



Prop Wash

Experimental Aircraft Association
Chapter 517 December 2006

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Prez Sez

November Meeting: Robert T. "Rob" Bell of Reep & Bell PC was the guest speaker at our November chapter meeting. Mr. Bell is an instrument-rated, private pilot and aviation attorney with more than 13 years experience. He talked to us about FAA enforcement procedures in particular and also answered other questions from the audience pertinent to GA pilots. This was a very informative presentation with 21 members and guests in attendance.

The following safety tips from Daedalian Foundation are excerpts from Royal Flying Corps monthly report of December 1917. The report was signed C. St. John-Culbertson, Royal Flying Corps Colonel and was dated 21 December, 1917. INTRODUCTION: Another good month. In all, a total of 35 accidents were reported, only six of which were avoidable. These represented a marked improvement over the month of November during which 84 accidents occurred, of which 23 were avoidable. This improvement, no doubt, is the result of experienced pilots with over 100 hours in the air forming the backbone of all the units

Christmas Party: If you have not made your reservation for the December 17 Christmas Party, please do it soon. We must commit to a final meal count on December 12, so we need your commitment by December 11, 2006. For full party details, please review EAA 517's November Prop Wash. Please come and help us celebrate Christmas and the 104th Anniversary of the Wright Brother's first flight. Don't miss out on a really fun event!

RESUME OF ACCIDENTS: There were six avoidable accidents this last month. 1. The pilot of a Shorthorn, with over 7 hours of experience, seriously damaged the undercarriage on landing. He had failed to land at as fast a speed as possible as recommended in the Aviation Pocket Handbook.

License Plate: Hurry, hurry, hurry, be the first on your block to have the Montana's "*Fly the Big Sky*" license plate. The Chapter has now

recovered \$2,095.00 of our investment of \$4,200.00 for the special issue license plate. Here is a followup from Doug Sutton in Colorado.

I received the license plate and promptly gave it to my Dad. He was quite touched by it and immediately mounted it in a prominent place in his and my Mom's apartment. I told him that you might include his story in one of your Chapter newsletters. If you do, could you please forward me an electronic copy? He would like a copy of that newsletter. Again, thanks for your help on this. I don't know how much longer my Dad has on this earth, but that license plate has brought back many memories of his youth in Montana. As they say in the advertisement: Cost of plate, \$35; Value of those memories, "Priceless!" Happy Flying—Doug Sutton

2. A B.E.2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer who was signaling to the gunners.

3rd Annual Mid-Winter Chili Feed and Silent Auction: Set aside January 27, 2007 for our annual hot event in January. Please let Sherry (542-5177) know if you up to donating a crock of chili and let me (542-5177) know, if you have something for the auction. Even if you don't have something, do you know someone from whom you could request a donation. Please take the initiative and get us some "stuff."

3. Another pilot in a B.E.2 failed to get airborne, by an error of judgement, he was attempting to fly at mid-day instead of at the recommended best lift periods, which are just after dawn and just before sunset.

Montana Aero Conference 2007: Set aside March 1-3, 2007, for attendance of the State Aero Conference. If you will be attending, we will need a little help manning the EAA booth. I expect to have some assistance from other Montana Chapters. EAA will share with other sponsoring agencies monies collected from registration fees that is not used for the conference.

4. A Longhorn pilot lost control and crashed in a bog near Chipping-Sedbury. An error of skill on the part of the pilot in not being able to control a machine with a wide speed band of 10 MPH between top speed and stalling speed.

Stevensville Fly-In: I did meet with the Stevensville Airport Board at their November meeting and they are enthusiastic about the prospect of EAA, the Airport, the Stevensville operators, and the Stevensville Main Street Association collaborating on a fly-in. The Stevensville Main Street Association has an event over the Fathers Day week end in June and it seems logical for us to tie in with that event. The Airport is comfortable with us advertising this to permit an overnight stay at the airport for people that fly in for the event. We are thinking that the Chapter will do a BBQ on Saturday and a breakfast on Sunday morning. I need the help of three members to act as a Fly-In Committee for this event. If you would like to help mold this event into an event that will become notable in Western Montana, year after year, here's your opportunity. Please contact me if you're interested in helping.

5. *While low flying in a Shorthorn the pilot crashed into the top deck of a horse drawn bus near Stonehenge.*

News From All Over:

FAA: On Tuesday, December 14, the Federal Aviation Administration's FAA Safety Team (FAASTeam) will present an aviation safety seminar titled "In-flight Icing for the General Aviation Pilot" This video presentation was written by NASA, the FAA, and the AOPA Air Safety Foundation. The presentation offers practical information to help pilots avoid ice, detect ice, minimize exposure and safely exit icing conditions during each phase of flight. The WINGS seminar is free and open to all pilots. It will begin at 7 p.m. in the new US Forest Service Hangar at the Aerial Fire Depot. Just west of the MSO airport fire station. For more information, visit FAASafety.gov or contact Steven Jones at 1-800-457-9917 X 57.

6. *A B.E.2 pilot was seen to be attempting a banked turn at a constant height before he crashed. A grave error by an experienced pilot.*

EAA: FAA Warns STC Holders Against Ethanol in Auto Fuel: The FAA has issued a Special Airworthiness Information Bulletin (SAIB), warning aircraft owners and operators with auto fuel supplemental type certificates to ensure the fuel they use does not contain alcohol (ethanol or methanol). The SAIB reinforces EAA's ongoing efforts to ensure availability of compliant autogas by heading off or modifying legislative attempts in several states to require ethanol in all gasolines sold.

Unavoidable Accidents: There were 29 unavoidable accidents from which the following are selected:

1. *The top wing of a Camel fell off due to fatigue failure of the flying wires. A successful emergency landing was carried out.*

EAA: GA United Against User Fees: General aviation reiterated its united stance against implementing user fees to fund the nation's air traffic control system this past week as organizational leaders participated in panel discussions at two West Coast GA events. EAA President Tom Poberezny joined NATA's Jim Coyne, NBAA's Ed Bolen, and AOPA's Phil Boyer at last weekend's General Aviation Manufacturers Association (GAMA) Board meeting in Santa Barbara, California. GAMA President Pete Bunce and Cessna CEO Jack Pelton moderated the session. On Thursday, November 9, Poberezny, joined Bolen and Bunce at the AOPA Expo's opening general session, "User Fees: The Threat to GA," in Palm Springs, California. That standing-room-only event was hosted by Boyer and was attended by U.S. Rep. Sam Graves (R-MO), who encouraged those in attendance to contact their congressional representatives and let them know your opinion on this important issue.

2. *Sixteen B.E.2's and 9 Shorthorns had complete engine failures. A marked improvement over November's fatigue.*

AOPA: GAO Report on FAA Funding Lacks Data: The latest Government Accountability Office (GAO) report on "Potential FAA Funding Options" could—should—have been so much more. Instead, it does very little to provide more data showing if there is truly a need to change the system. "Congress and other decision makers rely on GAO's accuracy and objectivity in analyzing important policy issues," said AOPA President Phil Boyer. "Seldom does GAO take a few questions and answer them without asking the more strategic issue: What is the problem we're trying to solve? Yet in this report, the GAO seems to have accepted—without question or data—the airlines' and the FAA's position that the current FAA funding system is 'broken' and needs to be changed." According to Boyer, the GAO report failed to

consider the existing tax-based funding system as a reasonable option, nor did it include the most recent data, showing rising revenues and projections of an aviation trust fund surplus that will accommodate ATC system growth and modernization.

3. *Pigeons destroyed a Camel and 2 Longhorns after mid-air strikes.*

AOPA: Environmental Group Wants To Get The Lead Out: An environmental group has petitioned the federal government to get the lead out of avgas. AOPA, in response, pointed out that immediate changes to avgas would present economic and safety of flight issues for the general aviation industry. “Finding a single alternative that does not compromise safety and meets the needs of the existing and future fleet is a complex issue,” wrote AOPA. “To date, no alternative put forward has addressed enough of the variables....” AOPA, however, has taken part in ongoing efforts to explore the future of avgas. These include participation in the ASTM International Committee on Petroleum Products—which developed and maintains the standard to which avgas is produced—and the Coordinating Research Council. Both bodies explore potential alternatives to our current fuel. AOPA also has pushed for congressional funding for the testing of alternative aviation fuel at the FAA’s William J. Hughes Technical Center. Friends of the Earth, a 30,000-member environmental advocacy organization, filed the petition with the Environmental Protection Agency (EPA). The group wants the EPA to make a finding that lead emissions from GA aircraft endanger the public and develop an emissions standard for the industry. The EPA, however, seems to understand the safety of flight issue and that’s why it has traditionally left the avgas decision with the FAA.

COST OF ACCIDENTS: Accidents during the last three months of 1917 cost 317 pounds, 10 shillings sixpence, money down the drain and sufficient to buy new gaiters and spurs for each and every pilot observer in the Service.

AOPA: FAA Can’t Run A Business, Inspector General Audit Indicates: If the FAA is supposed to be run like a business, it still has a long way to go, according to the most recent audit of the agency’s books by the Department of Transportation’s inspector general. The FAA can’t properly account for almost \$5 billion in assets and property, most of it attributed to the new Air Traffic Organization, which runs the air traffic control system. Nor does the FAA yet have a fully functional cost accounting system, something the agency has been struggling to create since 1997. “This audit report underscores that the user fee debate is about more than policy,” said Andy Cebula, AOPA executive vice president of government affairs. “How in the world can they price their ‘product’—air traffic control services—if they can’t track their assets or their costs?” In fact, the agency’s financial controls are so weak that it will cause the entire Department of Transportation to be in violation of the federal version of the Sarbanes-Oxley Act (accounting reform for public companies) if not fixed before September, according to one international law firm. Another inspector general report says that the FAA has yet to demonstrate the need to switch to a user fee system.

SELECTED ACCIDENT BRIEFS

Summary of No. 3 Brief dated October 1917: Major W. de Kitkag-Watney's Neuport Scout was extensively damaged when it failed to become airborne. The original court of Inquiry found that the primary cause of the accident was carelessness and poor airmanship on the part of a very experienced pilot. The Commandant General, however, not being wholly convinced that Major de Kitkag-Watney could be guilty of so culpable a mistake ordered that the court should be re-convened.

After extensive inquiries and lengthy discussions with the Meteorological Officer and Astronomer Royal, the Court came to the conclusion that the pilot unfortunately was authorized to fly his aircraft on a day when there was absolutely no lift in the air and could not be held responsible for the accident.

The Court wishes to take this opportunity to extend congratulations to Major de Kitkag-Watney on his reprieve and also on his engagement to the Commandant General's daughter, which was announced shortly before the accident.

AOPA: No User Fees, Congressional Leaders Advises President Bush: The bipartisan leadership of the Senate and House Appropriations committees has asked President Bush not to send them any user fee proposals when he submits his next budget to Congress. The joint letter says that such a proposal is outside of their jurisdiction and would have "little or no chance of being enacted into law," and would be a "major impediment to Congress completing its appropriations (spending approvals) work on time." "While there is currently little overt support for general aviation user fees in Congress, we can't relax," said Andy Cebula, AOPA executive vice president of government affairs. "We understand that the airlines have a lobbying war chest of millions of dollars, and they view this as the BIG fight when the new Congress takes over. There will be a lot of arm-twisting and a lot of favors called in before Congress writes the new FAA reauthorization bill next year." That bill will determine if the current tax system is continued, changed, or scrapped for a user fee system to fund the FAA.

*No. 847 Squadron 19 December 1917: Aircraft Type Spotter Balloon J17983, total solo 10700 Pilot Capt. ***, Solo in type 32.10*

*Capt * * * of the Hussars, a balloon observer, unfortunately allowed the spike of his full-dress helmet to impinge against the envelope of his balloon. There was a violent explosion and the balloon carried out a series of fantastic and uncontrollable maneuvers, while rapidly emptying itself of gas. The pilot was thrown clear and escaped injury as he was lucky enough to land on his head.*

Remarks This pilot was flying in full-dress uniform because he was the Officer of the Day. In consequence it has been recommended that pilots will not fly during periods of duty as Officer of the Day.

Captain * * has requested an exchange posting to the Patroville Alps, a well known mule unit of the Basques*

AOPA: Got A Passport? You have less than two months to obtain a passport if you are planning to fly to Canada, the Caribbean, Bermuda, or Central and South America at the end of January. Starting January 23, you'll need it to enter (or re-enter) the United States—your birth certificate and government-issued photo ID won't work. This change is part of the Western Hemisphere Travel Initiative, an act set forth by Congress in 2004. You'll need a passport whether you are flying in your own general aviation aircraft or if you're an airline passenger. AOPA had requested that this requirement not be extended to GA until 2008 to allow the association more time to inform pilots. The departments of Homeland Security and State announced the requirement last week as part of a broader initiative to secure U.S. borders. Limiting the types of documents travelers can present should make the U.S. border more efficient, according to the departments.

A REMINDER :

Sunday, December 17th — CHRISTMAS PARTY

EAA Chapter 517 has invited the MPA - Five Valleys Hangar members to join us for a Christmas party on Sunday evening, December 17th, at The Inn on Broadway (1609 W. Broadway) in Missoula. (EAA 517 had their holiday party here last year and the food was positively outstanding.) A no-host bar opens at 6:00 PM and dinner will be served at 6:30 PM. The dinner, which will be served buffet style, consists of roast pork loin with cranberry stuffing, chicken marsala, roasted vegetable medley, rosemary garlic potatoes, and a green garden salad. The cost of the dinner is \$20 per person. **Please mail your check to Sherry Rossiter, P.O. Box 16446, Missoula, MT 59808, by December 11th.**

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