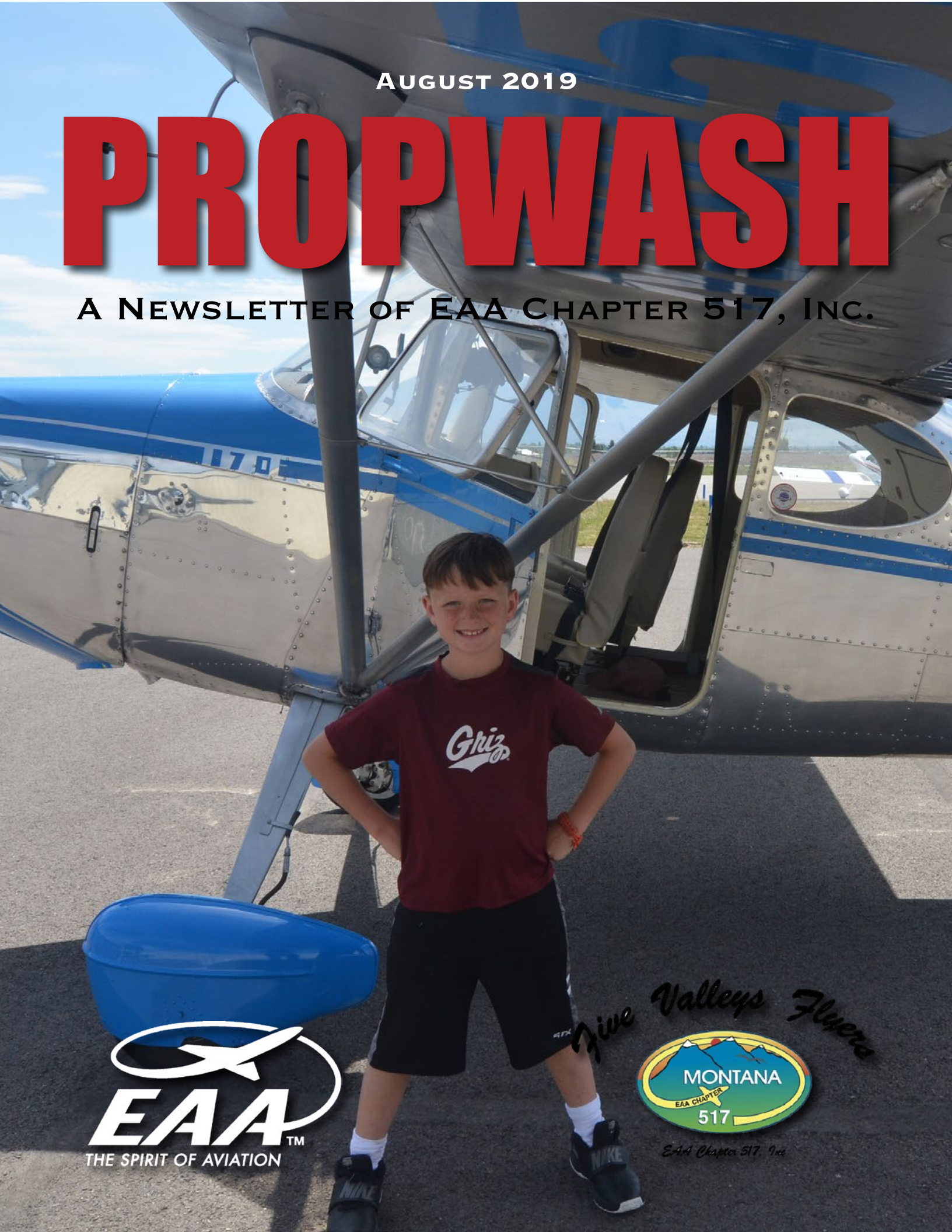


AUGUST 2019

PROPWASH

A NEWSLETTER OF EAA CHAPTER 517, INC.



Five Valleys Flyers



EAA Chapter 517, Inc.

From the Chapter President



RALPH JOHNS

As we began the first day of summer with a “winter weather advisory” in the forecast, I am reminded of the volatility of our local weather and how it does not always follow the calendar. On my wall at home I have an article about record single day temperature changes in Montana. It shows a one day increase of 103 deg F and a 100 deg F decrease. Both occurred in January in different years and different locations. Some pretty impressive volatility.

I hope you have been enjoying our first Saturday of the month pancake breakfast/fly-in/Young Eagles events. They have been well-attended and are planned to continue through summer and into the fall. I hope you got a chance to meet our Ray Aviation Scholarship recipient at the June event.

On the subject of chapter events/activities, your chapter officers would like to hear what other activities you would like the chapter to organize. Please contact me at ralphjohns@bresnan.net with any suggestions you have.



CFI Corner

Books can help you keep learning as a pilot

By Sherry Rossiter, CFI-I

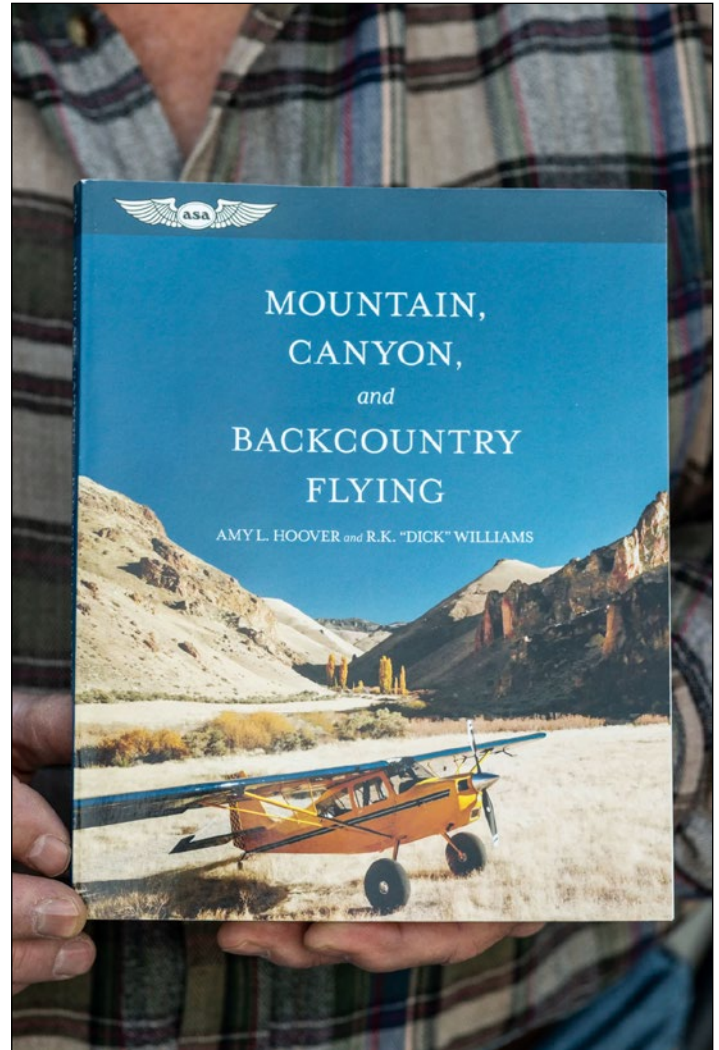
When I first earned my Private Pilot's certificate, I remember my flight instructor telling me I had only earned "a license to keep learning." In other words, the key to becoming a safe, competent pilot was continued education and flying as often as possible. When I became a flight instructor, I told my students the same thing. Maybe you were also told this when you became a Private Pilot.

One way to keep learning as a pilot is by reading books and articles written by other pilots, who have more flying experience than you do. In this month's column, I am recommending three excellent aviation books that will increase your knowledge, piloting skills and appreciation of careful preflight planning.

The first book, which was published just a few months ago, is *Mountain, Canyon, and Backcountry Flying* by Amy L. Hoover and R. K. "Dick" Williams. I can honestly say I have read the entire book more than once, and I believe it is the most comprehensive guide to mountain, canyon and backcountry flying that has ever been written. The authors' attention to detail is truly extraordinary. The book is filled with color photos, aerial views of various backcountry strips, helpful charts and graphs, and short vignettes written by expert mountain pilots from Idaho, Montana and Alaska, in addition to detailed explanations of how to fly safely in the mountains and backcountry.

Co-author Amy Hoover has been flying in the Idaho backcountry since 1980, and for many years operated a successful flight training business based in McCall. For the last eight years, Amy has been the Chair of the Aviation Department at Central Washington University. Co-author Dick Williams has logged more than 18,300 hours as a mountain pilot, flight instructor and designated FAA examiner. Dick, who has authored two previous books, lives in Salmon, ID.

Mountain, Canyon, and Backcountry Flying (ISBN 978-1-61954-741-4) is available for \$39.95 through Aviation Supplies & Academics, Inc. (ASA); ASA's



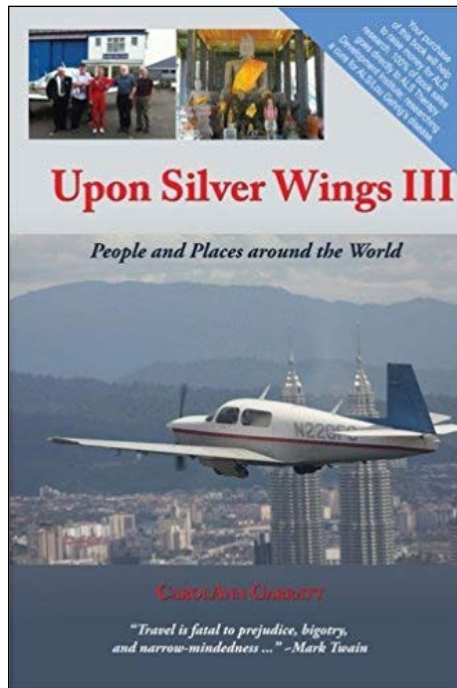
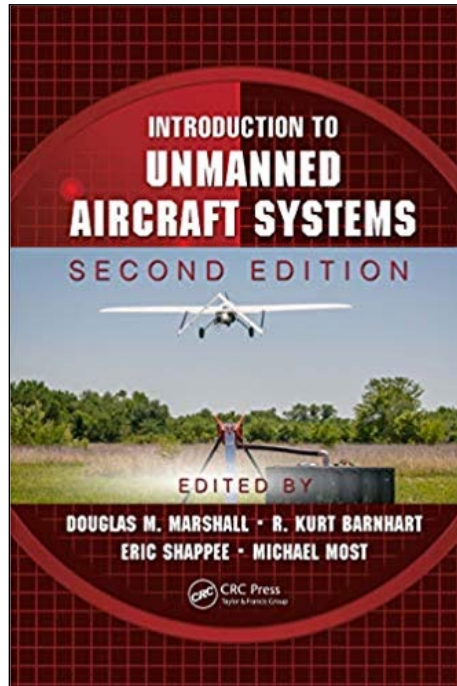
phone number is 425-135-1500, and their website is www.asa2fly.com.

The second book I'm recommending, if you want to know everything you can possibly know about our national airspace system, is written by Dr. Donna F. Wilt, who is a Professor of Aviation at Florida Institute of Technology. The book is called *Introduction to the National Airspace System*, 2nd edition, and is only available as an e-book for \$19.95 from Aviation Supplies & Academics, Inc. (ASA). To purchase and download a

copy of Introduction to the National Airspace System, go to www.asa2fly.com, and type in the title of the book in the search box. The book, which was written specifically to be a college textbook, is extremely comprehensive and goes way beyond anything a private pilot learns in instrument ground school about the workings of our national airspace system.

My third recommendation is actually a series of three books written by CarolAnn Garratt, who has flown around the world three times in her Mooney M20J. CarolAnn is a retired mechanical engineer, active EAA member, amateur aircraft builder, flight instructor and intrepid GA pilot. Some of you may remember when CarolAnn presented a program to EAA 517 members several years ago, when she was flying across the United States. All of CarolAnn's cross-country and international flying has been to raise awareness and raise money for amyotrophic lateral sclerosis (ALS) research. Profits from her book sales go to support the nonprofit ALS Therapy Development Institute. CarolAnn was motivated to take up this mission when her own mother died from ALS in 2002.

CarolAnn's first book is titled Upon Silver Wings, her second book is titled Upon Silver Wings II, and her third book is titled – you guessed it – Upon Silver Wings III. While it is always nice to read a series of books in the order in which they were written, you actually can pick up any one of these books, open it to any page, and be totally entertained and educated by her many flying



adventures all over the world. Or, if you don't think you want to spend that much time reading, check out one or more of these websites to

watch some videos of CarolAnn's around-the-world adventures. Both new and used book copies can be ordered on the Amazon website.

<https://www.amazon.com/Upon-Silver-Wings-Global-Adventure/dp/0975345753>

<https://www.growingbolder.com/carolann-garratt-229789>

<https://www.aopa.org/news-and-media/all-news/2011/april/19/pilot-plans-third-fundraising-flight-to-conquer-als>

In closing, I want to remind our Chapter members that EAA 517 has an aviation library of our own, which is located in the second floor conference room in the LZ Hangar condo complex. The books, publications and schematic drawings in the EAA 517 library have been donated over the years by EAA members. The most recent additions to the library were donated by Pat Little. We have no formal checkout system in place, so we are operating on the honor system. We also have a technical library located in the hangar in a white bookcase near where we store our tables and chairs. The most recent additions to the technical library were made by Steve Rossiter. In addition to these educational resources, don't forget that many of our EAA members have years and years of aviation experience in many different aspects of the industry and they are happy to share their knowledge and expertise with other Chapter members.

EAA 517's First Ray Aviation Scholar solos



Words from the Safety Dog

Keep your priorities straight



By Steve Rossiter

I recently watched a TV program where there was a detailed analysis of John Denver's crash of his newly acquired Long EZ on October 12, 1997. The cause of the crash was determined to be loss of control partly due to his unfamiliarity with the aircraft and inadvertent misapplication of controls while he was trying to reach the fuel valve after a tank ran dry. It was also noted that he was flying that day without a current medical and with a suspended pilot certificate. So, had he been

following the rules, it is likely he would be alive today – a sad loss. There was one other element that wasn't identified in the documentary which I will be discussing below.

When we fly, it is our responsibility as the pilot in command to make sure we have our priorities straight at all times. I have talked about playing the "What If Game" in past articles and this is another one of those teaching opportunities. If you were to have an inflight problem, at what point do you abandon troubleshooting and concentrate on getting the aircraft

down with as little damage as possible? When an engine failure like John Denver's occurs, would you say there is a minimum altitude where attempted corrective action begins to encroach on your opportunity to land safely? Of course the answer is somewhat dependent on the situation. Having an engine failure over flat terrain where potential landing areas are abundant will be quite different from terrain where you might only have one choice.

Keep in mind that while trying to correct the problem, you are sacrificing time and altitude that



might be better spent planning and setting up your landing. The limits I have set for myself is that below 1,000 feet AGL, I'll stay focused on my forced landing. If landing areas are limited, I will abandon trying to take any corrective actions earlier (higher, 2,000 feet AGL) to much earlier (much higher, something above 2,000 feet AGL). We all have to establish, way ahead of time, what our own limits are. Also, don't forget that if you have a manual activation switch for your ELT, it is okay to activate it before you land, if the

success of your landing is in doubt. An unplanned off airport landing usually qualifies as doubt concerning the success of the outcome of your landing.

In the case of John Denver, he was at or below 500 feet AGL and within easy gliding distance of a beautiful beach, when he had his problem. He focused on the wrong issues and the result was a crash out of control in the ocean 50 yards from a landing area. His accident was catastrophic for him and for all of us who loved his music.

When you're out flying, give some thought to what you would do if the worst happened over the area which you are flying and when you would quit trying to fix the problem and refocus on your landing. Prior planning will help you make the best decision possible in the limited time you have available when something bad happens in flight. Play the "What If Game" every time you fly; it may pay off in a big way later in your flying career. It has for me!

AirVenture 2019: Facts and figures for a record year

By EAA

Comment from EAA CEO and Chairman of the Board Jack J. Pelton:

“What I’m most proud of this year is how our volunteers, staff, and the community joined to overcome the challenges resulting from the massive storms that hit the airport and campground just prior to opening day. It took a true team effort to meet the additional demands on time and resources to provide services to our members and visitors.”]

Attendance: Approximately 642,000 – 6.8 percent above 2018’s record total.

Comment from Jack:

“EAA members and aviation enthusiasts attended in large numbers, and stayed throughout the week. On July 22, we thanked Oshkosh residents for 50 years of support with free opening-day tickets, and more than 8,700 of them attended, which equates to 13 percent of the city’s population. Throughout the rest of the week, our efforts to create unique attractions and aviation highlights across the grounds were incredibly successful in creating only-in-Oshkosh moments.”

Total aircraft: More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman alone, there were 16,807 aircraft operations in the 11-day period from July 19-29, which is an average of approximately 127 takeoffs/landings per hour.

Total showplanes: 2,758 including 1,057 homebuilt aircraft (including a record 592 homebuilt aircraft campsites), 939 vintage airplanes, 400 warbirds (6 percent increase), 188 ultralights and light-sport aircraft, 105 seaplanes (40 percent increase), 62 aerobatic aircraft, and 7 in other categories.

Camping: More than 12,300 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors.

Volunteers: More than 5,500 contributing in excess of 250,000 hours.

Commercial exhibitors: 863 **Forums, workshops, and presentations:** A total of 1,500 sessions attended by more than 75,000 people.

EAA aircraft flights: 3,051 people flew aboard EAA’s Ford Tri-Motors, while 3,173 people flew aboard EAA’s Bell 47 helicopters and 669 flew aboard EAA’s B-17 Aluminum Overcast.

Social media, internet, and mobile: More than 17.6 million people were reached by EAA’s social media channels during AirVenture; EAA’s website had more than 2.1 million page views; EAA video clips during the event were viewed 4.5 million times; and EAA’s 2,740 photo uploads were viewed more than 13.3 million times. Additionally, EAA web streams were accessed more than 1.6 million times by viewers in more than 200 countries, who watched more than 315,000 hours of activities from the AirVenture grounds. The AirVenture app was downloaded and used by nearly 47,000 attendees. EAA Radio

reached more than 104,000 listeners in 158 countries with 6,735 hours of audio, and more than 47,000 viewers of 405,000 minutes of streaming video.

Guests registered at International Visitors Tent: A record 2,772 visitors registered from 93 nations, also a record total (actual counts are higher since international visitor registration is voluntary). Top countries represented by registered visitors: Canada (561 visitors), Australia (386), and South Africa (177).

The Gathering shines: The EAA Aviation Foundation’s annual event to support its aviation education programs attracted some 1,400 people and raised more than \$2.8 million that will be focused on EAA’s mission of growing participation in aviation.

Media: 851 media representatives on-site, from six continents.

Economic impact*: \$170 million for the five counties in the Oshkosh region (Winnebago, Outagamie, Fond du Lac, Calumet, and Brown).

*Based on 2017 University of Wisconsin Oshkosh economic impact study.

What’s ahead for EAA AirVenture Oshkosh 2020 (July 20-26, 2020)?

Comment from Jack:

“Planning is well underway for next year’s event, including discussions during AirVenture 2019 about possible features and attractions for 2020. In the next few months, we will be finalizing highlights in all areas to make the 68th annual EAA fly-in convention the World’s Greatest Aviation Celebration.”

Follow EAA 517 on Facebook

Upcoming events

September 7 – POLSON EAA Chapter 1122
Pancake Breakfast & Aircraft Static Display, 8 a.m.
to noon, Polson Airport

September 14 – EAA 517 Pancake Breakfast, 8
a.m. to 10 a.m.

September 28 – EAA 517 Open House, 10:30 a.m.
to 2:30 p.m., EAA 517 Hangar

September 28 – GA BBQ sponsored by MSO
Airport, 11 a.m. to 2 p.m., LZ Hangar Complex

December 17 – Annual Celebration of Flight
Dinner, Hilton Garden Inn, 5:30 p.m.

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"

EAA 517 Pilots Fly 15 Children from Boys & Girls Club



By EAA 517

On Monday, July 15, EAA 517 pilots had an opportunity to provide Young Eagle Flights to 15 children, ages 10-13, from the Boys & Girls Club of Missoula. A very big THANK YOU goes to the five pilots providing these flights: Perry Chinn, Larry Depute, Bruce Doering, Don Lorenzen, Gary Matson. During their visit to our EAA hangar, the children also learned about aerial navigation charts, flight planning considerations, and the aviation alphabet.

In the afternoon, the group went on a tour of the Missoula Air Traffic Control Tower and the Museum of Mountain Flying. Keith Eberhard, the Missoula tower chief, personally led the tour and gladly answered the many questions the children asked. At the Museum, the





children learned about the early days of aviation, flew a computer-based flight simulator, and viewed the Miss Montana airplane that had flown to Normandy, France in June for the

75th anniversary of D-Day during World War II.

Special thanks also goes out to EAA 517 members Ray Aten and Sherry Rossiter for planning and

coordinating this special event, to Roger Shaw for helping with paperwork and photography, and to Steve Rossiter for helping with support logistics.



EAA resolving limitation 20 issue

By EAA

August 1, 2019 - EAA is close to resolving an issue regarding an operating limitation currently assigned to new experimental aircraft that is concerning to many members. Limitation 20, found in Order 8130.2J, requires that parts with manufacturer-recommended service or replacement intervals must be maintained in accordance with those guidelines, or an alternative maintenance plan must be specified in the aircraft's "approved inspection program."

Some experimental aircraft owners were concerned that this language meant that in the absence of an FAA-approved inspection plan, manufacturers' guidance such as time between overhauls and time-in-service limits on parts would be mandatory. In most areas of general

aviation, these are strictly advisory.

In meetings with the FAA at EAA AirVenture Oshkosh 2019, EAA received assurances that this limitation only means that if experimental aircraft owners choose to go beyond the manufacturer's recommended service or replacement intervals, they must merely have a plan for evaluating the part's serviceability, such as oil analysis for an engine. This is no different than the practices used by any aircraft maintenance professional when inspecting any aircraft.

The FAA policy staffers also acknowledged that such inspection plans need not be explicitly "approved" by FAA, and they agreed to remove that word from the limitation in a forthcoming update to the order. Some special-case aircraft such as jet warbirds and turbine helicopters do require FAA-approved

inspection programs, but there are other limitations specifically for those aircraft that address such requirements.

"This is yet another example of us leveraging the strong working relationship between EAA and FAA to solve a problem," said Tom Charpentier, EAA government relations director. "We knew exactly who to call to clarify this issue, and after the responsible policy office had some time to research the issue, we were able to hammer out a solution within about 20 minutes one morning during AirVenture around the conference table."

Members who have questions about their experimental aircraft's operating limitations are always encouraged to contact EAA or their local designated airworthiness representative or flight standards district office.

EAA CHAPTER 517 CONTACTS

Mailing Address

PO Box 18264
Missoula, MT 59808

Chapter Headquarters

4198 Corporate Way
Missoula, MT 59808

Phone number

406 541-0517

Email

eaachapter517@gmail.com

President

Ralph Johns
ralphjohns@bresnan.net
406-370-0789

Treasurer

Roger Shaw
Roger@TheShawsOnline.us

PropWash Editor

Clint Burson
cburson@gmail.com

Vice President

Jim Younkin
406-240-4024

Young Eagles

Ray Aten
406-721-0531

Website

Roger Shaw
Roger@TheShawsOnline.us

EAA Tech Counselor

Larry DePute
406-544-9212

Secretary

Sherry Rossiter
ssrossiter@aol.com