking planes to turn off their transponders. It was not uncommon to hear them say, "Strangle your parrot." That request made sense at one time.

FMI: [www.faa.gov/regulations\\_policies/](http://www.faa.gov/regulations_policies/)



## **PROPWASH**

**Newsletter of EAA Chapter 517, Inc.**



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### **BUILDER'S REPORT**

**Cygnets**  
**Don Lorenzen 60%**

**Glassair**  
**Allen Burruss - FT S-II - 100%**  
**Phase one flight test underway.**

**Piper Exp.**  
**Brad Condra - Bushmaster 60%**  
**Fabric covering being installed.**

**RANS**  
**Dan Dixon - S7S Courier - 15%**

**Rutan**  
**Ed Lovrien - Limo-Easy - 25%**

**Sonex**  
**Larye Parkins - Waix - 30%**

**Van's RV**  
**John Barba - RV-6**

**Zenith**  
**Laurens Ackerman - CH-601 - 70%**

**Ray Aten - CH-601 - Completed**  
**Phase one testing**

**Terry Philips - CH-601 8%**

**Duane Felstet CH-750 60%**