

November 2021

PROPWASH

A Newsletter of EAA Chapter 517, Inc.



From the Chapter President



Steve Rossiter

So, here we are, November 2021, I can't remember a year going by so fast. We're only a mere 51 days until the official start of winter. How can this be?

We had a wonderful October meeting. Eric Ristau hosted a viewing of his documentary *Return to the Big Sky*. The film is a magnificent video history of the return of the DC-3 now known as "Miss Montana" to flying status and its participation with Daks Over Normandy on the 75th anniversary of the World War II, June 6, 1944 allied landings on the beaches of Normandy, France. This film documented the return to flying status of the Museum of Mountain Flying's DC-3 and its subsequent trip to Europe and back.

As a plus, Bryan Douglass also explained some of the things that went on behind the curtain during restoration of the airplane and the trip overseas. He was at least half the reason the project was even attempted. He commented that had they really understood the magnitude of the project in the beginning, it might not have even happened. I think some of our homebuilders can



Photo courtesy of EAA

relate to that.

I thank Eric for taking on the project to create this wonderful film and sharing it with us. I also thank Bryan, for sharing his insights on his participation and writing the wonderful book, "Every Reason to Fail," which gives the reader the feeling they were active participants in the restoration and the trip to Europe and back. Everyone at the meeting enjoyed your presentations. Thanks again!

In mid-October, I had an interesting trip to California's Flabob Airport and saw the facilities of

EAA Chapter 1. It seems to be a pretty cool operation. Because of the moving trauma Sherry and I are experiencing (anyone who has moved themselves knows what I mean), I'll delay writing an article about what I saw until next month.

On November 6, 2021, we will begin our winter "First Saturday Coffee and Donuts" social gathering. Weather permitting, fly in, otherwise drive in. We'll be there from 0800 hours until 1000 hours.

Until next month, stay safe.

Steve

Glider camp flips things upside down



Aeroclubul Teritorial Deva -IS 28B2 and Wilga 35A

By Edi Stan

Easier than the skydiver tests, I passed all aspirant glider pilot tests. I ended with a dark, grouchy, Mr. Campeanu as instructor; he asked every one of us about our motivation to fly gliders. I honestly answered: “I’m here by mistake, since I’m a skydiver”...

“There is no mistake in the universe young man; everything happens for a reason and I’ll make a glider pilot of you. You’ll be my pet project from now on!”

Flight days were all the same at Deva Air Club glider camp: wake up at 7 a.m., breakfast, medical checkup, bus ride to airfield, extract gliders from overfilled hangar; flight line up, meteo station, T, and windsock setup; meteo report and final instructions; who’s flight controller, radio channel for the day, situational awareness – skydiving, random aircraft flights.

The tractor airplane was the Polish Wilga 35A, lovingly nicknamed “Yellow Mosquito.” Wing tanks were filled with avgas pumped manually from yellow steel barrels.

Nobody wanted to pump, so I was ‘volunteered’ by my instructor. As a reward, the pilot took me to fly copilot for the 15 minutes checkup. After that there was always a line of glider students to pump gas.

Wilga would tow gliders up to 600 meters AGL. On flights two to three, the student learned basic maneuvers and most important, landing. Landing the IS 28 B2 requires finesse and feels like bringing a bicycle down 200 yards of stairs, in a straight line. No swerving! Not being able to land, a few students were

‘transferred’ to aircraft and airfield maintenance.

Between flights, students were recommended to ground train by balancing the glider into the wind and simulating air maneuvers. By the second day, my colleagues became bored and fed up with baking in the gliders on the ground and just lazed around, chatting with the girls while waiting for their flights. I liked the challenges of balancing; I spent about six hours every day ‘ground flying.’ It was a sweaty proposition with very little reward. Each of us got to fly only once a day, the rest was waiting or helping others.

On my final training flight with Campeanu, he found a ‘serious’ thermal. Another first in the glider; entering the thermal the glider descending 1 m/s went to climbing 15 m/s within less than a second. I saw the wings bending up, I heard what I thought was the plane exploding, and I felt my cheeks stretching downward, as I watched my right hand sliding on the stick in spite of my death grip. I was terrified. Campeanu tapped my shoulder and said: “You’re doing good! Now start

circling until we hit 1,500 meters altitude.”

The thermal held steady and Campeanu radioed the Flight Control. From 1500 meters we exited the hot column and landed with alacrity. We watched Commandant Porumb taking off in his SZD 32A Foka 5 for an altitude record tentative; landing a couple hours later, cold and sad about failure: the barograph flattened below 10,000 meters, not enough for a record.

One memorable flight, in a hurry, I took somebody else’s turn ahead of schedule; checked my parachute, checked the glider, dropped in the front seat, strapped myself in, and off we went. Campeanu rode barefoot behind me. He tapped my shoulders with his feet while maneuvering in a gentle 4 m/s thermal. Once at 1,000 meters AGL he asked, “Are you a trained skydiver?”

“Yes comrade, very much so!”

“OK then. Let’s pick up some speed for upside down flight!”

Once at speed he said: “Flip it!”

I surveyed the gauges, gave the stick command, and Bam! Next moment I was on all four limbs

pushing against the Plexiglas canopy. I saw a couple of people rolling a yellow barrel ‘above’ me, the Wilga by the hangar, and with terror this time, the canopy’s red release handle wiggling almost out of its hinge. An eternity later, Campeanu flipped the glider back and I fell into my seat. As fast as my stiff hands could, I set my harness right AND CLOSED THE SAFETY PIN! Since then I have never ridden in a vehicle without buckling up, even if it isn’t mandatory!

“You’ll be a very good pilot one day! You’re lucky! Today was your chance to be a skydiver and you missed it!”

As a parting gift Campeanu arranged to have my final checkout flight with Commandant Porumb. Porumb made me do all the maneuvers the aerobatic IS could do, thanked me for the thermal point, and told me to go fly ‘real planes’ in Sibiu. He offered to give me a five star recommendation. On that high note I went back home to never fly gliders again.

EAA 517 October Chapter Meeting



Photo by Edi Stan

RAY FOUNDATION SCHOLARS UPDATE

2021 Ray Foundation scholar solos

By Ray Aten

On July 26, 2021 Wyatt Sedgwick, EAA Chapter 517's 2021 Ray Foundation Scholar completed his first Solo. At the time, it was a bit smoky. Greg Eastwood, his CFI, says Wyatt appeared unphased by the added challenge. Since July 26, Wyatt has completed several additional solo flights. Why so long on announcing his solo you ask? Well, his commemorative Ray Scholar first solo t-shirt was slow to arrive. Finally, the t-shirt arrived, a re-enactment of the celebratory post-solo event happened, and is pictured here. Enjoy, and please congratulate Wyatt when you see him. You may find him weekends working the line at Minuteman Aviation.

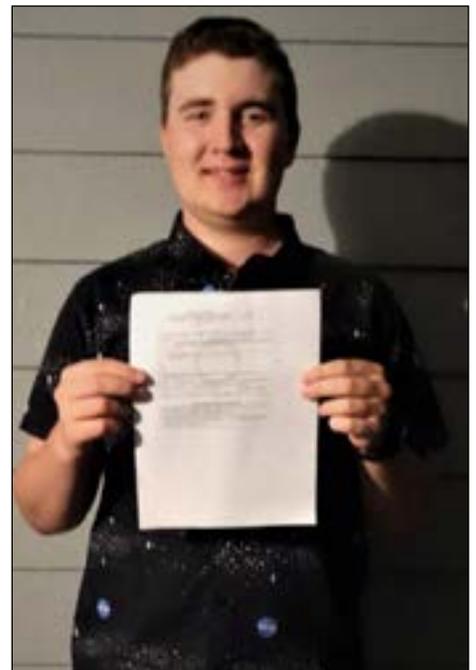


2020 Ray Foundation scholar now a private pilot

By Ray Aten

On Wednesday morning, September 1, 2021, all the roadblocks that had conspired to keep Denten from his goal were gone. The weather was good, the smoke had cleared, the aircraft was back in service after a looong delay, and the examiner was available. Preflight questions answered, flight planning and flight maneuvers skills demonstrated, and private pilot certificate, signed, sealed and delivered. He's a private pilot and looking forward to taking his grandmother, mom and sister flying and flying Young Eagles.

A BIG Congratulations Denten Wulff!



My excellent first cross-country



Ready to depart

***(by Night to Helena, Butte,
and Back)***

By Denten H Wulff, Private
Pilot, SEL

After becoming a licensed private pilot on September 1, 2021, I decided to take my mom and sister on a celebratory night/early morning flight excursion from Missoula to Helena, with a quick touch and go at Butte in N93JS. Before taking off, I received a briefing from the weather briefer who stated: “Wow, I’ve never seen better weather! Sky clear.” After taxiing out to runway 30 at A3, I gave way to an Alpine aviation Beechcraft 1900D and waited for a



On Final for HLN

United Airlines Airbus A319 to land before it was our turn for departure. We experienced a smooth climb out, completed a couple of climbing 360° turns for Mountain avoidance, sent a radio call to Salt Lake Center to pick up flight following, and we were on our way.

The flight only took a little over an hour before we spotted the lights of Helena off in the distance. I made a radio call to Helena traffic and spoke with Choice Aviation for information about parking arrangements. After landing and getting tied down, we decided to take a midnight field trip through town and located Shellie's Country Cafe. We had an exquisite dinner/breakfast and took some time to explore the town. Before long it was time to leave and continue the journey. I called up Helena tower, received clearance to depart runway 9, and flew off to the southeast enjoying a beautiful sunrise.

It was a brief forty-minute ride before I made a radio call to Butte traffic. During that process, I was trying to decipher a departing Skywest CRJ700, who kept breaking up during his radio call. We entered the right downwind for Runway 33, did one touch and go, and we were on our way again. We completed a brief fly-by of 'Our Lady of the Rockies,' enjoyed a large spanning overview of the Berkeley Pit, and then it was time to return to base.

I completed contact with Salt Lake Center during our 50-minute flight and we were welcomed back home by the beautiful, sweeping Missoula Valley. With the airport now in sight, I was instructed to enter a right downwind for runway 12. After trying to race a Cessna on a left downwind for 12, we lost and became number 2 for Runway 30. After sticking the landing, with our excursion now over, we taxied back to Northstar and tied up the plane.



Sunrise departure from HLN



Berkeley Pit in the shadow of Our Lady of the Rockies

Experimental category fatal accident total drops again

By EAA

Safety for experimental category aircraft in the U.S. over the past 12 months continued the trend of improvement seen over the past 15 years, as the fatal accident total fell another five percent and finished below the Federal Aviation Administration not-to-exceed number for the federal fiscal year ending September 30, 2021.

This decrease in fatal accidents mirrors a year of substantial improvement in overall general aviation, even with increased flight hours over the past 12 months. There were 42 fatal accidents in experimental category aircraft during that period (October 1, 2020-September 30, 2021), five below the FAA's not-to-exceed number set for the year. Of that total, 33 were in amateur-built aircraft.

"This is continued good news on the safety front, as fatal accident totals in the experimental category have fallen 40 percent in the past decade," said Sean Elliott, EAA's vice president of advocacy and safety. "Fatal accidents in homebuilt aircraft have dropped by one-third over that time as well, reflecting a safety culture that is more widely accepted and followed as an important part of the balance of freedom and responsibility that is such an essential element of flying."

The FAA has continued to lower the not-to-exceed total each year as an expectation for improving the safety metrics throughout aviation. The agency first set a goal in 2010



of reducing the fatal accident total by 10 percent over the next decade, a target that was quickly surpassed and set the stage for even more dramatic improvements in the safety measurements.

EAA continues to focus on safety and is actively working with FAA with such groundbreaking programs as the Additional Pilot Program, the EAA-published Flight Test Manual, and the upcoming task-based flight test allowance for phase I flight testing of certain homebuilt aircraft. MOSAIC as a new baseline for recreational aircraft will also enable many safety-enhancing elements for

both aircraft and pilot certification in the EAA community. Safety continues to be a central focus for EAA and its communities.

"As positive as these figures are, EAA will not stop here and will continue to lead in making safety the top priority for all of us who fly," Elliott said. "We have pushed the totals to very small numbers that are substantially fewer than many other common recreational pursuits, such as boating or all-terrain vehicles. But with such small numbers, even one or two accidents can have a negative impact on the overall safety trend."

Enhancing GA safety through turn-back study

By EAA

EAA has formed a team to explore ways of improving aviation safety by focusing on responses to the often-tragic 180-degree turn back to the runway following engine failure on takeoff.

This group, led by Charlie Precourt, EAA's board vice chairman, and Sean Elliott, EAA's vice president of advocacy and safety, also includes representatives from the flight instruction and flight test communities, academia, data

analysis experts, and others. Among its primary focus areas:

- Reacting to an engine failure at takeoff.
- Stall awareness, recognition, and prevention after loss of power in a takeoff attitude, and recovery.
- Teaching pilots proper judgment in this scenario, the ability of different types of aircraft to perform such a maneuver, and whether a turn-back is the appropriate response.

EAA's action followed a National Transportation Safety Board report that indicates engine failure on takeoff/climb-out was a significant contributor to GA accidents. The group will study how to incorporate these piloting skills in basic private and sport pilot certification, as well as additional training programs.

EAA's team is also working collaboratively with the FAA and will submit the group's recommendations to the agency.



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Duane Felstet
CH-750 – 75%

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Tickets now on sale for EAA AirVenture Oshkosh 2022

By EAA

Weekly and daily admission tickets for the 69th edition of EAA AirVenture Oshkosh, EAA's annual fly-in convention, are now available online for the event at Wittman Regional Airport in Oshkosh, Wisconsin, on July 25-31, 2022. Additional special offers and advance purchase parking passes will be available in the coming weeks.

EAA AirVenture Oshkosh is the world's largest fly-in event, welcoming more than 10,000 aircraft each year, along with an attendance of more than 600,000. The seven-day gathering features the latest innovations and aircraft from around the world, as well as a full spectrum of airplanes from more than a

century of aviation history that is on display in the air and on the ground.

"While we are still creating the schedule of programs, features, and attractions that will be at Oshkosh in 2022, aviation enthusiasts are already setting their plans to join us on the flightline," said Rick Larsen, EAA's vice president of communities and member programming, who coordinates AirVenture features and attractions. "We hear from numerous families who make AirVenture tickets part of their holiday gift planning."

Again in 2022, all attendees ages 18 and under are admitted free, supported in part by The Boeing Company. In addition, EAA members who purchase admissions prior to June 15, 2022, are eligible to

receive their admission wristbands in advance via the Express Arrival program. Early purchase discounts are also available on both daily and weekly admissions. While admissions are available at the gate, early online purchase gives the best discounts, options for faster entry to the grounds, and additional information and insights prior to the event.

EAA AirVenture Oshkosh annually features nine air shows over seven days, as well as 1,500 forums, workshops, and seminars plus in excess of 800 aviation exhibitors. Pre-purchase options include camping credentials and early-bird merchandise, with additional items to come as they are finalized.

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