

January 2023

PROPWASH

A Newsletter of EAA Chapter 517, Inc.



From the Chapter President

By Ed Lovrien

Hi again everyone! Hope you all had a great Christmas and New Year!

I can't believe how fast December went but we lived through the cold and today looks like spring. I am sure we will get some more winter though. I was hoping to fly in the cold some because the plane works great and has so much power in the cold, but after an ankle surgery and spending the last three weeks in a wheelchair (and a couple more to go), I won't get to fly any time soon.

2022 is gone and we as the EAA had some great times. I would like to make 2023 even better with more opportunities for dinners and get togethers. They always are well attended, and we have an awesome asset at the airport, and I would love to use it more. Some of us are there a lot during the week. I know I personally like to go out and see how Cal is doing on the build of his RV, and John is there a lot polishing on his plane.

I am in need of chili cooks for the February chili feed. I think I have only three at this time. We need at least six or seven. We already have a nice gift certificate for first place so let me know as soon as you can so we can finalize it.

Things to look forward to in 2023!

We will have more Young Eagle events! Ray and his crew always do a good job with it.

We have the funds to build the loft sitting there, time to start finalizing and building.

Maybe a new flight sim for our sim section of the loft, the new ones are amazing.

More get together events! If you would like to cook at one, let me know!

Interesting meetings with more



presentations! This month will be a great learning experience.

Its time to shoot me your ideas of things you would like to see with your EAA chapter! We have done a lot in the years since we started it over again. I think it was around 1992 that John Dove put the note in the paper to meet at Northstar if interested in starting it, and he stood up and asked if there was interest in restarting the group. There were a lot of people there and he said "we need a president." I raised my hand, expecting others to, and he looked down and said "Ed, you're it, I am

turning the meeting over to you".

We put the rest of the board together and it grew from nothing to what it is now. There were many people there who are still with the group to this day! If there is a project or idea you have to make the group more active and interesting, let me know! I will try to make it happen. Lets have a great year and promote the group and see that it grows more every year!

Happy New year and hope to see you at the hangar soon!

Ed

Homebuilders Week – Online event starts Jan. 23

By Charlie Becker, EAA Homebuilt Community Manager

EAA will be hosting our third annual Homebuilders Week online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will start on Monday, January 23, 2023, and run until Friday, January 27, 2023. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 11:30 a.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with

both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow time

for attendee questions. Recordings will be archived and available to EAA members for review.

EAA Homebuilders Week coincides with the 70th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.

SCHEDULE

CST	Monday 1/23/2023	Tuesday 1/24/2023	Wednesday 1/25/2023	Thursday 1/26/2023	Friday 1/27/2023
11:30-12:45	Building an Aircraft: What You Need to Know- Charlie Becker	Composite Construction Basics- Mark Forss	Top Five Project Killers- Lisa Turner	EAA's Homebuilt Movement: Past Accomplishments and Future Opportunities -Jack Pelton & Charlie Becker	Amatuer Built Aircraft Certification Process-Joe Norris
1:00-2:15	Wiring Basics - Dick Koehler	Buying a Used Homebuilt- Vic Syracuse	Flight Testing Basics-Gary Baker	Lycoming Engine Installation - Dave Prizio	Working with Wood 101- John Egan
2:30-3:45	TIG Welding-Charlie Becker & Earl Luce	The REAL Culprit in HB Accidents- Ron Wanttaja	Zenith Aircraft Kits & Plans- Sebastien Heintz	Panel Planning-Stein Bruch	Advocacy Update: MOSAIC, Fuels & More - Tom Charpentier & Rob Hackman
4:00-5:15	Sonex Aircraft & AeroConversions Products- Mark Schaible	Fabric Covering Basics - Mark Forss	Advanced Flight Systems- Rob Hickman	Garmin Experimental Avionics Solutions- Brad Brensing	Plans Built Aircraft: The Affordable Option-Tim Hoversten
5:30-6:45	Sheet Metal Basics - Mark Forss	Dynon Avionics-Michael Schofield	Gas Welding -Budd Davisson	Choosing Wheels & Brakes- George Happ	Van's New High-Wing RV-15-Greg Hughes
7:00-8:15	Kit Selection - Paul Dye	Van's RV Aircraft Kits-Greg Hughes	Finding an Engine for Your Homebuilt-Mike Busch	Painting Your Plane: DIY or Use an Expert?-Craig Barnett & Ken Reese	Maintenance Horror Stories - Vic Syracuse

To sign up, visit:

www.EAA.org/HomebuildersWeek

Tools for sale

I'm selling all my RV hand tools. I have built six RVs using most of the below tools and yes they still work. Dimple tools and dies, several yokes, hand and pneumatic squeezers, rivet guns 2x 3x, tube flair, drills, rivet shaver, counter sinks, deburr and the list goes on. You get the good the bad and ugly, \$1000 OBO. Contact George Thompson at georgethompson999@gmail.com.



Overcoming complacency



By Steve Krog, EAA 173799

This piece originally ran in Steve's Classic Instructor column in the November 2022 issue of EAA Sport Aviation magazine.

We all experience complacency at one time or another. You've looked at that tail wheel every time you did your walk-around, but did you actually see it? Do you just assume it's okay?

The Merriam-Webster dictionary defines complacency as "self-satisfaction especially when accompanied by unawareness of actual dangers or deficiencies."

As a longtime flight instructor, I like to observe each student when conducting the preflight inspection. Some do a thorough job looking at and moving all control surfaces and inspecting landing gear, tires, windows, propeller, and engine. Others look but really don't see what is in front of them. In those situations, I sometimes "plant" a potential problem, such as hydraulic brake fluid on the ground near a main wheel, and see if they find it. If they do not, it's time to have another lesson on being thorough when conducting the preflight inspection.

A chief mechanic for a well-known flight school once shared

a story with me that dealt with complacency. A student arrived a bit early for a flight lesson, but the aircraft most often used was still out on a flight. The mechanic told the student to preflight another aircraft to save time for the instructor. Several minutes later the student reported back to the mechanic that the preflight was finished and the aircraft was ready for flight. The mechanic then asked the student to join him as he walked out to the aircraft and asked the student if he noticed anything unusual. The student said no. The mechanic then pointed to the tail and suggested a closer look. At that moment the student suddenly realized the rudder had been removed. Complacency at its best.

What if this student was destined for a solo flight and hadn't noticed the rudder was missing? The mechanic taught the student a valuable lesson that day. Preflight an aircraft as if your life depends on it – because it does.

Several days ago, I met with my FAA safety inspector. Frustrated, he commented that accidents and incidents continue to occur. A vast number of them are attributed to complacency and lack of standard operating procedures (SOP). Remember, in an emergency, pilots

do not rise to the occasion; they sink to the level of their training.

Have you ever stopped using or "edited" your checklists? I see this practice from time to time when conducting a flight review. When asked why they're not using a checklist, pilots often respond with something like, "I have it memorized so why do I need it?"

Last year I was giving dual instruction to a young man. We were flying a Grumman AA-5 Traveler, a great single-engine airplane. While conducting the pre-takeoff checklist, he was distracted by a landing aircraft as he set the fuel selector to the fullest tank. This resulted in the selector being positioned between the two fuel tanks, which restricted fuel flow to the engine. Upon applying full power for takeoff, the engine began sputtering as it reached approximately 1800 rpm. I had the student abort and taxi back to the end of the runway. While doing so, I pointed out the fuel selector position. It proved to the student how easily a mistake can be made. I don't think he'll make that mistake again for the rest of his flying career.

Have you ever flown without a current flight review or medical? This happens frequently, especially when dealing with the flight review.



Some may say it doesn't matter because the airplane doesn't know; however, should you fly without one or the other, or both, and have an incident, your insurance is null and void.

Have you ever ignored engine instruments during flight? Today's designated pilot examiners are required to simulate an engine condition whereby the pilot must make a decision. The usual simulation is, "You have an increasing oil temperature and a decreasing oil pressure situation. What are you going to do?" For most pilots, this was probably the last time you practiced for this situation.

Have you ever flown when tired, stressed, ill, or hungover? I once taught in a university flight school program. A local pub had a band

every Wednesday night. I reminded my Thursday morning students to go easy on the refreshments. If I detected tiredness or a hangover, it was unusual attitudes, accelerated stalls, and possibly a spin day. It never happened more than once with any of the students I trained.

As an instructor, it is usually quite easy to detect when students are experiencing any of the above symptoms. One day they can perform a maneuver flawlessly, and the next day they can't do it at all. In those situations, I'll ask if there's something on their mind preventing them from concentrating on the flight. They come clean, and we park the plane until the next scheduled flight. "You're wasting your money and my time when trying to fly under these circumstances," I say to them.

Have you ever become overly dependent on the GPS for navigation? In today's world of advanced electronics, it is quite easy to become complacent, set your destination, and follow the magenta line. Airspeed, altitude, true course, and magnetic heading are spelled out for you. What could be easier – until the GPS fails. Now what do you do, especially if flying over unfamiliar country? Good pilots always have a backup plan. Carry a map, map your course, and hope you are never forced to use it. At least it's in the side pocket if needed.

Today, many pilots have a panel-mounted GPS, subscribe to a program like ForeFlight, and thus have it on their cellphone for backup. I'm from the old school, though, and believe in carrying a map as a

backup last resort.

Have you ever been surprised by a weather condition at your destination? Given different situations, the weather can change rapidly. It's 9 a.m. on a Sunday morning and you decide to attend an air show approximately 200 miles away. You've checked the weather forecast offered by the local television station, and it's saying clear skies and beautiful weather all day. Within 50 miles of your destination the clouds have become solid and the ceiling is dropping, but you proceed. Just 20 miles out, the ceiling has dropped further. Now what? The frontal activity has changed from a northeastern path to a rapidly developing southeastern path, creating low ceilings, and limited visibility is developing behind you.

When preparing to depart, did you check aviation weather? Did you ever think this might happen and then have a Plan B in mind? If you follow the FAA reported accident and incident data, this changing weather situation is responsible for many accidents and incidents.

If you were totally honest with yourself and answered "yes" to any of the above statements, you've personally experienced and demonstrated complacency. Complacency can breed hazardous attitudes. Perhaps it's time to reflect on what you can do to ensure every flight you make is as safe as possible.

Have you ever developed and then put into practice an SOP for situations while in flight? Airlines, charter flight operators, and most all flight training schools have an approved SOP to follow for most any situation. Unfortunately, once the training is complete, many pilots forget about these procedures and never practice them again.

You can't pick your time for an in-flight emergency.

After conducting a thorough pre-takeoff checklist, do you taxi onto the runway and push the power in? Or do you take a few seconds to determine a go or no-go point on the runway? I would venture to guess that about 95 percent of pilots assume all will be good and just go for it.

What if you experience partial power loss after lifting off the runway? Do you have enough power to come back and land? Have you taken the time to thoroughly study the surrounding airport terrain and then make a plan in your mind if you were going to be forced down? Have you ever gone up to a safe altitude and practiced making a simulated turn back to the airport to determine how much altitude you would need should the real situation ever arise?

What if you're out for an evening pleasure flight in your Piper Warrior and begin smelling smoke in the cockpit. Do you have a plan in place to deal with this situation? You may have been introduced to this when

learning to fly but probably haven't thought about it since. The usual plan is to shut off the master switch, followed by turning off all electrical items like the radio, transponder, panel lights, strobes, etc. The smoke will usually clear in a moment or two. Then turn the master back on and wait for a moment or two. If there's no smoke, you can then turn on the most important of the electrical items, like the transponder. Again, if there's no smoke, try the radio. Following these steps will usually help diagnose the problem so that you can safely land at the next airport and have the problem properly diagnosed and repaired.

I've barely touched on the many potential situations you might encounter while flying. The important thing to remember is to first remove complacency from your thought process. Every flight is meant to be an enjoyable and safe event. Proper preparation, perhaps by developing an SOP for your aircraft, will make this happen for you and your passengers for all future flights.

Keep flying safely and enjoy the beautiful fall flying weather.

Steve Krog, EAA 173799, has been flying for more than four decades and giving tailwheel instruction for nearly as long. In 2006 he launched Cub Air Flight, a flight training school using tailwheel aircraft for all primary training.



BUILDER'S REPORT

Bearhawk
Dick Tardiff
Bearhawk Patrol

Rutan
Ed Lovrien
Limo EZ – 50%

Van's RV
John Barba
RV-6

Cal Geyman
RV-9A – 15%

Allan Glen
RV-10 – 40%
<https://airplane.allanglen.com>

Zenith
Duane Felstet
CH-750 – 75%

Ralph Johns
CH650B – 60%

Builders, please send updates to the newsletter editor at cburson@gmail.com so this list can be kept current.

Help out EAA Chapter 517

You probably already use Amazon. If you update your app to the newest version, click on the three horizontal lines and go to settings, then click on Smile, or on the computer browser use smile.amazon.com or follow this link

<https://www.amazon.com/b?ie=UTF8&node=15576745011>

If you set Missoula EAA Chapter 517 as your charitable donation, every dollar you spend will kick a tiny bit back to the group at no cost to you.

The group does a lot of youth flying scholarships, young eagle flights to help introduce kids to flying, kids camps in the summer, breakfasts and many other flying activities.

Thanks for your help.

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