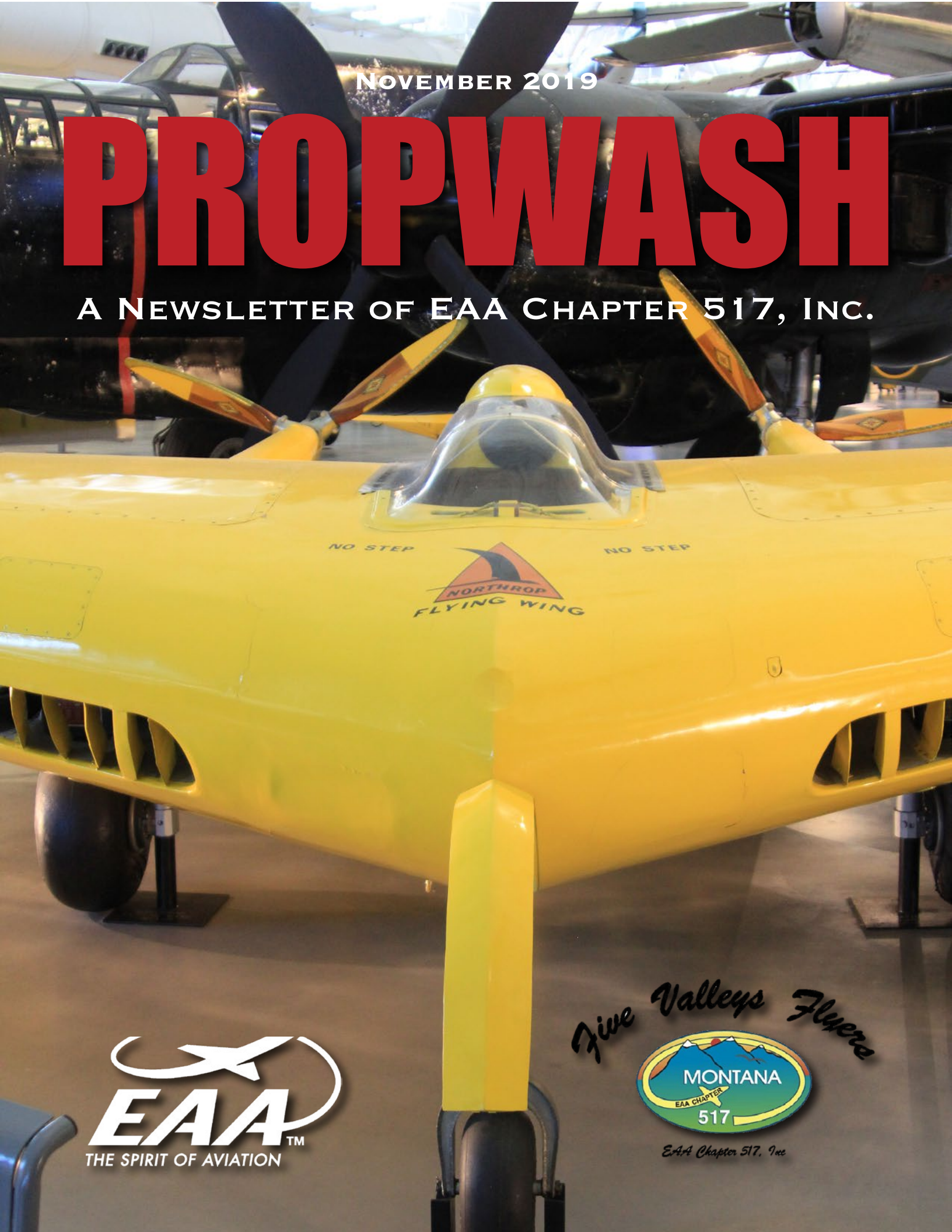


NOVEMBER 2019

PROPWASH

A NEWSLETTER OF EAA CHAPTER 517, INC.



Five Valleys Fly



EAA Chapter 517, Inc.

From the Chapter President



RALPH JOHNS

Our chapter annual business meeting and election of officers is scheduled for Monday, Nov. 18, 2019 at 6 p.m. It will be held in our chapter hanger and pizza will be served. This year we will be voting on Treasurer and Secretary.

Immediately following the business meeting we will have a presentation from Will Deschamps and Dave Mihalic about their exciting arrival to Oshkosh this summer when they got only two green indications upon lowering the landing gear. It should be interesting to hear their thought processes and actions in dealing with it.

In December we have our annual Wright Brothers dinner on December 17. Please mark your calendars. More details to follow.

I am still working on a time to reschedule Bryan Douglass's presentation on the Miss Montana to Normandy experience.

Another development that was recently announced is that Homestead Helicopters has sold their hangars to Neptune and will be moving their operations into the four open hangars in the East



LZ complex. This move is already underway and should be complete by the end of the year.

If any of you have suggestions of

other activities you would like the chapter to organize please let me know.

Ralph

CFI Corner

Stressed pilots are not safe pilots

By Sherry Rossiter, CFII

The main point I want to make this month is that stressed pilots are not safe pilots. Pilots who are emotionally stressed (regardless of the cause of the stress) are not thinking as clearly as they should and really need to think twice about whether or not they should be piloting an aircraft that particular day. While it is true that some degree of stress actually makes a person more alert, the reality is that stress over and above that nebulous, and often changing point, is not conducive with safety of flight.

As a Licensed Clinical Professional Counselor, an Embry Riddle Aeronautical University psychology instructor, and a 40-plus year flight instructor, I have heard lots and lots of stories from general aviation pilots who have failed to recognize hazardous inflight situations or the implications of flying an aircraft under personal “high stress” conditions. The reasons a stressed-out pilot doesn’t recognize those hazardous situations is because his or her mind is preoccupied.

Conducting a safe pilot operation requires a pilot to put everything out of mind except what pertains to the safety of that particular flight. Being stressed makes it hard for anyone to focus.

Over the years I have written and lectured about the adverse effects of stress on the human mind and



body. I am not going to take the time to do that again, but I will direct your attention to a two-part article I wrote for the Society of Aviation & Flight Educators (SAFE) magazine a couple years ago on Stress & Pilot Performance. To access the two-part article online, please click the following links or retype them into your Internet browser: ww2.safepilots.org/stress-and-pilot-performance-part-1; ww2.safepilots.org/stress-and-pilot-performance-part-2

The bottom line is that every pilot needs to learn to recognize their own personal signs of stress or emotional overload, so that they can determine if they are “fit to fly” on any given

day. It is true that some people handle stress better than others, but we all have our limits. Safety of flight dictates that pilots need to recognize when they may be too stressed or preoccupied to fly.

Author’s Note:

In the future, it would be great if some other Chapter members who are flight instructors would contribute to this monthly feature called CFI Corner. If you have an idea for an article, please let our newsletter editor know, so he can save space for your article in the monthly newsletter. Clint Burson’s email is cburson@gmail.com.

More pilots going online for weather briefings



By AOPA

Pilots reaffirmed that they place a high value on receiving pilot reports (PIREPs), but at the same time the number of unsolicited PIREPs they provide have continued declining.

The Aircraft Owners and Pilots Association (AOPA) conducted a survey during March and April 2019 from 2,056 pilots in the continental United States, 160 people in Alaska, and 29 in Hawaii. The survey noted the ways two initiatives AOPA supports—the FAA’s Weather Information Modernization and Transition program, and the National Weather Service’s Hazard Simplification Project—can

contribute to updating how aviation weather data is processed and delivered.

The 37 percent of pilots in the continental U.S. who reported using Flight Service for initial preflight planning was down from 40 percent in 2018 and 54 percent in 2017. The declining use of Flight Service for initial briefings was most pronounced in Alaska, where 45 percent of respondents said they considered Flight Service their primary briefing source, down from 49 percent in 2018 and 64 percent in 2017.

On the other hand, “Pilots value the service and consistently indicate it is an important safety resource when a question comes up regarding weather for a given flight.

Service specialists should remain available and accessible, during preflight and inflight, for general aviation pilots as they are a primary resource when it comes to weather understanding,” the report said. It acknowledged the need to review the services Alaska Flight Service should provide as activity trends change going forward.

Pilots depended more heavily on Flight Service for weather information immediately before flights, and the service held its position as the second most relied on information source behind aviation apps from 2017 to 2019. In Alaska, the use of weather cameras—not as available in the other states—is becoming more of a factor in the

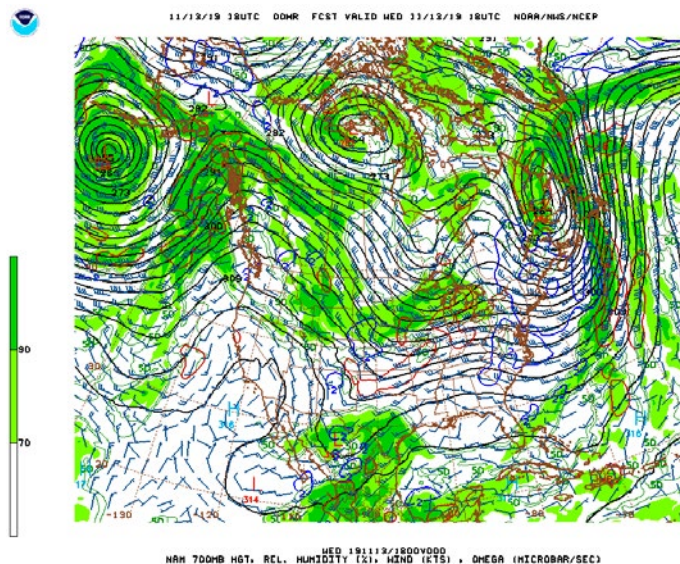
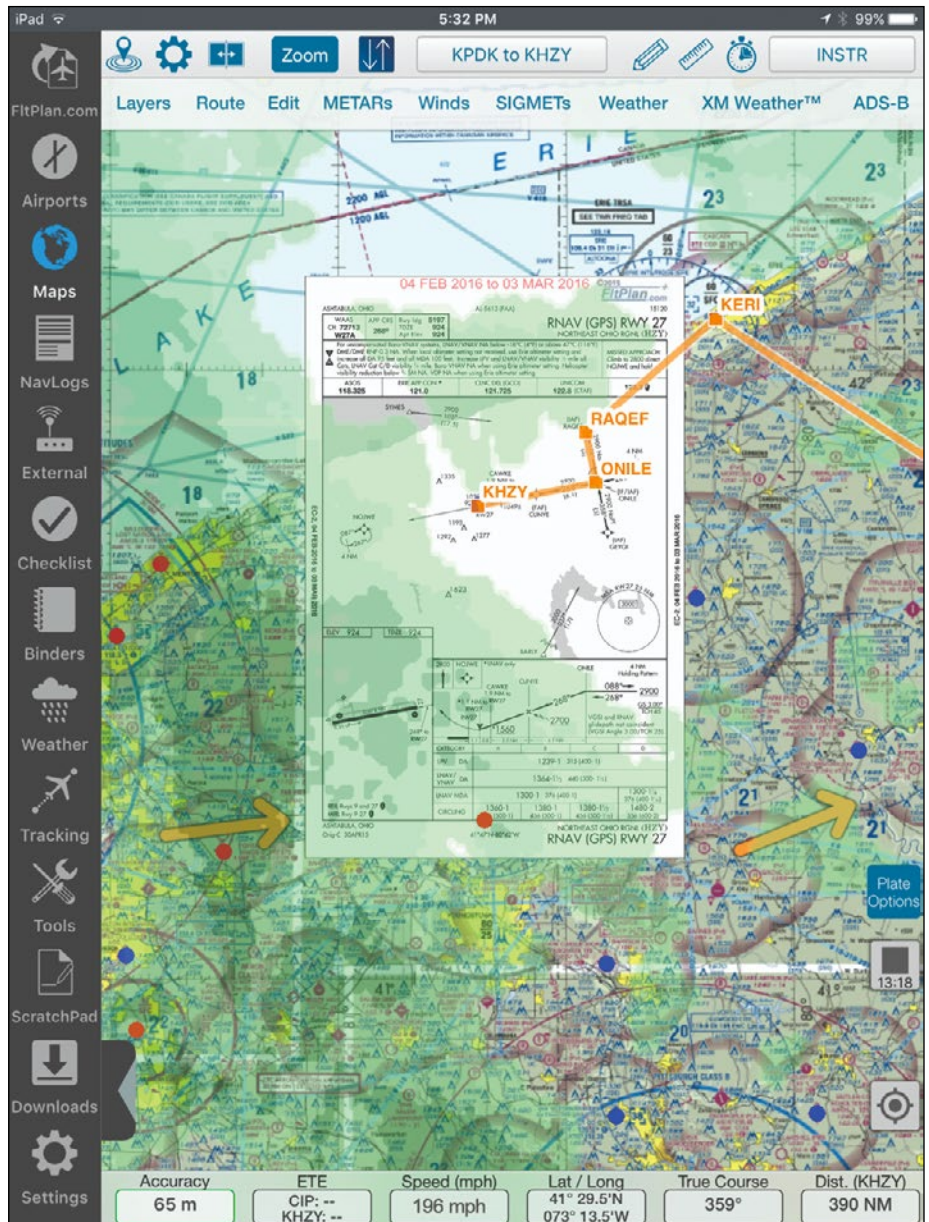
immediately-before-flight briefing category.

As more pilots embrace cockpit technology including Automatic Dependent Surveillance-Broadcast (ADS-B) ahead of the January 1, 2020, ADS-B Out mandate, the survey identified a “larger number of pilots using EFBs, like iPads, and the use of free weather and aeronautical information in the cockpit” via the Flight Information Service-Broadcast (FIS-B) component of ADS-B. Its use increased in the continental U.S. from 62 percent in 2018 to 66 percent in 2019.

The tech trend raises the question of which “legacy” products should be retired and has placed the familiar Wind and Temperature Aloft Forecasts, Weather Depiction Chart, and textual AIRMETs, under a spotlight for possible elimination.

“About 60 percent of pilots do use the Wind and Temperature Aloft Forecast product at least sometimes, which indicates a need to further scrutinize this product before retiring it. On the other hand, the Weather Depiction Chart is not a popular product and most pilots indicated its removal would not have a negative impact on their flying. Likewise, the textual AIRMET is not used by most pilots and the G-AIRMET (graphical AIRMET) was preferred,” the report said, noting that Alaska and Hawaii’s products are excluded from the result.

AOPA issued five recommendations based on the survey: three encouraging progress on weather-infrastructure development to meet the unique needs of pilots in Alaska; one to identify reasons why pilots don’t submit more PIREPs; and one to bring aviation’s perspective into the National Weather Service’s Hazard Simplification Project. The project is an effort to create a “weather-ready nation” by increasing public awareness and preparation for weather-related and water-related hazards.



EAA concerned with proposed airspace legislation

By EAA

October 24, 2019 – Last week, Sen. Mike Lee (R-Utah) introduced the Drone Integration and Zoning Act, a bill that seeks to take control of the national airspace out of the federal government's hands and allow multiple parties to divide the lower levels of the airspace in an attempt to integrate unmanned aircraft systems (UAS).

EAA's long-standing position has been that federal preemption of airspace regulation is paramount to a successful and viable national airspace system. Dividing the national airspace into a patchwork of state, local, and tribal jurisdictions will only serve to impede growth and safe UAS integration, and make interstate commerce via the airways impossible.

Federal regulation of airspace has not been perfect in every instance,



but the alternative of parceling out the airspace to local jurisdictions is far worse and sets a dangerous precedent for all users of the national airspace system. More often than not, federal preemption has protected

flight operations from overzealous local regulation or political reactions to short-term events. EAA is working to educate lawmakers to this serious unintended consequence of this proposed regulation.

EAA introduces free online builder's log for members

By EAA

October 24, 2019 – A new, online EAA Builder's Log that is free for all EAA members to use to document their projects and demonstrate compliance with the FAA's 51 percent rule is up and running at EAA.org/BuildersLog.

The EAA Builder's Log allows members to post an unlimited number of entries, which can consist of photos, text, PDF documents, Excel files, and more, to create a detailed record of the work done on build and restoration projects alike.

The EAA Builder's Log is a great way to show your work to a designated airworthiness representative, and to simply have a

searchable reference on your project. After a successful soft launch at EAA AirVenture Oshkosh 2019, the site is open and ready for more build projects.

"Our hope is the EAA Builder's Log will support our homebuilding members, allow them to share useful information, and make it easier to document compliance with the 51 percent rule," said EAA Director of Chapters and Homebuilding Charlie Becker. "Additionally, the searchable online log will be a great help to builders who may need to troubleshoot an issue with their aircraft."

Users can follow along other builds, although there is also a private entry feature that allows

some entries to be visible to only the creator of the build log. It's also possible to document multiple builds at once, and multiple builders can contribute to the log in the case of group build projects.

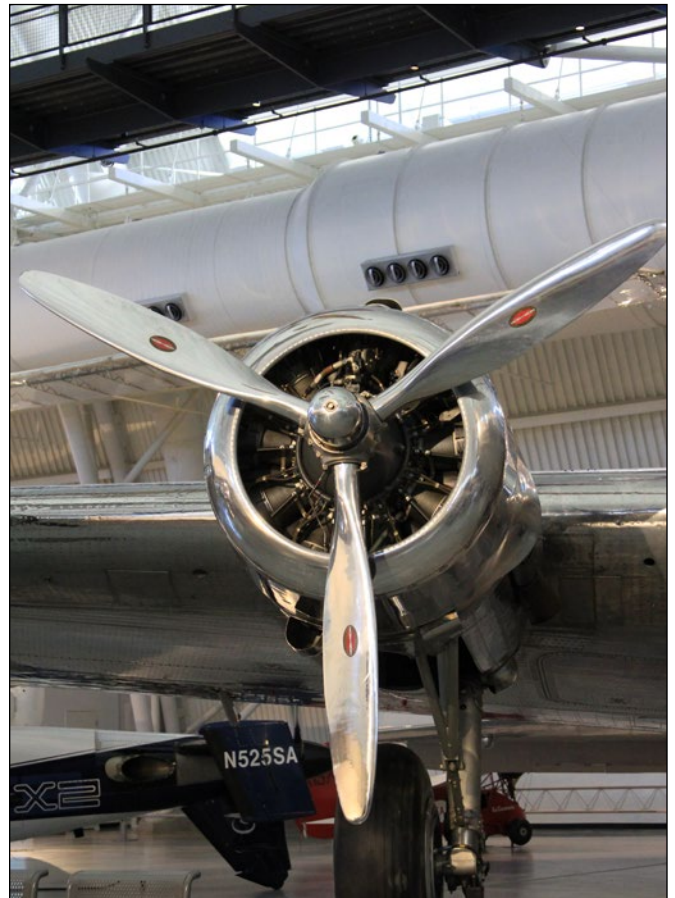
The EAA Builder's Log resulted from a collaboration with EAA member, aircraft builder, and programmer Don White. Many members already know Don's work from the Young Eagles day software that he developed for EAA to make it easier to host a Young Eagles rally.

For more information on using the EAA Builder's Log, a helpful webinar is available for EAA members to watch.

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BUILDER'S REPORT

Rutan

Ed Lovrien

Limo EZ – 50%

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.

Time to make your reservation for December 17 Dinner

By Sherry Rossiter

Every December 17 for the last 16 years, EAA Chapter 517, Inc. has hosted a combination “Celebration of Flight” (also known as the Wright Brothers Commemorative Dinner) and Chapter Christmas party. This year’s dinner will be held at the Blue Canyon Kitchen in the Hilton Garden Inn on North Reserve in Missoula. However, there will be a few things that are going to be different than in the past.

One thing that will be different is that we will NOT have a hosted bar this year. If you want to order a drink, you will need to pay for the drink yourself. Another thing that will be different is that you will be

ordering your entrée at the event, and each person will pay for their dinner (plus a gratuity) with cash or a credit card. The cost of the dinner, no matter which entrée you select, will be \$30. Your menu choices are petit filet mignon, bacon-wrapped tri-tip, sockeye salmon or a vegetarian meal.

In keeping with tradition, we will still have a White Elephant gift exchange after dinner. If you’d like to participate in this event, please bring a gift-wrapped package. What makes this event fun is the variety of items that are “gifted.” There is no need to spend a lot of money; just be creative in coming up with your gift. Some of the gifts are recycled from years past; some are new; some are edible; some are homemade;

some are humorous; some are highly coveted. For example, word is out that Steve Rossiter is already working on modifications to “enhance” the airplane “potty” he received last year. Even if you don’t choose to bring a gift to exchange, it is still fun to watch others exchange gifts.

Sherry Rossiter needs a headcount no later than December 12, so the restaurant knows how much food to prepare and how many tables to set up. If you plan to attend this dinner, please email Sherry at ssrossiter@aol.com or text her cell phone at 406-544-6182. (Make sure you tell her your name, if you text her.) Thank you.

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