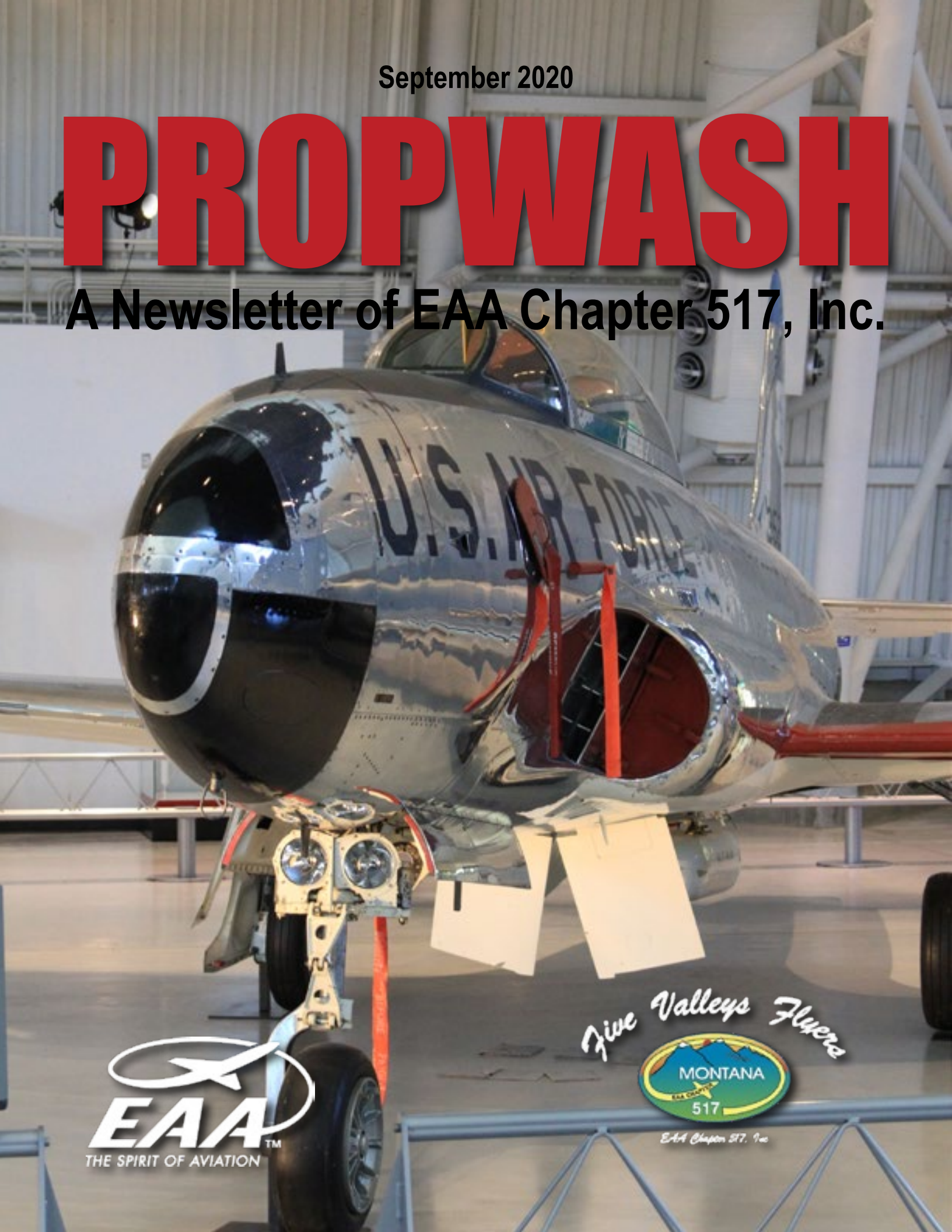


September 2020

# PROPWASH

A Newsletter of EAA Chapter 517, Inc.



*Five Valleys Flyers*



*EAA Chapter 517, Inc.*

# From the Chapter President



**JIM YOUNKIN**

We've had some terrific flying weather this summer, and I hope that continues through September and October. This good weather has enabled many of our Chapter members in the Bitterroot to fly into Missoula for our monthly Coffee & Donuts at the EAA hangar. It has been great to see such a variety of aircraft on our hangar ramp. (See article by Steve Rossiter elsewhere in newsletter.)

Our next Coffee & Donuts event will be the second Saturday of September, instead of the first Saturday this month, so I hope to see you on Sept. 12 from 8:30 to 11 a.m.

We changed this event to the second Saturday in September, so we weren't competing with any Labor Day weekend activities you might have planned.

I'd like to again extend CONGRATULATIONS to Michael Zielinski, who recently earned his Private Pilot certificate. Michael was our 2019 Ray Foundation Scholar. Due to winter weather and then COVID-19 restrictions, Michael was unable to fly for several months earlier this year, but over the summer



he was able to complete his training and take his FAA check ride. (See photos and article elsewhere in newsletter.)

I also want to say thank you to Steve Rossiter for his presentation on August 17 about the deHaviland Beaver. Steve has an extensive aviation background and a longtime interest in aviation history.

We gained three new Chapter members this month: Ross Brustman, Andy Lester, Morgan Kellogg. Welcome, fellow aviators!

I'm also pleased to report that EAA 517 now has 80 members on the roster. Each member has a name

badge hanging on the back of the door from the hangar bay into the Chapter office. Please remember to put on your name badge when attending Chapter events. It's much easier for someone to introduce themselves when they can see your name on your badge. And if you see someone you don't know, please take the time to introduce yourself. Who knows? You may find out that you have some common interests or mutual friends beyond aviation!

Until next month, fly safely and stay healthy!

*Jim*

# EAA 517's first Ray Aviation Scholar, has fledged!

By Ray Aten

Michael Zielinski passed his check ride July 27, 2020!

I hope you each will welcome and congratulate him when the opportunity arises. It's been quite a journey. A thank you letter from Michael follows. It is a wonderful testament to his determination and appreciation.

“Thank you all from the bottom of my heart for the amazing opportunity to train and receive my private pilot’s license. It took a little over a year and many delays including delaying my last solo XC flight due to never hitting the weather quite right, the temporary shutdown caused by COVID-19, switching aircraft because of maintenance issues, and having my appendix removed a few days before my first scheduled check ride. Delay over, I passed my check ride on July 27, 2020.

A year and a half ago, I never would have dreamed of being able to get my PPL anytime soon, if at all. I would especially like to thank Ray Aten for helping introduce me to aviation when I was a young Boy Scout. He arranged with my father to have a group of boys go through the Aviation Merit Badge, which included a short flight in a general aviation aircraft (through the EAA’s Young Eagles program). It was so cool to me to be flying high above the ground, seeing everything the way that birds do as they soar above our heads. Years after that flight, after I had finished my career in Boy Scouts, I joined the Civil Air Patrol.



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			V. [REDACTED]					
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PRIVATE PILOT								
VIII. RATINGS AND LIMITATIONS								
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XII. ACRA E-BOARD APPLICATION						DATE DESIGNATION EXPIRES		
NM05						3/31/2021		

CAP offers five right-front seat flights in their aircraft, and up to the point of receiving the Ray Aviation Scholarship, I had done three of those flights and thoroughly loved every single one. It is because of my father’s and my own connection to

Mr. Aten that I was recommended and then contacted about receiving the scholarship.

Over the past year, I have come to realize that now that I have my PPL, a career in aviation is much more accessible. I used the full

\$10,000 in the scholarship to achieve my license, which showed me how much it truly takes to get a start in the aviation world. Included in the scholarship was a Lightspeed Zulu 3 headset. The headset is amazing. I am also very lucky that I was able to get all the primary training knocked out in a relatively short amount of time. With this jump-start into aviation, I have now primarily been looking at colleges with flight and aviation programs. I will be a senior in high school this next year, after which I plan to attend one of those colleges and obtain my Commercial

Pilot's License and enter the aviation industry through whatever opportunities or means arise for me. The other option I have been considering is Air Force ROTC at any number of colleges, and entering the Air Force with (hopefully) a pilot assignment at the end of the four-year college degree.

In the short term, I will hopefully be able to fly with other pilots I know in Stevensville and save some cash to be able to fly on my own once in a while. Unfortunately with my current job, I won't be able to really work on achieving any more advanced

ratings until college. This won't deter me from keeping current and maintaining my ground education to keep from becoming complacent and being behind in a college program where I would likely be accelerated because of already having a PPL.

A huge thank you to Ray Aten, Greg Eastwood, CFI, the Ray Foundation, all of EAA Chapter 517 and EAA as a whole for the amazing opportunity and training to be a pilot!

*Sincerely*  
**Michael Zielinski**  
*EAA Lifetime Member*  
**#1384348"**

# Another Successful Donuts & Coffee and Fly-in

By Steve Rossiter

I enjoyed the wonderful August Five Valley Flyers (EAA Chapter 517) gathering of the donuts and coffee gang. Though not necessarily designed as a fly-in, we had seven airplanes that did, indeed, fly in, while the rest of us drove in. Stories were exchanged, maybe a few exaggerations (I would never accuse anyone) and a good time was had by all. We gained a few more new members, one who brought an interesting airplane that is rare in America.

New member, Ross Brutsman, brought his newly purchased airplane. Please check out the picture and see if you can identify it. It kind of looks like a Piper, while at the same time it kind of looks like a Mooney. It isn't either. I'll reveal the identity with more information about the airplane next month. Let me know what you think it is: [SteveRossiterMT@aol.com](mailto:SteveRossiterMT@aol.com)



# Hundreds of Thousands of Aviation Enthusiasts Join in Fun at EAA's Spirit of Aviation Week

By EAA

An unprecedented effort to bring the EAA community at Oshkosh to aviation fans around the world was a grand success on July 21-25, as EAA's inaugural Spirit of Aviation Week drew enthusiasts from throughout the country and around the world for five days of flying engagement and fun.

Created in the aftermath of EAA AirVenture Oshkosh 2020's cancellation, the virtual event included streaming and on-demand content, plus a virtual mall for exhibitors normally found at Oshkosh.

"Tremendous credit goes to more than 50 EAA staffers who combined to make this work, along with the hundreds of EAA members, aviation community members, and business partners who quickly stepped forward to contribute their time and knowledge to make this happen in little more than three months," said Jack J. Pelton, EAA's CEO and chairman of the board. "While Spirit of Aviation Week certainly

was not a replacement for the in-person experience that is AirVenture each year, it was very successful in bringing together the flying community in a way that had never before been attempted."

The following are some of the highlights of EAA's Spirit of Aviation Week, which spanned five days, eight hours per day, over three live streams with 262 pieces of content developed for the event:

More than 266,000 people connected via EAA.org and EAAtogether.org for the streaming and on-demand content, with nearly 800,000 page views and almost 1.6 million minutes of video viewing.

Social media outreach totaled 4.5 million, with 827,000 video views throughout the week. Leading the way was a 2.2 million total reach on EAA's Facebook page with 536,000 video views.

More than 15,000 people attended 51 forums, with 20 of those forums issuing 6,300 FAA WINGS credits.

More than 10,000 people attended the online workshops in sheet metal, fabric covering, aviation

woodworking, and welding.

The Pilot Proficiency Center hosted 25 Tech Talk sessions that welcomed more than 8,200 participants and accounted for an additional 4,500 FAA WINGS credits issued.

Nearly 1,100 pilots "flew" the Oshkosh approach via SimVenture, thanks to a partnership with Pilot Edge and assistance from the National Air Traffic Controllers Association (NATCA).

AirVenture's 800 exhibitors welcomed shoppers from around the world through the virtual expo, with more than 200 special events from exhibitors and more than 80 show specials for attendees.

"We are grateful for the large amount of positive feedback we received regarding Spirit of Aviation Week and we learned many things we'll incorporate in the future," Pelton said. "Most important, however, as we kept alive the sense of community and laid the foundation for an unforgettable aviation reunion at Oshkosh in 2021."

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# Bird Aviation Museum and Invention Center

Photos and article by Roger Shaw

Recently Steve and Sherry Rossiter and Roger and Candi Shaw were in the Coeur d' Alene area and visited the Bird Aviation Museum and Invention Center located at the Pappy Boyington Field (KCOE) in Hayden, Idaho. You can either fly-in or drive-in to the museum. It is located on the southwestern side of the airport in the general aviation hangar area (2678 W. Cessna Avenue). Many of you might have remembered the private field and museum in Sagle, Idaho, but that site is no longer open to the public.

The museum specializes in the lifetime history of Forrest Morton Bird, M.D., Ph.D., Sc.D., D.S., who was both an avid aviation enthusiast and medical device inventor.

During World War II, he invented the anti-G pressure suit regulator and the first positive pressure inhalation device for aircraft. After the war he went on to use his knowledge for many advancements of hospital respirators and ventilator machines. Many of his inventions are on display in the museum. There is a special section devoted to other inventors and a number of patent applications and models.

Over his lifetime, Dr. Bird collected a number of airplanes. Some of his aircraft are on display at the museum including a 1939 Beech Aircraft Model F-17-D Staggerwing, a 1947 Republic RC-7 Sea Bee, a 1972 Schweizer SGS-2-333A sailplane, plus many more. Also, in the museum are a number of aviation aircraft models, pilot uniforms, aircraft instruments and many original autographed pictures.

If you are getting cabin fever from the COVID-19 restrictions, this can be a nice one-day get-away trip (three hours from Missoula by car or a short airplane flight). The museum days and hours are listed to the left. Admission is free, but they appreciate donations and have a place to do that. For further information, visit the museum website: <http://birdaviationmuseum.com/index.html>

You can also contact the Executive Director: [Rachel@BirdAviationMuseum.com](mailto:Rachel@BirdAviationMuseum.com)



# Presidential TFR Violations Have Serious Ramifications for General Aviation as a Whole

By EAA

Since the dark months immediately following September 11, 2001, when general aviation was all but grounded around major metropolitan areas, and EAA along with other aviation associations were fighting for the future of personal and recreational aviation, the use of temporary flight restrictions (TFRs) increased in prevalence and size. Whereas a presidential TFR was once a three-mile restriction, today they are ten times that size — 30 nautical miles of restricted operations with a 10-mile no fly zone in the center. The closure of these massive swaths of airspace become far more frequent and unpredictable during campaign season, especially in a presidential election year.

While the level of in-person campaigning has been dramatically reduced during this presidential election cycle due to the COVID-19 pandemic, the president is still making many stops across the country, often on very short notice, resulting in pop-up presidential TFRs appearing in what otherwise might seem like unlikely places. Further, in the event that the administration changes in November, both the president-elect and the sitting president receive full security protection, thus resulting in even more TFRs.

Whenever a general aviation pilot violates a presidential TFR, a series of events is triggered across the presidential protective service, law enforcement, and the military. It is hard to overstate the seriousness with which these security services take incursions to the restricted airspace, and the response ripples from the president's immediate protective service members all the way through



the North American Aerospace Defense Command (NORAD) system. The offending flight is intercepted by fighters, radio contact is attempted, and failing that, flares are released to try to gain attention. Under the gravest of circumstances, if an incursion appears to pose an imminent threat, the use of deadly force is an option — albeit the absolute last resort.

Thankfully, no incursion has resulted in a deadly outcome to date, but violations of presidential TFRs continue to happen. It is understandable that many VFR pilots who fly, day in and day out, through a given piece of airspace might have no reason to believe that today is any different. But particularly during a campaign season when TFRs are more numerous, no pilot should ever assume that there won't be a TFR along their intended route of flight. Careful pre-flight planning and checking in with Flight Service should be a part of even the most routine VFR flight.

Each time there is a GA incursion of a presidential TFR, it not only

increases scrutiny on our community from the security and military services tasked with presidential protection, it hardens that viewpoint that more should be done to keep general aviation flights at an even greater distance, an issue that EAA and others have had to repeatedly fight against. Furthermore, incursions attract significant media attention as the press are often in the midst of, or at least witness to, the scramble to protect the president, drawing first-hand attention to the matter. This never fails to paint personal and recreational aviation in a negative light, something none of us want or need.

So please take extra precautions every time you fly, even for the most routine VFR flights, to ensure that your intended flight path will not come anywhere near a presidential TFR. Your extra diligence will go a long way toward ensuring that the freedom of personal flight is not further impinged upon by those mandated to provide protection to our top elected official.

# Warbirds, IAC Elect New Presidents

By EAA

Two of EAA's special interest divisions elected new presidents, as Jim "Zack" Olzacki of Punta Gorda, Florida, has been elected president of EAA Warbirds of America, and Jim Bourke of Corvallis, Oregon, has been elected president of the International Aerobatic Club.

Olzacki succeeds Connie Bowlin, who served four years as Warbirds of America president, while Bourke succeeds Robert Armstrong, who served as IAC president since March 2018. EAA CEO and Chairman Jack J. Pelton thanked both Bowlin and Armstrong for their contributions, and expressed excitement about working with both Olzacki and

Bourke going forward.

Olzacki's love of flying began when he earned his private pilot's certificate in 1983, followed by complex aircraft and tailwheel endorsements in 1984, and multiengine rating in 1986. He has worked in aviation museum management, and has flown with formation demonstration teams. Olzacki primarily flies a T-34B in the blue-and-white U.S. Navy recruiting paint scheme, but also has time in a T-6 and Stearman, among other aircraft.

He has served as Warbirds of America vice president and commander of EAA Florida Warbird Squadron 24. He and his wife, Lynn, who is also a pilot, reside in Punta

Gorda, Florida.

Bourke is currently the second-ranked freestyle aerobatic pilot in the U.S. and sixth-ranked in the world. A member of the U.S. Aerobatic Team, he represented his country at the world aerobatic championships in 2017 and 2019. He flies a variety of aerobatic aircraft in competition and at select air shows throughout the nation.

Along with his flying activities, Bourke founded RCGroups.com, a website for enthusiasts of radio controlled aircraft, and is owner of Knife Edge Software, makers of flight simulation products including the RealFlight simulator. He also has served as a member of the IAC board of directors.



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