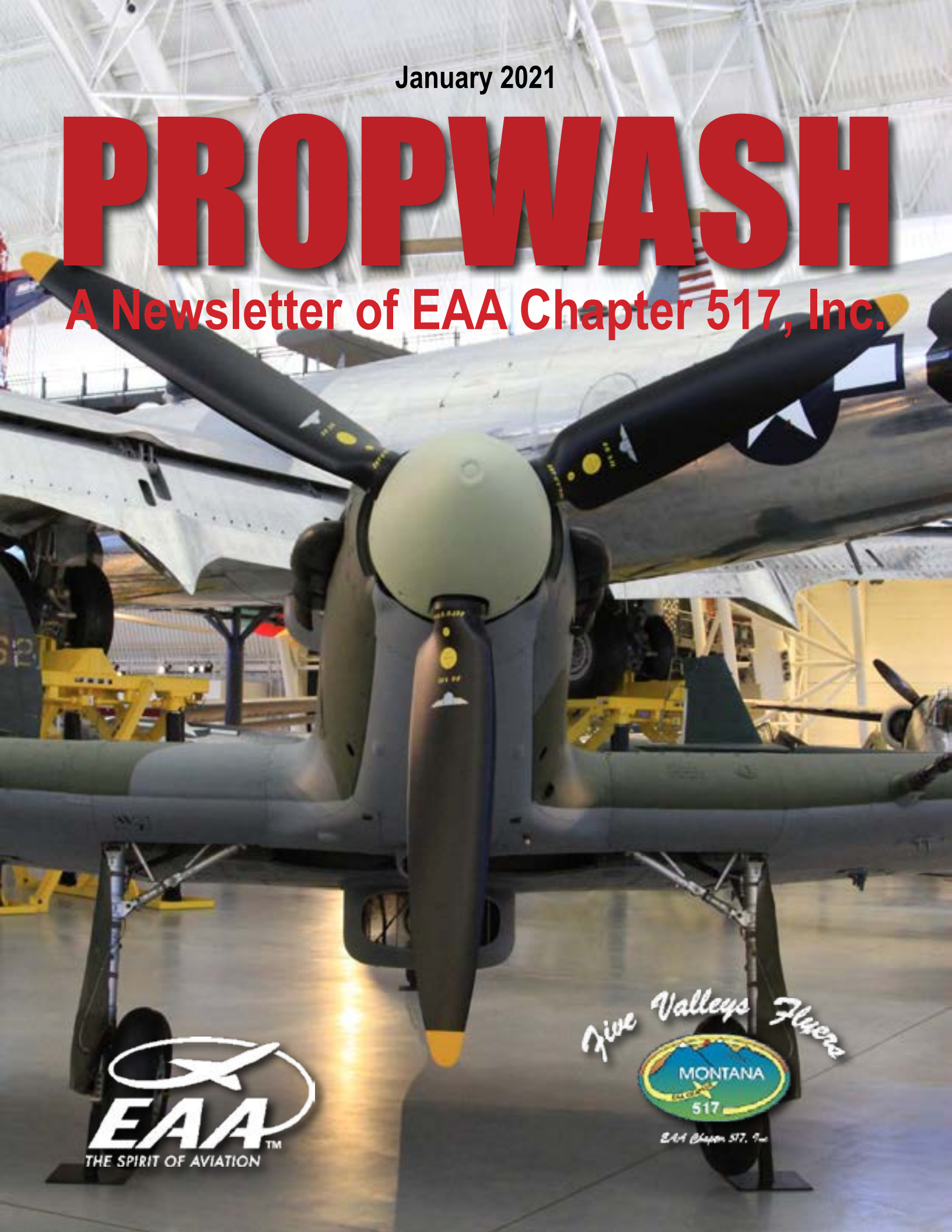


January 2021

PROPWASH

A Newsletter of EAA Chapter 517, Inc.



Five Valleys Flyers



EAA Chapter 517, Inc.

From the Chapter President

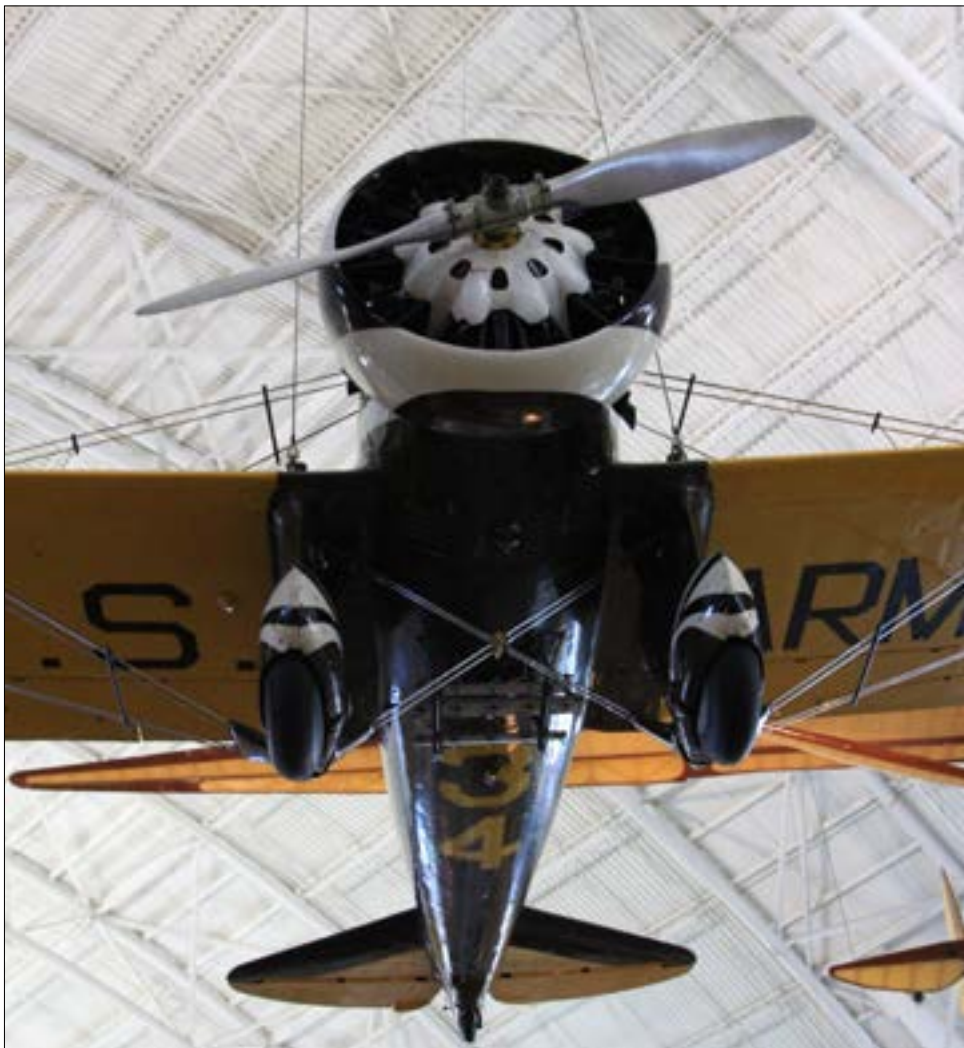


Steve Rossiter

Well here we are, as Yogi Berra once said: “déjà vu all over again.” When the chapter board approached me to serve another term as president, I was honored but had reservations. One of my failures as president in the past was that I had not developed a succession process for the officers of the chapter. Don’t misunderstand me, our past officers did a magnificent job, and we now have the hangar we have due to their commitment, extremely hard work, and willingness to make things happen.

The 2020 Board has started a succession process and I think we can refine the process to make a much more orderly system of having members serve, so as to guarantee a smooth and orderly future for the chapter, while at the same time not burning out individuals that have stepped up to serve the membership. We will be discussing this more over the next few months.

Some really exciting news! Did you know that Five Valley Flyers (aka EAA Chapter 517, Inc.) has more members than ever before in its history? That’s right. As of



December 31, 2020, the chapter has 83 members. This is due in part because of our various activities such as Young Eagles, our monthly “mealish” events and our high visibility as an organization because of our magnificent hangar facility. We are now also listed on the official KMSO website “Fly Missoula.” Congratulations to all our members for getting us to this stage and please keep on recruiting!

Thank goodness the year 2020 is over. I’ve heard suggestions that “2020” should be added to the list of cuss words. I’ll be staying up

to midnight on December 31 just to make sure 2020 leaves. We’ve survived the challenges presented with as much humor as possible, and I very much look forward to a much more user-friendly 2021. We need to restart our monthly Saturday morning pancake breakfasts, get some group fly-out events organized, and put fun back into our aviation lives.

Thank you for, once more, trusting me to take over the helm of the Five Valleys Flyers. Let’s have some fun in 2021!

Adventures in moving a member's aircraft

By Steve Rossiter

The Mission: Move one Zenith STOL CH-750 from the MSO airport to the owner's shop on the edge of civilization (on the border of Missoula and Frenchtown).

The Owner: Duane Feltstet, re-founding member (1994) of EAA Chapter 517, Inc.

The Movement crew: Bryan Douglass, Luanne Feltstet, Pat Little, Don Lorenzen, Ed Lovrein, Kellen Lovrein, Marshall Neipert, Eric Ristau, Steve Rossiter, Mike Schauf, Ryan (Tork) Torkleson, Doug Womack

Day One: On Saturday, Nov. 28, 2020, Ryan and I worked a couple of hours getting the "N" struts on the wings removed. Then removing all the nuts from the bolts securing the wings and major wing struts to the airplane. Don Lorensen brought a flatbed trailer to the MSO airport that Dan Denton was kind enough to loan EAA for this project. So far so good.

Day Two: On Sunday, Nov. 29, 2020, I arrived at the hangar early with boxes for parts and equipment that were part of the Zenith. While packing up this material, Bryan stopped by to measure the wings to assure himself that the wing rack he was donating to the EAA Chapter would work for the Zenith. He then verified that the rack would work and that he and I would not be able to move the rack without additional help. So, Murphy strikes the first blow and the timetable set for the project began falling apart. Additional help was schedule to arrive at 1300 hours, the starting time for taking the airplane apart.

While completing the packing of parts, Ed and his son Kellen happened to stop by the hangar. I brought him up to speed on the project for the day, and he

immediately volunteered to bring his enclosed trailer over to help move the airplane. My plan had been to move things on the flatbed trailer and in the back of other vehicles. Ed's plan was waaay better! With this adjustment to the plan, we recovered some of the time Murphy had stolen.

The planned crew showed up plus a couple of others that were not planned on. More help, so more time recovered from Murphy. Ha, ha, ha, Murphy. We caravaned to Bryan Douglass' shop, Bryan and Eric moved the wing rack from the balcony storage platform to six of us on the ground floor. With great haste (probably too much haste for proper safety), we succeeded getting the wing rack into Ed's trailer and secured. The crew, less Bryan, beat it back to the Rwy 25 condo, hangar 9A.

We opened up the hangar and moved the resident Cessna 182 out and across the taxiway, blocking two of our neighbor's hangars, on a nice sunny day. Both Ed's trailer and the flatbed trailer were moved into place for loading. Tork took charge of managing the wing removal and placement in the wing rack inside the closed trailer. Once the wings were safely in the trailer and tied down, the other aircraft equipment and parts were loaded in Ed's trailer. We laughed again at Murphy because we had recovered all our lost time.

We then began to get the ramps out for the flatbed trailer, but Murphy then thumbed his nose at us and caused another delay getting the ramps disengaged from their storage rack. After a half hour of fooling around with that, we were ready to load the fuselage on the trailer. The airplane loaded with very few challenges and was secured for transport. Murphy hadn't hurt too much and the crew was smiling as

we loaded the caravan to travel to Duane's shop. The actual trip was uneventful, as it should be. But Murphy wasn't quite done with us yet.

We arrived at the off-load point, and there was Murphy flipping us the bird. It seems the tenant in Duane's house had a vehicle parked in front of the shop door, where the airplane was to be stored. It had a dead battery, and it took more than a half an hour to discover that it couldn't be put in neutral without electrical power, so we could push it out of the way. Finally, one of our team realized that power was needed, and someone's foot on the brake, we were able to put jumper cables on it, get it in neutral, and push it out of the way. Murphy was laughing his hind end off.

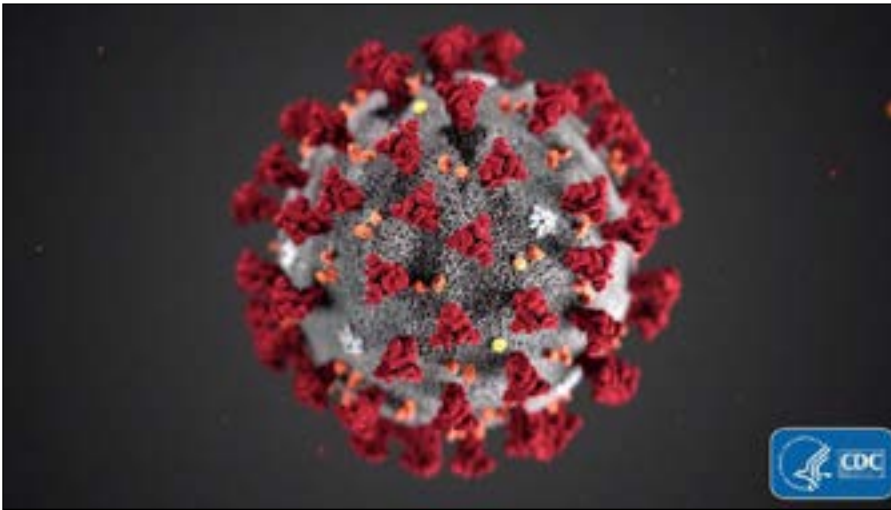
The unloading went well. We were able to move everything into the shop and safely into storage. Trailers were packed up, and the crews scattered to their respective abodes.

I met Don Lorenzen later at the MSO airport, where he took the flatbed trailer off my hands and returned it to Dan Denton in Stevensville.

Day Three: Although not technically part of the move, Tork, Ed, Kellen and I were joined by Dave Mihalic and Will Deschamps to help move EAA tools and property back to the EAA hangar.

Lessons learned: Any plan only survives until the first action happens. Supervising pilots is much the same as herding cats. Murphy can never be discounted, ever. But more important, our EAA members are always ready to help each other out when a big job needs to be done. The job was well done by the EAA gang. Thanks to all!

Member's Concerns, Member's Decisions



By Steve Rossiter

Recently some of our members have expressed concern about the Montana rules concerning COVID 19. Five Valley Flyers resumed limited member and guest events when the Montana “lock down” was ended. Heretofore, we have not opened our events to the general public and the Chapter Board indicates there are no plans to do so until there is a better handle on the epidemic.

Having said that, we are likely to continue having member events for those members wishing to attend. It is extremely important to provide opportunities for our members to interact, if they are comfortable doing so. There are all kinds of opinions as to the pros and cons of human interaction with other human beings. Obviously, there are risks with Covid-19 and that has been pushed as the “most important” issue concerning the VID by the people whose lives revolve around infectious diseases. When the spectrum of opinions is opened up to include other health professionals, mental health professionals and those concerned

with economics, these opinions suggest the cure (government or self-imposed lock-down) may be worse than the disease. The issues are depression, substance abuse (legal and otherwise), child and spousal abuse, suicide, and the massive economic impact on our society.

I have observed that nearly all Five Valley Flyers members are mature enough to be able to look at the facts they choose to consider and make their own decision as to the degree of participation they want to engage in outside their home.

I am comfortable with those who wish to avoid all unnecessary contact with people outside their home. I am sure everyone that attends our events understands that some people will choose to wear masks and others will choose to simply social distance. I believe all of us should respect each individual's decision. I also believe it is not our place, individually or as an organization, to police other people's choices. Please be wise; social distance and take other actions you feel are necessary. Remember, this too shall pass.

Montana Mask Use Guidelines

The following guidelines are published on the Montana Covid-19 webpage. Most of us are very familiar when masks are required. Many people are not aware of the exemptions that waive the mask requirements. These are provided below for your information.

Who is not required to wear a mask?

- Children under the age of five.
- All children between the ages of 2 and 4, however, are strongly encouraged to wear a face covering in accordance with the provisions of this Directive.
- Children under the age of 2 should not wear a face covering.
- Persons consuming food or drinks in an establishment that offers food or drinks for sale;
- Persons engaged in an activity that makes wearing a face covering impractical or unsafe, such as strenuous physical exercise or swimming; or persons seeking to communicate with someone who is hearing impaired
- Persons giving a speech or engaging in an artistic, cultural, musical, or theatrical performance for an audience, provided the audience is separated by at least six feet of distance;
- Persons temporarily removing their face covering for identification purposes;
- Persons required to remove face coverings for the purpose of receiving medical evaluation, diagnosis, or treatment; or
- Persons who have a medical condition precluding the safe wearing of a face covering.

Homebuilders Week – Online event starts January 26



An online opportunity to learn about all aspects of building your own aircraft

By Charlie Becker,
EAA Homebuilt Community Manager

EAA is launching a new online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity

for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate – it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be

live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.

EAA mourns death of Gen. Chuck Yeager



By EAA

EAA is mourning the death of Brig. Gen. Chuck Yeager, one of America's preeminent aviators who also supported EAA in a variety of ways over a 30-year period. Yeager died Monday evening in California at age 97.

Gen. Yeager, EAA Lifetime 258188, was best known as the first man to fly faster than the speed of sound when he flew the Bell X-1 at Mach 1 in October 1947. He also had a decorated military career as an Army Air Forces ace in World War II and flew combat missions in the Korean and Vietnam Wars prior to retiring from the military in 1975.

To EAA members, however, Yeager's influence was most noticeable in two areas: As the second chairman of EAA's Young



Eagles program for a decade, and for his regular appearances at EAA AirVenture Oshkosh over a 30-year period.

“Chuck Yeager’s aviation accomplishments are well documented and legendary,” said Jack J. Pelton, EAA’s CEO and Chairman of the Board. “His personal support of EAA and its programs helped take them to new levels, and thousands of people had the opportunity to meet and hear him when he was at Oshkosh. We will remember Gen. Yeager for those generous commitments of his time to EAA, along with his immortal aviation achievements.”

Yeager became the second chairman of the Young Eagles program in 1994, succeeding the late Cliff Robertson. Yeager was an active chairman, regularly flying Young Eagles including at Oshkosh. He also used his visibility to promote Young Eagles and youth involvement in aviation. He personally flew more than 250 Young Eagles during his time as the program’s chairman. He also flew the 1 millionth Young Eagle, Illinois resident Andrew Grant, on an honorary flight in early 2004 as a tribute to the volunteers who reached the goal of flying 1 million Young Eagles by the centennial of powered flight commemorated at EAA’s Countdown to Kitty Hawk program in North Carolina in December 2003. In September 2004, Yeager turned the chairman reins over to actor and pilot Harrison Ford.

Yeager was also a frequent visitor and presenter at EAA AirVenture Oshkosh, both at Theater in the Woods and in the Warbirds area. One notable presentation was a reunion with his 357th Fighter Group at the 1992 EAA fly-in convention that included Yeager and fellow WWII



ace Bud Anderson. At Oshkosh he also had the regular opportunity to reunite with his wingman from the 1947 supersonic flight, legendary pilot Bob Hoover.

EAA recognized Yeager’s commitment to the organization by presenting him with EAA’s highest honor, the Freedom of Flight Award, in 1995.

“Much will be spoken and written of Gen. Yeager’s aviation exploits in honor of his passing, and deservedly so,” Pelton said. “To us, he was all of that, but we will also remember him as a fellow EAA member who gave greatly of his time and talent to encourage and promote aviation, and motivate his fellow EAA members to join him as well.”

A couple of issues

From the President

I have a question. Who donated the wonderful photo/banner of the U-2 flying with the aurora in the background? It is a really a cool addition to the hangar.

The second issue is a request. One of our gum chewing members has been dropping used gum into the waste basket in the office. As the guy that often empties that container, I usually have to use my hands to pick these leaving off the bottom of the basket. My request is to please wrap used gum in paper before depositing it, or better yet, just put it in one of the garbage cans in the hangar. Thank you.

Pay your dues!

It is time for members to pay their EAA 517 dues. Individual membership dues are \$20; family membership dues are \$30.

Mail to EAA Chapter 517, Inc.,
P.O. Box 18264, Missoula, MT
59808.

The more members who send in their dues now, the fewer members Luanne will have to send invoices to in January. Thank you.



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BUILDER'S REPORT

Bearhawk
Dick Tardiff
Bearhawk Patrol

Rutan
Ed Lovrien
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Van's RV
John Barba
RV-6

Allan Glen
RV-10 – 5%

James "Cal" Geyman
RV-9A – 15%

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.

EAA Aviation Museum adds historic Lark of Duluth to comprehensive collection

:By EAA

The Lark of Duluth – a replica Benoist XIV flying boat – joined the museum’s collection this month. The original Lark provided one of the first regular passenger airline services in 1914. The replica was built by a team of EAA members and donated by the Duluth Aviation Institute to commemorate the original aircraft’s unique story and role in early aviation history. Museum and Aircraft Maintenance crew will be working over the next two weeks to suspend the aircraft in the museum’s Pioneers of Flight gallery.



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