

SEPTEMBER 2019

PROPWASH

A NEWSLETTER OF EAA CHAPTER 517, INC.



From the Chapter President



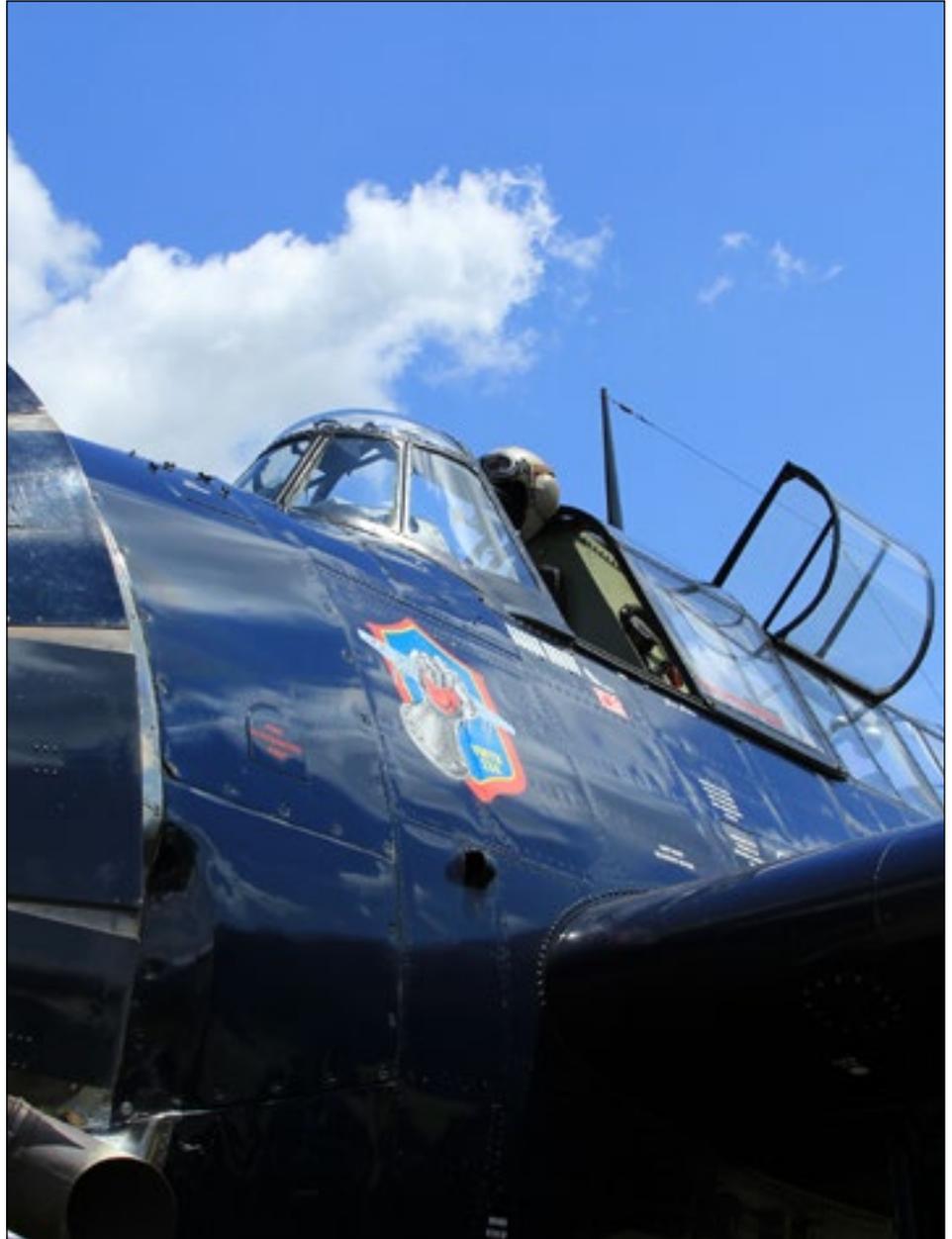
RALPH JOHNS

September is looking like a pretty busy month. EAA chapter 1122 in Polson is having their annual Fly in Breakfast on Saturday Sept 7, from 8 a.m. to noon. Let's support this event as this is their main annual fundraiser. If any of you would like to have a Chapter 517 fly-out to this event, let me know and we can try to get it organized.

Our monthly Fly-In Pancake Breakfast and Young Eagles rally was moved from its usual first Saturday schedule to Saturday, Sept. 14 so as not to conflict with the Polson event. Our breakfast will be from 8-10 a.m. as usual with Young Eagles flights starting at 9 a.m.

On Saturday Sept 28 the airport is having a GA BBQ at our chapter hanger and we are doing a chapter open house during the event. The GA BBQ is from 11 a.m. to 3 p.m. and airport management will be cooking. This is a free event for the entire MSO airport GA community.

Bryan Douglass is putting together a presentation on the Miss Montana to Normandy experience and has agreed to present it to the chapter on



Monday Sept 16 at 7 p.m. It should be really interesting to hear about their experiences first hand.

Sometime in October (date and time to be determined) we will have a presentation from Will Deschamps and Dave Mihalic about their exciting arrival to Oshkosh 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.

If any of you have suggestions of other activities you would like the chapter to organize please let me know.

Ralph

CFI Corner

Aviators Model Code of Conduct

By Sherry Rossiter, CFI-I

There is a gentlemen in northern California who believes that pilots should always make safety the number one priority, seek excellence in airmanship, and aspire to fly with a high degree of professionalism. This man is Michael S. Baum, a Certificated Flight Instructor and attorney, whom I've had the pleasure of working with in the review of two of his Aviators Model Code of Conduct projects. A brief summary of the Code of Conduct's provisions can be found at www.secureav.com/AMCC-v2-Abridged.doc

The Aviators Model Code of Conduct was specifically developed to provide pilots, flight instructors, flight schools, and other aviation businesses with recommendations to advance flight safety, airmanship, and professionalism. The Code is copyrighted, but permission to use it can be obtained by consulting the Terms of Use at <http://www.secureav.com>

The Code of Conduct consists of seven sections: General Responsibilities of Aviators; Passengers and People on the

Surface; Training and Proficiency; Security; Environmental Issues; Use of Technology; Advancement and Promotion of Aviation. The Code itself has been reviewed multiple times by well-respected aviation professionals, so the content has been thoroughly scrutinized. While there are several different Codes of Conduct targeting specific types of pilots (helicopter, seaplane, glider, etc.), the basic format and sections remain the same.

The following is taken directly from the Aviators Model Code of Conduct, Version 2.

“The Code of Conduct benefits pilots and the aviation community by:

- Highlighting practices to support safety and professionalism among aviators,
- Promoting improved pilot training, airmanship, conduct, personal responsibility, and pilot contributions to the aviation community and society at large,
- Encouraging the development and adoption of good

- judgment and ethical behavior,
- Advancing self-regulation through the aviation community as an alternative to government regulation,
- Supporting improved communication between pilots, regulators, and others in the aviation industry, and
- Promoting aviation and making flying a more rewarding and enjoyable experience.”

Essentially, what Michael Baum is trying to tell us pilots is that if we don't take responsibility for managing our behavior, exercising good judgment, and improving flight training practices, the government will have no other choice but to step in. I happen to agree with Michael. I want to see pilots of all types take the time to review important flight information, engage in periodic refresher flight training, and thoroughly understand the safety aspects of flying. This is the only way any pilot can remain safe and proficient. Check out the Aviators Model Code of Conduct for yourself at the website above.



Ray Aviation Scholarship

Thanks from a grateful father

EAA 517:

Thank you for selecting Michael as your Ray Aviation scholar! Today I went to the airport with him expecting to just watch him take off and then land when he was done. Greg, the CFI, asked me if I wanted to go for a ride. "Of course!" Instead of being just dead-weight in the back I was part of the lesson. Fuel consumption had to be figured out, the plane will handle differently and extra safety items had to be covered in the pre-flight for the passenger.

The weather was fantastic with only a little bit of smoke moving in from Idaho. Greg instructed me that I had to help keep watch for anything and to alert them if I spotted something we should be aware of. I have to confess, since this was my first small plane ride I was pretty busy gawking at the scenery and taking pictures! I'll do better next time!

We flew from Stevensville and over our house on the way to Missoula for touch-and-go landing practice. I spotted the house easily and saw the garage door was left open. We have to go back! Then the views of the Bitterroot river were fantastic too! I was also texting pictures at the speed of light (at least as fast as a 54-year-old can!), sorry Ray, I didn't get one to you. Oops, I'm getting sidetracked with the excitement!

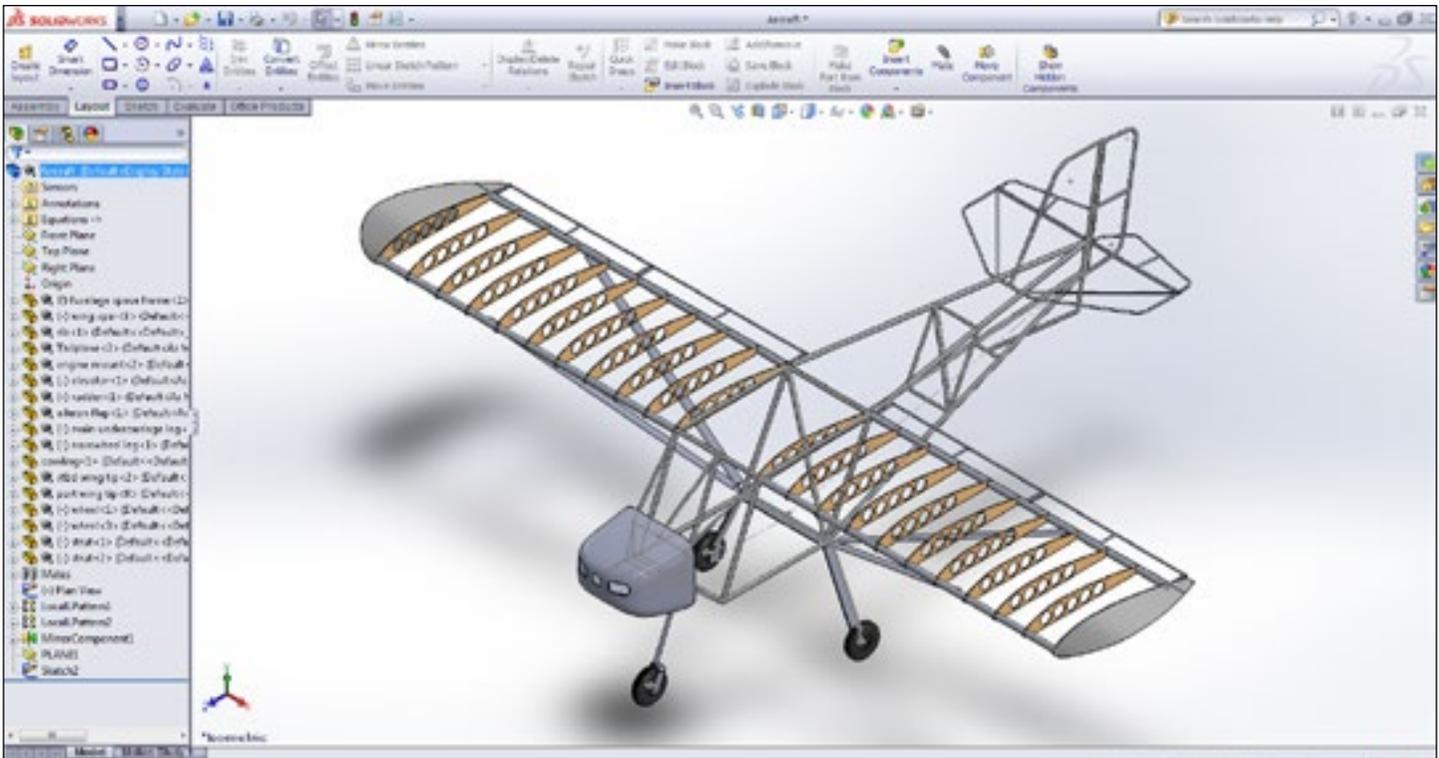
Greg is pleased with Michael's flying skills and communications progress. He stated Michael's Civil Air Patrol experience has helped him quite a bit. I was really impressed that his landings were so smooth!

Who knows where this fantastic opportunity will take Michael. I can only humbly say thank you for granting him it.

Michael V. Zielinski



SOLIDWORKS Education Premium now free for EAA members



By EAA

At EAA AirVenture Oshkosh 2016, EAA CEO and Chairman of the Board Jack J. Pelton with Suchit Jain of DS SolidWorks and David Kasinskas of GSC announced that EAA members would have free access to the SOLIDWORKS Student Design Kit — EAA Maker Edition.

When asked about additional functionality, specifically the Electrical Module, Suchit Jain said that if EAA members could use the added functionality, DS SolidWorks would add it.

Since that announcement, EAA has worked with DS SolidWorks to add additional benefits including free access to certification exams, discounts on 3D printers and training, and aviation-specific tutorials through the EAA SOLIDWORKS University (EAA.org/SWU).

To date, more than 8,300

EAA members have downloaded SOLIDWORKS through this program, making it the fastest-growing member benefit. In fact, it continues to grow by more than 200 member downloads per month.

In the weeks leading up to EAA AirVenture Oshkosh 2019, Marie Planchard of DS SolidWorks notified EAA that its members would now have access to a version of SOLIDWORKS that had previously only been made available to engineering schools — SOLIDWORKS Education Premium.

The new version extends the functionality to include all modules requested by EAA members including but not limited to:

1. Simulation Flow and Simulation Premium
2. Electrical Professional Schematic and Electrical 3D
3. Visualize Professional
4. PCB EDU Edition

View the full version comparison: [SOLIDWORKS Product Matrix](#)

Almost as significant as this upgrade is upgraded access to the MySolidWorks Network. Previously, members were only offered guest access, which comes with about 320 free online videos and access to the MySolidWorks Manufacturing Network, where members could send off designs to obtain quotes on design fabrication. Now, members have access to a student account simply by entering a serial number provided by EAA under your account registration page. Here are some of the new benefits:

1. 1,000-plus product tutorial videos
2. Certification test prep online courses

To obtain download instructions and more information, visit the EAA SOLIDWORKS Resource Center: [EAA.org/SOLIDWORKS](#).

Words from the Safety Dog

Women Soar Society Formed to Support Female Aviators

By EAA

During the Power Lunch, part of the EAA WomenVenture activities during AirVenture Oshkosh 2019, the EAA Aviation Foundation announced the formation of the Women Soar Society. This is a growing group of women who are supporting other women in aviation to help them accomplish their goals and soar beyond their dreams.

Part of EAA's mission to celebrate women and foster success in the next generation of aviators is hosting a variety of women's programs and scholarships through this society, including EAA WomenVenture, EAA GirlVenture Camp, and more.

By bringing together a carefully crafted group of women from a variety of backgrounds and different areas of aviation, the EAA Women Soar Society Advisory Board will focus on reaching more women at all stages of their aviation journey.

The chair of the advisory board, Heather Penney, who is also an EAA board member and a senior fellow at the Mitchell Institute, said it is an honor to be associated with the women on the advisory board and is proud of their influence on the aviation community.

"They are all leaders in their own right in aviation, incredible role models — not just for women, but for aviators and enthusiasts of all kinds — and to be able to bring together such an amazing group of talent to focus on women's programming is a real privilege," Heather said.



Heather said there are a number of exciting initiatives in the aviation community to bring women together. "We think that EAA has a unique opportunity because of the expanse of our membership and the chapter organizations. We believe in collaboration, not competition, and we think that we can elevate everyone's programming through the unique resources of EAA and the EAA Aviation Foundation."

Currently women constitute only 6 percent of pilots. That number is lower in the military and even lower in fighter aviation.

"From my own background as a female fighter pilot, we represent approximately 2 percent of all fighter pilots and less than 0.5 percent of pilots in general within the Air Force," Heather said. "We know that the demand for aviation professionals is only going to grow in the future,

and bringing women into that talent pool is going to be essential if we are going to meet that demand."

A gift to the EAA Aviation Foundation Women Soar Society aims to support and celebrate women of all ages.

"The overall vision and the goal for the Women Soar Society is to grow the participation of women in aviation careers and areas of passion," Heather said. "We will be successful if the involvement of women in the general aviation community grows; it doesn't necessarily have to be a professional occupation."

To find out more information about the EAA Aviation Foundation Women Soar Society and how to donate, please visit EAAWomenSoarSociety.org.

Follow EAA 517 on Facebook

Upcoming events

September 7 – POLSON EAA Chapter 1122
Pancake Breakfast & Aircraft Static Display, 8 a.m.
to noon, Polson Airport

September 14 – EAA 517 Pancake Breakfast, 8
a.m. to 10 a.m.

September 28 – EAA 517 Open House, 10:30 a.m.
to 2:30 p.m., EAA 517 Hangar

September 28 – GA BBQ sponsored by MSO
Airport, 11 a.m. to 2 p.m., LZ Hangar Complex

December 17 – Annual Celebration of Flight
Dinner, Hilton Garden Inn, 5:30 p.m.

BUILDER'S REPORT

Rutan

Ed Lovrien

Limo EZ – 50%

Sonex

Larye Parkins

Waix – 30%

Van's RV

John Barba

RV-6

Zenith

Duane Felstet

CH-750 75%

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FAA Transitions to ICAO Flight Plan Format

By FAA Safety Team

The FAA has transitioned to mandatory use of the international flight plan format for all IFR and VFR domestic and international civil flights, effective August 27 at 0500 EST. The change is part of an effort to modernize and streamline flight planning and supports the FAA's NextGen initiatives.

Benefits of the international form make it easier and more intuitive for pilots to use and will increase safety.

An increase in the size of the departure and destination fields to

allow a greater variety of entry types, including Special Flight Rules Area (SFRA) flight plans

Transmission of the supplemental pilot data field, which contains pilot contact information, along with the VFR flight plan to the destination facility, to reduce search and rescue response times

Air traffic control gains access to detailed equipment codes to identify aircraft capability

The international format will also allow for integration of Performance Based Navigation (PBN) and enhance air traffic control services

by allowing for easier identification of equipment, which can make greater use of airspace.

With the exception of military flight operations, the international format is required for all IFR and VFR flights across the NAS. Guidance on how to complete an international flight plan is available at www.faa.gov/go/flightservice.

Please contact Flight Service on our feedback email 9-AWA-ATO-SYSOPS-FS@faa.gov if you have any questions.

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