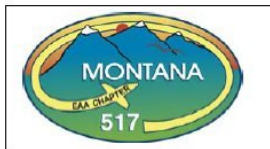


December 2011
EAA 517
PROPWASH
Newsletter





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Newsletter of EAA Chapter 517, Inc.



PRESIDENT'S COLUMN

I'm extremely pleased to report that our Chapter was able to pay off our Stevensville hangar loan on November 4th. We were able to pay off our mortgage two years earlier than scheduled because of the revenue received from the aviation license plate sponsorship. Many thanks to all our members and supporters who faithfully purchase the Chapter's specialty license plate each year. Our Chapter is very blessed to have this income stream, which can now be used for aviation education, community outreach, and other charitable endeavors.

Our Chapter's Annual Meeting was held on Monday, November 21, in Missoula. Ed Stryker was elected Secretary and Steve Knopp was elected Treasurer by acclamation. Since there was no other business, the formal meeting lasted approximately 15 minutes, and then we enjoyed a presentation by Jeff Vercoe of the FAA FFAST Team on aging aircraft.

Reservations have been slowly coming in for the December 17th dinner event. Please see more information in the adjacent column.

Your EAA 517 Board is open to suggestions for future Chapter programs, so don't be shy about sending me an email or calling with your ideas. I can be reached at 544-6182 or ssrossiter@aol.com

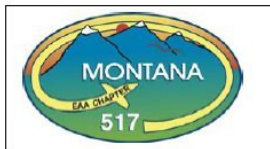


Until next month . . . Sherry

DECEMBER 17th DINNER

**Wright Brothers Commemorative
Dinner & Holiday Party
Holiday Inn – Downtown
on Saturday, December 17,
beginning at 6 PM
Bar Hosted by MPA Five Valleys
Chapter
Dinner is \$24.00 per Person
Make Check Payable to EAA
Chapter 517, Inc.**

**Mail checks to Sherry Rossiter, P.O.
Box 16446, Missoula 59808**



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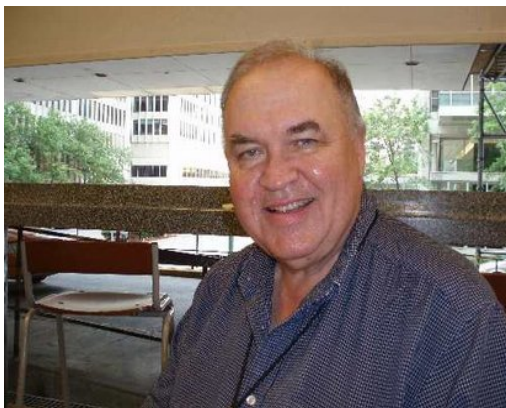
Dinner Buffet Menu

Pan Seared Lemon Basil Chicken
Petite Top Sirloin with Mushrooms
Oven Roasted Yukon Gold
Potatoes
Fresh Garden Salad
Seasonal Fresh Fruit Salad
Seasonal Fresh Vegetable
Rolls with Butter
Coffee & Teas

Editor's Note

We are starting a new column devoted to articles by members on why they are building or have built their model of airplane. The first article was published in the November issue of the newsletter. Please submit your articles to me Lackerma@gmail.com.

Your Editor, Laurens Ackerman

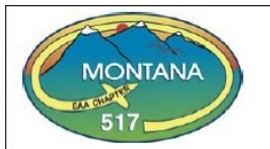


Choosing a Homebuilt Kit – Waix by Sonex Aircraft

I've been evaluating plans and kits since long before joining EAA in 1976. Choosing a design is a function of intended mission, payload, building skills, cost to build, and available facilities. In the 1970s, I was enamored of all-wood designs, and was interested in the Turner T-40A as well as sketching designs for a small negative-stagger cabin biplane. The Rutan composite designs were exciting, but the materials were a health risk, so that was also a consideration.

In the early 1980s, I moved to the west coast and bought a house with a garage. At that time, the Zenith all-metal two-place looked attractive. But, the time was not right to build, with a highly mobile job and lots of kids to raise.

In the early 2000s, building at last became a possibility, due to more job stability and a modest inheritance. Re-evaluating available kits, I skipped through the 4-place composite designs (too



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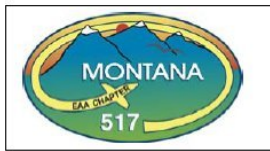


expensive and chemical issues) and looked at Zenith again, as well as the RV series (too complex and expensive). I had always admired John Monnett's designs, the Monerai and Sonerai models based on his VW engine conversions. The choice narrowed to the two simple all-metal models, the Zenith 601XL and the Sonex. About this time, Sonex released the Waix kit, with the distinctive Y tail. I had also been attracted to the V-tail all-wood Davis D-2A in the 1970s, so the shape appealed.

I visited the Sonex plant in Oshkosh, getting to try on the Sonex for size (in the hanger) and look at the sample assemblies and drawings. I was thoroughly impressed with the very professional drawings and solid construction and engineering of the Sonex. Despite the small size of the aircraft, the cockpit fit fine and visibility over the nose was as good as any taildragger (it also comes in tricycle-gear, but you build what you fly). The flat-wrap windscreen is a bit unconventional, but is virtually bird-proof. The Sonex compared favorably in price with the Zenith and was engineered to meet full aerobatic stresses in single-place and utility category flown two-place, much stronger than the Zenith. The next spring,

we (my wife, Judy, and I) took the Sonex builder's workshop, which teaches the Monnett method of simple metalworking, and shortly afterward ordered Waix kit #44. I was thinking of using the Aerovee VW conversion engine, but, after a flyover demo at the Sonex factory, Judy insisted we order the Jabiru 3300 version (120HP versus 80HP). The Aerovee comes with an instructional assembly video and Jabiru offers weekend maintenance classes at their US sales office in Tennessee, which I took in 2010. Unlike most Jab installations, the Sonex configuration was designed by Sonex instead of Jabiru. Sonex provides a metal cooling baffle design and recommends the Aerovee carb, as there isn't room for the Bing air box or the stock fiberglass baffle in the Sonex cowl.

The kit arrived in late November, 2005 and has been everything I expected. The design is simple, but strong, and relatively easy to build, using 6061-T6 Aluminum, with stainless steel rivets and firewall and titanium rod Wittman-style landing gear. The 51% rule is not in question, as many of the parts are fabricated by the builder from flat or angle stock. Factory phone and email support is excellent, and the few service bulletins are timely and proactive.



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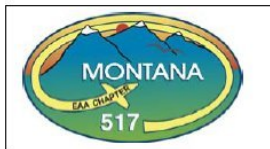
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As the Sonex brand has become more popular, Sonex added optional pre-cut parts kits for builders who don't want to fabricate the more difficult pieces, without violating the 51% rule. We've already built those parts, and recently purchased a shop press to help with the angle bends for the thicker fuselage and tail parts. Without a step-by-step guide, building the aircraft requires careful study of the various general builders' guides, best practices handbooks, and videos. Building has been on hold for a couple of years due to life changes, but I'm eager to get back to work on it this winter.

Larye Parkins





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CONTACTS

Web Site
www.eaa517.org

President
Sherry Rossiter
406 544-6182

Vice President
Jim Younkin
406 240-4024

Secretary
Duane Shinn
406 777-3184

Treasurer
Edi Stan
406 829-3609

Young Eagles
Rish Poitras
406 251-4666

Propwash Editor
Laurens Ackerman
847 226 6945

Builder's Report

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

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

Rand Robinson Eng.
Kris Leirfallon KR-2 - 40%

Rutan
Ed Lovrien - Limo-Easy - 25%

Sonex
Larye Parkins - Waix - 30%

Van's RVs
John Barba - RV-6

Frank Bretz - RV-9A - 90%

B. Douglass - RV-10 - 72% The
airplane is now up on its
landing gear with the engine
installed..

Zenith
Laurens Ackerman - CH-601-
50%

Ray Aten - CH-601 - 99.%
Passed FAA inspection ready
for Phase one testing

Terry Philips - CH-601 6%