

JULY 2020

# PROPWASH

A NEWSLETTER OF EAA CHAPTER 517, INC.



*Five Valleys Flyers*



*EAA Chapter 517, Inc.*

# From the Chapter President



## JIM YOUNKIN

Howdy, All:

Since the first Saturday of July is Independence Day, we have moved our Coffee & Donuts at the hangar to the second Saturday, July 11. We had 16 people in attendance at our June Coffee & Donuts event, and everyone seemed to really be enjoying the opportunity to “talk flying” after sheltering at home for so long this spring. The July 11 event will be held between 8:30 a.m. and 11 a.m., so drop in anytime and stay as long as you’d like.

I’m also pleased to report that the chapter gained three new members this month: Todd Donahue,; Cal Geyman; Kirk Hennefer. Todd owns Homestead Helicopters and was the developer of the LZ hangar condos. Cal just moved to Missoula from Colorado and now rents hangar space from the chapter for his RV9A. Kirk is a student pilot, who owns a Bonanza 35, and also rents hangar space from the chapter. Welcome, gentlemen!

I also want to congratulate Roger Shaw, who was selected by EAA national to be the 2020 Website Editor of the Year. Roger is currently



our Chapter Treasurer but he also is our webmaster. He has worked very hard over the last year and half to accommodate changes to the chapter website, keep our activities calendar up-to-date, and post photos of chapter events, etc. Thank you, Roger, for all your hard work. (See another article about Roger elsewhere in this newsletter.)

I also want to again say thank you to Bryan Douglass for the terrific presentation he provided for our members on June 15 about the Miss Montana project and

journey to Normandy last year. Bryan has written a book about the Miss Montana project called *Every Reason to Fail: The Unlikely Story of Miss Montana and the D-Day Squadron*. The book is available for sale on Amazon or at the Museum of Mountain Flying.

Finally, with the continued enforcement of certain COVID-19 restrictions, our Chapter’s activities for this summer will be limited. In the meantime, stay safe and stay healthy! Until next month...

# Roger Shaw named 2020 Website Editor of the Year

Roger's interest in flying first started as a young boy when his family flew from Buffalo, N.Y. to Albuquerque, N.M. back in 1951 on American Airlines. Even though he grew up boating on Lake Ontario and has always had a boat, flying was on his mind constantly. On summer vacations he flew as a passenger in a float plane at Long Lake in the Adirondack Mountains. He flew as a passenger whenever possible, like in a bi-plane over Palm Beach, FL; in a C-182 over the Grand Canyon; and in a sail plane in Montana.

Then later in early life, he flew many missions around the panhandle of Florida and over to New Orleans on business. It was in a Baron 58 that he often got to fly himself, since the company hired a retired Air Force pilot who had his CFII certification. Roger should have logged his hours and gotten his pilots license then but being a father with two young boys, it just did not seem practical at the time. Living in Panama City, FL, boating was much more of a family thing then than flying. Life went on with many jobs, locations and boats until he retired in Missoula, back in 2011.

Then it was time to turn his attention to flying. He joined the Civil Air Patrol and is certified in Search and Rescue as a Mission Scanner (spot objects and record Lat/Lon), Mission Observer (running all the search instruments and radios) and Aerial Photographer. He was also commissioned as a squadron Communications Officer.

He also joined Chapter 517 of EAA in Missoula. There he has been active as the Treasurer and Webmaster, plus serving on the Board of Directors. He also helps on the pancake breakfasts and maintaining their new hangar at KMSO. He never did get his pilot's license but enjoys flying with other members of the chapter plus helping with the Young Eagles flights.

As an IT Director for 21 years, he was a self-taught computer engineer and programmer. He enjoys flying on his flight simulator which includes four screens, yoke, pedals, throttles, auto-pilot, radios and various aircraft control devices. He mostly simulates the Baron 58 but also flies a variety of planes. Besides flying the simulator, he enjoys programming the flight simulator for things like scenery of an air strip in his back yard and building specialty aircraft panels with sophisticated electronics.

Besides maintaining the website for EAA Chapter 517, Roger is the webmaster for Flotilla 84 in Coeur d' Alene, Idaho. In the Coast Guard Auxiliary he holds the office of FSO-CS (Flotilla Staff Officer - Communications Services). He has also built and maintained websites for businesses, churches and a Christian school.





# When Did You Decide to Become a Pilot?

By Steve Rossiter

Here is a fun challenge for all EAA Chapter 517 members. Tell us when and/or how you made the decision to become a pilot. It will be fun for members to learn a little something about other members and these stories will be a clue about how we might be able to help motivate others to become pilots. These stories don't need to be long or complex, just enough information to explain what got you started. I'll be the first with my story.

It was probably 1952 or 1953 in Burbank, California. My Dad was working for Flying Tigers Airline and I was in the first grade. An old friend of my Dad's came to visit, and he gave me my first plastic model airplane, a Curtiss P-40 of the American Volunteer Group (AVG) known as the Flying Tigers. I was probably 6 years old and that 6-year-old made the decision for my life's work as a military and professional pilot. As a teenager, I then became a U.S. Army helicopter pilot.

That's my story. What's yours?

## When does my medical expire?

By Steve Rossiter

The FAA was scheduled to publish a new SFAR (Special Federal Air Regulation) on June 29, 2020, to extent consideration of issues associated with COVID-19. Here is the new relief schedule in regard to medical certificates.

If the expiration date was April 30, the medical is valid until July 31.

If the expiration date was May 31, the medical is valid until Aug. 31.

If the expiration date is June 30, the medical is valid until Sept. 30.

If the expiration date is July 31, the medical is valid until Oct. 31.

If the expiration date is Aug. 31, the medical is valid until Nov. 30.

If the expiration date is Sept. 30, the medical is valid until Dec. 31.

## EAA Annual Membership meeting to be held via YouTube Live

By EAA

The 2020 EAA Annual Membership Meeting will take place Wednesday, July 22, from 8:30 to 9:30 a.m. CDT via YouTube Live. Due to COVID-19 concerns, the meeting will be virtual, which will facilitate broader access to the meeting. It will be broadcast from the Founders' Wing and not open to attendance in person.

Questions for the annual membership meeting can be submitted in advance of the meeting to [feedback@eaa.org](mailto:feedback@eaa.org) or during the meeting. Voting will be conducted by proxy.



# EAA to celebrate Spirit of Aviation week virtually

By EAA

The Experimental Aircraft Association is showcasing the whole spectrum of flight this summer in a virtual way, as Spirit of Aviation Week on July 21-25 will celebrate the entire aviation community.

The five-day event will include streamed and on-demand content, encompassing nearly every subset of aviation, with a focus on educational, informational, and entertaining content. EAA's special interest groups will also be heavily involved, bringing highlights that include homebuilts, warbirds, vintage, aerobatics, ultralights, and much more.

"Nothing can replace the Oshkosh experience in-person during AirVenture week, as that event personifies the common passion we have for flight, in all its wonderful ways," said Jack J. Pelton, EAA's

CEO and chairman of the board. "As unfortunate as it was that the cancellation of AirVenture 2020 took away that personal experience, countless people and groups have stepped forward to ask what they could do to virtually create something from Oshkosh that brings us together as aviators and aviation enthusiasts. We're going to incorporate as many of them as possible during a full five-day event."

Among the highlights already planned for Spirit of Aviation Week are:

- Presentations, forums, and discussions with notable leaders in aviation
- Historical and archival content that highlights aviation legends
- Homebuilding workshops, discussions, and educational tips
- Content centered on pilot proficiency and learning to fly

- A virtual exhibit space that showcases products, show specials, videos, and services available from the hundreds of AirVenture exhibitors
- Features from air show performers to military and space programs
- Stories from those in EAA's community through Hangar Flying segments

EAAtogether.org will be the exclusive home of the entire five-day event. The schedule is expected to launch in the coming weeks before the virtual opening day, under the theme and hashtag #EAAtogether.

"The people of EAA make The Spirit of Aviation and that's what we're celebrating these five days," Pelton said. "All we're missing are tents and campfire aroma, but perhaps that's something you and your EAA chapter can add wherever you are with your local aviation family."

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## Insulated MSO hangar for sale

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# Faulty Flying or Faulty Instruction?

By Steve Krog, EAA 173799

This piece originally ran in Steve's Classic Instructor column in the June 2020 issue of EAA Sport Aviation magazine.

Through no fault of their own, hundreds, if not thousands, of students have been trained to meet only the bare minimum required to pass a checkride, sometimes resulting in unsafe flying. This practice has, in my opinion, led to situations or incidents that could have been prevented had these students been given more thorough training. For example, there are recorded instances when a pilot has declared an emergency on a VFR flight because the airspeed indicator malfunctioned in flight.

For years the flight instruction profession has been one of minimal pay, long hours, and few — if any — benefits. The majority of us who chose to become instructors did so strictly for the purpose of building flight time and advancing our hoped-for aviation careers.

Before any instructors reading this take offense, I'm not trying to point a finger at anyone. However, I do ask you to honestly ask yourself if you became a flight instructor for any reason other than building flight time. Secondly, did you honestly devote your full effort to teaching the students you were working with? Or did you look at your logbook every day and count the hours? As flight instructors, we've all been there at one time or another. I have been providing flight instruction for more than four decades, and I can honestly admit that there were times earlier in my career when I taught to meet bare minimums and build flight hours rather than thinking of the student and going beyond minimums to teach more thorough practices.

What do I mean by teaching



thoroughly and properly? Following are several examples. Ask yourself how you taught or dealt with each situation.

I'll begin with a normal takeoff. If you were taught in a tricycle-gear aircraft, here's what I've observed when checking out individuals. Once aligned with the runway centerline, the yoke is pushed slightly forward, full power is applied, and the aircraft is held firmly on the ground until an acceptable airspeed is reached. Then the airplane is literally pulled off the runway while the pilot stares at the airspeed indicator.

The checkout in a tailwheel airplane is a bit different. Once full power is applied, the control stick is pushed full forward, bringing the tail high into the air. The pilot can now see over the nose and stares at the airspeed indicator until reaching a "safe" speed for liftoff, then yanks the plane into the air followed by staring at the airspeed indicator for at least 20 seconds before looking elsewhere. I once had a young flight instructor who wanted to gain some additional tailwheel instruction even though a tailwheel signoff had already been achieved. When I questioned why, the instructor related that they had been taught to do this

by another instructor.

Obviously, these example pilots were never taught to feel the airplane. I've mentioned in previous articles the importance of getting to know your airplane. To fly it efficiently and proficiently, one must be able to feel the airplane.

When making a takeoff in either type of aircraft, as power is applied and speed increases, the relative wind pressures over the elevator can be felt. In a tricycle aircraft, apply light back-pressure on the yoke to raise the nose slightly and create a positive angle of attack. Make the wings and wind work for you. When the speed is such that the wings are generating enough lift, the aircraft will literally fly itself off the runway. No yanking or yoke pulling is required, and there is no need to stare at the airspeed indicator. The airplane has just told you when it was ready to fly.

The same principle applies to a tailwheel aircraft. Starting with the stick all the way back or aft, apply full power. Speed builds and elevator pressure can be felt. Relax the back pressure, slightly raising the tailwheel off the runway but keeping the wing in a positive angle of attack attitude. Again, when enough lift is



being generated, the airplane flies itself off the runway.

After takeoff, do you stare at the airspeed indicator trying to maintain a certain airspeed? Remember, the steam gauge type of instruments lag what the aircraft is doing by two to three seconds. If you fixate on the airspeed indicator, the climb will be a series of vertical S's while you chase the desired airspeed. Or, do you practice attitude flying by looking out over the nose, positioning it in relation to the horizon, easily and efficiently establishing the desired speed for climbing out? In a J-3 Cub, for example, in a desired 60-mph climb, the horizon cuts through the instrument panel just above the tops of the mounted instruments.

How many of you were taught to fly the airplane with the airspeed indicator covered? I was, and I continue to use this practice, going beyond the minimums and teaching how to see, feel, and listen to the airplane being flown.

Coordinated medium and steep turns are another indicator showing a weakness in the type of instruction you may have received. Or, maybe you have become lax on understanding and using the rudder inputs properly. In either situation, skidding and slipping turns are the result. Again, the airplane will let you know that your turn is being executed inefficiently. Listen carefully for the wind and engine noise. You can also feel it in the seat of your pants if the aircraft is in either a slipping or skidding turn. Learn to listen and feel your airplane.

When conducting a flight review, I have the individuals perform a couple of medium and steep turns in each direction. I'm interested in first seeing if they are using good coordination practices for the control inputs. I also watch for how they are controlling altitude. Are they positioning the nose in relation to the horizon? Or are they staring at the altimeter? If so, it's time to spend a few minutes teaching attitude flying. It makes altitude

control so much easier.

Proper trim usage is another weakness I've frequently encountered. Apparently, some students were never taught to properly trim an aircraft in flight. The students I work with learn early on that trim is your friend and pilots are meant to fly any airplane with three fingers. If it takes more than three fingers, the aircraft is not trimmed properly. I have a hard time understanding how a pilot can fly for a period of time holding some form of control stick or yoke pressure. One would think that developing tired muscles would offer a clue to adjusting the trim.

Assuming you've set the trim for the takeoff and climb, when reaching your desired altitude, level the aircraft using whatever control pressures needed. Then, adjust the power to your preferred power setting. After that, adjust the trim until reaching a point where the aircraft will fly with your hands and feet off the controls (assuming your airplane is rigged properly). You will need to adjust the trim several times as speed increases until achieving the hands-off configuration. This can still be done when the air is a bit choppy.

Descents, I've observed, are another weakness. Many have either never been taught or have forgotten how to establish a controlled descent. The situation I most encounter is in the approach to an airport where a landing is intended. Anywhere from 1,000 to 2,000 feet needs to be lost. Rather than reducing power and adjusting trim for a smooth gradual descent, the individual just pushes the nose over. As we enter the traffic pattern the airspeed is significantly greater than desired at this point of the approach and landing. Another situation observed is when the pilot does reduce the power for the descent, but rather than establishing a steady nose attitude, the pilot fixates on the airspeed indicator and chases the airspeed. Like the climb-out, the descent is a series of vertical S's.

The rapid speed descent generally

leads to a sloppy final approach that's well over the desired airspeed, and usually to a go-around. This could have been handled much better by reducing power, maintaining a constant airspeed, and thinking ahead of the airplane.

Another training weakness I've observed is fixating on and chasing the airspeed throughout the final approach leg of the landing. Altitude control becomes secondary leading to required power changes, which makes the approach to landing quite unstable. I believe it is vital for a pilot to learn attitude flying if safe, consistent landings are to be made.

An old friend, who has since died, once shared with me a flying philosophy that has stuck with me for years. He said, "Pretend that on every flight your very elderly and frail grandmother is your passenger. Being frail, she doesn't like abrupt maneuvers, and she has a severe case of hemorrhoids. All climbs, descents, and turns must be smooth, gentle, and coordinated so as not to upset them or her!" I've thought about that statement many times and have frequently shared it with students who can't seem to grasp the concept of smooth, coordinated flight. It usually brings a chuckle, but it also helps improve their flying!

Some of us pilots received great training, far beyond the minimum required. Others of us were given the bare minimum to get by. If you find yourself doing some of the things mentioned in this article, it's time to become your own toughest critic and strive to be a better pilot. It should be a goal for all pilots to improve proficiency and safety with every flight.

*Steve Krog, EAA 173799, has been flying for more than four decades and giving tailwheel instruction for nearly as long. In 2006 he launched Cub Air Flight, a flight training school using tailwheel aircraft for all primary training.*

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## New at the Missoula hangar

By Steve Rossiter

If you haven't checked out the hangar lately, you will find some changes that have taken place. We now have an RV-9A that has taken up residence with new member Cal Geyman and another space has been rented to another new member, Kirk Hennefer, for his 1955 Beechcraft Bonanza. You probably won't see the Bonanza until later in the year when he brings it home from Idaho for the winter after fire season.

In other areas, check out the hangar walls. There is new art that has been added in the last month or so by me, Mike Schauf, and Tork (Ryan) Torkelson. We definitely now have a "pilot cave" for the whole chapter. But there's more, we still have room if you have something you would like to see on the walls.

Lastly, we now have a gas grill that has been donated by new member Todd Donahue. This is for those of you that are not charcoal purists, such as myself. Hopefully we will be able to start using these things before the end of summer.

Hope to see you on Saturday, July 11, for coffee and donuts.

## BUILDER'S REPORT

### Rutan

Ed Lovrien  
Limo EZ – 50%

### 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](mailto:cburson@gmail.com) so this list can be kept current.*



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