June 2019

PROPWASH

A Newsletter of EAA Chapter 517, Inc.

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Five Valleys Flyers
MONTANA
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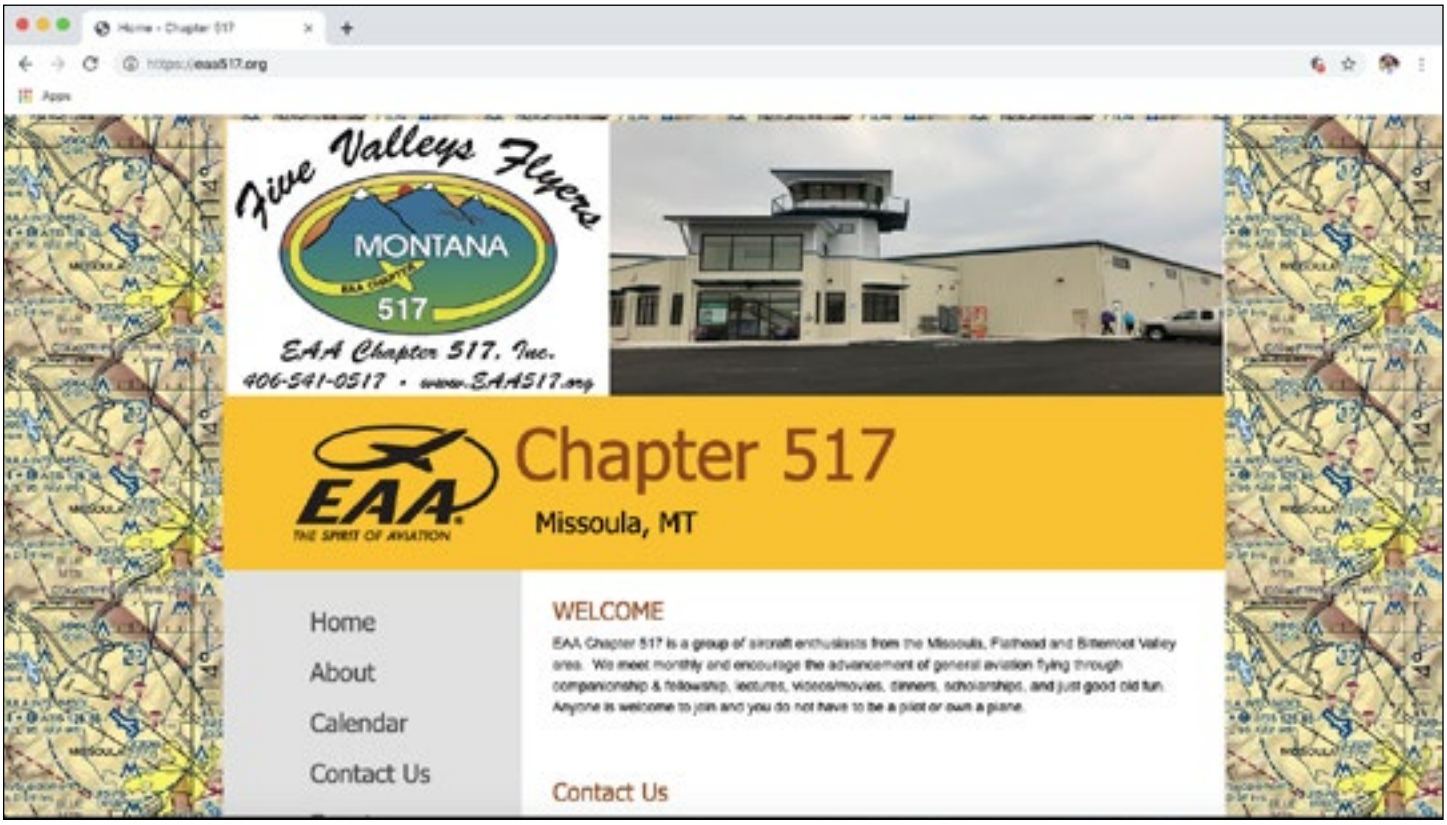
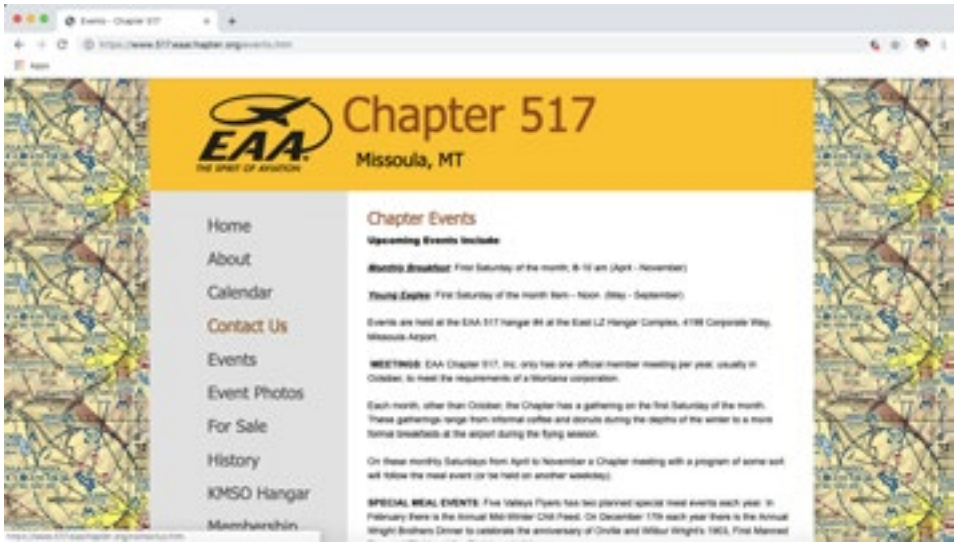
517
EAA Chapter 517, Inc.

Updating EAA 517's chapter website



By Clint Burson



EAA 517 has a new website thanks to the efforts of board member Roger Shaw. He has already added considerable content to the new site and will continue to update it moving forward.

If you haven't noticed the update already, log on and check it out.

The board would also like to extend a special thanks to Larye Parkins for his many years of managing the old EAA 517 website. We appreciate all his time and efforts.

Visit the site at https://eaa517.org.

CFI Corner

Dangerous attitudes and how to avoid them

By Sherry Rossiter, CFI-I

Now that the summer flying season is upon us, I want to discuss pilot attitudes and behaviors. Whether you realize it or not, when you are out flying, you become "an ambassador" for the entire general aviation (GA) community. You are being watched, critiqued and judged by other pilots as well as the general public. I'm not pointing this out to make GA pilots uncomfortable but rather to cause you to think about the attitudes and behaviors you personally exhibit when flying. For example, if you try to save time by shortening your preflight or skipping your engine check or not fastening your seatbelt, whoever is observing you will get the impression that you are not a safe pilot. That may not be a fair judgment but it is a logical conclusion to draw based on behavioral observation.

Several years ago Transport Canada developed a list of five dangerous attitudes and their antidotes that the FAA ultimately adopted. While the FAA has not talked about these hazardous attitudes in the last few years, they are still germane to aviation safety. Shown below, in my own words, are the five hazardous attitudes along with their antidote. The antidote is what the pilot should be saying to himself or herself when a hazardous attitude is recognized.

Anti-Authority: "You can't tell me what to do; I'm the pilot-in-command."
Antidote: "The rules are there for a reason; I need to follow the rules."

Impulsivity: "I need to do this quickly!"
Antidote: "Wait; not so fast; I need to think before taking action."

Invulnerability: "I'm a good pilot; nothing bad is going to happen to me."
Antidote: "No one is exempt from making mistakes. I'd better double-check my _____." (You fill in the blank.)

Macho: "I don't need any help; I can handle this emergency myself.
Antidote: "Taking chances is foolish. I need to ask ATC for assistance."

Resignation: What's the use? I don't know what to do and I'm scared."
Antidote: "I'm not helpless. I need to focus my attention on flying the airplane and figure out the next thing I need to do."

None of these five hazardous attitudes has any place in aviation. Being too cocky (Anti-Authority, Invulnerability, Macho) can kill you. Doing something too quickly (Impulsivity), without thinking through the consequences, also has the potential to ruin your day. And just giving up and feeling totally helpless when faced with a challenging in-flight circumstance is never the right thing to do. Pilots must learn to check their attitudes throughout the flight, not just at the beginning of the flight.

David St. George, who is a longtime flight instructor and Designated Pilot Examiner, wrote the following in his blog column on April 20, 2019: "Overconfidence is not specifically recognized as a 'hazardous attitude' by the FAA, but [it] lies somewhere between invulnerable and macho." He goes on to say, "calibrating confidence is, of course, a matter of achieving [a] healthy balance between hubris and doubt." In other words, it is always good to have a tiny bit of doubt to ensure one's safety because overconfidence can lead to a miscalculation of one's skill level. (His entire article can be found at https://safeblog.org/2019/04/20/calibrating-confidence/)

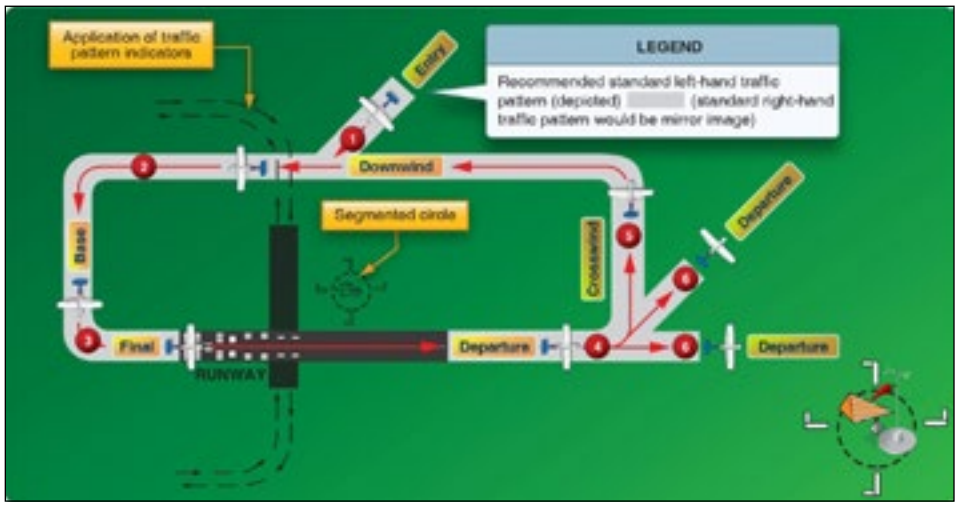
A pilot's confidence level plays a big part in whether or not a pilot exercises good judgment. We have all heard plenty of stories about pilots whose overconfidence got them into serious trouble. The same thing is true of a pilot's skill level. If a pilot believes his or her skills are better than they really are, this will likely result in overconfidence that ultimately leads to an accident or other mishap.

So, how does a pilot accurately assess his or her skill level? Well, the safest thing to do would be to hire a flight instructor to fly with you for an hour or two in the airplane that you normally fly and review critical airspeeds, short field landings, recovery from various types of stalls, and any other emergency procedures you should know for the type of aircraft and the type of flying you are doing. It is far better to be humbled by your own poor performance on a training flight, then to continue believing your skill level is proficient and your judgment superb, if that is not really true.

Words from a Safety Dog

Airport traffic patterns

By Steve Rossiter



Recently I have been doing more flying than I have for awhile. This has been an opportunity for me to see what's going on in the real world and a reminder of what I've seen even when I was flying a lot. There is an issue that concerned me in the past and I have found still persists.

In aviation, there are many standards a pilot is expected to learn and abide by in the interest of aviation safety for all who share the National Airspace System. These standards are an expectation for what we can anticipate when operating near other aircraft. The issue that is the subject of my concern for today is airport traffic patterns.

When I've been flying in and around Missoula, there seems to be a cavalier, or rather, sloppy, handling of aircraft in and around our airport traffic patterns, both controlled and uncontrolled. For that reason it seems as if a review of proper procedures might be instructive.

Before we get into that, here is a question: Why do we have specific procedures for traffic pattern operation? The short answer is that this allows all of us to have a good idea of what each of us is going to do in normal operations. More important, it greatly reduces the likelihood that we will crash into each other, always a good thing! If one uses non-standard procedures, not so much…. a bad thing!

According to the Aeronautical Information Manual (AIM) the standard (expected) traffic pattern departure procedure for all airports is as follows: After takeoff climb straight ahead on the runway heading until within 300 feet of the traffic pattern altitude, then depart straight out or on a 45 degree angle toward the downwind leg of the traffic pattern. At a controlled airport, you can negotiate something different with the tower's approval.

The AIM standard (expected) traffic pattern entry procedure for all airports is that: When approaching all airports, the aircraft should be established at traffic pattern altitude one mile before approaching the traffic pattern. The traffic pattern should be entered in the middle 1/3 of the downwind leg at a 45 degree angle in the direction of the traffic flow. Once again, at a controlled airport you can negotiate something non-standard with the tower's approval.

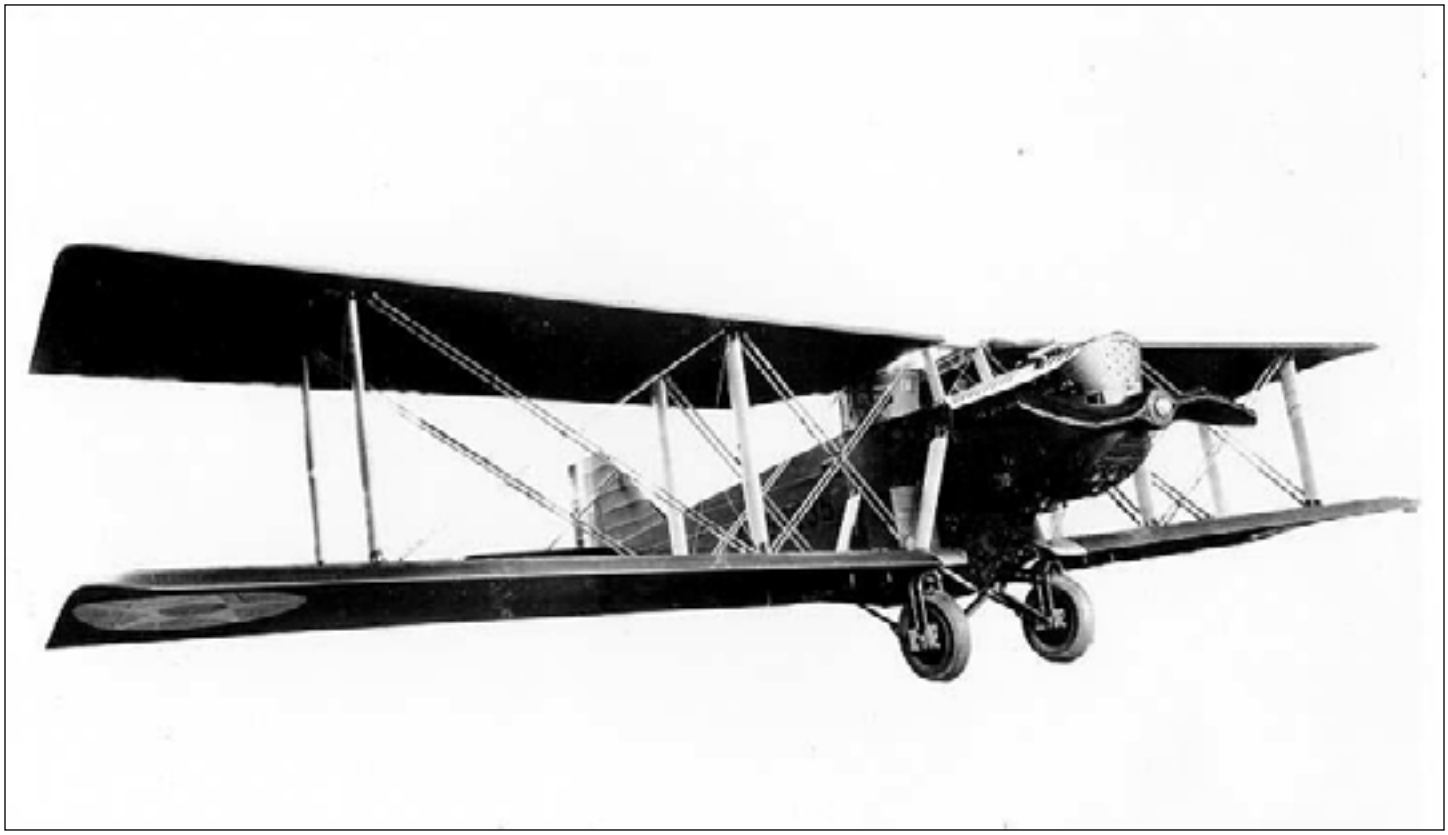
If you find yourself on the wrong side of an uncontrolled airport, the procedure is to overfly the airport at a safe altitude above the traffic pattern, then let down to traffic pattern altitude and make the correct 45 degree entry into the traffic pattern. At a controlled airport, negotiate an appropriate plan with the tower and proceed accordingly.

At Missoula (KMSO), if you are coming in from the Bitterroot, quite often you will be offered an extended left crosswind leg entry when landing on RWY 30. Approaching from Evaro and landing on RWY 12 you may be offered an entry on an extended left crosswind leg. The KMSO tower does a nice job of working aircraft into an appropriate sequence based on traffic conditions at the time.

Most important, remember standard procedures are the expectation of all pilots that are flying around an airport, controlled or uncontrolled. It is doubly important around uncontrolled airports because not all aircraft have radios. As long as everyone operates in a standard manner, the safest possible environment will be created around the airport.

Strange Aircraft

Over-armed and over-weight Boeing GA-2



By Steve Rossiter

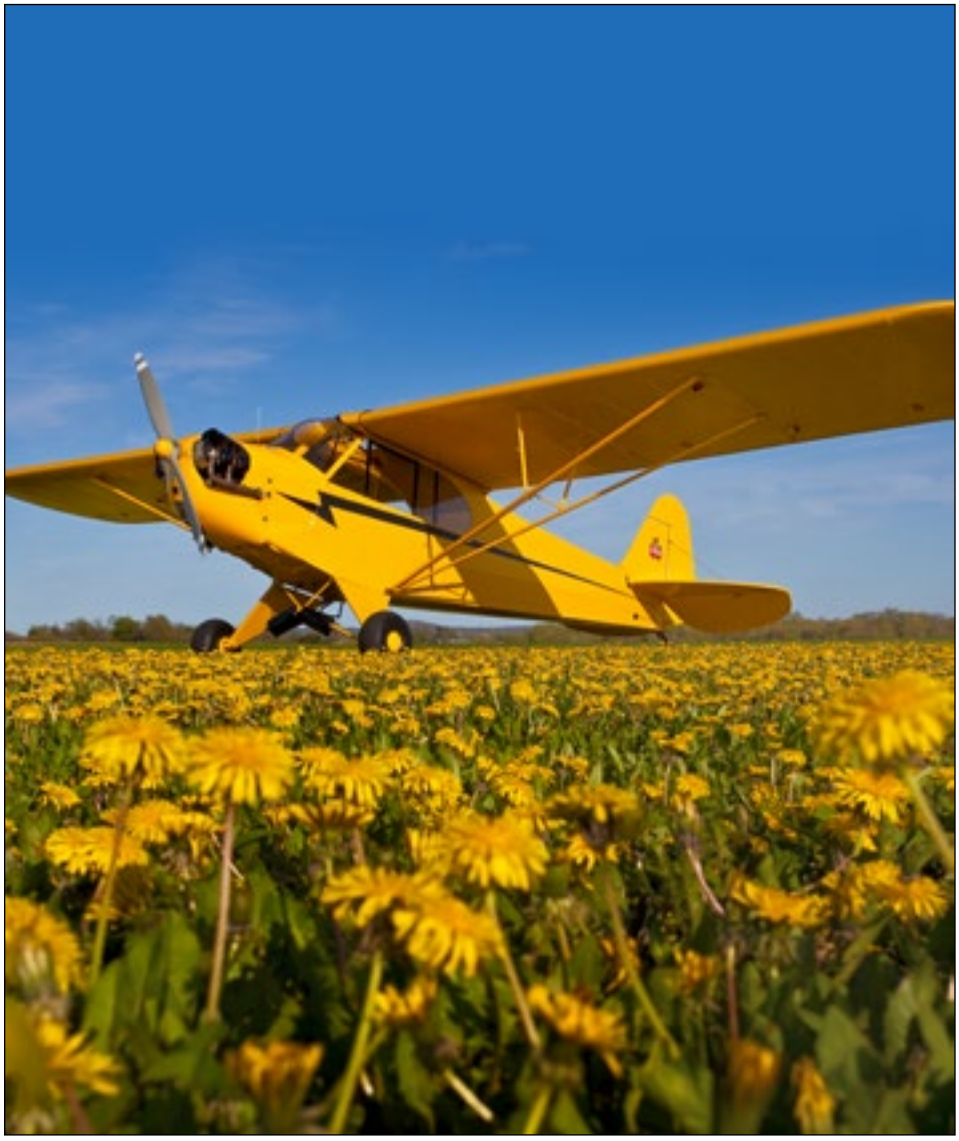
As we all know, Boeing is a great aircraft company. Even great companies can have a clunker every once in a while and in 1921 the Boeing GA-2 was one.

There were only two GA-2 aircraft ever built. It was to be a military aircraft armed with a 37mm canon, five .50 caliber machine guns, and two .30 caliber machine guns. It was over armed, over armored, overweight and under powered at 700 Hp.

Report on EAA 517's First "Flying Start" Event

By Sherry Rossiter

> "Once you have tasted flight you will always walk the earth with your eyes turned skyward; for there you have been and there you will always be."
>
> *Leonardo da Vinci* (1452 – 1519)



EAA Chapter 517, Inc., which also operates under the assumed business name of Five Valley Flyers, hosted their first Flying Start event at the chapter hangar in Missoula on Saturday, May 18. Since May 18 was also International Learn to Fly Day, it was the perfect time for our chapter pilots to be talking to non-pilots about the challenges and joys of learning to fly.

Three of the four non-pilots who attended the event were from the Missoula area and the fourth (Ralph Johns' grandson) was from Franklin, TN. All had learned about the event either through a personal invitation from a chapter member, from a poster, or from a local radio ad.

The morning began with a short "meet and greet" that included assorted pastries, juice and coffee. Then Ray Aten, the Chapter's Education Director, facilitated a multi-media presentation that included information on the difference between a sport pilot certificate and a private pilot certificate, training requirements and costs, the names of local flight schools and information about EAA. Lastly, each non-pilot attendee was introduced to the chapter pilot who would be providing him with a free introductory flight. Due to rain and low ceilings, only one introductory flight took place on Saturday, but times were set up for the other three non-pilots to go flying at a later date.

There are several good reasons for a local chapter to host a Flying Start event, but the four main ones are: (1) to recruit new chapter members and engage the current ones; (2) to share the passion of aviation with non-pilots; (3) to encourage new pilot trainees to strengthen the current pilot population; (4) to enhance the EAA Chapter's position as the local access point to aviation.

A VERY BIG THANK YOU goes out to our chapter pilots whose participation made this Flying Start event possible: Ray Aten (Zodiac 601); Larry Depute (RV-4); Bruce Doering (C170); Gary Matson (C150). **Another BIG THANK YOU** goes out to Ralph Johns (logistics), Ray Aten (presentation), Sherry Rossiter (publicity), and Steve Rossiter (hospitality).

The story of a mystery P-51 pilot

This 1967 true story is about an experience by a young 12-year-old boy in Kingston, Ontario, Canada. It is about the vivid memory of a privately rebuilt P-51 from WWII and its famous owner/pilot.

In the morning sun, I could not believe my eyes. There, in our little airport, sat a majestic P-51. They said it had flown in during the night from some U.S. Airport, on its way to an air show. The pilot had been tired, so he just happened to choose Kingston for his stopover. It was to take to the air very soon. I marveled at the size of the plane, dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the pilot's lounge. He was an older man; his wavy hair was gray and tossed. It looked like it might have been combed, say, around the turn of the century. His flight jacket was checked, creased and worn – it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance.

He filed a quick flight plan to Montreal ("Expo-67 Air Show") then walked across the tarmac.

After taking several minutes to perform his walk-around check, the tall, lanky man returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up, just to be safe." Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use – "If you see a fire, point, then pull this lever," he said. (I later became a firefighter, but that's another story.)

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked – I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar. Blue flames knifed from her manifolds with an arrogant snarl. I looked at the others' faces; there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did. Several minutes later we could hear the pilot doing his pre-flight run-up. He'd taxied to the end of runway 19, out of sight. All went

quiet for several seconds We ran to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not. There we stood, eyes fixed at a spot halfway down the runway. Then a roar ripped across the field, much louder than before. Like a furious hell spawn set loose – something mighty this way was coming.

"Listen to that thing!" said the controller.

In seconds the Mustang burst into our line of sight. Its tail was already off the runway and it was moving faster than anything I'd ever seen. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic We clasped our ears as the Mustang climbed hellishly fast into the circuit to be eaten up by the dog-day haze. We stood for a few moments, in stunned silence, trying to digest what we'd just seen.

The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment.

The radio crackled, "Go ahead, Kingston."

"Roger, Mustang. Kingston tower would like to advise the circuit is clear for a low-level pass."

I stood in shock because the controller had just, more or less, asked the pilot to return for an impromptu air show!

The controller looked at us. "Well, what?" He asked. "I can't let that guy go without asking. I couldn't forgive myself!"

The radio crackled once again, "Kingston, do I have permission for a low-level pass, east to west, across the field?"

"Roger, Mustang, the circuit is clear for an east to west pass."

"Roger, Kingston, I'm coming out

of 3,000 feet, stand by." We rushed back onto the second-story deck, eyes fixed toward the eastern haze.

The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze. Her airframe straining against positive Gs and gravity. Her wing tips spilling contrails of condensed air, prop-tips again supersonic. The burnished bird blasted across the eastern margin of the field shredding and tearing the air. At about 500 mph and 150 yards from where we stood she passed with the old American pilot saluting.

Imagine, a salute! I felt like laughing; like crying; she glistened; she screamed; the building shook; my heart pounded. Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelibly into my memory.

I've never wanted to be an American more than on that day! It was a time when many nations in the world looked to America as their big brother. A steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the old American pilot who'd just flown into my memory. He was proud, not arrogant; humble, not a braggart; old and honest, projecting an aura of America at its best.

That American will return one day! I know he will! Until that time, I'll just send off this story. Call it a loving salute to a country, and especially to that old American pilot: the late JIMMY STEWART (1908-1997), Actor, real World War II Hero (Commander of a U.S. Army Air Force Bomber Wing stationed in England), and a USAF Reserves Brigadier General, who wove a wonderfully fantastic memory for a young Canadian boy that's lasted a lifetime.

Join EAA's official Facebook group

By EAA

Have you joined the official EAA Facebook group? In conjunction with our normal Facebook page, our Facebook group will be a place for EAA members, pilots, and aviation enthusiasts in general to have discussions and share photos and ideas about aircraft, EAA AirVenture Oshkosh, other aviation events, homebuilding, flying tips, maintenance, and anything else related to aviation! Join today!

BUILDER'S REPORT

Rutan
Ed Lovrien
Limo EZ – 50%

Sonex
Larye Parkins
Waiex – 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.

Young Eagles in Superior

Young Eagles – June 1 – Missoula

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