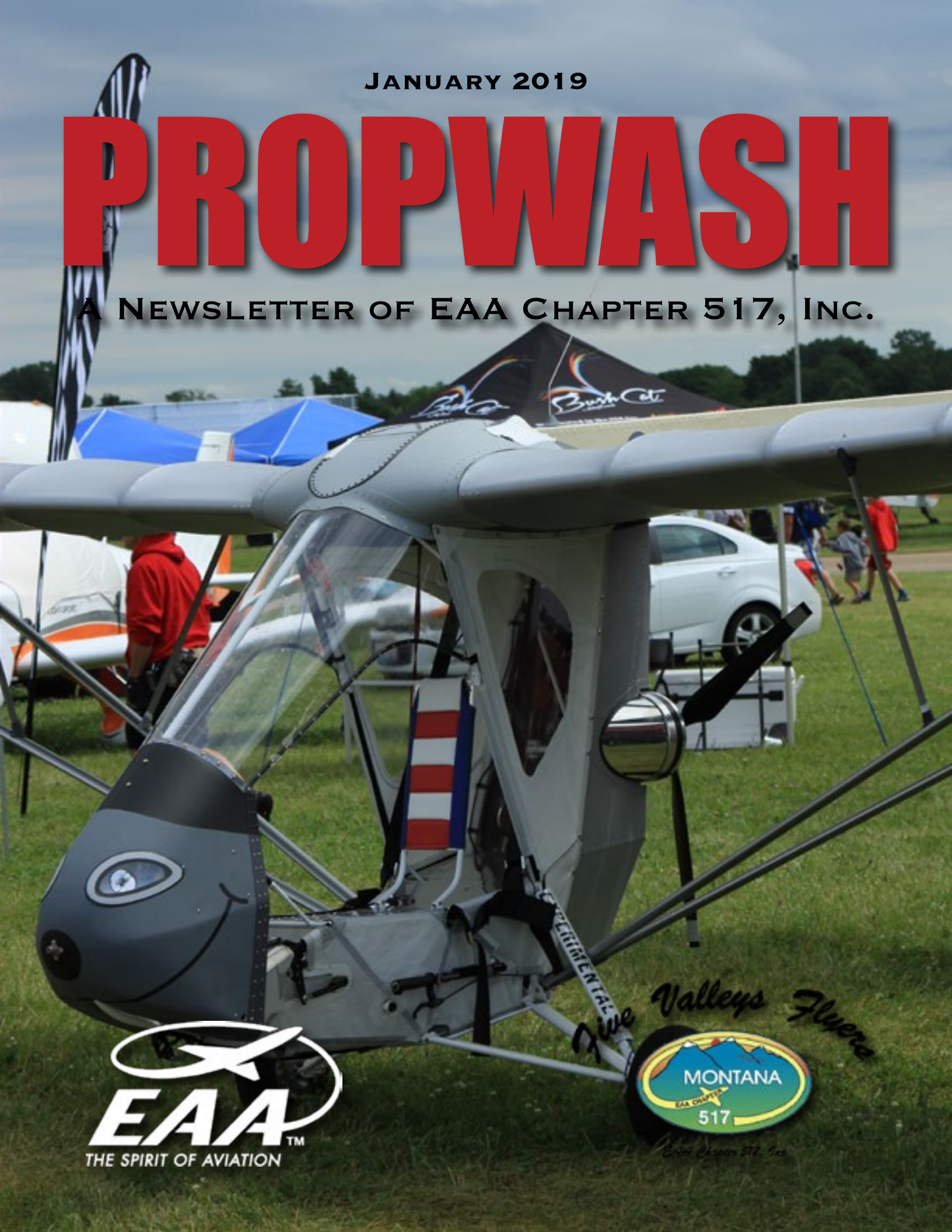


January 2019

PROPWASH

A Newsletter of EAA Chapter 517, Inc.

New Chapter President takes the yoke

By Gary Matson

What does the highly classified work of designing aircraft defensive jamming systems in New Jersey have to do with hiking, timing ski races and EAA Chapter 517? They're all part of the roads traveled by the Chapter's newly elected President, Ralph Johns. Ralph put in a career designing defensive avionics for aircraft like the B-52, F-16, F-18 and F-22. He lived in New Jersey except for occasional field assignments. His love of aviation led him to flight instruction in the venerable Cessna 152 and 172 and his private pilot certificate. Though not current, he just needs the medical and flight review to get back at the controls. Ralph has rented the planes he's flown but is entertaining the idea of building his own.

How did Ralph wind up in Missoula? His wife, Terry Pearson, had lived here for a couple of years before traveling east to seek job opportunities. Although she did find true love and marriage, life in the East wasn't her cup of tea. As the years went by she began lobbying Ralph for a return to Missoula. Her efforts were finally successful in

2001 and the family, now including their 7-year-old son, Kent, moved to a home in Lincoln Hills. By special arrangement with his employer, ITT Avionics, Ralph was able to work from home in Missoula though being required to spend one week each month at the plant in New Jersey.

Kent attended multiple grade and middle schools because of the fluid state of Missoula educational facilities at the time. He went to Mount Jumbo, Rattlesnake, Prescott and Washington before entering high school at Hellgate. Ski racing was his passion, begun while the family was still in the East. Now 24 years old he currently is a partner in the Parkour gym Unparalleled Movement here in Missoula. His dad enjoys a continuing career timing ski races at Snow Bowl.

I asked Ralph about his goals for the Chapter. He admits to being a bit overwhelmed thinking about the dynamics that have developed through the exceptional efforts of Steve Rossiter and the EAA Board. Not a "showy" but a "behind the scenes style of person" he will do his best to keep the Chapter moving forward. The once-monthly breakfasts will remain a mainstay, accompanied by occasional Chapter business, entertainment, education and Young Eagles. Ralph has for the past few years been helping with Young Eagles and enjoys "The big grins on the faces of the kids when they come back." Ralph will "keep his ears open" for Chapter event ideas from members. He does sense that fly-outs to the many nearby areas of interest could be a good addition.

It was enjoyable to hear Ralph describe his attraction to aviation and to this special western Montana place. His house in Lincoln Hills has a scenic Mount Jumbo hiking trail right out his back door. He likes the abundance of recreational destinations. There are "fabulous places to go, in any direction."

We EAA members can be glad Ralph is happily settled here and look forward to enjoying good times with him in the months and years to come.

CFI CORNER

Instrument approach for North Pole

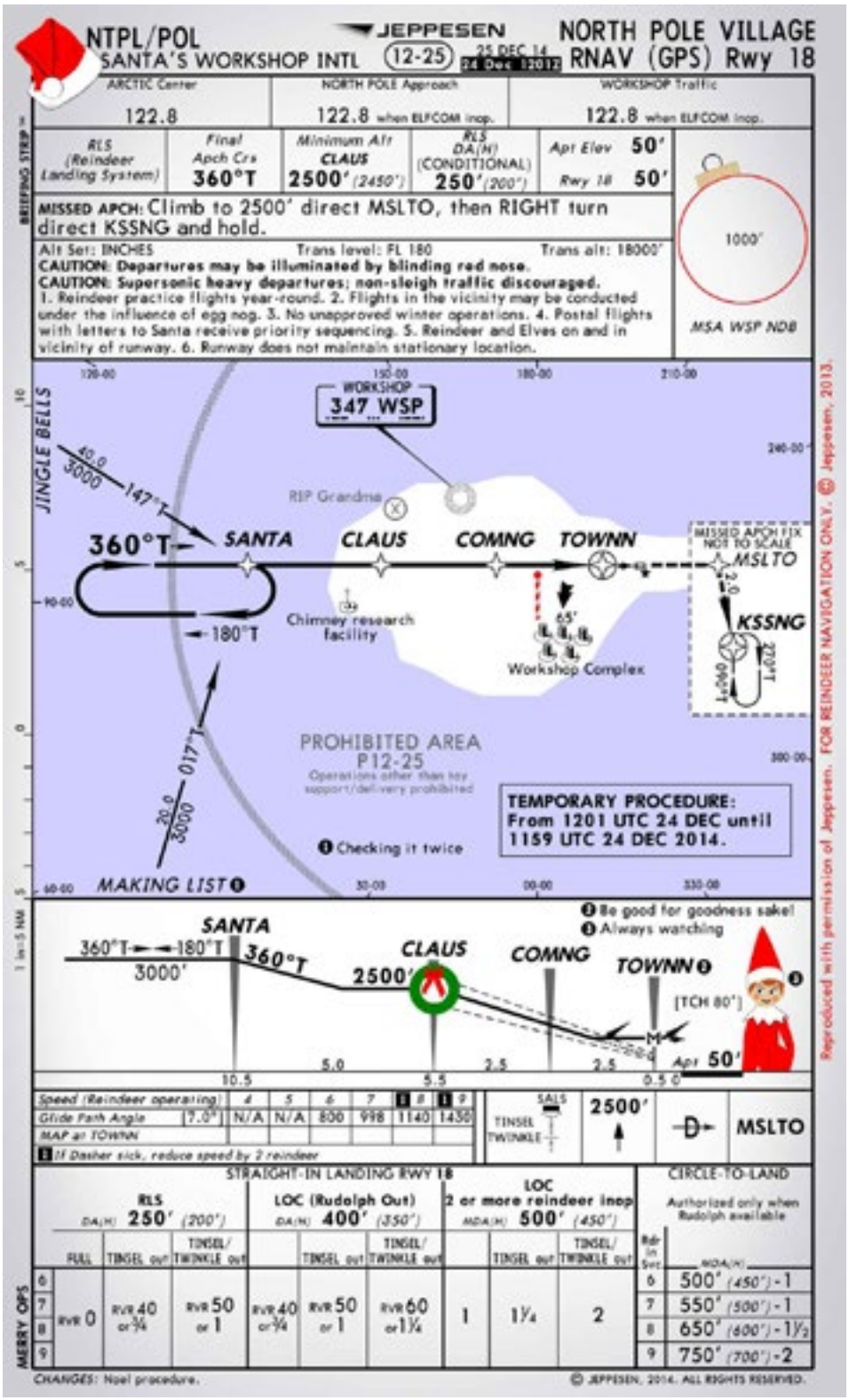
By Sherry Rossiter CFI-I

In keeping with the holiday spirit, I thought I'd use this specially created instrument approach procedure (IAP) chart that Jeppesen put out a couple years ago for the North Pole. Although the chart is clearly a figment of someone's imagination, it still can be used as a teaching aid in explaining the six basic parts of an instrument approach chart.

All IAP charts have the same basic layout. This means that certain information always appears in the same location on the chart with a few exceptions.

The information at the very top and at the very bottom of the chart is referred to as "marginal data." This would include the name of the approach, the airport name and latitude and longitude of the airport. In the case of this fictitious approach chart, the name of the airport is Santa's Workshop International. The name of the approach is North Pole Village RNAV (GPS) Rwy 18.

The second section is called the Pilot Briefing Section. It is imperative that the pilot review this section of the approach chart prior to flying the approach. It is especially important that the pilot review and understand the prescribed missed approach procedure. This section also can contain notes to pilots such as "Reindeer and Elves in vicinity of the runway." This section also contains the frequencies the pilot will be using in the order of use. For example, on the North Pole Village approach chart, Center frequency is shown as 122.8.



The third section on an instrument approach chart is called the Plan View. This section contains a diagram of the entire approach procedure as viewed from overhead (i.e., top down). The Plan View can also contain special information such as "Temporary Procedure."

The fourth section is the Profile View. This section contains important information about altitude and distance. For example, on this approach chart, the distance from the outer marker to the missed approach point is 5.0 statute miles and the glide path angle is 7%.

The fifth section is called the Minimums Section. This section looks like a table with the information broken down by aircraft category and type of approach to be flown. On the North Pole Village approach, if two or more reindeer are out of service, the pilot can only fly a straight in localizer (LOC) approach down to a minimum decision height (MDA) of 500 feet MSL. Also, if Rudolph and radar are available, the pilot could make a circle-to-land approach with four different minimums shown.

The last section on most instrument approach procedure charts is an airport diagram that normally appears adjacent to the Minimums Section. However, since nobody actually knows the real location of Santa's Workshop International, no airport diagram is shown on this chart, which was created by Jeppesen in 2013.

When I was working on my own instrument rating 40-plus years ago, I can remember being very intimidated by the approach charts because they contained so much information. However, once I became an instrument instructor and had to teach my students how to use these charts, it became much easier to understand and properly use the information provided.

My best advice to any instrument-rated pilot is to spend as much time on the ground as possible going over your IAP charts because trying to figure out something you don't understand in the air could become problematic. Also, there is actual value in sitting in an armchair with your approach chart in front of you and simply imagining yourself flying the approach. Our mind does not discriminate between things we actually do and things we "simulate" or rehearse. I used this technique when I was in Army flight school working on my helicopter instrument rating and it really paid off for me. When the flight examiner took me to two airports the day of my check ride that I had never flown instrument approaches to except in my mind, I totally nailed the approach. From that day forward, I've used "armchair simulation" with all of my instrument students to help them learn to accurately read charts and cement the procedures in their mind. Please give this learning technique a try!

Words From A Safety Dog

By Steve Rossiter

Beginning this month, I will be starting a column to offer a few short words for your consideration as a retired professional Aviation Safety Manager (Safety Dog). So you have a better understanding of my safety "creds," I'll bring you up to date on my aviation and aviation safety background.

As a pilot and flight instructor, I have over 10,000 hours total time, with about 2,400 hours as a flight instructor in both airplanes and helicopters. Plenty of time for numerous students to have had the opportunity to try and kill me! And some have.

My first position as a Safety Dog was while I was the Aviation Safety Officer for the 91st Infantry Division at Hamilton Field, California. I ended my federal civil service employment as the National Aviation Safety Manager for the U.S. Department of Interior's Bureau of Indian Affairs. Much of my training was through the University of Southern California's Aviation Safety Management Program, which included aircraft accident investigation.

As both a helicopter and airplane pilot/instructor, I've survived more than my share of aviation events! Just as important, I know many, many pilots that have contributed to my experience because of their experiences. I have actually learned a few things from other's mistakes.

As a Safety Dog, I hope to present little bits of wisdom you will find useful in your aviation activities. Like all education, you may choose to adopt the guidance I provide or you may choose to make other choices. All pilots young, old, low time newly minted, or old high time and worn out, see things and hear thing we may or may not choose to adopt.

Risk Management

Whether we like it or not, as pilots and human beings, we are always doing risk assessments in everything we do. Is the potential reward worth the risk associated with the activity? That is always the fundamental question. Even something as mundane as getting out of bed in the morning has risk. Clearly, we make the move to get out of bed because the risk is low, and there are too many rewards to seriously consider not getting out of bed.

Let's now try an aviation example that is much more complex. Let's say I have a single reciprocating engine airplane. I have a wife and a couple of children. I have a need to get me and my family somewhere for any number of reasons.

It is summer time and we will pile into the airplane about noon and head for our destination, VFR, a couple hours away. It is daytime, the terrain is flat, if anything unexpected happens, an emergency landing is no major challenge. Risk is minimal.

It is winter time we will climb into the airplane just before dark, fly VFR for about two hours over forested, snow covered mountainous terrain. Risk is significantly higher. If the unthinkable happens; what do you do? It is dark, so you have no way to see potential landing sites, even if there are any. If you manage to get the airplane down without killing yourself and your family, it is cold and the ground is snow covered.

How are your survival skills? Is this a situation where you want to find out?

Flying single engine over mountains is higher risk than flat terrain; risk, moderate. Single engine at night; risk moderate. Winter time operations in general, higher risk than non-winter; risk high moderate. I believe most experienced pilot would agree; moderate risk + moderate risk + high moderate risk = high risk and many pilots might consider an unacceptable risk.

The final assessment is, if you find yourself saying or thinking I can probably make it just fine, that is a big red flag that says STOP and rethink what you are considering. As a pilot, do you really want to expose your passengers to an unnecessarily high risk situation?

It is better to be on the ground wishing you were in the sky, than being in the sky wishing you were on the ground.

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.

Wright Brothers Dinner 2018

By Steve Rossiter

As always, Sherry Rossiter masterminded a terrific final event of the year for Five Valleys Flyers (EAA Chapter 517, Inc). Enlisting Bryan Douglass as the prime (pun intended) chef was nothing less than genius. Everyone that tried the prime rib could not say enough about the quality of our meal. In my humble opinion, and you know how humble I am, this was the best meal we've ever had for our annual Wright Brothers "Celebration of Flight" Dinner. Our meal was topped off with a beautiful sheet carrot cake depicting the Wright Flyer. Even better yet, the meal cost was less than what we pay when we used a hotel. Well done, Sherry and Bryan!

When dinner was finished, we moved on to other festivities. For the first time ever, members were able to wear our new name tags. These have been issued for all Life Members and members who have already paid their 2019 chapter dues. Additional name tags will be procured as 2019 dues are paid.

We then moved on to issuing the EAA Chapter Service Awards, both the certificate and the pin. Gary Weyermann was recognized as out Secretary, Roger Shaw as Treasurer, and myself as President. Jim Younkin (Vice President), Ray Aten (YE Coordinator), Clint Burson (Newsletter Editor), and Larry DePute (Technical Counselor) were not present for the presentation.

Dave Mihalic did a masterful dramatic reading of the newest version of "T'was the Night before Christmas" provided to us by Fred Hasskamp, part of our Hamilton/ Victor contingent. There were a couple of new twists we've not heard before. Thanks, Dave!

Lastly, Sherry led us through our annual "white elephant" gift

exchange. Gift theft this year was kept to a minimum by a courteous group of members. The biggest surprise of the evening is that the infamous antlers were not present. Where, oh, where will the antlers show up in 2019? Then there was another surprise; I ended up with a "Squatty Potty." Do you think a new tradition might be started to challenge the "Order of the Antler"? You can't ever tell.

All hands chipped in to the effort to do post dinner clean up. Tables, chairs, airplane and all other things were cleaned up and everyone headed for home by 8:30 p.m.

As my last official event as President for the Chapter, thank you, Ralph, Sherry, Edi, John and Roger for showing up early to assure the hangar was ready for the member's arrival. Bryan did the beef, but the meal was completed by the efforts of Sherry with the help of Judy and Gary Matson.

Once again, thank you for your participation in our most fun event of the year. I'm already looking forward to next year. I hope you had a Merry Christmas and I wish you the best in the New Year.

Strange Planes – Goodyear Inflatoplane

By Steve Rossiter

A whole new meaning to a preflight! Yes, the Inflatoplane did fly.

The Goodyear Inflatoplane was designed in the 1950s to serve as a potential rescue device for pilots down behind enemy lines. The idea was to parachute it into the pilot for his use.

Preflight included unloading it from its container, crank up the internal compressor or hand pump, inflate it and go. In the end, it wasn't considered practical and wasn't ever deployed for operational use. The Stonehenge Museum at Crystal Lake has one which is the only airplane in the museum not flyable. It's hanging on the hangar wall, but it is kept inflated.

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