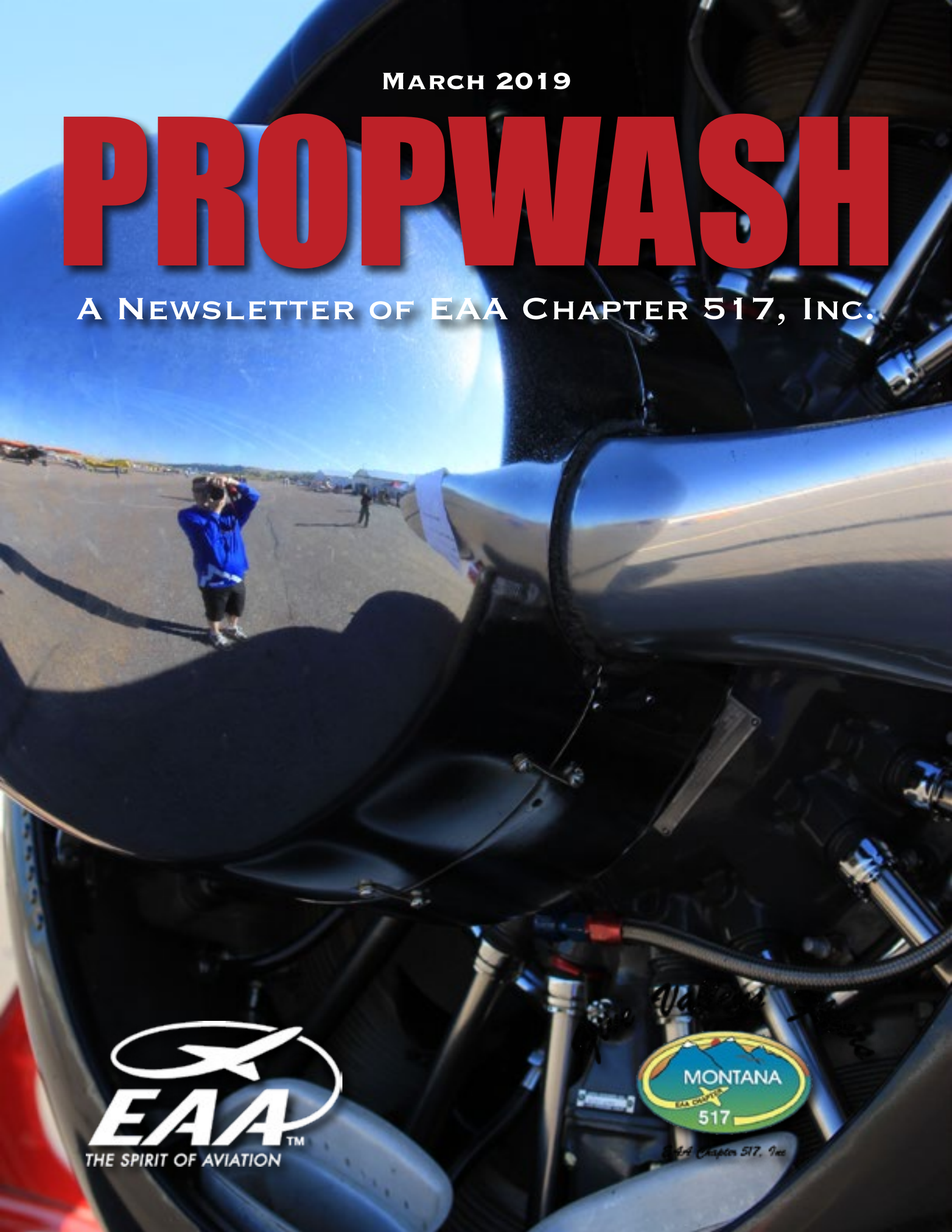


MARCH 2019

PROPWASH

A NEWSLETTER OF EAA CHAPTER 517, INC.



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From the President



By Ralph Johns

It has come to my attention recently that we need to be particularly vigilant in controlling access to the ramp via our hangar. TSA is checking tenant control of ramp access in the East LZ Hangar complex and if we are found in violation the chapter can be fined in the thousands of dollars. So it would be best NOT to leave the parking lot door to our hangar unlocked unless someone is designated to control the subsequent access to the ramp.

Saturday, April 6 is the first of our monthly pancake breakfast fly-in events and a Young Eagles rally. I hope the weather is a bit warmer by then.

EAA has announced a great student pilot scholarship program called the Ray Aviation Scholarship which can provide up to \$10,000 to a student pilot toward flight training expenses. They are able to provide up to 100 of these scholarships each year as a result of a major donation funding it. The awarded scholarships are administered by the chapter that proposed the recipient. The chapter 517 board of directors has decided to



apply to be one of those chapters and Ray Aten has volunteered to be our designated coordinator for this. Our application has been submitted and is under review. If any of you think you know a worthy recipient, please review the Ray Aviation Scholarship information on the EAA website and if they meet the requirements, let us know.

EAA is suggesting that chapters host a “Flying Start” event possibly on “Learn to Fly Day” on May 18. EAA is offering to provide promotional support and materials

for the event which would consist of presentations on what it takes to learn to fly and how/where to go about it. The event would also include Eagle Flights for those interested. For those chapters that have done this event, it has proven to be a good membership source. It sounds like a good idea.

It has also been proposed that we reserve a chapter camping area at 2019 EAA Airventure in Oshkosh. Is there interest in pursuing this? Let me know.

Ralph

CFI CORNER

Utilizing weather reports & other weather related products

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TAF KOKC 051130Z 051212 14008KT 5SM BR BKN030 TEMPO
1316 1 1/2SM BR
FM1600 16010KT P6SM SKC BECMG 2224 20013G20KT
4SM SHRA OVC020 PROB40 0006 2SM TSRA OVC008CB
BECMG 0608 21015KT P6SM NSW SCT040
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by Sherry Rossiter, CFI-I

Considering all the adverse weather we have had in Montana the last several months, I decided it would be good to review the types of weather-related products GA pilots have available to them to help make good flying decisions. Due to the amount of information available, this topic will be addressed in two parts, beginning with the March 2019 issue of PROPWASH.

Weather affects every flight a pilot makes. Pilots are tasked by regulation (CFR 91.103) to avail themselves of all information affecting a flight. That includes checking on the weather conditions along your route of flight and at your destination airport. The FAA leaves it up to the pilot to decide which weather reports, forecasts and other data will be checked and considered in making a GO-NO-GO decision when it comes to weather conditions.

According to AOPA's Air Safety Institute, approximately 40 percent of all aviation accidents are weather-related. In 2014, the NTSB named "identifying and communicating hazardous weather" as one of 10 Top Priorities to improve aviation safety.

There are a number of federal agencies that gather weather data and report on current or forecast weather conditions. In fact, there are so many different agencies doing this that it is sometimes difficult to know where to go to obtain the type of weather information a pilot is seeking. The main aim of this article is to try to simplify your understanding and acquisition of weather information resources or "weather products."

The National Oceanic & Atmospheric Administration (NOAA) has six divisions that deal with some aspect of weather. One of these divisions is the **National Weather Service (NWS)**. Anyone, not just pilots, can use the data and products produced by the NWS.

Within the National Weather Service, there are five divisions. The one that most pilots need to know about is called the **Aviation Weather Center (AWC)**. The AWC is located in Kansas City, MO and is the source for aviation weather forecasts.

The AWC identifies existing or imminent weather hazards and now produces a graphical (digital) area forecast known as a GFA. Area Forecasts (FA) in text format are no longer produced for the

continental United States (often referred to as CONUS), only for Alaska, the Gulf of Mexico, Hawaii, and the Caribbean. The website for the AWC is www.aviationweather.com.

On the other hand, **Terminal Aerodrome Forecasts (TAF)** are produced by the **Weather Forecast Office (WFO)**, another division of the National Weather Service. The Weather Forecast Office actually has three regional locations: Continental United States (CONUS), Hawaii, Alaska. TAFs are produced for airports with control towers or locations with official weather observers.

Obtaining Weather Information Prior to Flight

As of May 2018, the recommended procedure for pilots to obtain a preflight weather briefing is to contact the Flight Service Station (FSS) online at www.1800wxbrief.com. When a pilot contacts the FSS for a preflight briefing, the pertinent Area Forecasts (FAs) and Terminal Aerodrome Forecasts (TAFs) will be provided to the pilot along with other information pertinent to the destination airport and intended route



of flight.

In addition to providing pilots with preflight weather briefings, Flight Service Stations also provide pilots with en route weather information, solicit and disseminate urgent pilot reports, relay ATC clearances as necessary, issue Notices to Airmen (NOTAMs), and receive, process, and close VFR and IFR flight plans.

The Flight Service Station provides three different types of aviation weather briefings to pilots: Standard, Outlook, Abbreviated.

A **Standard Briefing** includes the following:

- 1) Adverse Conditions
- 2) VFR Not Recommended (if

route of flight is below VFR weather minimums)

- 3) Synopsis (an overview of the bigger weather picture)
- 4) Current Conditions
- 5) En Route Forecast
- 6) Destination Forecast
- 7) Winds and Temperatures Aloft
- 8) NOTAMS (only the ones not published; published NOTAMS provided only on request)
- 9) Prohibited Areas and Special Flight Rules Areas (SFRA)
- 10) ATC Delays
- 11) Other Information

An **Abbreviated Briefing** is a shortened version of a Standard Briefing and should be requested when a departure has been delayed or specific weather information is

needed to update an earlier briefing.

An **Outlook Briefing** should be requested when a planned departure is six or more hours away.

Select FSS's provide a continuous automated **Telephone Information Briefing Service (TIBS)** covering specific routes as well as airspace procedures and special announcements, if applicable. TIBS service is available 24/7 and updated as conditions change, but it is not meant to be a substitute for a Standard Briefing. Phone numbers for TIBS service are listed in the Chart Supplement.

In the April PropWash you can read about obtaining InFlight weather information.

Words from a Safety Dog

Not all flight hours are the same



By Steve Rossiter

My first solo flight in an airplane was an education, in and of itself. In December 1967, I had just returned from my first tour in Vietnam. I was on leave in California and decided I needed to start my training to get a civilian airplane pilot certificate. Please keep in mind that by this time I was an experienced US Army helicopter pilot with around 1,500 hour of flight time.

I went out to the Reid-Hillview Airport in San Jose, California and found a flight school. Because of my flight experience, my flight instructor wasn't quite sure how to handle me. I had a level of air sense that was way outside of the paradigm; my flight instructor was used to flying with inexperienced student pilots with no detectable air sense. After a few hours of dual instruction, my instructor was pretty comfortable with my progress.

One morning, I came in for my next lesson and my flight instructor held out a set of keys for one of their Cessna 150s. He told me to go fly and do three touch and go landings. I proceeded to the airplane, completed the preflight, cranked the airplane, taxied to the runup area, and completed my runup. I was ready to go.

The tower cleared me for takeoff, I taxied into position, put the power to it, and started rolling down the runway. As I continued accelerating down the runway, I noticed I was having a bit of difficulty keeping the airplane tracking straight down the runway. I was successful getting the airplane airborne when I realized, as I kept drifting left, I had no business being where I was. I was dealing with the strongest crosswind I had ever experienced in an airplane.

I managed to get safely clear of the airport, and I flew to the practice area to gather myself and

prepare to get the airplane back on the ground without hurting myself. I accomplished that mission, then taxied to parking and tied down the airplane. It was now time for a little talk with my flight instructor, who came out and met me on the ramp. He apologized for not flying with me that day before sending me solo. I trained for a few more hours, but my leave ended before I was able to complete training to take a check ride.

My instructor learned that a lot of hours in a different category of aircraft isn't necessarily 100% transferable to another category. I learned that crosswinds impact an airplane in a totally different way than with helicopters. This lesson served me well a few years later when I was a flight instructor teaching helicopter pilots how to fly airplanes in the Army. More about that in future articles.

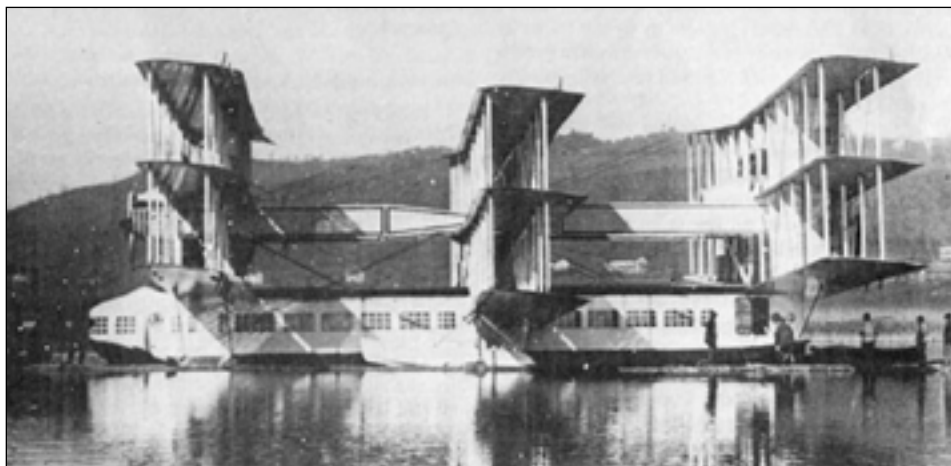
Strange Aircraft

Trans-Atlantic airliner with 9 wings



By Steve Rossiter

The Italian Caproni Ca.60 Noviplano, also known as the Capronissimo, actually flew twice. This nine wing, eight engine machine was to be a 100 passenger trans-Atlantic airliner. It first flew either on February 12 or March 2, 1921. The second flight was on March 4, 1921. It crashed on the second flight. Originally the Ca.60 was to be rebuilt, but ultimately the project was dropped.



SPECIFICATIONS (Ca.60)

General characteristics

Crew: 8
 Capacity: 100 passengers
 Length: 23.45 m (77 ft)
 Wingspan: 30.0 m (98 ft 5 in)
 Height: 9.15 m (30 ft)
 Wing area: 750.00 m² (8073 ft²)
 Empty weight: 14,000 kg (30,865

lb)

Max. takeoff weight: 26,000 kg (57,320 lb)
 Powerplant: 8 × Liberty L-12 liquid-cooled V12 engines, 294 kW (400 hp) each

Performance

Cruise speed: 130 km/h (70 kn, 80 mph)
 Range: 660 km (360 nmi, 410 mi)

Data from Guida agli Aeroplani di Tutto il Mondo and Aeroplani Caproni via Wikipedia.

Special Announcement

WMMOA hosting special event

By Steve Rossiter

Several of our Chapter members are also members of the Western Montana Military Officers Association (WMMOA). On Thursday, March 28, 2019, WMMOA is holding a special event and you are invited, if you want to have a really great time. WMMOA and the Roxy Theater will have a special onetime showing of the movie: Dr. Strangelove; Or How I Learned to Stop Worrying and Love the Bomb. This is a restored

remastered 35mm film, shown as it was originally meant to be seen.

This event is more than simply watching the film. WMMOA has reserved the theater auditorium from 4 p.m. until 7 p.m. There will be a social reception with snacks provided by WMMOA and adult beverages, to your taste, can be purchased at the Roxy snack bar. The movie will start 5:15 p.m. The cost of the movie and snacks are covered with the purchase of your ticket, only \$10 each. The tickets are being sold only by WMMOA. Seats are limited (only

70 seats), so if you wish to join us please contact me and I will reserve a ticket(s) for you.

Date: Thursday, March 28, 2019

Reception Starts: 1600 hours (4 p.m.) to 1900 hours (7 p.m.)

Movie Starts: 1715 hours (5:15 PM)

Ticket Price: \$10 each (for movie and snacks)

For tickets call or text Steve Rossiter at: 406 529-1601.

Runway Safety Action Team to meet

The annual Runway Safety Action Team (RSAT) meeting for the Missoula International Airport will be on Monday, March 25, at 11 a.m. in the Airport Conference Room. The meeting will be led by Missoula Air Traffic Control Manager, Keith

Eberhard, who moves these meetings at a quick pace with the expectation of being done by noon. The purpose is to review runway safety at the airport. All pilots are invited to attend and provide input regarding any safety issues. The meeting will also

ask for input about using Runway 12 as the calm wind runway instead of Runway 30.

Keith will send out an agenda in early March and says: "Hope to see you there."



Follow EAA 517 on Facebook

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!

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Fly-In Theater Lineup Extended for AirVenture



By EAA

February 28, 2019 - From old favorites to recent blockbusters, the lineup of films at this year's EAA Fly-In Theater, presented by Airbus, will take visitors on a diverse journey through aviation history. In addition, we're adding a screening on the Saturday before opening day, and introducing short-form programming on Wednesday and Saturday nights to reduce conflicts with the night air shows.

Every night beginning Saturday, July 20, through Saturday, July 28, moviegoers can bring lawn chairs and blankets to the Fly-In Theater and enjoy programming projected

on a five-story screen. And the popcorn's free, too!

Located adjacent to Camp Scholler, the Fly-In Theater is reminiscent of the drive-in theaters of the past. Each evening the show begins at approximately 8:30 p.m. (approximately 9:30 p.m. on Wednesday and Saturday to follow the night air shows). Each full-length screening is preceded by an entertaining and informative introduction featuring a mix of aviation notables, filmmakers, historians, and others who can provide insight and context to each film. The final lineup of presenters will be published at a later date.

Saturday, July 20: Top Gun

The quintessential '80s neoclassic starring Grumman F-14 Tomcats, Douglas A-4 Skyhawks, and "MiG-28s," along with a supporting cast featuring Tom Cruise, Kelly McGillis, Anthony Edwards, and Val Kilmer. You've seen it before, but come see it again, outside, under the stars.

Sunday, July 21: Always

Richard Dreyfuss and Holly Hunter play the leads in this film, Steven Spielberg's remake of the classic A Guy Named Joe. It trades wartime Britain for the frontlines of aerial firefighting, and features some



truly spectacular flying sequences.

Monday, July 22: Mission: Impossible - Fallout

Avid pilot Tom Cruise got his helicopter add-on rating in order to actually fly while shooting some of the flying scenes in this action-packed sixth film in the popular series. Cruise trained with Airbus full time for three months in order to develop the skills necessary.

Tuesday, July 23: Planes: Fire and Rescue

This sequel to 2013's Planes takes us into the world of aerial firefighting as Dusty Crophopper gets fitted with a water tank and amphibious floats, and gets to work. This animated Pixar feature features a star-studded voice cast, and nonstop aviation.

Wednesday, July 24: Miscellaneous Programming

Presented without introduction, Wednesday's and Saturday's short-form programming will consist of a series of short films, episodes of classic TV shows and movie serials, and more, all with an aviation theme.

Thursday, July 25: The Lafayette Escadrille

This feature-length documentary about the famed all-volunteer World War I squadron has been a several-year labor of love for filmmakers Paul Glenshaw and Darroch Greer. This is anticipated to be the first public screening of the film in North America.

Friday, July 26: First Man

Ryan Gosling stars as Apollo 11 astronaut Neil Armstrong in this Oscar-winning dramatization of his life. Released in 2018, the film painstakingly recreates Armstrong's X-15 research flights and the Gemini 8 mission, as well as, of course, the moon landing.

Saturday, July 27: Miscellaneous Programming

Presented without introduction, Wednesday's and Saturday's short-form programming will consist of a series of short films, episodes of classic TV shows and movie serials, and more, all with an aviation theme.

Admission to all movies at the EAA Fly-In Theater is included with your AirVenture wristband.



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