

**DECEMBER 2013**

# **PROPWASH**

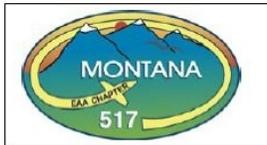
The Newsletter of EAA Chapter 517, Inc.



## **December Trivia Question:**

As pilots, we know that METAR is an aviation routine weather report. When you see A02 in the remarks section of a METAR report, what does it mean?

- A. Your credit card is being charged a dollar for this report.
- B. The originator of this report is making note that there is no avgas at this location.
- C. Pilots must pay an additional fee to access more aviation weather data for this location.
- D. The site is automated and has a precipitation sensor.



## PROPWASH

Newsletter of EAA Chapter 517, Inc.



### President's Column . . .



I'll begin this column with a big THANK YOU to Laurens Ackerman who has been the PROPWASH editor for the last couple years. I truly appreciated Laurens willingness to serve in that position. The new PROPWASH editor will be Steve Rossiter beginning in January.

We are entering the time of year when weather conditions can become dicey for anyone flying in mountainous areas especially. If you'd like to refresh your weather decision making skills, I recommend you check out the following website: [http://www.bruceair.com/aviation\\_resources/aviation\\_resources.htm#Weather\\_Flight\\_Planning](http://www.bruceair.com/aviation_resources/aviation_resources.htm#Weather_Flight_Planning) Once into the website, you will need to scroll down to the Weather & Flight Planning section.

If you haven't already made your reservation for the December 17<sup>th</sup> dinner, please do so before December 13. There is more information about the dinner elsewhere in this newsletter. Our January 13 meeting will be another joint meeting with EAA 517

and MPA Five Valleys Hangar at 7:00 PM in the Missoula Airport conference room. Our speaker will be attorney and pilot Rob Bell talking about pilot rights and responsibilities. (Please note the meeting is on the second Monday of January to avoid conflicting with the Martin Luther King holiday on the third Monday of January.)

Also, please remember to send me updated information and photos about your aircraft building projects or short articles that could be published in PROPWASH.

Until next month . . .

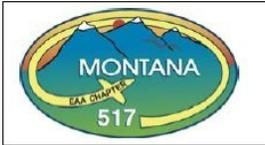
Sherry Rossiter, Chapter President

### December 17<sup>th</sup> Dinner Information

December 17<sup>th</sup> will be the 110<sup>th</sup> anniversary of the Wright Brothers first powered flight. In keeping with our tradition since 2003, we will again have a jointly sponsored dinner for MPA Five Valley Hangar and EAA Chapter 517 members, spouses, and friends at the Holiday Inn Downtown. A hosted social hour begins at 6:00 PM. A two entrée buffet dinner will be served at 7:00 PM followed by a "white elephant" gift exchange (for those who care to participate).

The buffet consists of petite top sirloin with sautéed mushrooms (gluten free), pan seared lemon basil chicken, fresh garden salad, seasonal fruit salad, oven roasted Yukon gold potatoes, fresh vegetable, rolls with butter, and coffee or tea. The cost is \$25.00 per person, which includes the gratuity.

If you plan to attend, please mail your checks to Sherry Rossiter, P.O Box 16446, Missoula, MT 59808, no later than December



## PROPWASH

Newsletter of EAA Chapter 517, Inc.



12. Please make the check out to EAA Chapter 517, Inc. If you have any questions, please call Sherry Rossiter at 406-544-6182.

### **November EAA / MPA Meeting About ADS-B Very Informative**

Our November meeting consisted of a special presentation by Missoula pilot Bryan Douglass and Peter Ring of FreeFlight Systems of Waco, Texas, on the operation of the Automatic Dependent Surveillance-Broadcast (ADS-B) that is part of the FAA's NextGen system. This joint meeting of EAA Chapter 517 and MPA Five Valleys Hangar was attended by 27 pilots, flight instructors, air traffic controllers, and avionics technicians.

The FAA's Surveillance and Broadcast Services program office was formed in 2005. The program office will change the nation's air traffic control system from one that relies on radar technology to a system that uses precise location data from the global satellite network. Enabling this evolution is a proven technology called Automatic Dependent Surveillance-Broadcast (ADS-B). ADS-B is a crucial component of the nation's Next Generation Air Transportation System (NextGen) and its implementation over the next 20 years will turn the NextGen vision into a reality. After years of research and development, and use by general aviation pilots in Alaska and air transport carriers in the Ohio River Valley, the FAA determined in 2005 that ADS-B was ready to be implemented throughout the national airspace system.

With ADS-B, both pilots and controllers can see radar-like displays of traffic. The displays update next to real time and do not degrade with distance or terrain. The system also gives pilots access to weather and flight

information services. Because ADS-B is a flexible and expandable platform, it can change and grow with the evolving aviation system.

The benefits of ADS-B include the following: air-to-air surveillance capability;

surveillance to remote or inhospitable areas that do not currently have radar coverage; real-time traffic and aeronautical information in the cockpit; reduced separation and greater predictability in departure and arrival times; uniform separation standards, both horizontal and vertical, for all classes of airspace;

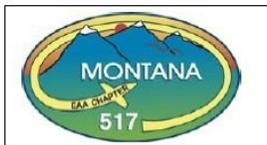
improved ability of airlines to manage traffic and aircraft fleets; improved ability of ATC to plan arrivals and departures far in advance; reduced the cost of the infrastructure needed to operate the National Airspace System.

EAA 517 member Don Lorenzen videotaped Pete Ring's presentation and he will make it available via CD-ROM to anyone who would like to view it. In the meantime, more information about ADS-B can be found at the following websites:

[www.freeflightsystems.com](http://www.freeflightsystems.com)

[www.adsbuniversity.com](http://www.adsbuniversity.com)

[www.faa.gov/nextgen/implementation/programs/adsb/](http://www.faa.gov/nextgen/implementation/programs/adsb/)



## PROPWASH

Newsletter of EAA Chapter 517, Inc.



### Answer to November Trivia Question:

Question: NASA's space shuttle Enterprise was named after:

- A. A starship used in TV's Star Trek series
- B. The USS Enterprise (world's first nuclear-powered aircraft carrier)
- C. Enterprise Rent-A-Car
- D. Project Private Enterprise (Bob Truax)

Answer: A. NASA's space shuttle Enterprise was named after the starship Enterprise in TV's famous "Star Trek" series.

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### MRS. CLAUS DELIVERS THE GOODS

by Sherry Knight Rossiter

Santa Claus was visibly distraught as he slammed the front door behind him. "This whole situation is becoming intolerable," he mumbled to himself. "Was nothing sacred any more? What had happened to tradition?" It was bad enough that Mrs. Claus had insisted on learning how to pilot the sleigh plane this year, but now she wanted to deliver all the presents, too.

Imagine what the children would think if they knew Mrs. Claus had delivered their Christmas toys? It made Santa shiver to even think about that. And besides, eating all the cookies and milk left for Santa would ruin Mrs. Claus' trim figure. No, no, no. Santa just couldn't go along with this crazy idea.

Sanna, or Mrs. Claus as Santa preferred to call her in front of the elves, was just coming out the front door when Santa turned back toward the house, still mumbling to himself as he tramped through the deep snow. When

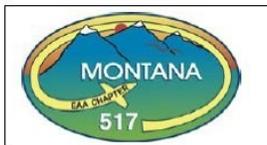
Santa looked up, he couldn't believe his eyes. What was Sanna carrying? It looked like a suitcase. No, she wouldn't dare go after he'd told her she couldn't.

As Santa drew closer to his wife, he now knew for certain that she was carrying a suitcase in one hand and her flight bag in the other. "Sanna, where are you going? I told you I would be delivering the toys this year as usual." Santa tried to sound calm, but he was still really upset at the thought of this woman – his wife, no less – even thinking she was capable of piloting the sleigh plane on Christmas Eve. As far as he knew, she didn't even know all the names of the reindeer.

Santa now followed Mrs. Claus to the hangar where the elves were making last minute adjustments to the sleigh plane's instrument panel. "Good grief," Santa thought. She can't deliver these toys without an instrument rating! I'd better mention that to her. Surely, common sense will prevail.

"See here, Mrs. Claus," Santa said trying to sound firm. "You don't have an instrument rating and all the boys and girls will be very disappointed if you are unable to deliver their toys because of weather. I think you should let me deliver the toys as I've always done and you can stay home and bake cookies until I return." The minute the words were out of Santa's mouth, he knew he shouldn't have added the part about baking cookies.

Now, Mrs. Claus looked at Santa more closely. She smiled that special, sweet smile that always turned Santa's knees to jelly and made him putty in her hands. He had to give her credit because she really did know how to handle him and she was getting better at it all the time.



## PROPWASH

Newsletter of EAA Chapter 517, Inc.



“Santa, dear,” Mrs. Claus began, while fingering Santa’s soft white beard. “You know how much I respect your opinion, not to mention your reputation. I wouldn’t think of tarnishing your image with the children, so I’ve taken special precautions to check the weather carefully along my route of flight. I’ve even consulted with a private weather service to double check the forecast I obtained when I filed my flight plan. And I’m taking our head elf along to eat all the cookies and milk, so I don’t ruin my girlish figure. I have my heart set on this trip, Santa. You are always telling me that half of the toy shop belongs to me, so I think it is time I made at least half of the deliveries. And by the way, dear, I plan to stay over in NYC until the day after Christmas, so I can go to the Macy’s after Christmas sale. I’ll try to remember to pick up a year’s supply of your favorite aftershave and I’ll also try not to overuse my charge card.”

All this time while Mrs. Claus was talking to Santa, she continued to preflight the sleigh plane. Mrs. Claus now threw her arms around Santa -- they didn’t quite reach all the way around -- and said, “Honey, I just knew you’d change your mind and let me make this trip. Thank you, thank you. You really are a dear, sweet man, and I’m the luckiest woman in the whole wide world to be married to you.”

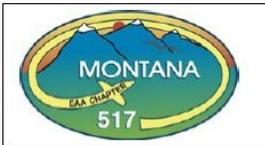
Before Santa could say another word, Sanna and the head elf jumped into the gift-laden sleigh plane that was now ready for takeoff. With a wave of her hand, she was off and flying with a far shorter ground run than Santa would have needed. Santa watched in amazement as the sleigh plane disappeared into the star-studded sky. The lady obviously could handle a sleigh full of presents and she could handle him as well. Mrs. Claus not only had Santa’s complete affection, but now his

total admiration.

However, there was just one thing Santa was still worried about. How in the world was it going to sound to hear a female voice say, “MERRY CHRISTMAS TO ALL AND TO ALL A GOOD NIGHT.”

Author’s Note: Story first published in *In Flight USA* in December 1985; reprinted here with permission.





## **PROPWASH**

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### **CONTACTS**

**President  
Sherry Rossiter  
406 544-6182**

**Vice President  
Jim Younkin  
406-240-4024**

**Secretary  
Gary Weyermann  
406 546-8488**

**Treasurer  
Steve Knopp  
406 529-6282**

**Young Eagles  
Ray Aten  
406 721-0531**

**Propwash Editor  
Steve Rossiter**

**Web Site  
Larye Parkins  
[larye@parkins.org](mailto:larye@parkins.org)  
[www.eaa517.org](http://www.eaa517.org)  
360 426-1718**

### **BUILDER'S REPORT**

**Cygnet  
Don Lorenzen 60%**

**Glassair  
Allen Burruss - FT S-II - 100%  
Phase one flight test underway.**

**Piper Exp.  
Brad Condra - Bushmaster 60%  
Fabric covering being installed.**

**RANS  
Dan Dixon - S7S Courier - 15%**

**Rutan  
Ed Lovrien - Limo-Easy - 25%**

**Sonex  
Larye Parkins - Waix - 30%**

**Van's RV  
John Barba - RV-6**

**Zenith  
Laurens Ackerman - CH-601 - 70%**

**Ray Aten - CH-601 - Completed  
Phase one testing**

**Terry Philips - CH-601 8%**

**Duane Felstet CH-750 60%**