

DECEMBER 2018

# PROPWASH

A NEWSLETTER OF EAA CHAPTER 517, INC.





# From the chapter president



**Steve Rossiter**

Well, here we are beginning the last month of 2018. For me, this year has been an astoundingly fast passage of time. Five Valley Flyers had a busy year which goes a long way toward explaining the seemingly rapid rate by which time has flown. As you will recall, “we called it,” at the beginning of the year because of the known things we saw coming up on the calendar. It was a tremendous year where most things went as expected and some, not so much. Then there were also the things that came along totally unexpectedly.

After three years of trying, we finally sold the Stevensville hangar and made a major pay down of the Missoula hangar mortgage. We will miss our close interaction with the Stevensville crowd, but we had a great time while we were there. The aviation community and the Town of Stevensville were great supporters of EAA Chapter 517, Inc.

The donation by Bill Schertz of the KIS TR-4, which he had built prior to joining Five Valleys Flyers (a name change for the chapter was suggested by Bill, too). One of the unexpected events was that the



engine of his airplane went belly up right after he committed to donate the airplane. However, we were still able to sell the airplane “as is” and further pay down the principle on our hangar loan. The final results were less than we originally planned, but not an unsatisfactory result. Thank you again, Bill, for this generous donation.

We have had another significant donation that was finalized in November. Marcia Butzel, deceased member Hank Butzel’s sister, has donated the remaining contents of Hank’s hangar to EAA Chapter 517, Inc. By mid December you will see some new items in our hangar including a comprehensive set of tools, ladders and other things. There

are many aircraft parts, which we will be able to sell as fundraisers. It will be a bit of work, but worth our time and effort. We should bank a few thousand dollars from these donated items beyond what we keep as chapter property. There is one other item for which a final decision has not yet been made whether to donate or not.

Beginning with the Montana State Aviation Conference, then the AOPA Regional Fly-In, then the Tryke Fly-In at Stevi, our support of the Oshkosh caravan from Oregon and Washington, and the visit by Air Force One, Five Valleys Flyers made a significant contribution to the furtherance of aviation in Western Montana. You should all be proud



Aviat Eagle II

of our accomplishments this year; I know I am.

The chapter held our required annual member meeting on November 3, 2018. I am pleased to report that Ralph Johns was elected President and Jim Younkin was re-elected as Vice President. The current Secretary and Treasurer terms will expire in 2019. However, Aaron Foster has stepped down as Secretary and Sherry Rossiter has been appointed to serve out the balance of Gary Weyemann's term as Chapter Secretary. Thank you Ralph, Jim, Roger, Aaron, Sherry, Clint, Bill and Ray for your continued service on the Board of Directors.

I'm also proud of those of you that consistently helped out throughout the year on Young Eagles, Breakfast at the Airport, and various other unnamed projects. We can get a lot done when we step up as members to pitch in and help. I will be surprised if our volunteerism isn't even better in 2019 than it was in 2018.

Many were surprised that I have stepped down as President. There is a method to my madness. As explained in the past, our EAA Chapter contract with Oshkosh, limits the chapter on activities and most recently even restricts certain fundraising activities. The Board of Directors considered many possible courses of action because we had a nearly half million dollar mortgage on our hangar which wasn't going to get paid off by fundraising acceptable to EAA. We even considered terminating our affiliation with EAA; however we decided not to go in this direction for many sound business reasons.

I decided I would step down as President and not take any position on the Board of Directors so as to prevent a conflict of interest or even the appearance of a conflict of interest. I have created a new 501(c)3 nonprofit charity for the purpose of fundraising for Five Valleys Flyers / EAA Chapter 517, Inc. and other qualifying Montana

aviation organizations without the restrictions inflicted by EAA on all EAA chapters nationwide. I will be able to do nationwide fundraising through sweepstakes or whatever other fundraising vehicle I choose to employ. This will become my full-time job as I will be hired as the Executive Director of this new charity. The initial fundraising will be for the benefit of EAA Chapter 517, followed by other organizations as time permits.

So, although this is my final offering for the President's column, I will continue to provide Clint with material for the newsletter. You'll also see me around the hangar about as much as always, but as a mere volunteer. I wish President-elect Ralph Johns all the success in the world and I know you will support him as well or better than you supported me.

Blue skies and following winds,  
*Steve*

# Wow! Big Changes for Five Valleys Flyers

By Steve Rossiter

On November 8, 2018, the EAA Chapter 517, Inc. Board of Directors and President elect Ralph Johns met. As a result of this meeting and discussions that took place at the Annual Corporate Member's meeting, the board has made a number of significant changes for Five Valleys Flyers.

## **Monthly membership meeting:**

As our Chapter has aged, so have our chapter members. There is one aspect that has affected membership meeting activities. Many of our members have become active members of the Snowbirds migration to the south every winter, including three of our board members. As a result, the decision has been made to suspend our regularly scheduled monthly chapter meetings for the winter. Our next regular meeting will be April 6, 2019. However, that doesn't mean we will be doing nothing, please keep reading!

**Breakfast at the Airport:** Our attempt to provide something to do on the first Saturday of the month has resulted in less than stellar results. That means more members participated in setting up and preparing breakfast than came to eat breakfast. This was disappointing for our volunteers, so we will terminate the Breakfast at the Airport winter plan. The next breakfast will be in April 6, 2019.

That doesn't mean that Five Valleys Flyers will be dormant over the winter. We will continue

with a variety of things to provide you, a chapter member, with fun social opportunities during the short days and long nights of winter in Montana.

**Coffee and donuts:** You might remember that the original plan was that over the winter months we would do coffee and donuts for a few hours on the first Saturday of the month. That will give us a few hours each month to drink some coffee and pop a couple of "fat pills" (aka donuts) while communing with your fellow aviators and fans. Telling stories, whether true or not, and tapping experienced pilots for little pearls of wisdom will be in order. We will do that from 0800 to noon on the first Saturday of the month through March.

**Young Eagles:** As always, we will continue to do Young Eagles and Eagle Flights as demand warrants, usually on the first Saturday of the month.

**Wright Brothers Dinner:** We will, of course have our 15<sup>th</sup> Annual Wright Brothers Dinner on December 17. This is the most fun event of the year. More about this event elsewhere in the newsletter.

**Mid-Winter Chili Feed:** Our traditional Mid-Winter Chili Feed will occur on Ground Hog Day, February 2, 2019. Pull out your favorite chili recipe and build a pot to share with our aviation community. I suspect the weather will be favorable, as usual, for a chili event.

So yes, we will not have regular member meetings, but as you can see, we will remain active even as the snow flies.

## **Five Valleys Flyers / EAA Chapter 517, Inc. Business Cards**

One of the completed projects for our organization this year was to develop a business card our members could pass out to our non-member friends. There is a supply of cards on the desk in the hangar office for members to have, so they have a few on their person or in your vehicle. Please pass those along to others who might be interest in joining our ranks. These cards have our phone number and website so folks can research us. Please take a few and let people know we are around. Feel free to put your contact information on the back of the card so people can contact you if they wish.

## **Aviation Garage Sale**

As a result of the donation from Hank's estate, we have a number of items available to sell in a garage sale environment. We have tentatively planned to do it in conjunction with our Mid-Winter Chili Feed.

Although we have several items that can probably be sold before that event, there are lots of items that may be more appropriate for sitting on someone's shelf or converted to art such as lamps, tables or wall hangers. We also have a substantial collection of aviation pictures and wall art we won't be able to use in the hangar.

Members will be welcome to inspect the collection and make the



chapter an offer we can't refuse. We will advise when the collection is available, though those that help to inventory and move items will get an advance preview and an opportunity to "cherry pick."

Prior to the garage sale the chapter will sell as much as we can.

### **Member Name Tags**

For several years we have been considering providing members with plastic name tags. With your 2019 renewal we will provide a name tag for all members. We plan to have a place to keep them in the hangar, so the opportunity to lose them will be minimized. It has been recognized that loss is the primary reason they disappear.

### **License Plate Mailing**

The Board of Directors has determined that the time is right for Chapter 517, Inc. to do a statewide solicitation mailing to generate new Fly The Big Sky license plate sales. Please drop us an email to advise when you receive your post card at: [eaachapter517@aol.com](mailto:eaachapter517@aol.com) This will help us assess the effectiveness of our effort. Thanks.

## **Interesting aircraft**



Courtesy National Museum of the US Air Force

In January 2008, this modified Scaled Composites Long-EZ completed the first manned flight of an aircraft powered by a pulsed detonation engine (PDE). The flight was the result of a five-year cooperative effort between the Air Force Research Laboratory (AFRL) and Innovative Scientific Solutions Incorporated (ISSI). The project used the popular homebuilt Long-EZ designed by Burt Rutan as a platform.

Engines normally burn fuel and air at subsonic speeds to provide propulsion. Pulsed detonation engines detonate the fuel-air mixture to produce repeated,

controlled explosions. The resulting supersonic shockwaves create thrust. In this PDE, the thrust is expelled through four tubes out the back of the aircraft. Remarkably, the PDE engine in this aircraft was made in part from off-the-shelf automotive parts.

Pulsed detonation engines are much less complicated and promise to be less expensive to operate than jet engines. Moreover, they offer a fuel savings of between 5-20 percent over traditional turbojet engines. Although still in development, PDEs may become more common as the technology matures.

This aircraft was delivered to the museum in 2008.

# KIS TR-4 Hitting The Road

By Steve Rossiter

On November 5, Bill Schertz, Duane Shinn, Roger Shaw and Steve Rossiter met Brandt Hall the new owner of the chapter's KIS TR-4 airplane, to prepare and load the airplane for its trip to its new home in Drexel, MO. It only took about six hours since Bill Schertz had done pre-preparation prior to the arrival of the new owner. Mr. Hall was one of the first people to show an interest in buying the airplane and was the first to make an acceptable offer and place a deposit. Hall plans to repair the rotary engine and keep flying it as Bill built it.



Wing removal



Ready to roll.

## CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



An unusual adaptation of the BD-5, the Acapella 100 appeared in the early 1980s. Designer Carl D. Barlow.



# Follow EAA 517 on Facebook

## New aviation maintenance facility opens at MSO

Ace Aviation MSO, is a new aviation maintenance facility now open for business at the East LZ hangars. Owner and pilot Joe Featherly is an Airframe and Powerplant mechanic. Tracy Brendal is on Joe's staff. Tracy is an A&P with Inspection Authorization and more than 20 years of experience servicing aircraft. Ace Aviation MSO maintenance services include light aircraft annual inspections, 100-hour inspections, and complete light reciprocating engine maintenance including overhaul and cylinder work.

Call Joe at (406) 542-2218, email [aceaviationmso@hotmail.com](mailto:aceaviationmso@hotmail.com) Watch for more details in the fall issue of MSO GA News, out soon!

## 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%

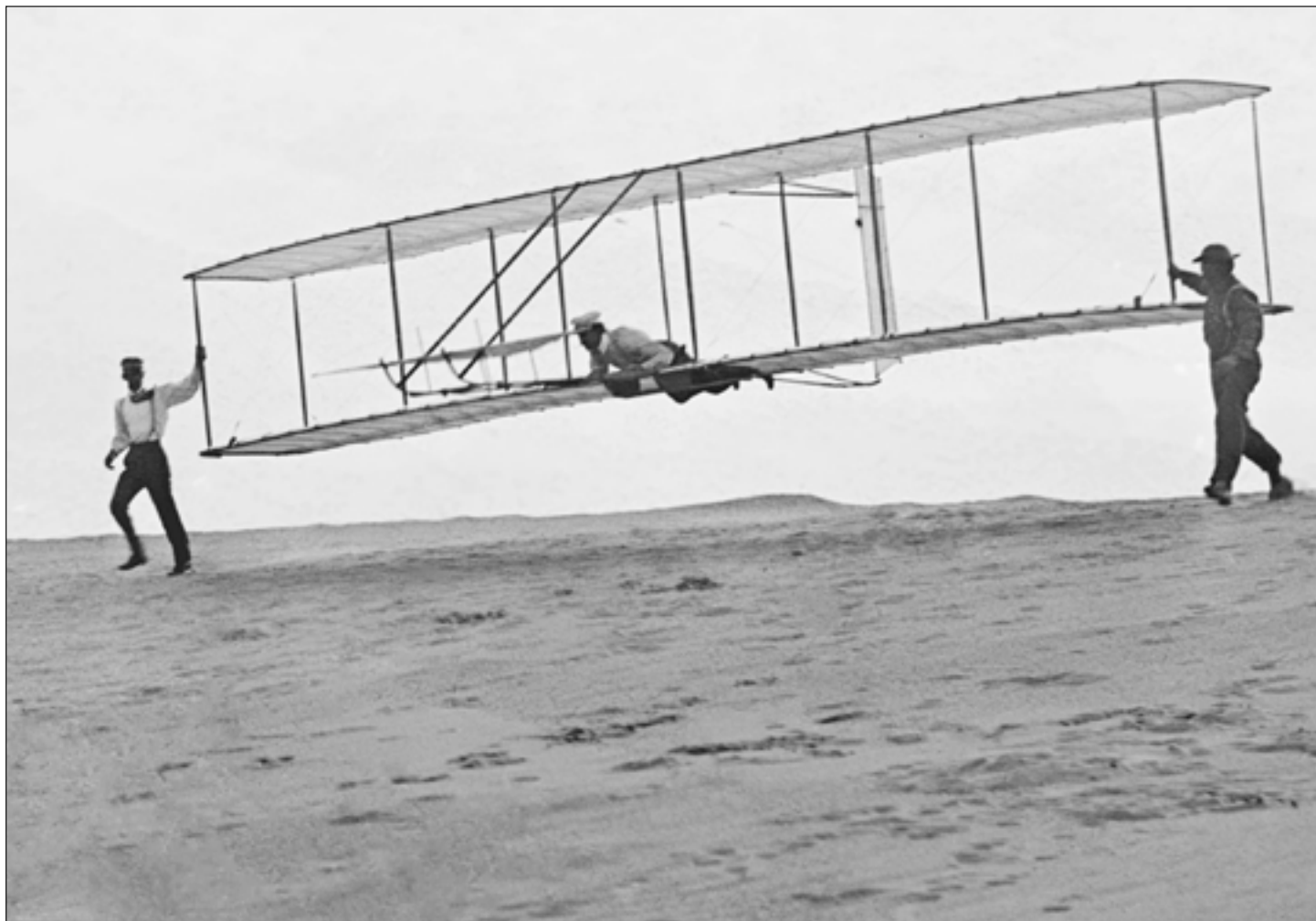
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CFI CORNER

# What We Can Learn from the Wright Brothers



By Sherry Rossiter, CFI-I

You may think it strange that I would talk about the Wright Brothers in a column that is meant to provide safety and training tips to our chapter members, but I believe we can all learn a lot from examining their lives and personal work ethic.

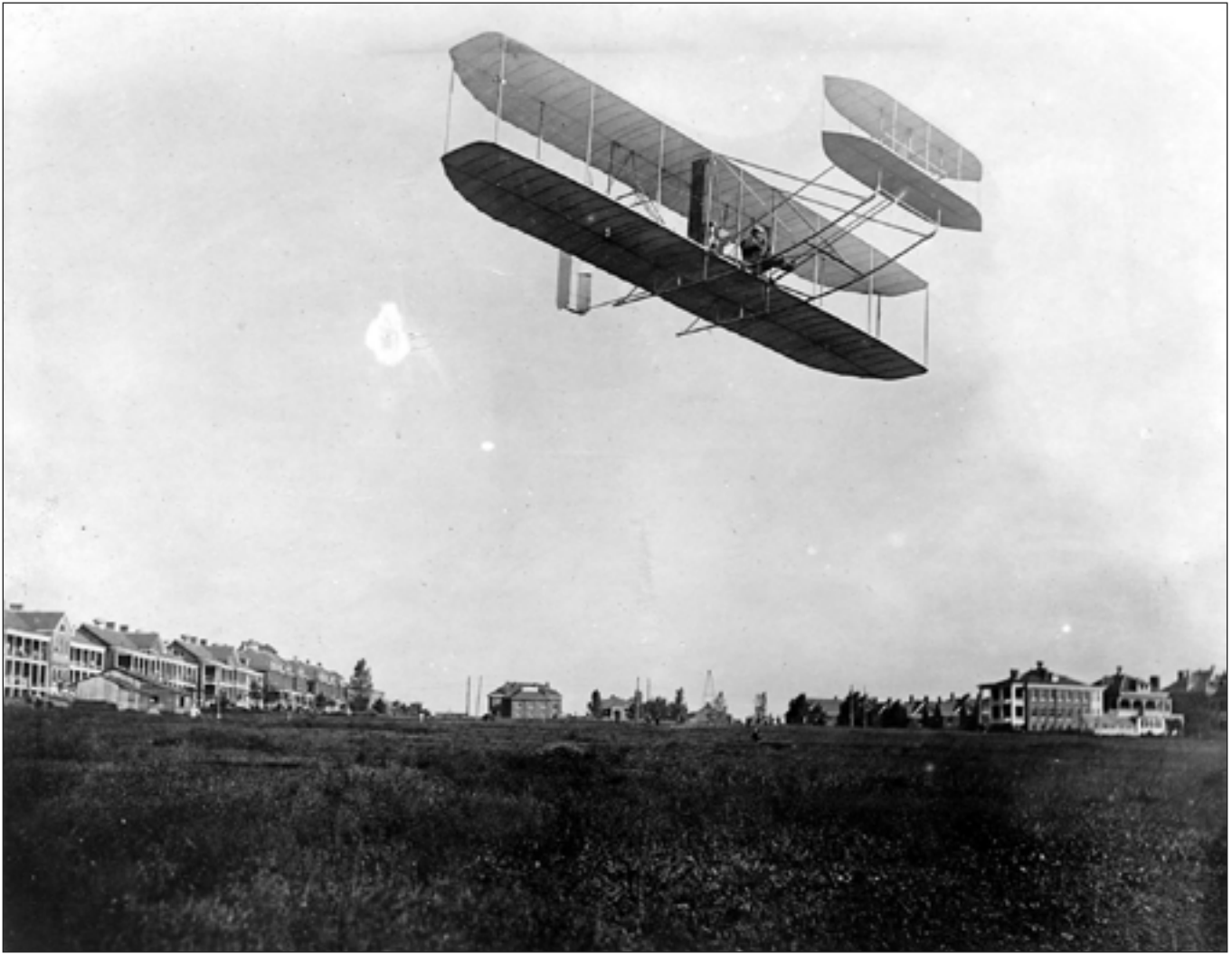
The Wright Brothers did not let lack of education or lack of financial resources stop them from pursuing

their dreams of flight. The Wright Brothers had not graduated from high school (which was not uncommon in that era), but in spite of this, they were willing to do whatever it took to gain the knowledge and skills they needed to create first a glider and then a motorized flying machine. Not only did the brothers spend time reading about previous attempts at flight by other inventors, but they also experimented with kites and small gliders to better understand the

principles of flight.

In spite of many setbacks, including several flying accidents and lack of money, the Wright Brothers never gave up on their goal to develop an airplane. This singlemindedness (i.e., total dedication to purpose) is likely why the Wright Brothers succeeded while Samuel P. Langley, their contemporary, failed. Langley was focused exclusively on becoming rich and famous with his invention





while the Wright Brothers were focused on building “a flying machine” that would have practical application for the world. In fact, Orville and Wilbur were so dedicated to their goals that neither brother ever married.

Finally, the Wright Brothers learned from their mistakes. The fact that they had been bicycle mechanics and “tinkerers” all their lives taught them how to study a mechanical problem and design a part or appropriate “fix” to solve the problem. While designing an airplane wing was certainly more challenging than repairing a bicycle, the process was the same: (1) study the problem; (2) come up with potential solutions to solve the problem; (3) apply one of the solutions; (4) evaluate the

outcome. If the solution applied didn’t solve the problem, try another solution, but don’t give up. Doing these four steps over and over again to first develop their glider and then the 1903 Wright Flyer took infinite patience as well as dedication of purpose.

In the book *The Wright Brothers and the Invention of the Aerial Age* (2003), authors Dr. Tom D. Crouch and Dr. Peter L. Jakab concluded that the reason the Wright Brothers were successful and so many other inventors were not was because of the Wright Brothers’ “inventive methodology.” Essentially, this same methodology is still the basis for aeronautical research today.

In summary, we as EAA members (pilots, aircraft builders and aviation

enthusiasts) should take the life lessons to be learned from the Wright Brothers to heart: learn what you need to know in order to succeed in whatever endeavor you set your mind to; be patient with yourself and with the process (whatever it may be); never give up on yourself or on your dreams. If you have a dream to learn to fly or build an airplane or go to EAA AirVenture, do at least one thing this month to bring you closer to your dream. To quote another famous aviator, Antoine de Saint-Exupéry, “A goal without a plan is just a wish.” Wishes and dreams do not come true without action and determination, so it’s time to take that first step in turning your dream(s) into reality.

## Last call for reservations for December 17th Dinner

By Sherry Rossiter

On December 17, the Chapter will be holding our 15<sup>th</sup> Annual Celebration of Flight Dinner to commemorate the Wright Brothers famous flight a 115 years ago. This year's dinner is going to be a very special treat – a magnificent prime rib prepared by chapter member Bryan Douglass – and the event will be held at our chapter's Missoula hangar. Reservations for the dinner are necessary, so that we can plan for the appropriate amount of food. There are 18 signed up so far, but we would like a whole lot more of you to come enjoy this fun evening.

Complimentary wine, beer and soft drinks will be served beginning at 5 p.m., and a buffet style dinner will be served at 6 p.m.. In addition to the prime rib, roasted chicken will be available for those who don't eat red meat. The meal will also include a baked potato, salad, vegetable, roll, dessert and a beverage.

Sherry Rossiter is again in charge of reservations for this event, so please let her know by December 3, if you are planning to attend. Sherry's email is [ssrossiter@aol.com](mailto:ssrossiter@aol.com) and her cell phone is 406-544-6182. (If you text her, please include your name.) The cost is only \$20 per person, and you can pay by cash or check the night of the dinner.

## EAA Flight Test Manual Sent to FAA, NTSB officials

By EAA

Along with the early success of the new, comprehensive EAA Flight Test Manual for those building and test flying amateur-built aircraft — more than 600 have been sold in less than a month — EAA's advocacy staff also ensured that this new publication is in the hands of policymakers at both the FAA and NTSB. Copies of the manual and accompanying test cards were shipped this week to FAA and NTSB headquarters as a resource for leaders within those agencies.



The EAA Flight Test Manual brings the processes and procedures of professional flight testing to the amateur-built aircraft community. The 47-page manual includes outlines for each essential flight test point, as well as a booklet of 19 test cards that can be carried in the aircraft for quick reference and data collection while in flight. Those test cards are similar to those used by professional civilian and military test pilots, and are an exclusive resource for amateur-built aircraft pilots using the manual.

“While the accident rate for amateur-built aircraft is at historic lows, EAA is relentless in seeking continual improvement through education,” said Sean Elliott, EAA’s vice president of advocacy and safety. “We are sharing this publication with both the FAA and NTSB as an example of the possibilities when we pursue a common goal of safety.”

The EAA Flight Test Manual is also part of EAA’s comprehensive effort to meet and exceed the National Transportation Safety Board’s recommendations for enhancing amateur-built aircraft safety, especially in the initial hours of flight testing. It allows pilots to have a full understanding of an aircraft’s performance, characteristics, and limitations. It is also designed to be a handy reference that accompanies the aircraft for future flights.

The manual is one segment of EAA’s work with the FAA to create a new, alternative Phase I flight testing program using a requirements-based foundation. That could bring a significantly reduced flight test hour requirement in exchange for successful completion of the step-by-step flight testing program.

The EAA Flight Test Manual is available online at \$17.95 for EAA members and \$22.95 for nonmembers.





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