



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 May 2025



Springtime of Flight, 1948

Painting by Tirzah Garwood



EAA President

-Ken Foote

The flying season is upon us!

What a great club meeting we had last month with terrific food, fellowship and presentation. Thanks again to Lance for taking the time to give us another great reminder of what to pack while flying or anything else in the backcountry. Disclaimer: He motivated me to take the pack out of my plane the next day and did an update on it. Thanks Lance!



Lots of great things are coming up in the near future. Watching the weather for the fly out to Dubois to see the impressive Military Museum, stay tuned for details. Also, there are many options for quick breakfast flights. Red Lodge is always a sure bet with a nice walk to town. Driggs recently reopened their restaurant on the field (lunch & dinner only). Columbus has a restaurant within walking distance

from the field, Edwards Jet Center in Billings usually has four courtesy cars available, and Worland has added a couple of free loaner cars to their fleet. If anyone would like to pick a destination and date, please throw it out to the club, we always need an excuse to fly for food and fun!

Please help me congratulate Josie in earning her CFI and CFII. Her final scores were 98 and 100 (respectively). Nice job Josie & Larry! With both the Stephan's and LaRowe's out of town for the May meeting, we'll have to slum it and get by. So, it was decided to break the grill out from its winter hibernation and cook up some tasty smash burgers! Sides are always welcomed and appreciated. An announcement was made at the last meeting but in case you missed it, Breanna from Ascension FBO (formerly Choice) is offering a fuel discount for EAA 713 members and Cody-based aircraft. Please reach out to Breanna for details. Also, she's hoping to do a customer appreciation BBQ over the summer.

Thanks Breanna!

Mike Martin is working on the details for this year's airshow (August 16 - KPOY) and is offering sponsorships to help offset the costs of the show. If you know anyone or business who would be interested, please contact Mike.

Thanks everyone, blue skies!

Ken



Treasurer Report

- Karl Lampe



Scholarship Fund – \$21,925.75



General Fund – \$11,023.09



-Karl's Korner

What a delight it is to gather with all you folks that are a part of this EAA chapter. Sunday mornings, monthly meetings, and other engagements are always a pleasure. Even the board meetings are quite enjoyable. Due to a recent water line failure at Lynn's establishment, I have been distracted from finishing hanging the display case. Pere Davidson has donated the angle iron needed to hang it. If someone feels the love to tackle this endeavor, your very welcome to proceed. I am under water tackling with the

regulations to repair the water line. Would be preferred to have water at the tap.
Be safe flying out there. Aviation accidents seem to always happen to the other guy. Do not be the other guy. Be Well Karl



Secretaries Report:

- Suzanne Stephan

EAA Chapter 713 board minutes April 22, 25

-Board members present included: Pres Ken Foote, Vice Pres John Stephan, Treasurer Karl Lampe, YRA liaison Chuck Walker, membership Pere Davison, member Cliff Hammon and, Wings and Wheels coordinator Mike Martin.

-The March minutes were read and approved. John S made a motion and Chuck W seconded it.

-Treasury report: EAA Scholarship Fund \$21,925.75; General Checking \$11,023.09. Karl L reported spending \$188 annual fee for the EAA P.O. Box, and stated that when the 2024 taxes were filed, he found that the 2023 taxes were still "pending." Ken F stated as former treasurer that the 2022 taxes were also delayed, possibly because EAA is a non for profit. Pere D made a motion to accept the treasury report; it was seconded by Chuck W.

-Young Eagles program needs to organize pilots; this includes the liability insurance, and getting up to date with Youth Protection program.

-Cliff H reported that the plaque for John Elgin's aviation achievements is available in metal. Discussion included finding the best photos of him and the B17, submitting an article about him to the Cowboy State Daily, and hanging the completed plaque at the YRA terminal and the EAA hangar.

-Pere reported that the Chapter 713 has 68 members, and 18 are new. Four members have expired dues. The chapter wants to offer an autopay contact for annual \$20 dues for members. Ken stated the chapter is growing with new members outside of Cody and suggested advertising Chapter 713 through newspapers to continue that trend throughout the Big Horn Basin area. Pere represented Tanner Paulson webmaster stated that the survival skills presented by Lance Mathis is available on the website.

-Chapter 713 recently received 3 generous donations and everyone agreed to promoting the scholarships for pilot training in local newspapers, highlighting that the donation is a tax write off and including the brochure that Ken F created encouraging estate planners to consider a sizeable donation that serves as a tax shelter.

-Chuck W reported that YRA recently proposed building a truck stop in the parking lot in front of Choice, including a gas station and overnight truck parking. This plan is strongly supported by the majority of the YRA board. This proposal met with opposition with the EAA board, due to creating heavy traffic, and a crowded exhaust filled parking lot – both are intrusive to general aviation and encroach on aviation property. Other concerns include possible violations of FAA, DOT and EPA regulations. Ken F stated that the Chapter should coordinate ideas and present a "Plan B" to the Cody Mayor, also a YRA board member.

-Ken F. shared a new idea for raising money for Chapter 713 - selling apparel including t-shirts of different designs. The shirts can be sold via website or at a booth during events.

Next board meeting is set for May 27 at 830a



Membership Coordinator

-Pere Davison

Membership News:

Please contact Pere Davison at Peredavi@gmail.com to **sign up for auto renew for the annual \$20 membership dues.**

Chapter 713 has 68 members, and 18 are new; four members have expired memberships. Late dues for 2025 can be paid at dinner meetings, or at Sunday Breakfast, or by mailing it to this address: Chapter 713, P.O. Box 841, Cody, WY 82414-0841.



YRA Board Liaison

-Chuck Walker

Old business

Those in attendance at our March 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 B3

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 and many GA aircraft already have the ability to fly such coupled approaches.

The Board has made a **final decision** to approve and move 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 when the weather improves.

New business

A new proposal has come before the Board to build a Sinclair truck stop on non-aviation designated land between the parking lot used by Ascension and Choice Aviation and the Greybull Hwy. At least one Board member is pushing hard for there to also be a parking area for large semi tractor trailer rigs. In every respect I can think of, this is a terrible proposal for GA. The attraction for the Board is additional lease income from airport property. Security, noise, traffic and the view scape for high end clientele flying in on private jets (think Rendezvous Royale) are clearly downsides for GA. You are encouraged to share your thoughts with Aaron, Board members and anyone else who might be impacted by this project.

Those in attendance at our March 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.

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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, and many GA aircraft already have the ability to fly such coupled 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.

Young eagle pilot reminder: Youth Protection policy



Pilots who are interested in participating in the Young Eagles program, please be sure to renew the youth protection policy

<https://www.eaa.org/ea/youth/youth-protection-policy-and-program> (ctrl + click to open)



RULE 139 Training

This training is mandatory for all who have gate passes to YRA. This online test covers the safety procedures while operating a vehicle inside the airport area.

To access the test, follow these steps:

Go to website for Yellowstone Regional Airport

<https://flyyra.com> (ctrl + click to open)

Then click on non-movement training.

Online test will open.

Or, you can go directly to the testing site here:

[YRA Drivers Non-Movement Drivers Training Video and Test – Veoci](#)



Month Of May



**Tuesday, May 13 at 6pm
EAA Dinner meeting!**

SMASH BURGERS!!

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



Safety meeting during dinner

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



Next Board Meeting:

Tues May 27 at 830a.m



**Breakfast at EAA chapter 713
Join us every Sunday for THE**



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!



**Thank you for the generous donations to
EAA Chapter 713 Scholarship fund!!!**



Thank you, **Lance Mathess**, for the April presentation on survival skills and equipment. We all enjoyed the fire-starting skills!! Next time you present, we will make S'mores by the campfire in the hangar!



History corner

MAY IN AVIATION'S PAST

May 1, 1960 Francis Gary Powers participates in the U-2 spy plane program



U-2 spy plane shot down



Ctrl + Click to follow link

[**May Day Over Moscow: The Francis Gary Powers Story - CIA**](#)

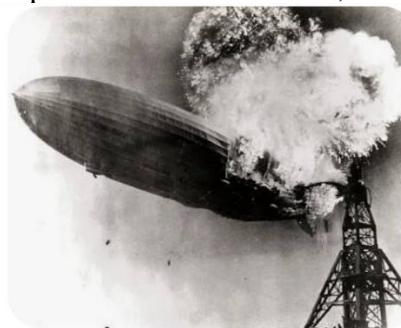
[Interview with Francis Gary Powers, Jr.](#)

<https://www.airandspaceforces.com/article/u-2-down/>

History corner

MAY IN AVIATION'S PAST

May 6, 1937 the German zeppelin Hindenburg exploded above Lakehurst, New Jersey



(ctrl + click to open)

<https://www.livescience.com/58959-hindenburg-crash.html>



Ctrl + click to open

<https://youtu.be/L4H-LPMpeqI?si=Lkv1udKcfi9QFT0k>

HERE'S A FEW PICTURES FROM
YOUR "ROVING AVIATION
PHOTOGRAPHER":

CEBE SUE AND I RECENTLY HAD
AN OPPORTUNITY TO CHECK
OUT THE "WACO AIRCRAFT
MUSEUM" IN TROY, OHIO.

IT'S A PRETTY NEAT PLACE
WHERE THE WACO SERIES OF
AIRCRAFT WERE BUILT. I THINK
BY LOOKING AT THE PICTURES
YOU WILL APPRECIATE THE
EXCELLENT WORK THAT WAS
DONE BY MANY VOLUNTEERS
AND FINANCIAL SUPPORTERS
TO ESTABLISH THE MUSEUM.

ALSO, PART OF THE MUSEUM IS
A BEAUTIFUL GRASS AIRFIELD
(1WF), WHERE IN THE FALL,
THEY STAGE THE ANNUAL
"WACO FLY-IN"...BUT ALL
AIRCRAFT ARE WELCOME!
THERE IS ALSO A VERY ACTIVE
RC AIRCRAFT CLUB THAT

OPERATES AT THE MIDFIELD
POINT OF THE RUNWAY.

SO, ENJOY A FEW PICTURES
AND WHEN YOU COME TO
FINDLAY, OHIO TO VISIT FRED
AND CEBE SUE, IT'S JUST A FEW
MILES DOWN I-75 TO THE "WACO
AIRCRAFT MUSEUM" AND A FEW
MORE MILES SOUTH IS THE "AIR
FORCE MUSEUM" IN DAYTON,
OHIO LOCATED AT PATTERSON
FIELD.

ALSO IN THE AREA IS THE
"HUFFMAN PRAIRIE FLYING
FIELD INTERPRETIVE CENTER"
WHERE THE WRIGHT BROTHERS
DID MOST OF THEIR EARLY TEST
FLYING.

FROM AN AVIATION
STANDPOINT THE AREA IS FULL
OF INTERESTING THINGS TO SEE
AND DO.

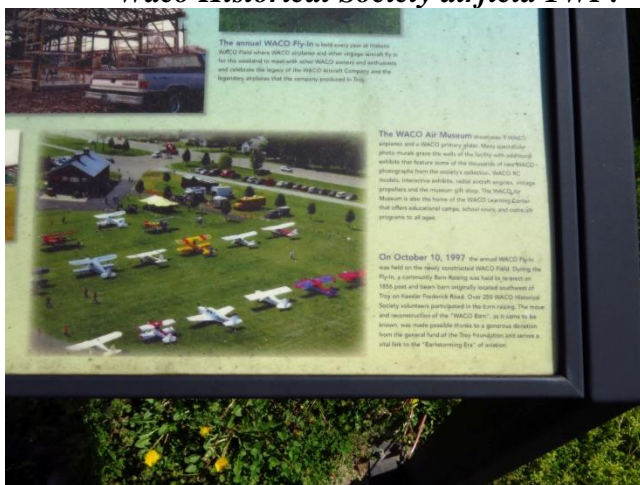
ENJOY THE PICTURES:



Waco Historical Society member's plaque.



Waco Historical Society airfield IWF.



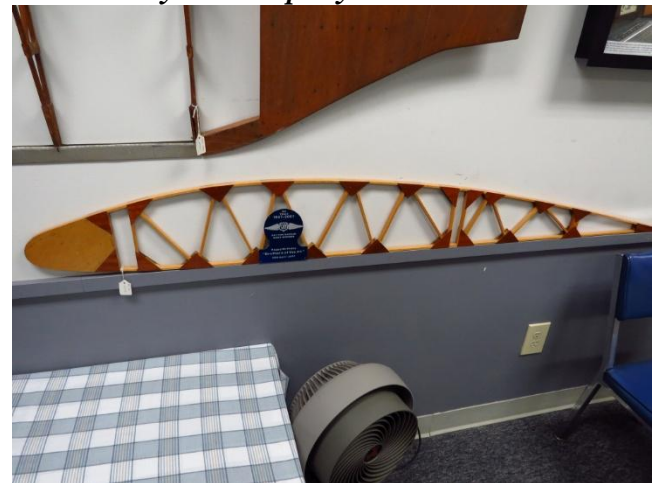
Waco Fly-In participants – an early picture – today It is a large and popular Fly-In event.



This tells the Waco story.



Early production buildings and some of the aircraft Produced by the company.



Waco wooden rib...lots of wood structure.



One of the groups supporting the Waco Aircraft Museum project...some of you are members!



Very woody!



Cebe Sue about to climb aboard.



Pretty basic but it worked...lotsa' headroom and cabin space...very comfortable!



Steel tube fuselage and lotsa' wood! Fabric covered.



Waco environmental control system – not complicated but very reliable!



Why Buy A Waco?

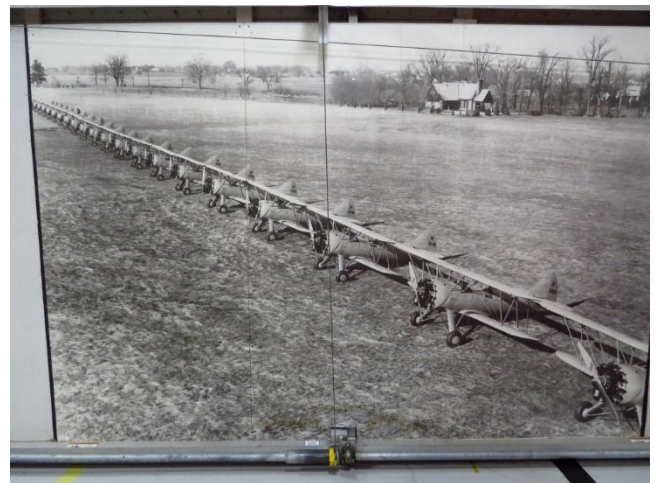


Early Waco factory production line...gone but not forgotten...thanks to the people and organizations that donated their time and money to preserve this interesting aviation company's story.

The museum's buildings and displays are of a very high quality and interesting. If anybody is flying into the Dayton, Ohio area it would make an excellent stop and visit. You might take a couple of hours, which would be adequate, and then be on your way. There are no services at the airfield. The grass airstrip is beautifully maintained



Good looking aircraft! If it looks right it will fly right! Everybody loved the way the Waco's handled.



WWII aircraft production – Waco ??? can anybody name this Waco aircraft type? – used in the Civilian Pilot Training program. A little quiz for you!



Corporate type aircraft circa 1930s.



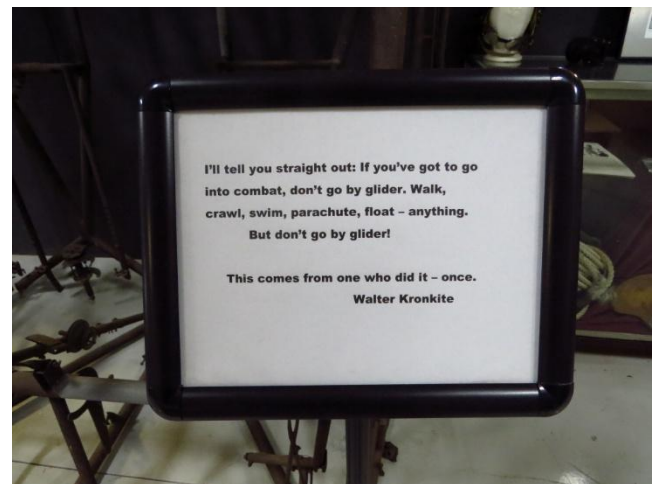
Another oil company corporate aircraft.



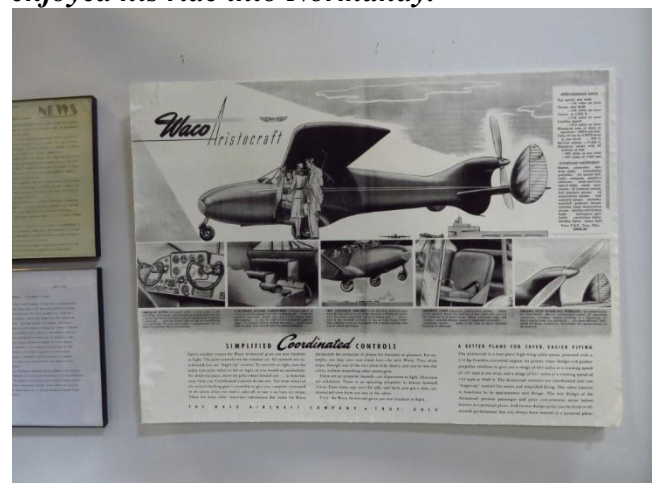
No glass here...but it worked!..most of the time!



Waco CG4A assault glider used extensively in WWII.



Remember Walter Cronkite? It doesn't sound like he enjoyed his ride into Normandy.



The end of the line for Waco. They tried to introduce this design into the post WWII light aircraft market...it flopped and they shut the doors on aircraft production.



The two men who started things rolling in America....Orville and Wilbur Wright.



Two distant members of EAA 713...we miss you all!

***Happy Trails, Keep the Shiny Side UP!
And FLY SAFE!
Fred and Cebe Sue***