



Experimental  
Aircraft  
Association  
Cody, Wyoming

Local Chapter 713

#### EAA 713 Club Officers

*President – Ken Foote*

*Vice President – John Stephan*

*Treasurer – Karl Lampe*

*Secretary – Suzanne Stephan*

*Newsletter Editor – Suzanne Stephan*

## *EAA 713 Newsletter* *March 2025*

### *Welcome to Spring!*



### EAA President

#### **-Ken Foote**

Season's are a changin'!

Can you feel it? The days are getting longer, Ol' man winter is trying to go back into his cave and this year's flying season is fast approaching.

Some of the new things we've been talking about are now in place. Tanner has updated our website; Pere has taken over the reins as Membership Chair and talk of even more enticing meals at our clubs' monthly meetings is in the works. Also, if you're interested in having Choice Aviation manage snow removal at your hangar, please reach out to Brianna to get set up. Congratulations to John Brouillette for being the first member to submit his biography, and you can find his bio (along with all others) on the club's website as well. Thanks John! Please write up a quick one page summary of your aviation history and submit it along with a picture of you to Tanner ([tannerp301@gmail.com](mailto:tannerp301@gmail.com)) and he'll load it on the club's website. We had a great turnout at the last meeting, despite the wintry evening.

A great presentation by Richard Jones on flying into the Thorofare paired with Pizza & Root Beer brought by Tom Blake made for a nice evening.



It was nice to see so many familiar and new faces. Lastly, as most of you have probably already heard, I

am sad to report that our local club along with the Cody area has lost a longtime prominent member. John Elgin went west peacefully after a courageous battle. John's legacy will carry on with his many contributions not only to our club, but our community as well.

Prayers to his family and rest in peace John

Thank you,

Ken Foote

- Show gratitude



### Treasurer Report

#### **-Karl Lampe**



Scholarship Fund - \$5,570.75



General Fund - \$12,830.95



### Karl's Korner

#### **-Karl Lampe**

May the sunny weather bring health to all who have been affected by all the recent illness! Hope everyone is recovered by the next meeting in March. John Stephan has stated that the food served during the monthly meeting will reach a new level. Since he and Suzanne have handled the meal, it has been over the top. Now he is shooting for the moon! Leah Ann LaRowe is adding her expertise to the soup! We are in for a treat. Sunday breakfasts are still well attended in spite of the bug going around. It is with sadness that we lost John Elgin, the instigator of the weekly Sunday breakfast. It was his idea to have the breakfast and fund the scholarship fund with the residual proceeds. John, you will be missed.

There are new, highly talented, and motivated applicants for scholarships. The scholarship fund is currently depleted after supporting many new aviators. Thank you to all who have helped fulfill the dreams of these accomplished flyers. There is a scholarship donation jar always available.

Be Well! Karl



## Secretaries Report:

### **-Suzanne Stephan**

-February 25, EAA Chapter 713 minutes

Present at the meeting: Pres Ken Foote, Vice Pres John Stephan, Treasurer Karl Lampe, YRA Liaison Chuck Walker, scholarship committee member Tom Blake, Membership coordinator Pere D, Webmaster Tanner P, Safety Officers Jim LaRowe and John Brouillette, and chapter member Cliff Hannam.

-January minutes were read. A correction was made that donations \$250 or more require a tax letter. Chuck W made a motion to approve the minutes, and John S seconded that motion.

-Treasurer report was presented: EAA Scholarship fund \$5,570.75, General Checking \$12,830.95. Karl also reported money collected from Sunday breakfast donations totaled \$3,569.80, and the cost of groceries totaled \$899.26. Chuck made a motion to approve the report, and John S seconded that motion.

-Pere D reported receiving a membership payment update from Treasurer. Current membership is 62 with 15 new members and 16 members who have not yet paid their annual dues. Those members will be inactive if dues are not paid by March 1.

-Tanner P reported that EAA Chapter 713 website is up to date with links for tool wall and member bio. Tanner encouraged all pilots to contribute their aviation biographies, stating that as a CFI he knows this information broadens the horizons of his students. He added that sharing general aviation experience is just as valuable as learning about professional aviation jobs in the military, corporate or commercial areas. He added that bios might inspire some pilots to reengage as a private pilot. Karl L stated that aviation ground school requires students to interview a pilot to make them aware of career opportunities and training, and

maybe this data could be included in the bios. Please contact Tanner for any group Flyout plans this spring and summer so members can join in on the fun. Email:

[Tannerp301@gmail.com](mailto:Tannerp301@gmail.com); or phone: (701)609-0783

-Tom B represented the scholarship committee and reported that Kade Gabrielsen was approved for his first scholarship application. Kade received written endorsements by Larry Sportsman and Tanner P.

Karl L stated that all scholarship awards are based on the sources available, and currently a \$5000 check is being sent to another recipient; this results in taking funds out of the general fund while keeping that balance at \$10,000. Tom B recommended that \$2500 be sent to Kade; Chuck W made the motion and John S seconded it.

-Chuck W reported that YRA is discussing the creation of a new approach - an ARC into Runway 4. A survey is underway to design this approach which, upon completion, will increase the amount of commercial airline traffic, and move traffic quicker. Many of the CRJ do not have the navigation avionics for this approach design. John S reported YRA is requiring all hangar owners to complete FAA's rule 139 course regarding movement and non-movement areas. This is an online course with videos and a written test. John S proposed that chapter members offer YRA personnel 3 hours of training so that they understand the landing and taxi issues that a pilot faces. The purpose is that both the airport and the pilots have a better understanding of each other's jobs and safety concerns.

-Jim L stated that carburetor fires continue to be the safety briefing topic. Another topic coming up is taking off with the airplane door open.

-Secretary questioned how EAA donation tax letters will be processed, and Karl L said he will handle it as part of his duties as treasurer. Ken F stated that the IRS required 501C3 letter be included on the website drive.

-Board discussed using glass bookcases use to display model airplane, and the response was positive by all. Karl L donated both bookcases for this purpose.

-The board discussed the passing of John Elgin, a long-time member of Chapter 713. In addition to his numerous aviation achievements, John was also the founder of the weekly Sun EAA Breakfast. This tradition started over two decades ago at a local breakfast eatery, and then switched to the EAA hangar.

John and his late wife, **and current EAA member Linda Evans**, worked every week to prepare a hot breakfast for chapter members and their friends and family. Chuck W stated that he nominated John Elgin to the Wyoming Aviation Hall of Fame three years ago, without response. All members present at the meeting agreed to purchase a plaque to commemorate John Elgin's career and life. Member Cliff H volunteered to follow up on this project.

-Lastly, Ken F said he wants to invite Cody Mayor Lee Ann Reiter, and YRA board member, to an EAA dinner or board meeting in an effort to promote the general aviation community. Chuck W stated that he wants to encourage Bill Schneider to become a YRA liaison during their monthly board meetings, so that he becomes more familiar with the people involved. This might lead to him becoming a YRA board member. Next Board meeting: Tues March 25 830a



**IT'S NEVER TOO EARLY TO  
PREPARE FOR SPRING**



### **Membership Coordinator**

**-Pere Davison**

#### **Membership News:**

Currently we have 62 members, and 15 are new members. Annual dues are \$20 and were due March 1. About 16 members are late on their annual dues and that puts them in expired status. You can pay Karl Lampe, our Treasurer, at a meeting or mail it to the address below. Membership is open to all, from aviation enthusiasts to aircraft owners, pilots and builders. Annual dues are \$20 for the entire family. They can be paid at a monthly meeting or mailed to EAA Chapter 713, P.O. Box 841, Cody, WY 82414-0841. All are welcome to join our aviation community.



### **YRA Board Liaison**

**-Chuck Walker**

#### **YRA Board News:**

Those in attendance at our last meeting would have heard Aaron, our Airport Director, describing a discussion that was to take place at the YRA Board meeting the next day. The Board was to discuss and decide whether to pursue utilizing an FAA subcontractor (Flite Tech Engineering) to study and hopefully create a new GPS curved approach to Rwy 04 that could potentially lower the RNAV LPV minimums significantly below the existing 700-2 currently approved by the FAA. With over 20,000 approach and departure procedures to maintain, the FAA is extremely slow at approving new ones. Flite Tech has an LOA with the FAA for creating new approaches, but one of the first things that has to be done is an on the ground survey with an analysis of whether such an approach is feasible.

Currently Cody is served by CRJ 200's and 550's that, given their age, don't have the avionics capability to utilize GPS curved approaches. Aaron believes the CRJ 200 and CRJ 550 aircraft are what Cody will be served by for the next few years. It will take an upgrade to the Embraer 175 before the capability could be utilized. Nevertheless, it takes time to get new approaches approved, so the hope is to get a jump on being ready for the 175. Efforts are constantly underway to upgrade commercial service to our airport. With lower minimums, the airlines are more likely to upgrade our service sooner rather than later. Most business jets already have the ability to fly such approaches.

The Board approved moving ahead with Flite Tech to include, only initially, the survey and initial feasibility study for \$30K. Creation of the new approach and implementation by the FAA is expected to cost a total of \$92K. Annual expenses for maintenance and certification are estimated at \$12-15K. Work will probably start in the spring.





**Tues. March. 11 at 6pm**

**EAA Dinner meeting!**

Serving **Three soups! Tri-Soup Medley! One is tomato based; one crème based and one is made from broth. Served with bread** (thanks to John S and Leah Ann LaRowe)

**Please bring salads and desserts! Very much appreciated!**



**Safety meeting during dinner**



**Jim LaRowe and/or John Brouillette will give a safety presentation on carburetor fires.**



**March Board Meeting date**

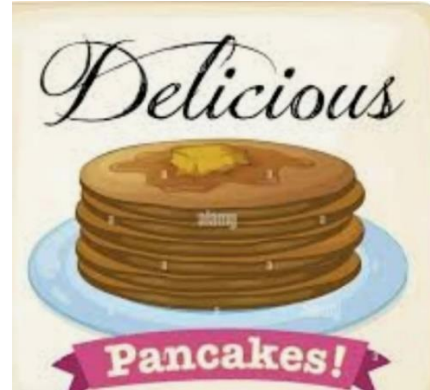
**Tues March 25 at 830am**



**Sunday Breakfast at EAA chapter 713**

**EVERY SUNDAY**

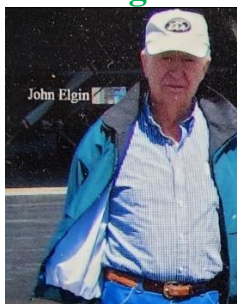
**7am at the EAA Hangar,** please join us for a **★\$5 hot breakfast!** Eggs to order, toast, blueberry pancakes, sausage, coffee and orange juice! The EAA community gathers each Sunday for lively discussions!



**Check out the updated website  
EAA Chapter 713**

**<https://chapters.eaa.org/ea713>**  
(ctrl + click to open)

## John Elgin Aviation Biography by Chuck Walker



John Elgin was born in Belton, SC on February 13, 1932. He joined the Navy when he was 18 and served during the Korean War aboard an ammunition resupply ship for 4 years, achieving the rank of Petty Officer before leaving the Navy.

John's older brother, Ray Elgin, came to Cody, WY in 1963, buying a B17 and starting Aero-Flite Inc as an air tanker business. In 1965, John moved his family to Cody, buying into Aero-Flite with Ray and together starting Elgin Flying Service, an all-weather charter service that also offered flight instruction and aircraft sales.



As Aero-Flite expanded, the company acquired two additional repurposed B-17's. In August 1967, as John and his co-pilot, Mike McCue, were taking off from Kalispell, MT to fight a fire, the number 3 engine caught fire. Smoke quickly filled the cockpit as they searched for a place to land. They jettisoned their load and that helped to clear the smoke. At first, they were going to land in a farmer's field but there was a boy on a tractor working so they continued a turn toward another open field and dug the wingtip on the top of a barn as they struggled to see and remain airborne. They were able to land in the second field but could not see that there was an open gravel pit at the end. As they rolled out, the aircraft dropped into the gravel pit breaking John's back and slamming his face into the

yoke. Mike was able to help John, and both exited the airplane thru the left cockpit window. The aircraft burned and was a total loss. The cause of the engine fire was due to the oil screen being safety wired on backwards.

At this point John decided he was going to get his A&P and do his own aircraft maintenance. In 1969 Aero-Flite bought two Vickers Viscounts (maxed out on pressurization cycles) from United Airlines with the intention of converting the B17s to turboprops with the Rolls Royce Dart engines from the Viscounts. The first conversion was completed in early 1970 by Aviation Ventures in Twin Falls, ID. The lighter more powerful turboprops, along with the wing being much cleaner because oil cooler and supercharger intakes were no longer required, gave the B17 a huge increase in performance. The goal was to get an STC for the conversion from the FAA and then be able to sell that to other operators.

Unfortunately, the aircraft was lost fighting a fire in the Wind River Range, and Ray and copilot John Bastian were killed. The aircraft was uninsured and Aero-Flite was unable to complete the second conversion, due to the financial burden, and the STC was never obtained. John bought the rest of Aero-Flite and continued to operate with their first B17 until the mid-1970's when it was sold and John purchased a DC-4. John operated Aero-Flite until 1986 when he sold the company and retired. The company still exists today and is a leader in the aerial firefighting industry. Elgin Flying Service was an all-weather charter service that also offered flight instruction and aircraft sales. They were a Cessna and Champion Citabria dealer and the first to offer new aircraft sales in northwestern Wyoming. John held a CFII, MEI, A&P, and was an FAA Designated Pilot Examiner (DPE). Many of the pilots around Cody to this day received instruction and their license from John.



**Enjoy some reading material! Thanks for the newsletter contribution, Ken Foote!**



### **Young Eagles**

**By David Leiting Jr., Eagles Program Manager**

Thank you for your participation and support of the Young Eagles program in 2024. To recognize your chapter's involvement, EAA has issued the chapter Young Eagles credits based on 2024 flight activity. These credits were earned at \$5 per Young Eagle flown. EAA Chapter 713 was credited with 49 Young Eagles flown which earned the chapter \$245 in Young Eagles Credits. Your chapter may begin redeeming these credits on March 1, 2025. Expenses eligible for Young Eagles credit reimbursement must be incurred by December 31, 2025, and submitted to EAA by January 21, 2026.

Young Eagles credit balances will be updated monthly at [EAA.org/YECredits](https://www.eaa.org/YECredits). (ctrl + click to open) Continuing this year, EAA is accepting digital reimbursement forms to improve ease and efficiency. Even if your chapter has already submitted an ACH wire transfer form, EAA encourages all chapters to submit updated ACH wire transfer forms, so that EAA has the correct treasurer email address on file. If you are unfamiliar, submitting an ACH form allows EAA to deposit reimbursements directly the chapter's bank account. This form can also be found on the Young Eagles Credit Webpage.

**Young Eagles Credit Reimbursement Policy**  
EAA has published guidance on the Young Eagles credit program. This includes a comprehensive listing of approved expenditures that can be reimbursed for using Young Eagles credits. This guidance can be found at [EAA.org/YECredits](https://www.eaa.org/YECredits). (ctrl + click to open)

**Updates to EAA Air Academy Camp Reservations**  
EAA will be moving to a digital reservation system for Air Academy Camp slots. The 2026 Air Academy schedule and reservations will be made available Tuesday, September 2, 2025.

If your chapter plans to use your current Young Eagles credits for a 2025 Air Academy camper's tuition,

please notify the camp team at [airacademy@eaa.org](mailto:airacademy@eaa.org). (ctrl + click to open)

Congratulations on all your chapter's accomplishment and thank you for your continued support of the EAA Young Eagles program. Please feel free to contact me with any questions you may have.



### **Cub information on rudder AD from FAA**



[https://drs.faa.gov/browse/excelExternalWindow/FR-ADFRAWD-2025-02528-0000000000.0001%3Ffbclid%3DIwZXh0bgNhZW0CMTEAAR23b2X5gViQB7c--EMmHMOCXRGyUius1vSnyTSlm6-Vm0eq0CicWd37e7Y\\_aem\\_YywaTjA8wFFPszbMeSJ0UA%3FmodalOpened%3Dtrue?modalOpened=true](https://drs.faa.gov/browse/excelExternalWindow/FR-ADFRAWD-2025-02528-0000000000.0001%3Ffbclid%3DIwZXh0bgNhZW0CMTEAAR23b2X5gViQB7c--EMmHMOCXRGyUius1vSnyTSlm6-Vm0eq0CicWd37e7Y_aem_YywaTjA8wFFPszbMeSJ0UA%3FmodalOpened%3Dtrue?modalOpened=true)

(ctrl + click to open)



## MARCH AVIATION HISTORY CORNER

On March 5, 1962 this aircraft set a record for flying a round trip from Los Angeles to New York. The flight was part of Operation Heat Rise.



<https://www.b58hustlerssn.net/b-58history/about-the-b58/>

(ctrl + click to open)

On March 27, 1977 two Boeing 747 aircraft collided.



<https://simpleflying.com/tenerife-airport-disaster/>

(ctrl + click to open)



Fred and Cebe Sue cruising in their 172  
Just a flyby to say "how-do-you-do!"



To my fellow members in EAA 713:  
Cebe Sue and I have relocated our base of operations to Findlay, Ohio! I have been in communication with Suzanne on providing some newsletter input now and then as Cebe and I roam the airways in this part of our wonderful country. So standby, there is lots of aviation activity around and near our base ops. As time goes on I will be sending in some reports and pictures of some interesting aviation material....I hope!!  
So, stay tuned! Your "Roving EAA 713 Member Reports" will soon follow.....next month.  
Cebe Sue and I miss you all and this way we can still be part of your fine organization.  
Fly Safe!  
Fred