

MAY 2019

# PROPWASH

A NEWSLETTER OF EAA CHAPTER 517, INC.



*Five Valleys Flyers*



*EAA Chapter 517, Inc*

# From the President



## RALPH JOHNS

The April 6 breakfast sure was a rousing success. Great turnout, good food and good camaraderie.

Another event coming up in May is the “Flying Start” event on Learn to Fly Day – May 18. This is an event for adults that includes a presentation about what it takes to learn to fly and a free flight with one of our pilots. It starts at 8:30 a.m. with meet and greet followed by the presentation at 9 a.m. and flights after that. EAA national has provided materials that have been customized by Ray Aten and Sherry Rossiter for our local situation. Publicity has been distributed and registrations are coming in. This should be a good chapter membership recruiting opportunity. If you are willing to provide flights for this, please contact Ray or Sherry or myself. See Flying Start flyer elsewhere in this newsletter.

We have received multiple donations of aircraft parts and other aviation items that Steve Rossiter has been doing a great job of selling and generating income for the chapter. Thank you Steve.



## Member Name Tags

As many of you have noted, we now have very nice name tags for all current members. Current means you have paid your 2019 annual dues or have a Life Membership. The name tags are stored on the hangar side of the office door, generally in alphabetical order. When you come to an event, please wear your name tag. Before you head for home, please put your name tag back on the door. Lost name tags will cost you \$20 to replace.

The gold name tags are for Life members. The white name tags are for those members who are paying annual or multiyear dues.

## Office Door Protocol

A reminder to all members; when you use the hangar to office door, please close it if you are not going to remain in the office. We occasionally have mouse infestations in the hangar bay and we want to make sure they do not get into our office and the condominium common area. The fit on the door prevents that. We collectively have a responsibility to our chapter members and the other condominium owners to prevent rodents from getting into the common areas. The signs on the door are self explanatory. Please keep the door closed.

*Ralph Johns  
EAA chapter 517/Five Valleys  
Flyers – President*



**If you've ever dreamed about learning to fly, attend this FREE informational meeting that will help you get off to a Flying Start!**

- Experience aviation first-hand with a **free introductory flight**
- Get practical answers to your questions about learning to fly
- Discover what you can do with a pilot's certificate
- Learn about your local EAA chapter, airport, and flight training options
- Meet other people who share and support your interest in aviation

**Hosted by:**

Five Valleys Flyers / EAA Chapter 517, Inc.

**May 18 - 8:30 AM to Noon**

EAA Chapter 517 Hangar

Missoula Airport

\*MUST PRE-REGISTER WITH E-MAIL OR CALL

**Contact Name**

Sherry Rossiter 406-544-6182

eaachapter517@gmail.com



 **Flying Start**

Words from a Safety Dog

# Knocking off the rust

By Steve Rossiter

Last month I discussed a “let’s knock off the rust” scenario to get back in the swing of things for the 2019 flying season in regard to skills. This time we will look at the decision making skills that will keep you from allowing your “alligator mouth to overload your hummingbird ass.” You know what I mean; we’ve all done it somewhere in our lives at some time.

Professional pilots have honed both their mechanical skills and decision-making skills to a high level. If, over a month, you average one hour of flying per day for a whole year you are likely proficient in mechanical and decision-making skills. However, if you are like most of us, and you only flew a few hours (or less) all winter, you need to knock the rust off your decision-making skills just as much as your mechanical skills. By the way, if you happen to be a low time pilot, your decision-making skills may still be maturing and rust removal will help in decision making development.

The most important decision you will ever make is to decide on, establish, and stick to your own limitations. As Dirty Harry once said, “A man’s got to know his own limitations.” Any pilot (male or female) also has to know his/her own limitations too. Here are some examples of decisions that should be made ahead of time:

Is my flight necessary today or just desirable?

Have you established your



personal weather minimums?

What are your personal wind limitations? These might be different for different aircraft you fly.

Are you comfortable operating your aircraft at max gross weight? If not, what is your personal limitation?

What are your limits for airports or airstrips you might consider using?

Are you good with fuel reserves defined by the FARs? Do you want to consider something more conservative?

A tool I was given by Ron Carothers, my first flight instructor, was to play the “what if” game with yourself. I hope flight instructors use this tool with their students. Here are some obvious examples:

What if my engine quit right now; where would I land?

Is your route of flight as direct as possible? If the worst happens, have I given myself and my passengers the

best opportunity to survive?

If I elect to do a less than full runway take off, what will I do if the engine quits?

Will I regret not using the runway behind me?

If you use this drill to mentally prepare yourself for less than desirable events in your aviation life, it will be much easier and timely to select an appropriate action to take if it happens to you in real life. Proper preplanning will help when the pressure is on in real life.

There is one last thing Mr. Carothers taught me. In a forced landing scenario, choosing a large suitable landing area near someone’s house is better than choosing a field a couple of miles from help. Wise words.

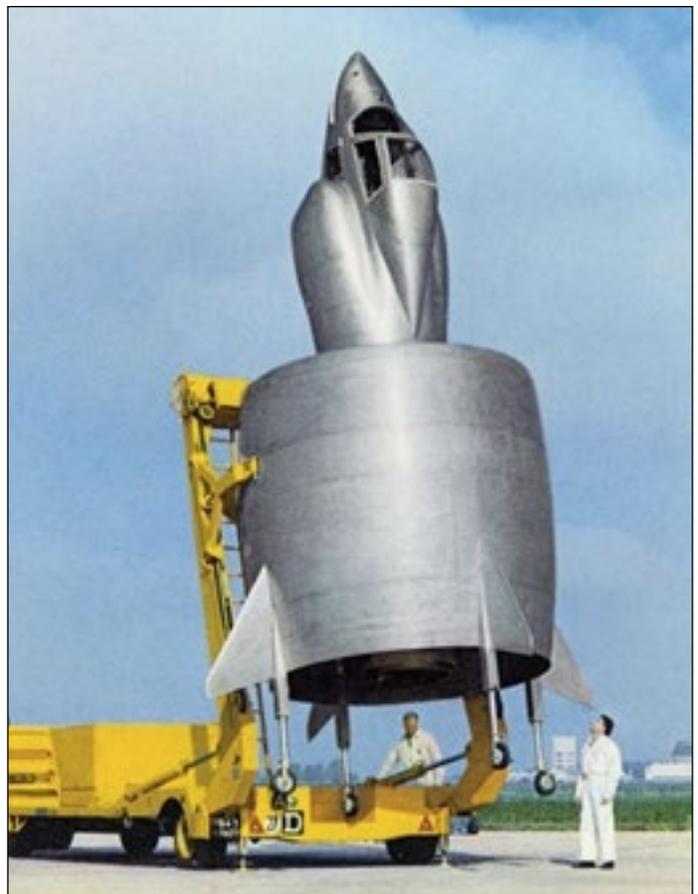
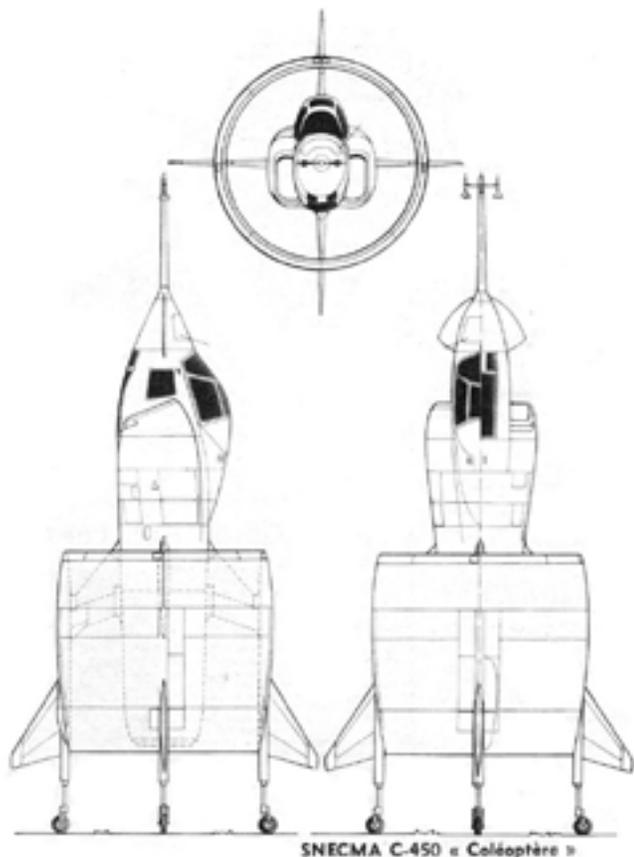
Strange Aircraft

# Snecma – Nord C-450 Flying Coleoptere

By Steve Rossiter

Built in 1959 Snecma (a French aircraft engine manufacturer) and Nord (a French airframe manufacturer) collaborated to construct the C-145 Flying Coleoptere (French for beetle). The aircraft was a tail sitter, which was the rage in the aviation industry in the 1950s. None of the tail sitters ever made it to production.

The C-145 was an annular wing design powered by an early turbine engine. The first and only prototype first flew in May 1959 and crashed on its ninth flight in July 1959. The crash occurred on the first attempt to transition from vertical flight to horizontal flight.



# C-130 From Missoula



By Will Deschamps

On a fresh April day, a Lockheed C-130 aircraft planted itself firmly on the runway, and taxied to its excited and expectant passengers. If memory serves, we loaded at least 75-80 Marines, duffel bags, weapons and ammo.

The C-130, built by Lockheed beginning in 1954 and known as the “Herc,” is a four engine turboprop, military transport, that can “scoot” at a pleasurable 300-350 mph, with a top speed of 400 mph. It can land almost anywhere, including unprepared runways, dirt strips and aircraft carriers.

There is a rumor that Lockheed determined a max weight, which was quickly eclipsed by some loadmaster somewhere. As a result, Lockheed

raised the weight standards, only to discover it would carry more. Apparently, Lockheed gave up and determined the bird would carry whatever you could get in the door.

The C-130 is advertised as carrying 45,000-pound payload with a max takeoff of 155,000 pounds, sort of a gentle giant.

It was a great day; sunshine, some puffy clouds and no wind. While the hopeful passengers milled about, the loadmasters quickly deplaned and began organizing their gear. They placed chocks for the wheels and warning tape to keep people away from props and the loading door.

After a short description of what to expect once inside the aircraft and descriptions of what to touch and what not to touch, the pilot deplaned to make sure everything was as it

should be.

There was an orderly loading of passengers and their gear. We all picked our strap seats and settled in for the flight. Some had never been onboard a military aircraft, so there was some nervousness. I made sure to pick a window seat, even though the windows are the size of a grape fruit.

After a quick run-up and taxi, we were off. The noise from the engines was horrendous, and everything was shaking, which indicated the power of those four engines.

The pilot got us to cruise altitude, retarded the power a bit, and set us toward our destination.

This particular flight departed Da Nang, Vietnam headed to Iwakuni, Japan. On that day in April of 1967, the aircraft was piloted by Marine

pilots and crew, and it was my initial pathway home from the Vietnam War 52 years ago.

However, in April 2019, a similar trip took place from Missoula (KMSO), but crewed by the Montana Air National Guard out of Great Falls. The Herc flies with two loadmasters, a pilot, copilot, navigator and engineer.

The descriptions of 52 years ago exactly portray what happened at Missoula. On this trip, there were 27 of us plus the six Guard members. The reason for the flight was an outreach flight directed to Missoula employers who had Guard members on their payroll. The flight was a thank you, if you will, to the employers for allowing their Guard employees the time off to attend training.

The flight left from Missoula headed northeast toward the Jocko Valley and Bob Marshall, and then a turn to the northwest alongside the Chinese Wall, and finally north toward Glacier Park International (GPI). Over GPI, we turned to the southwest, over Hungry Horse Reservoir and Kalispell City Airport, then the river leading to Flathead Lake, then headed southeast to shadow the Mission Mountain Range. At St. Ignatius, we turned to the southwest to intercept the ILS to Runway 12 at KMSO.

Again that massive aircraft, firmly planted itself onto the runway. Not the kiss as we all strive for while landing, but a very comfortable touchdown and roll out. I will always have a soft spot for the Herc, as we used it a lot in country in Vietnam, and out.

*Will Deschamps is a USMC Vietnam veteran, a licensed pilot flying his Cessna 182, and an active member of EAA 517.*



# 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!

## **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%

*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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# Recycling at the hangar

By Steve Rossiter

Chairman EAA Chapter 517, Aluminum Recycling Committee

I have found myself in the embarrassing position of having to apologize to members of the Five Valleys Flyers and our QB tenants. I made the big mistake of assuming that all our respective members were smart enough to read and understand that our BIG RED GARBAGE CAN with a hole in the lid is for recycling aluminum cans and aluminum cans only. When I took the red can to the Animeals recycling location, I discovered many things that were not aluminum cans in the aluminum can recycle receptacle.

I'm not sure why this was the situation as I'm not aware that any of our respective members that have a reading disability, but evidence suggests I might be wrong! Written next to the hole in the lid of the red garbage can is a description of what the BIG RED GARBAGE CAN is for: aluminum cans.

For clarification purposes, the clear containers with screw on caps are water bottles made of plastic not of aluminum. Clear, tapered, open top containers are plastic cups, not aluminum cans. The tops from glass beer bottles aren't aluminum cans either. Writing devices with a ball point are another item that is not an aluminum can. Aluminum foil is not a permitted product for recycling and certainly is not an aluminum can. Lastly,

the little pieces of red paper that are strung together with sequential numbers printed on them don't qualify as aluminum cans either. These Items do qualify as trash and should be dealt with as such by the members. Five Valleys Flyers has provided, for your convenience, three garbage cans, in the hangar, for the trash

All the items listed, except the water bottles, are not items recyclable in Missoula at this time. When these items are mixed in with the recyclable aluminum cans, the Chapter Aluminum Recycling Chairman has to get his hands dirty

separating the trash from the aluminum cans. The Aluminum Recycling Chairman doesn't like separating trash from the valuable aluminum cans.

Just to make sure everyone using the Five Valleys Flyers / EAA 517 hangar understands, the BIG RED GARBAGE CAN is for aluminum pop cans and aluminum beer cans (adult pop), even the ones shaped like a bottle. The other garbage cans are for garbage and trash. Before you deposit an aluminum can in the big red aluminum can recycling receptacle, please drain the fluid by drinking it or pouring it down a sink or in the grass around the ramp. The Aluminum Recycling Chairman doesn't like getting wet with stale beer or soda either.

By the way, the Chapter could use a Water Bottle Recycle Committee Chairman. I would be happy to assist in developing a water bottle recycling container.





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