

SEPTEMBER 2018

PROPWASH

A NEWSLETTER OF EAA CHAPTER 517, INC.



From the chapter president



Steve Rossiter

Well, here we are; before this month is over, official summer will also be over. I don't know about you, but for me this year is just flying by. The Missoula aviation community has had a tremendous spring and summer of fun aviation related activities and more is yet to come.

Unfortunately, there is at least one thing coming that won't be fun for the next year or so. I visited with Cris Jensen, the MSO Airport Director, and was reminded that starting in mid-September construction (or rather destruction) will begin in the MSO terminal building to make way for the new terminal building. Heretofore, certain public areas of the terminal will then be part of the security restricted area, including the bulk of the airport restaurant. Strangely enough, the newest part of the MSO terminal will be the first part to fall. The lesson for us is to be aware that when you next fly out of MSO commercially, you may be learning a new routine for getting your tickets, getting through security and getting to your gate. Fun times for all! NOT! But, of course, we



will survive and ultimately enjoy a modern, new and efficient airline travel experience.

You will note that the signs on the hangar doors have been modified to reflect the new way we are identifying the EAA Chapter 517, Inc. as "Five Valleys Flyers." We hope this will better define who we are and what we do.

Finally, the Chapter Board of Directors, are concerned that many of our scheduled activities are only seeing minimal participation by our members. We are vitally interested in knowing what we need to do to make our events more attractive to motivate you to come and interface

with other members. We all have a common interest in aviation. As an EAA chapter, we have one of the finest meeting places in all of EAA. It is also a facility that you can visit to simply watch aviation activity at the MSO Airport anytime you wish. The board invites you to make suggestions on the kinds of things you would like to see the organization doing, things you and others would like to do. We need your ideas. Please help? You can contact any of the Board members (see contact page) with your thoughts.

Blue skies and tail winds,

Steve

Spin recovery refresher

CFI Corner is a new monthly feature in PROPWASH. Any of our Chapter members who are Certificated Flight Instructors (CFIs) are invited to contribute an article. Sherry Rossiter will provide this month's article, which is a short refresher on spins and spin recovery. Editor

By Sherry Rossiter

Spins and spin training have been controversial issues for almost as long as airplanes have been flying. Individual opinions about these topics generally fall into one of three categories: (1) Those who believe spin training should be given to all pilots; (2) those who believe it is too dangerous to spin even an airplane approved for spins; (3) those who are now convinced that putting an angle of attack (AOA) indicator in every airplane negates the need for actual spin training. I fall into the first group because I believe it is unacceptable to solo a student pilot unless they have been taught how to recover from a spin. Unfortunately, since not all

airplanes are approved for spins, it is sometimes difficult for every CFI to provide spin training to their pre-solo students.

I also believe that all pilots need to periodically review the four steps of spin recovery even if you are just sitting in your favorite armchair with your eyes closed. Research indicates that our mind cannot tell the difference between imagining (visioning) and real life practice, so reviewing various flight procedures while simply sitting in a chair (or in your airplane cockpit) does have value.

You probably remember from your early flight training that a spin is an aggravated stall. In a spin, both wings are stalled, but the inside (lower) wing is stalled more than the outside (upper) wing. When in a spin, the pilot's task is to recover from the spin without stressing the airplane or losing control of the airplane.

Here are the four [almost universally] recommended steps to spin recovery:

Step 1 – **Power** to idle; Step 2 – **Ailerons** neutral; Step 3 – **Rudder**

(apply opposite spin direction); Step 4 – **Elevator** forward. An easy memory aid to remember this sequence is

P-A-R-E. Once you have stopped the airplane from spinning, it's time to pull back on the yoke or stick to establish a steady climb back to the desired altitude.

To view a good video and some colorful diagrams about spin recovery, please check out this recent BoldMethod presentation: www.boldmethod.com/learn-to-fly/maneuvers/the-four-steps-of-spin-recovery-explained-pare/

Additionally, if I've piqued your interest by previously mentioning angle of attack indicators, which seem to be growing in popularity and currently recommended by the National Transportation Safety Board (NTSB), you may want to also check out this special report by NASA about the effectiveness of AOA indicators: <https://ntrs.nasa.gov/archive/nasa/casi.ntrs.nasa.gov/20140011419.pdf>.





Movie Night

“No Easy Days: The Triumph and Tragedy of Military Flight” is the program for our September Movie Night. These two videos document the hazards of modern military flying. There is some amazing footage of certain military aircraft mishaps. September 12, at 6 p.m. The total running time is 1 hour 30 minutes.

September Chapter Meeting

Our September 17 regularly scheduled meeting will include our last BBQ for this season. We will finish off the burgers, brats, polish and dogs we already have on hand. Bring a salad, chips, dip or dessert as you wish. Meat, buns, condiments and drinks will be provided by the chapter.

October Annual Meeting

The October 17, 2018, Chapter meeting will be our required Annual Corporate Membership Meeting. The only major issue for this meeting will be the election of a President and Vice President for 2019/2020 two-year term. We are soliciting members who would be interested and willing to serve the chapter membership in these positions. Please contact the Chapter Secretary, Aaron Foster, if you would like to have your name on the ballot.

New Meal Serving Table and Chair Rack

The chapter has a new meal roll-around serving table for our meal events. Everything needed to serve is stored on the shelf under the table from silverware, serving utensils, paper plates and bowls, napkins and salt and

pepper. The table has clips so the serving surface can be covered in plastic and be held in place to make clean up easier. When this table is not being used for a food event, it is an excellent work bench.

One of the wire roll-around carts has additional serving supplies and food storage. The other is set up for the cooking staff with cooking utensils, serving pans, serving bowls, a knife set, wraps, foils and plastic bags.

We also now have a second folding chair rack. We will shortly have more folding chairs than storage space due to a really good deal on some used chairs. The plan is to have padded chairs on one rack and all metal chairs on the other.

License Plate Display Board

Check out the license plate display board next time you're in the hangar. There are three new additions. One in particular has been provided by our Master Metal Artist, John Barba depicting the EAA logo. The others are from Will Deschamps and Ryan Torkleson. I'll let you figure out which was which.

Audio Visual (AV) Cart in Conference Room

We have moved our AV cart from the Stevensville hangar to the condominium conference room and library. There is a combo DVD/VHS player on the cart with the required wiring, so we now have a larger room we can use as necessary for presentations. The TV in the conference room has HDMI and USB connections for computers.

Strange Aircraft



By Steve Rossiter

Yes, this is a human carrying flying machine. It is an FAR Part 103 Ultra-light vehicle that carries one person and has eight electric motors. The builder is a company called Opener and the aircraft is the Black Fly. They expect to market it next year and the cost will be that of an SUV. Check it out at: www.opener/blackfly or just Google: Opener Black Fly

Join the new Fly Out Committee

By President Steve Rossiter

Over the last few years there are some activities we have allowed to escape as scheduled events, that would be organized fly outs. I have noticed that small groups of our members have from time-to-time organized and gotten together and gone flying. With very little effort, announcements can be sent out to all of our members with aircraft and make each a larger event. This would allow our members the opportunity to bond and get to know one another better. This will, of course, make our whole organization stronger.

With the exception of the first Saturday of the month, in the flying season a fly out could be scheduled and those who can make it go, others can catch the next one. Even during the “non-flying season” fly outs could be scheduled, weather permitting. I will be contacting several of our members to serve on this committee. If you would like to be part of the committee, please let me know. If you want to be on the notification list, also, please let me know.

Fly The Big Sky license plates

We now have many new EAA Chapter 517 members. It is time again to talk about EAA Chapter 517’s “Fly The Big Sky” specialty license plate. The Chapter initiated this program in 2006



and since then we receive a check from the state each month at the rate of \$20 per plate sold or renewed. This income has allowed the Chapter to provide more scholarships each year than any other organization in the state. Of course, this income also helps support such things as Young Eagles and other youth and adult education events.

It is our hope that each of our Chapter members has at least one “Fly The Big Sky” plate for the vehicles they own. It is wonderful when all the vehicles in one family are sporting this plate. All of us who “Fly The Big Sky” should be proud and brag about it on your vehicle license plate.

You don’t have to wait until your normal license renewal cycle to get your “Fly The Big Sky” plate. You can go to your local county treasurer’s office to get the plate. They will collect the fees and you will keep your normal renewal cycle. The state has a one-time fee above the \$20 they send the Chapter, so be aware.

So, if you don’t have a plate, please help support the Chapter programs and get yours today. The more of these license plates that are on the road, the more aware the general public is about Montana general aviation. This is always a good thing.

ANNOUNCEMENTS

New Aircraft Maintenance Shop at MSO

The East LZ Hangar Condominium Complex has a new owner in Unit 3 of the complex, that's the hangar closest to FedEx. Joe Featherly is opening an aircraft maintenance facility after running a successful automobile shop in Missoula for decades. His focus will be on light general aviation aircraft, which is kind of in Chapter 517's wheelhouse, as aircraft go. He is in the process of upgrading his hangar to best meet his needs, but will be open for business soon.

Stevensville Hangar for Sale

The EAA Chapter 517, Inc. hangar is officially on the market again. The Board of Directors has decided to offer it for sale or the long term lease of the whole building. The Chapter is prepared to offer owner financing under certain circumstances. Details about the hangar are on the Chapter website. The asking price is \$165,000 keeping in mind that all offers will be considered.

For Sale

1 LightSpeed Thirty 3G headset and 1 LightSpeed 25XL headset. Buy one or both. MAKE OFFER. Call Judy Kline at 406-370-4727.

Dave Herzberg (email: ddh44@icloud.com) has the following 'like new' for sale:

Lightspeed Zulu 2 Bluetooth Headset \$700

Yaesu FTA-550L Li-Ion Handheld VHF Transceiver \$235

Has adapter to GA aircraft style plugs, good for radio backup or just listening.

Both are in almost new condition and only used a few times. Information for both is readily

available on the internet. If you are interested, contact Dave directly.

EAA 517 Chapter Meeting Schedule

Since 2002, when EAA Chapter 517 purchased our Stevensville chapter hangar, the Chapter has run a schedule of meetings where we split our meeting locations and alternated monthly meetings in Stevensville at the hangar and in Missoula usually at the MSO Airport conference room. For more than a year, it has frustrated the Board of Directors and Missoula area members that the meeting participation by Bitterroot members in our meetings has been minimal. Often, even in Stevensville, 10 to 12 Missoula members would show up with only one Bitterroot member showing up. As a result, the EAA 517 Board of Directors has made the decision to suspend the alternate meeting location schedule at least for the remainder of 2018. If we can generate interest and a commitment to participate by our southern members, we can re-examine the issue at our annual meeting in October.

Breakfast at the Airport

You may have noticed, the pancake breakfast is now the Breakfast at the Airport. That's because one of our members has offered to cook breakfasts later in the year that won't have pancakes associated with it. When our event was registered on the EAA website, they required a consistent identification of the event. So, that is why the name changed. The event is on the EAA calendar through January 2019.

Breakfast at the Airport this month will be held on Saturday August 4 at the MSO Hangar starting at 0800.

Breakfast at the airport

October 6, 2018

8 AM to 10 AM
Pancake Breakfast
EAA Chapter 517
Hangar
Missoula Airport

For more information check www.eaa517.org.

Upcoming Events

Polson Fly In and Pancake Breakfast

September 8, 2018
8 AM to 11 AM (breakfast)
Polson Airport

Movie Night

“No Easy Days”
September 12, 2018
6 PM to 8 PM +/-
Five Valleys Flyers Hangar (EAA 517 MSO Hangar)

MSO Aviation Appreciation Day

September 15, 2018
11 AM to 3 PM
East LZ Hangar Complex (can enter through EAA Hangar)

Five Valleys Flyers Meeting

September 17, 2018
6 PM for BBQ
7 PM for Meeting and program

Follow EAA 517 on Facebook

August meeting recap

By Clint Burson

The August meeting was held at the MSO Hangar and featured a pizza dinner before the meeting where members caught up with one another and discussed a variety of flying topics. Likely due to the meeting coinciding with the end of summer, the meeting saw lower-than-average attendance.

The program featured a collection of small features about the history of EAA Airventure. History of the event as well as notable visits were highlighted in the collection of videos, including some behind-the-scenes information from event organizers.

Don't miss the next chapter meeting!

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%

Builders, please send updates to the newsletter editor at cburson@gmail.com so this list can be kept current.



Visit
[Facebook.com/
EAA517](https://www.facebook.com/EAA517)
and click on
"Like"

Skip the cheese, visit the hangar



By Clint Burson

Tillamook, Ore. is well known for its top export – cheese. Located along the Oregon Coast, the small town is home to the factory that pumps out nearly 1 million pounds of cheese each week.

Less well-known is the Tillamook Air Museum. The museum sits just south of the town of Tillamook in a former World War II blimp hangar. The hangar is 1,072 feet long, 296 feet wide and stands over 15 stories high. The hangar itself is worth the trip, just to see the sheer size of the structure.

Once inside the building, the first thing you'll see is an A-7 Corsair II. Up close the plane looks is impressively large. Viewed in the context of the full hangar space however, it's just a small piece of the collection. Also on display are planes like an F-14 Tomcat, Mig 17, C-27 Spartan, Fouga Magister and a







Windryder Gyrocopter.

The museum also features a number of general aviation aircraft including many I had never seen before.

Perhaps one of the more interesting is the Nord 1101 - also known as the Nord Noralpa. It is a French-build re-engined Messerschmitt Me 208. Two hundred Nord 1101s were built, making it a very rare aircraft indeed.

In addition to the Nord 1101 were planes such as the Rutan Model 61 Long-EZ, Brown Starlite Homebuilt, Nieuport 11 (Replica) and a Christeen A Mini-Coupe.

If you're looking for fun photos, the museum also has several fighter cockpit training simulators for visitors to sit in.

Outside of the hangar, and open for walk-throughs, sits a Aero-Spacelines Mini-Guppy. (Look for

more information in future issues of PropWash.)

The museum, while not on the same scale as other Air and Space Museums in Oregon, is well worth the visit. The cost of admission was an affordable \$10.

Next time you're traveling along the Oregon Coast, take my advice, skip the cheese, check out the hangar. You'll thank me when you do.





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