

July 2021

PROPWASH

A Newsletter of EAA Chapter 517, Inc.



From the Chapter President



Steve Rossiter

Here comes July 4! Can you believe it? Half of 2021 has already flown by. I've noticed as I become more chronologically gifted (that means older), that time seems to move faster. Is it a function of age or simply that I stay busier? I'm not sure, but it is what it is.

As I cruise amongst the Montana aviation community in my day to day activities, it occurred to me that there are a tremendous number of people who don't understand what EAA is all about. So, here is my challenge to all our members: Bring a non-member to our scheduled events. Bring someone or even their family, to the next pancake breakfast. Bring a pilot or aviation enthusiast to our monthly meeting. Let them see that Five Valleys Flyers and EAA is the social center for aviation and the pilot community in Missoula. Let them see for themselves that our gang has a wide range of aviation interests. Let them see our magnificent headquarters. Then bring someone different next time. We need to let the community know Five Valleys Flyers is not just about building experimental aircraft.

Exciting news! I just learned



this week that Missoula will be hosting the 2022 Montana Aviation Conference once again. Missoula conference has been consistently the favorite location for the aviation conference. I expect our local Conference Committee to step up as usual and provide a terrific event for the whole Montana aviation community. This event will coincide quite nicely with the opening of the new MSO airline passenger terminal. Keep watching for more information

as we get closer to March.

Have you planned a fly out yet? We have been having magnificent weather, it can't get much better. Please step up. If not you, then who? If not now, then when? You know it will turn out to be a fun time for everyone who participates.

Until next month, blue skies and tailwinds.

Steve

Ralph Johns Zenith 650 Project



By Steve Rossiter

After meeting at the Five Valleys Flyers hangar on June 21, we caravanned to the Forest Service gate and onto the ramp to access Ralph's new hangar. We then entered into the Zenith building zone that Ralph established and immediately

began examining his Zenith CH-650 project. He is progressing quite nicely on the project.

So far he has completed the tail feathers (rudder, horizontal stabilizer and elevator), flaps, ailerons and the first wing is closed up. The work quality is beautiful. Ralph admitted that maybe the best thing

that has happened this last year was the COVID lock down. There is sometimes a silver lining to otherwise unpleasant events.

Ralph told me his goal is to be able to fly to AirVenture in 2022. Unless something outside of his control happens, I predict he will be making that trip. Gooooooo, Ralph.

Caution at intersection near EAA 517 hangar

By Steve Rossiter

Caution. Caution. Caution. When driving to or from the Five Valleys Flyers (EAA) hangar, be aware that at the intersection of Executive Drive and the frontage road that parallels West Broadway (Hwy 10) there is no longer a stop sign for eastbound

traffic at that intersection. I've already seen one near-accident when someone turned left in front of an eastbound vehicle that didn't stop. Now, traffic both east and westbound is through traffic on the frontage road.

Remember eastbound traffic will not stop! Heads up!

It will be hard to remember, for a while. For the old timers, it took me years to become trained when they slowed down traffic on Broadway from about a quarter-mile from the Reserve Street underpass to about a mile west of the over pass. Even now I still catch myself sometimes forgetting.

Ravalli County Airport Open House set for July 10



By Don Bonem

Come and see the new runway 17-35 that is 5,200 feet long and parallel to the old runway that is now a taxiway.

See construction photographs and drone flyovers at the website: <https://www.ravalliacountyairport.com/>
Airport Closed - April 5, 2021 - June 30, 2021

Update on name badges

By Steve Rossiter

Voting has closed and the name badges will be on the office door in alphabetical order by last name. This system will work best if you can remember about where you found your name tag and endeavor to place it back where you found it.

The only people that voted for alphabetical order by first name had first names beginning with "A." You might have figured!

If you show up at the hangar and find your name badge not on the

door, one of three situations are in play:

1. We haven't made a name badge for you yet, in which case visit with Sherry to get one ordered.

2. If you have had a name badge and it is missing, we are showing you as not yet having paid your 2021 Chapter dues, in which case pay your dues and it will magically reappear.

3. You forgot to replace your name badge on the door before you left the last event you attended, in which case you know what you need to do.

St. Ignatius, MT Fly-in set for July 17-18

By Jay Schweitzer

St. Ignatius is holding their Good Old Days celebration July 16-18, 2021, in St. Ignatius, Montana. Included in the celebration is a free fly-in barbecue and breakfast Saturday evening and Sunday morning. For more information, please contact Mike Kuefler at 406-544-2274.

Good Old Days Fly-In, St. Ignatius Airport, Montana (52S) Saturday, July 17, 4-8 p.m.

- Free barbecue
 - Helicopter rides (\$50 per seat)
- Sunday, July 18, 8 a.m.-noon
- Free huckleberry pancakes, eggs and ham breakfast w/ coffee and juice
 - Helicopter rides (\$50 per seat)

Live drawings to be given away for:

- (1) \$250 gift certificate to Ninepipes Lodge and/or Allard's Stage Stop (fly-in pilot's only)
- (10) 10 gallons 100LL avgas (flyin pilot's only)
- Dozens of other door prizes (open to the general public)

As further information regarding aircraft of interest tentatively making the fly-in, that information will be shared.

Why I learned to fly: Ed Lovrien

By Ed Lovrien

I can remember loving airplanes since I was able to walk. I was always playing with toy planes, building them out of my erector set and a block set I had. I got a virtybird set when I was young, which was a plane on a wire you turned a crank and flew, it could pick up things in the circle. Way cool for a kid. My dad got me a Goldberg Little Wizzard control line plane when I was about 8. We built it and never got a chance to fly it before we moved to Montana from Minnesota. That summer I got a cox PT-19 control line and flew it. Then a P-39 and flew it as much as I could.

About two years later, a man moved two houses down that had huge RC planes. I had never seen one before. He had been a nationals champion earlier in his life. He helped me pick a plane and helped me build it and learn to fly it. I flew as much as I could. I was hooked. I loved building them as much as flying them, and over the years have had over 250 different planes. I still have 100 plus. I flew on the U.S. circuit and got a job at 13 to pay for them. I worked there through college and planned on buying into the company. I even started a hobby shop in the back of it my junior year of high school. My junior year in college, a man came into the store and wanted help learning to fly RC. I came to find out that he flew jets. We became very good friends and one day, he and his partner took me up in the jet. That was all she wrote. I was hooked. I asked how I would be able to get into that.

We discussed military, but they told me I would never fly anything because I was color blind. Not being one to take no for an answer, I kept looking. He helped me pick a

private flight school in Florida called Com Air Aviation. It was bloody expensive, but I broke down and asked my parents to help me. I had not done that before and had paid for all my college myself. My current boss was a huge support for me and encouraged me a lot. Part of the thing with the school was that you could stay afterwards and teach if you were chosen, and then move on to their airline. After I graduated, I decided to come home.

I started a flight school in Polson. I ran it for a year and learned a ton. I ended up coming to Missoula with the plane and started the flight school with a new FBO in town called Northstar Air Express. It grew very fast and I ended up with three planes within two years. The owner was great to me and my boss was impressed, so he started teaching me to fly the Turbo Commander and put me on the charter certificate when I passed the check ride. I was a copilot for the fixed wing air ambulance that we ran for St. Patrick Hospital, and still ran the school. I also ended up flying a Cessna 320 for a guy out of Arkansas doing aerial photography to help him out too. About a year later, we got a new West Wind Jet. He said I was still pretty low time, but if I could pass the check ride, he would let me fly charter with them on it as well. The check ride was no problem and I got to help set up the 135 manual and training and proving runs to put it on the certificate. I learned a ton. Flying it charter was awesome.

Some typical aviation stuff went on and my boss ended up leaving. I had just gotten my ATP and was excited. The new boss came in with ideas of his own, and wanted to replace all of us with his friends. Kind of crappy but I went to Washington Corp and flew their West

Wind for a while.

After a couple years, a company called Montana Aerial Photography called me and asked me to stop by. I didn't know anything about them. They knew about me and asked me to work for them. I told them I didn't want to do part-time stuff and they asked what it would take to get me to come full-time. They actually offered more than I asked so I went to work for them. I spent the next 10 years flying for them. Loved every minute of it. Most of the flying was in Montana, Idaho and Wyoming, with an occasional trip to D.C. and Texas. I not only got to fly but I got to help run the store side of the business too, which I love doing. I can actually say, that when 9/11 happened, I was the only private plane in the air for five days. They grounded the country and we were on a government contract. I got permission from the White House to fly, which was actually kind of scary. We got to see a lot of stuff close up in that job, and a lot from very high as well. It was an awesome job.

One of the things I have always wanted to do in life was to have a son, and teach him to fly. I got my medical back in October after years of surgeries and let down. I finally got to take him for his first ride, and told myself if he liked it I would buy a plane. Luckily, he loved it and we are now flying a gorgeous 182 as often as we can.

I have seen a great deal and met some of the best people in the world. I got to fly people around that were famous, a king, management and just good people like you and I. It has been the life I wanted to live and I would not change it for the world. I am hoping that my son will enjoy it as much as I do, but he can do anything he wants. I wouldn't change any part of it, well, maybe one!

June Pancake Breakfast and Eagle Operation

By Steve Rossiter

It was another magnificent morning in the paradise known as Missoula, Montana. The set up gang began gathering around 0700 hours to prepare for Five Valleys Flyers second 2021 post COVID lockdown pancake breakfast. The hangar door was opened and the Cessna 150 repositioned to the ramp. Later the crew for Chapter 517's, first Eagles flying event in more than a year arrived to prepare for flying both Young Eagles and not-so-young Eagles.

The turnout of members and guests was terrific, and the cooking crew served up their usual wonderful pancakes accompanied by scrambled eggs, sausage, coffee and juice. As is usually the case when aviators gather, before, during and after breakfast, stories were shared and enjoyed. There were always at least 20 to 25 people milling around for the whole morning.

I had the opportunity to spend some time with Wyatt, our 2021 Ray Scholarship winner, a very sharp young man with his eyes set on a career as a military pilot. I also

visited with one of our Young Eagles, a young lady with her eyes set on becoming a professional helicopter pilot. Now there is a young lady with very high aspirations that knows you are not a complete pilot until you can fly backwards and sideways for extended periods of time with only three feet of altitude.

I have no doubt everyone had a great time and are looking forward to next month. In July we will get the word out to the Montana EAA chapters and see if we can entice others to show up for \$100 pancakes.

Additional updates to Sporty's 'Learn to Fly' Course provide more opportunities for EAA Young Eagles

By EAA

EAA continues to encourage Young Eagles to take the next step in their aviation journey by enrolling in Sporty's Learn to Fly Course, which now has new technology and mobile usage updates.

Sporty's has been a longtime partner with EAA and the Young Eagles program, and has offered the Learn to Fly course to Young Eagles free of charge for a best experience when it comes to flight training resources.

The Sporty's Learn to Fly course has been completely redesigned to make it much faster and easier to use, while being entirely mobile-friendly. This course now has easier-to-access menus on different screen sizes, and



videos automatically stream at the highest quality.

“These additional updates to the Sporty's Learn to Fly Course build on the positive experiences of over 80,000 students who have already registered for the course,” said Rick Larsen, EAA's vice president of communities and member programming. “With these updates we hope to continue to provide even more opportunities for Young

Eagles.”

The Sporty's Learn to Fly course is now more versatile for youth by upgrading knowledge test prep tools, so that pilots can build their own study sessions and track their performances by category. This course goes beyond airplane flight training and now includes a detailed lesson guide for the new Microsoft Flight Simulator.

The updated technology and software was developed by flight instructors at Sporty's Academy and includes tips for getting started, simulator training flights, complete with objectives and scenarios, tasks to accomplish, and performance goals to further enhance simulator flying experiences.

Wyatt Sedgwick, Five Valleys Flyers – EAA 517's Ray Aviation Scholar for 2021



Greg Eastwood (left) with Wyatt Sedgwick (right) with Minuteman's Cessna 152

By Ray Aten

On June 10, 2021 EAA's Ray Scholarship Coordinator, notified our Chapter that Wyatt Sedgwick, our scholarship nominee, is a 2021 Ray Aviation Scholar. We are delighted to have him on board as our third

scholar.

Wyatt was picked as the chapter's nominee by a committee consisting of Eric Ristau, Sherry Rossiter, and Ray Aten following a day of interviews. Wyatt is active in Civil Air Patrol, an Eagle Scout, and is pursuing an aviation career.

Wyatt began his flight training with Greg Eastwood, CFI the day after the chapter was notified. Some of you have already met him at the monthly pancake breakfasts. If not please introduce yourself to him when you can.



New video shows AirVenture NOTAM transition points

By EAA

One of the updates to this year's EAA AirVenture Oshkosh NOTAM from the FAA is the addition of transition points for the general aviation arrival route. Those transition points will be activated during periods when air traffic is at increased levels. Along with the traditional transition at Ripon, southwest of Oshkosh, new transition points are now located at Green



Lake, Puckaway Lake, and the Endeavor Bridge to the west. These higher-traffic transition points will be announced on arrival ATIS when put

into use, however real-time changes may be made on FISK Approach Frequency. A new video shows these points and helps pilots visualize the landmarks and routes that will help ease air traffic congestion.

This and other information will be part of the June 23 webinar, Tips for Flying Into EAA AirVenture 2021, that provides essential information for pilots flying to Oshkosh next month. That webinar begins at 7 p.m. Central Time and registration is encouraged at EAA.org/Webinars.

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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 – 5%

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.

AirVenture 2021 to display modern military airpower

By EAA

Oshkosh will play host to a powerful collection of U.S. Air Force and U.S. Navy military aircraft this summer during EAA AirVenture Oshkosh 2021, scheduled for July 26-August 1.

Aside from the Air Force Special Operations Command aircraft scheduled to attend AirVenture beginning on Thursday, July 29, a number of other miscellaneous military jets and helicopters will be traveling to Oshkosh to either fly in the daily air shows or to be placed on static display.

Among the aircraft you can expect to see in the air or on the ground this July:

- A-10s performing close air support demonstrations during air show
- F-16 Viper Demo Team performing during air show
- Desert Storm 30th anniversary aircraft (F-15C, F-15E Strike Eagle, F-16; Apache, Blackhawk, and Chinook helicopters) on static display
- F/A-18E/F Super Hornets and E/A-18G Growlers on static display and performing in the Navy



Legacy Flight

- C-17 on static display
- KC-135 on static display
- Lockheed U-2 to perform flyover
- Luftwaffe A400M on static display

More details and announcements about specific aircraft scheduled to attend AirVenture 2021 will be made in the weeks leading up to the event. Scheduled aircraft may change without notice.

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