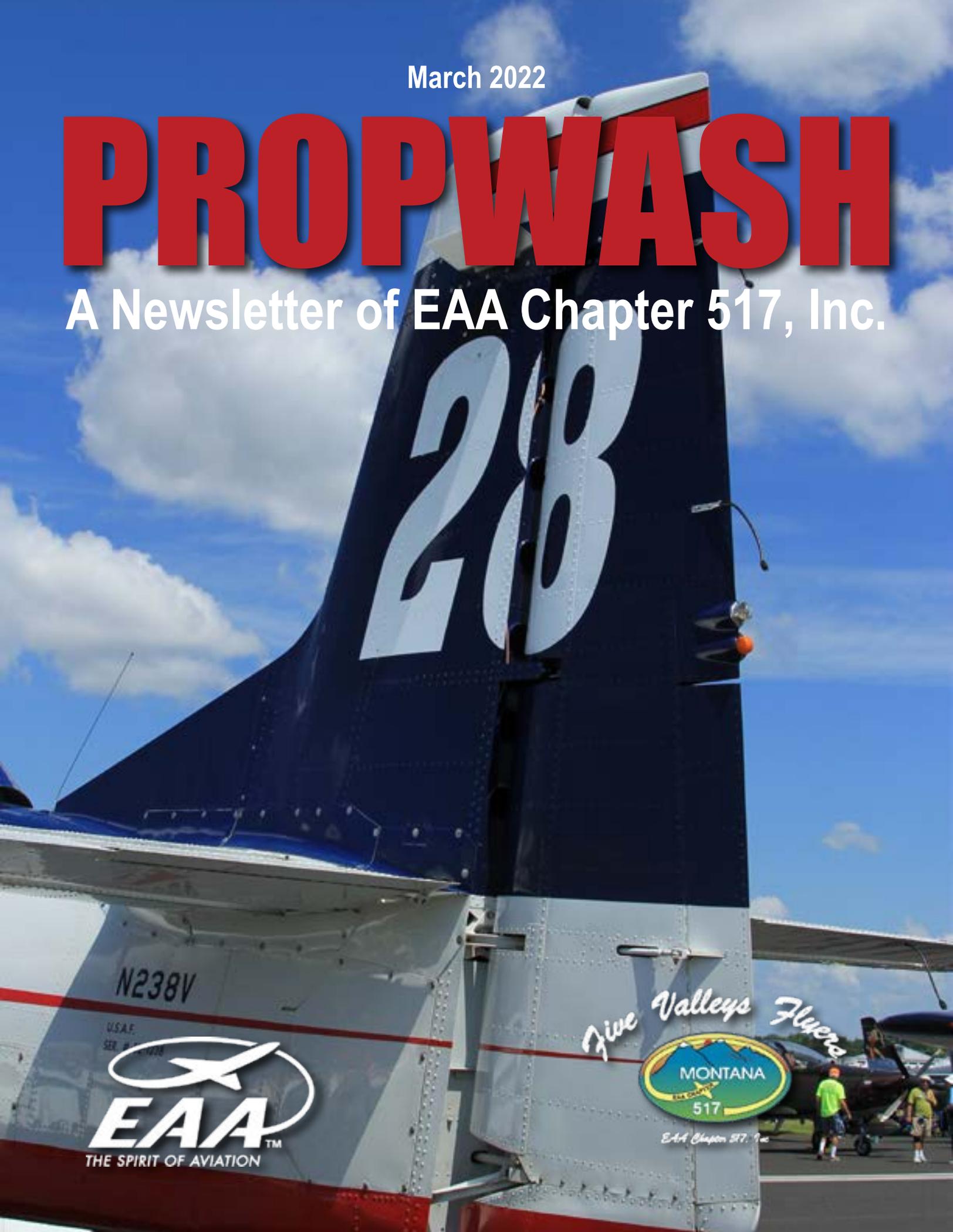


March 2022

PROPWASH

A Newsletter of EAA Chapter 517, Inc.



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THE SPIRIT OF AVIATION

Five Valleys Flyers



EAA Chapter 517, Inc.

From the Chapter President



Steve Rossiter

I know I have only lived in Missoula 22 years, but it seems like our 2021-22 winter has followed a different formula than I have seen before. Only you long-time Montana folks can confirm that for me. I don't believe I've seen the more extreme temperatures this late in the year before. It seems to me, in my short time here, that it was a late December or early January phenomena in the past.

Now that March is upon us, I have noticed that the hangar has been missing aircraft on our nice clear days. Our flying season is now open for business. Best of all, on April 2, 2022, we will have our first 2022 Pancake Breakfast. We will also extend invitations to our fellow EAA Chapters to fly to Missoula to kick off the flying season right. It is good timing, because it seems the government is finally calling off the COVID restrictions.

Speaking of kicking things off, you may have noted we have not yet kicked off our 2022 Raffle as earlier announced. We found that Montana changed the rule a bit since we last conducted a raffle, so we needed



a bit more time to get our ducks in order. I will give you a taste of our prize lineup, to date, elsewhere in the PropWash. We can still accept additional donations for our prize pool, if the current list reminds you of something you might have no further need of. It is becoming a significant list of a wide variety of prizes.

In spite of the miserably cold evening, 10 hardy souls managed to find their way to the hangar on February 21, where Sherry and I burnt some hot dogs, threw out a few chips and cookies, all of which were devoured with little hesitation. Then Sherry regaled us with her adventures to become an Army helicopter pilot. Lastly, we showed a wonderful short program of remastered photographs, many not previously published, taken during the Wright Brothers work

at Kill Devil Hills, from 1900 to 1903. These glass plates have been hiding in the National Archives for over 100 years. Roger Shaw found these and shared the web site: <https://www.flightsim.com/vbfs/content.php?23698-Remastered-Wright-Brothers-Photos-And-FlightSim-Historical-Flight>

March will be an exciting month as we prepare for the 2022 Raffle, kicking off the summer flying season, beginning Eagle and Young Eagle Flights again, and getting ready for our first Breakfast at the Airport. The first weekend of March, many of us will be attending the 2022 Montana Aviation Conference here in Missoula.

Until next month, let's start pumping up our flying fun meters!

Steve

Farewell to Uncle Wiggly Wings

Major Steven C. Heffel, CAP
Montana Civil Air Patrol

Billings, MT – The Berlin Airlift started on June 24, 1948, marking a sharp escalation of the Cold War between the Soviet Union and the United States and its Allies following World War II. The Soviet Union was attempting to starve the 2-million residents of West Berlin into submission by blockading their supply lines from West Germany. So, France, Great Britain, and the United States spent the next 11 months flying in 2,334,374 tons of supplies in what was called “Operation Vittles.”

Then in July 1948, one of the Douglas C-54 Skymaster cargo pilots, 27-year-old 1Lt. Gail S. Halvorsen, met a group of about 30 West Berlin children at the fence of Tempelhof Air Base while waiting for the supplies to be off-loaded from his aircraft. After speaking with the group of children, 1Lt Halvorsen gave the children his last two sticks of Wrigley’s Double Mint chewing gum and promised to bring them more candy on his next cargo flight if they promised to share the candy. When one of the children asked 1Lt Halvorsen how they would know which cargo aircraft was his, he told them that he would “wiggle my wings” to identify his aircraft. As a result, 1Lt Halvorsen became known to the children of West Berlin as “Uncle Wiggly Wings.”

He was also called “The Berlin Candy Bomber” in the United States and also by West Berliners for his practice of dropping candy for the children from his C-54 on make-shift parachutes made from handkerchiefs. Initially controversial, the commander of the Combined Airlift



Task Force, Lt General William H. Tunner, gave his permission for the candy drops to continue and 1Lt Halvorsen and his fellow pilots and aircrew fashioned an estimated 250,000 handmade candy parachutes during the entirety of the Berlin Airlift. The mission to bring candy to the children of West Berlin was named “Operation Little Vittles.”

1Lt Halvorsen got his start in aviation by earning his pilot wings in the Summer of 1941 through winning one of 10 competitive non-college scholarships offered in Utah through the Civilian Pilot Training Program. He joined Civil Air Patrol (CAP) in mid-December 1941, only a couple of weeks after

the founding of CAP. 1Lt Halvorsen honed his skill as a pilot flying emergency service missions for CAP in Utah before joining the Army Air Corps in 1943, flying cargo aircraft in the Atlantic Theater of the war. He served in the Air Force until his retirement as a colonel in 1974 and rejoined CAP soon after. A man of deep religious faith with the Church of Jesus Christ of Latter-day Saints, Uncle Wiggly Wings passed away on Wednesday, February 16, in Provo, Utah, at the age of 101.

To honor his lifetime of service, CAP created the Uncle Wiggly Wings Activity Book and Teacher’s Guide which features aviation education curriculum for grades



K-5. The curriculum is based on his Candy Bomber days and teaches social studies, history, and parachutes, and is available from CAP's National HQ/AE at Maxwell AFB, Alabama.

In 2016 volunteers from the Utah

Wing of CAP established the Gail S. Halvorsen Aviation Education Foundation and will be breaking ground on the Halvorsen Heritage Center in May of 2022 at the Spanish Fork Airport in Utah. And because of 1Lt Halvorsen's heart

felt belief in the value of education, The Foundation is also building "The Candy Bomber" website (<https://www.thecandybomber.org>), which will offer aviation education curriculum for K-12 educators.

Giving back to the Chapter with raffle donations and Amazon Smile

By Ed Lovrien

We have been working hard to get items for the raffle. We have gotten quite a few. I have had very few (read that as one) people actually help out besides the group setting it up. I will ask again for all of you to come up with at least 1 good item to add to the prize pool of the drawing.

On the Amazon smile program. I also asked that everyone add the EAA CH 517 as the beneficiary on

their amazon smile program. The last statement from them showed that we had just over a bit over what my account had given, meaning like 1 person has joined it. I can't remember the number now, it was either 8 or 18 and some change. If 1 person can get the group that much at no cost to them, imagine what 50 or 500 could do. We need to get as many people using it as possible. Its costs nothing, ads nothing to your bill and they make donations once a

quarter to the EAA Chapter. Its really easy. I added a link to help you find it and if you tell all your friends and relatives and ask them to do it as well, it could bring in a large amount of money to help us pay down the hangar and fund other projects. WE can't do it alone. We need all of you to help! It has to be a group effort.

<https://smile.amazon.com/ch/81-0520385>

Celebrating Van's Aircraft RV 50th Anniversary at AirVenture 2022



By EAA

The 50th anniversary of the Van's Aircraft RV series, which has become the world's most popular kit airplane, will be a major element of homebuilt aircraft activities at EAA AirVenture Oshkosh 2022. EAA AirVenture Oshkosh, the 69th edition of the EAA's fly-in convention, is July 25-31 at Wittman Regional Airport in Oshkosh.

"While aircraft kits have existed for more than a century, it was 50 years ago that Richard VanGrunsven introduced a model that would move the homebuilt movement into an age where kit aircraft would become dominant," said Charlie Becker, EAA's director of chapters and homebuilt community manager.

"Today, more than 11,000 completed RV models are the direct descendants of that first RV-3 in 1972. We invite all of them to be present at Oshkosh as we celebrate a half-century of success."

A number of special events are planned as part of the 50-year celebration. Those include:

- Special Van's RV parking areas in the AirVenture homebuilt aircraft area
- Multiple forums and workshops focused on RV aircraft throughout the week
- RV aircraft flying during the AirVenture air shows
- An evening program at Theater in the Woods with VanGrunsven, highlighting the history of the company that

began as a backyard shop in Oregon

VanGrunsven began Van's Aircraft with a clean design, then selling plans and a few parts he manufactured himself for those aircraft. Soon the company began manufacturing complete airplane kits and introducing new models that after 50 years now include the latest design, the RV-14. More than 400 kits each year are shipped to builders around the world from the Van's factory in Aurora, Oregon.

Specific details on all AirVenture activities during the 50-year anniversary will be announced as they are finalized. Van's RV aircraft owners are encouraged to pre-register for the designated parking area at EAA.org/AircraftAnniversaries.

EAA and other aviation stakeholder groups commit to lead-free aviation fuels transition



By EAA

Leaders of aviation and petroleum groups, including EAA, have committed to an initiative laying out a clear plan to transition piston-engine aircraft to lead-free aviation fuels by the end of 2030.

Announced at the National Press Club in Washington, D.C., today, the Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative calls for an industry and government partnership to expand and accelerate the actions and policies necessary for a viable high-octane unleaded replacement for the current 100 octane low-lead aviation gasoline (100LL), without compromising the existing U.S. transportation infrastructure system, aviation safety, and the economic and broader public benefits of general aviation.

The FAA hosted an industry

stakeholder roundtable meeting in November 2021 to discuss a strategic plan toward an unleaded avgas future, culminating in the establishment of the EAGLE initiative, which is structured around four key pillars—Regulatory and Policy, Unleaded Fuel Testing and Qualification, Research and Development, and Business Infrastructure and Implementation. These activities, which will require full government support, provide the foundation toward safe unleaded aviation fuels for piston-engine aircraft. Industry stakeholders and the FAA will begin working on the EAGLE initiative right away with a partnership symposium, to define a detailed workplan, planned for March.

FAA Administrator Steve Dickson pledged the FAA’s support of the initiative’s collaborative partnership.

“This is a safe and practical path to a lead-free aviation system,” Dickson said. “We look forward to starting this new partnership with aviation stakeholders to achieve this important goal.”

Other groups committed to the EAGLE initiative include the Aircraft Owners and Pilots Association (AOPA), American Association of Airport Executives (AAAE), American Petroleum Institute (API), General Aviation Manufacturers Association (GAMA), Helicopter Association International (HAI), National Air Transportation Association (NATA), and National Business Aviation Association (NBAA).

“Securing a lead-free future for aviation fuel is a formidable challenge, but the aviation community has faced and met previous challenges with ingenuity

and imagination,” said Jack J. Pelton, EAA CEO and Chairman. “Our goal is to solve the complex issues surrounding lead-free aviation fuels with innovations that ensure safety, as well as reliability, marketplace availability, and continue to provide the countless benefits of general and recreational aviation to our nation and the world.”

“The future of light general aviation depends on moving away from leaded fuels. To accomplish this imperative, it is important to note that our industry, as well as the industry providing our avgas, are united in partnering with the FAA to advance a sustainable future. The EAGLE public-private partnership will ensure coordination of a safe and reliable transition to an unleaded future state for piston-engine aircraft. GAMA’s manufacturing and maintenance companies look forward to working with the FAA, industry colleagues and other stakeholders to carry out this challenging and ambitious initiative. EAGLE will be the enabler for meeting our environment goals while keeping aviation safety, as well as the broader economic and public benefits provided by general aviation, at the forefront,” said Pete Bunce, GAMA President and CEO.

“While the industry has a shared vision of a lead-free aviation future, the transition must be done in a smart and safe way, and in a manner that works for the entire general aviation fleet,” said Mark Baker, President and CEO of AOPA. “Joining together in a broad coalition to reinforce our commitment, and outlining the plan to get there, is a very positive step forward. We look forward to making good progress under the EAGLE banner.”

“Environmental stewardship is a high priority for airport executives, and AAEA is pleased to join with FAA and our partners in the general aviation industry to chart a



path forward to a lead-free future for aviation fuel,” said AAEA President and CEO Todd Hauptli. “The EAGLE initiative sets a meaningful goal that will benefit the environment, public health, and the future of general aviation, which plays such an important role in communities across the country and to the national economy. We look forward to working with the government and our industry partners to make the promises of EAGLE a reality.”

“We welcome the opportunity to partner with the FAA and general aviation industry to develop an achievable pathway that safely transitions piston-engine aircraft to unleaded aviation fuels. The EAGLE public-private partnership brings together the critical cross-section of industry and government expertise that will be necessary to succeed in this complex undertaking. We look forward to being a part of this collaborative effort to deliver a solution that ensures general aviators’ continued access to the safe and reliable fuels while strengthening environmental progress.” – API VP of Downstream Policy Ron Chittim.

“The EAGLE initiative brings together stakeholders dedicated to advancing a sustainable future for general aviation. It is imperative that we safely transition piston-engine

aircraft to lead-free aviation fuel by the end of 2030. This initiative is the right thing to do for the environment and the economic health of our industry. Helicopter Association International (HAI) is committed to this partnership and applauds the broad public-private partnership that has come together enabling industry and government to accelerate a solution. The vertical flight industry is eager to work with all stakeholders to move the EAGLE initiative forward,” said James Viola, HAI President and CEO.

National Air Transportation Association President and CEO Timothy Obitts stated, “NATA and its members are dedicated to finding a single drop-in unleaded fuel to replace 100LL that is compatible with existing infrastructure. We thank the FAA for its guidance and support, and look forward to working with our industry partners toward a safe and viable solution. The EAGLE initiative is another great example of how we are uniting for the safety, success, and future of the industry.”

“We are proud to be a part of this pioneering initiative to chart a course for a future free of leaded fuels,” said NBAA President and CEO Ed Bolen. “The EAGLE initiative is a very important step in ensuring the sustainability, safety and security of aviation in the years to come.”

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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.