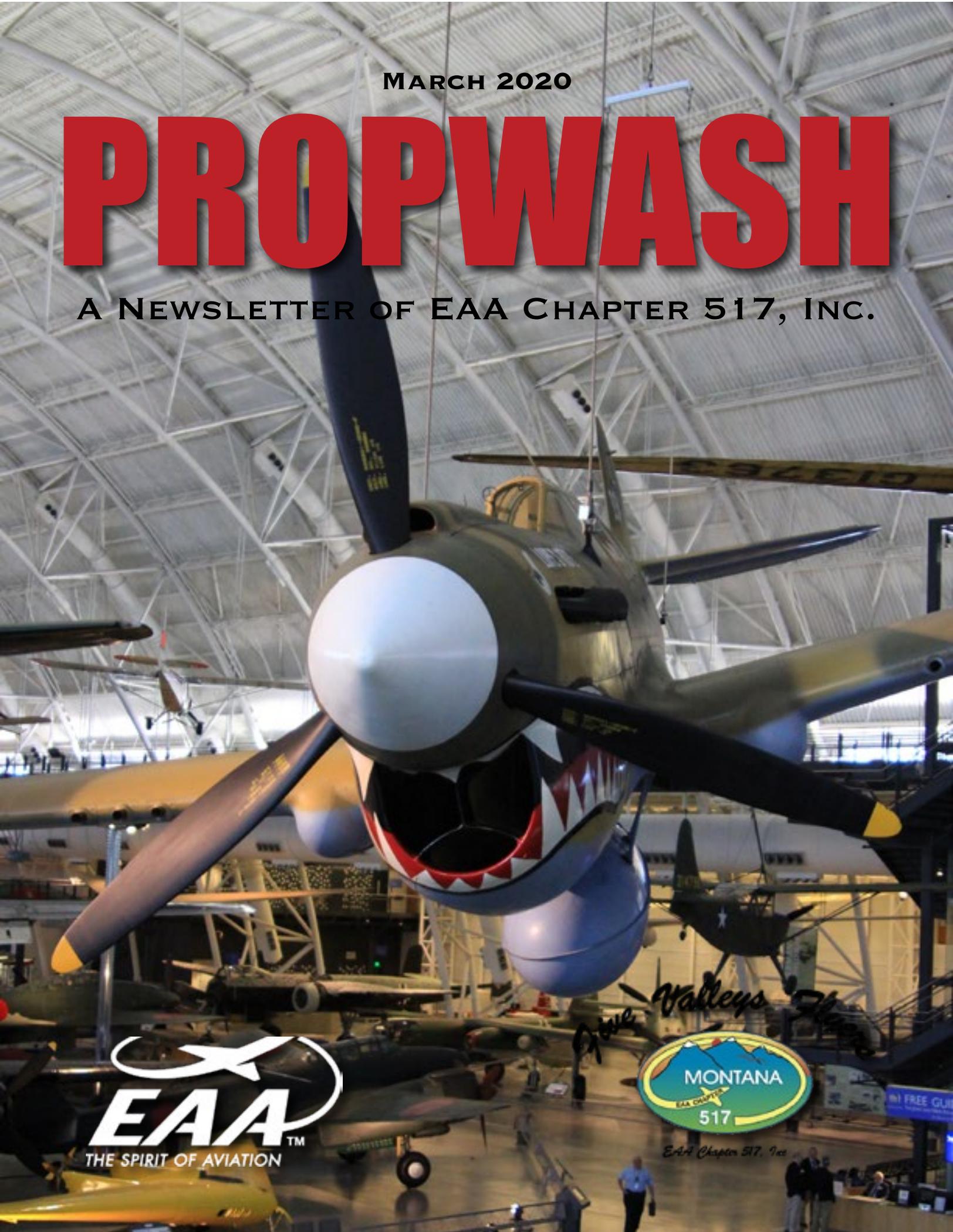


MARCH 2020

PROPWASH

A NEWSLETTER OF EAA CHAPTER 517, INC.



Valleys
Free
EAA Chapter 517, Inc.

FREE GUIDE

From the Chapter President



JIM YOUNKIN

The reason I am writing the Chapter President's Column this month is because Ralph Johns has resigned as EAA Chapter 517 President. I want to thank Ralph for his 15 months of service as Chapter President and for his past assistance with our Chapter's Young Eagles program. I hope Ralph will continue to help with Young Eagles in the future and continue to participate in other Chapter activities he enjoys.

Since I have been the Chapter Vice-President for the last several years, it made sense for me to move into the President's position until we hold our annual elections in November 2020. In the meantime, the Board has appointed Bill Schertz to fill the VP slot until the November election. In November, we will be electing a new Chapter President and Vice-President. The ideal situation would be if we can find someone to fill the Vice-President position, who would then want to run for President two years later, so we can begin establishing continuity of leadership.

I'm hearing from other Chapter members that Missoula has had a fairly easy winter compared to last



year. I escaped from Missoula in December and have been enjoying the warm weather and sunshine of the Arizona desert for most of the winter. Earlier this year some friends and I took a great motorcycle trip through Death Valley, a place I had never visited before.

Your Board of Directors plans to re-establish program meetings on the third Monday of the month. On Monday, March 16, our program presenter will be chapter member and aircraft builder Bryan

Douglass, who was instrumental in the now famous Miss Montana airplane restoration project and trip to Normandy last June. Bryan's presentation is incredibly interesting and will include mixed media. There will also be time for Bryan to answer any questions you may have about the Miss Montana project. The program begins at 7 p.m. in the Chapter hangar. Feel free to bring a family member or guest.

Until next month,

Jim Younkin

A flight instructor looks back

By Sherry Knight Rossiter

I've been doing a lot of reminiscing lately as I contemplate whether or not to renew my flight instructor certificate in April. Like most flight instructors, I worked hard to earn my CFI – Airplane, Single-Engine Land rating, and I am still proud of achieving that goal in 1977, just five years after I first began flying. In 1980, I won a scholarship that allowed me to add a helicopter instructor rating to my initial flight instructor certificate. For 18 years, I earned my living as a professional flight and ground instructor and owner of my own aviation business.

For 12 of those 18 years, I traveled across the United States two weekends each month conducting FAA-approved Flight Instructor Refresher Courses (FIRC's). In other words, I was instructing other flight instructors who were attending the biennial, 24-hour course (now just 16 hours) to renew their flight instructor certificates. Prior to this, I taught for AOPA Weekend Ground Schools for six years and that is where most of my flight training students came from. I especially enjoyed teaching pilots working on their instrument rating or flight instructors working on their instrument instructor rating. During those years as a professional aviation educator, I met some truly wonderful people with interesting and diverse backgrounds.

I have fond memories of what I call "my flight instructing days." In fact, I have mostly fond memories of all my time as a pilot and I feel incredibly blessed to have had the opportunity to learn to fly. I can say with certainty that learning to fly



opened up a whole new world for me and allowed me to pursue a career I never could have imagined as a child growing up in Fargo, North Dakota, in the 1950s.

But now it's 42 years since I earned my initial flight instructor certificate, and I've made the decision to not renew my CFI this year because I'm no longer involved in aviation training. I have no regrets as I "hang it up." I just have many great memories, some very humorous stories to tell and retell, and the satisfaction of knowing I helped many others achieve their dreams of becoming pilots or flight

instructors.

Below is a short essay I wrote a few years after I learned to fly. It describes how I felt about flying then, and I still feel the same way about flying now. Just the other day, I looked up at a layer of broken clouds and remembered the thrill of punching through the clouds to see the sun shining brightly above. The only thing better than learning to fly myself will always be my memories of teaching someone else to fly and watching their smile grow bigger as they started to realize they too could learn to fly.

Clearing your mind through flight

By Sherry Knight Rossiter

When I seek peace and relaxation, I take to the skies. The world appears more peaceful from a distance. Putting some space between me and the frenzied world helps to restore my objectivity and sensibilities, so that when I return to earth after even a brief flight, I am ready to cope with life again.

When I first signed up for flying lessons, I did so on a whim, hoping to conquer my fear of heights. Much to my surprise, learning to fly did not conquer my fear of heights. I still shake and quake when I find myself faced with climbing a ladder, scaling a steep hillside, or skiing down even the slightest incline. But learning to fly did open up a whole new world for me and has afforded me many hours of relaxation and solitude.

Often when I feel a need to be alone or collect my thoughts, I jump into my trusty old Cessna 150 and climb heavenward. If I'm feeling extremely frustrated or disgusted with life, I climb very high. (When one's mind is preoccupied with thoughts colliding upon each other, it's no time to fly low and slow.)

From an altitude of a little over a mile above Sonoma County, one can observe the vast Pacific to the west, the snowy cap of Mt. Shasta to the north, the high Sierra-Nevada to the east, and the crowded San Francisco Bay area to the south. It is inconceivable to me how anyone could not respond to the beauty of such a view. When I'm aloft, I find it impossible to stay angry at myself or anyone else. The inconsistencies and injustices of life vanish from my memory as I concentrate on making the airplane do what I want it to do.

After attaining the appropriate



Photo by North Coast Air, Inc.

mood-altitude, I then run through a series of maneuvers designed to cause intense concentration on the mechanics of flying. Lazy eights are my favorite maneuver because they require much coordination and attention to be executed properly. After I begin to feel emotionally purged – this usually occurs after doing lazy eights down Knight's Valley from Healdsburg to Calistoga – I begin gradually descending, practicing some coordination exercises I learned as a student pilot, and then gaining altitude again with a series of chandelles. I dream of being Jonathan Livingston Seagull, but I'm probably more closely

akin to Snoopy, who performs so magnificently to himself in his dreams.

But part of the attraction, part of what intrigues me about flight, is that up in the sky all alone, I am controlling my fate. There are no earthly obligations pressing upon me in the sky. In flight, I feel truly free and in harmony with the universe and with my Maker. Such communion is satisfying and essential to my being, and after land, I am ready to resume earthliness.

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Five Valleys Flyers Hangar Party

By Steve Rossiter

On Tuesday February 4, 2020 I threw a party at the Chapter hangar, a “work party!” I’m pleased to report that it resulted in some interesting changes which made our hangar more interesting and that will better serve the membership.

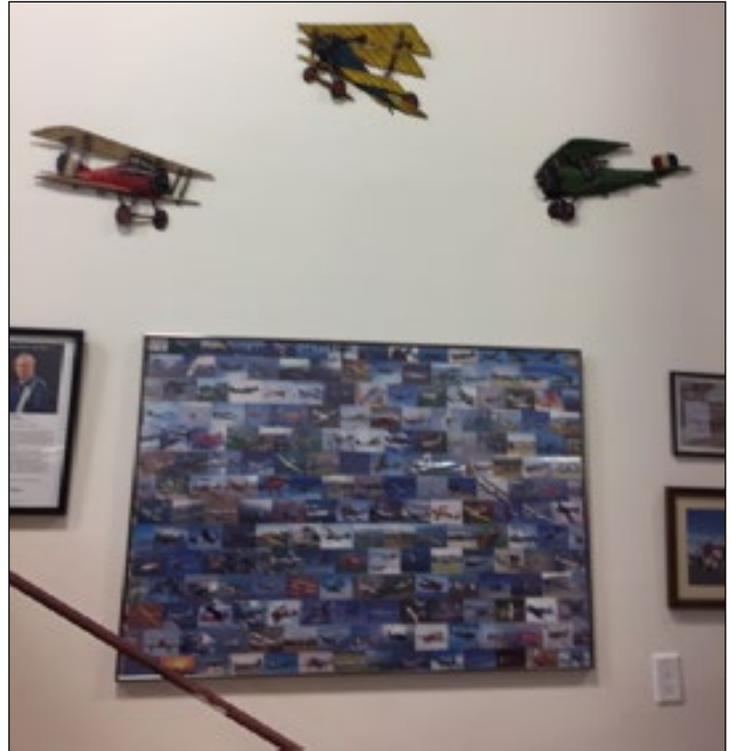
First, the Chapter Board of Directors recently approved the purchase of a 65 inch flat screen LED television for the hangar bay. With the East LZ condominium hangar complex completely filled, we lost the conference room/library, which had provided plenty of space for viewing programs on the community TV. With greater activity in the complex now, we no longer have “free range” on the use of the lounge area which often was too crowded for our meetings. The new TV resolves those problems and it is bigger than anything we had access to in the past. Our AV cart has a combination DVD and VHS video playback machine to be used as needed. Now, when we have a program with any event, we can remain in place rather than taking a bunch of chairs to another room. The TV is wall mounted for easy viewing in the hangar.

Second, our hangar bay display case has grown wheels, so it can sit against the wall and be easily moved out to change the items displayed. Access is only from the back of the unit.

Third, we have set up and cleaned the white cabinets we’ve had for a couple of years. One cabinet will be used for extra paper plates, plastic glasses, paper plate holders, Styrofoam cups, and other meal support items. As a result, we now have a place for most of the things we moved to Missoula when we emptied the Stevensville hangar. Yes, we are better organized!

Lastly, you will see more wall art hanging on the walls. Todd Donahue donated a large, nicely framed poster of rotary winged aircraft currently in use by the military, although most are in Marine Corps livery.

When you see them, I hope you will thank Gary Weyermann, Perry Chinn, Ed Lovrein, Ray Aten, Don Lorenzen, Edi Stan, and Mike Schauf for their hard work, and Sherry Rossiter for bringing the gang lunch. We had a very productive few hours and the hangar is getting more organized.



General Aviation
Joint Steering Committee
Safety Enhancement Topic



FAA
Aviation Safety

CFIT/Automation Overreliance

Technological advances in situational awareness have dramatically reduced the number of GA Controlled Flight Into Terrain (CFIT) accidents. However, the General Aviation Joint Steering Committee (GAJSC) has found that reliance on automation is a precursor to CFIT events. Awareness of automation limitations and pilot proficiency in flying with and without automation are key to safe flight operations.

What is CFIT?

CFIT is defined as an unintentional collision with terrain (the ground, a mountain, a body of water, or an obstacle) while an aircraft is under positive control. Most often, the pilot or crew is unaware of the looming disaster until it is too late. CFIT most commonly occurs in the approach or landing phase of flight. In a typical year, there are about 40 CFIT accidents, about half of which are fatal.

Accidents where the aircraft is out of control at the point of impact are *not* known as CFIT. Rather, they are considered uncontrolled flight into terrain. Similarly, incidents resulting from deliberate acts, such as terrorism or suicide by the pilot, are also not considered to be CFIT.

Why Does it Happen?

Pop Quiz: CFIT accidents occur primarily at night. True or False? Surprisingly, the answer is false. It's logical to think that CFIT accidents usually involve inexperienced pilots in dark night and/or

instrument meteorological conditions (IMC). In reality though, more than 75 percent of CFIT accidents in a typical year occur in daylight and more than half of those are in visual conditions. Although pilots involved in most CFIT accidents are not instrument-rated, more than 30-percent hold an instrument rating.

As far as CFIT accident precursors, continued Visual Flight Rules (VFR) into IMC is the deadliest, proving fatal in most cases. The GAJSC did a study on a group of 41 CFIT accidents. Eleven, or 25-percent of these accidents were preceded by continued VFR into IMC and *all* of them were fatal. Six of those pilots were instrument-rated, five were not.



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Opportunities at MSO

GENERAL AVIATION HANGAR

Delta Golf Hangars. These hangars are located near the east corner of the Delta and Golf taxiways. Construction was completed in November. One is available for sale. It's 42' w x 50' deep; door opening 12'6". The Hangars are individually owned and managed by a condo owners association. The hangars are gas heated and each unit has water and sewer. Interested parties can contact Mike McCue at (406) 240-9868 or mike@nw-tower.com.

FLY WITH THE CIVIL AIR PATROL

Private pilots. Expand your flying experiences with the Missoula Civil Air Patrol Squadron. Receive training to fly a CAP aircraft. Practice flights and the first flight evaluation (with a CAP designated Check Pilot) are paid for by the prospective pilot. Cessna 182 training runs about \$115/hour including aircraft rental and fuel. After the successful flight evaluation CAP pays for additional training or aircraft upgrade to the T206H.

CFIs: We are looking for CFIs who could assist with training other CAP pilots. Contact Peter Graf, 406.370-3066 grafpeter49@gmail.com Website <https://mtwg.cap.gov/about-us/units/missoula-composite>

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 so this list can be kept current.



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Message from Keith Eberhard, MSO Air Traffic Manager

Well folks it is about time for the annual runway safety action team meeting. I have reserved the airport conference room on March 25 at 11 a.m. to 12 p.m. The subject to be covered is the operation of

aircraft on the airfield. So bring your concerns about signage, visibility and anything else that may enhance ground operations. I hope for this to be a fast-moving meeting and we have had much success in getting

everything covered in one hour. If we have time and there are other ATC questions I will be available for them after the meeting has concluded.

Work benches and art available

The chapter has some old work bench some of which have storage and some without. We have had no success trying to sell them, so before they are given to Home Resources they are available to our members at no charge (although a donation would be nice, if you a mind to). You may see pictures on the chapter website sales pages. They will go to

Home Resources around the end of February. Contact Steve Rossiter at (406) 529-1601 if you would like whatever is left.

The chapter also has some old model airplane plans and other airplane art. It has been determined there is little to no value as sale items. If you wish to consider them wall art for a hangar or man cave,

contact Steve Rossiter at (406) 529-1601 to take a look at what we have. Steve will high grade them for art work for the EAA hangar. Members are welcome to the rest at no charge (although a donation would be nice, if you have a mind to). Otherwise they will become fire starting material for the charcoal grill or end up in the dumpster.

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