

# THE RITE FLYER

MARTIN AIRFIELD

## What are the currency requirements for a private pilot?

### Coming Up ...

#### Meeting :

Monday , June 13th, 7:00 p.m. General Meeting at Martin Field

#### Program: Currency and Proficiency.

#### Board of Directors

June 11th, 7:00 pm

#### Next Meeting:

July 11, 2022, 7:00 p.m. at Martin Field.

#### Chapter Website:

[chapters.eaa.org/caa604](https://chapters.eaa.org/caa604)

### 2022 Officers

President  
Jim Edwards  
skypilot150@gmail.com

Vice President  
Torch Davis  
sourcer@charter.net

Young Eagle Coordinator  
Susan Chlarson tdsto-  
gether@gmail.com 509  
607-1257

Treasurer  
Tim Anderson  
fuzzet@hotmail.com

Secretary/Newsletter  
Don Gibbard  
gibbdo@pocketinet.com  
509-525-9497

For a lot of GA pilots, they find it hard to get out to the airport on a regular basis. Does this apply to you? If so, you need to understand when you are legal to fly.

Currency requirements for private pilots:

#### • **Flight Review**

**In the preceding 24 months you need a flight review.** But wait, it's not enough to do the review. You must have **passed** the review and the instructor must make a **logbook endorsement**.

If you failed the flight review or the instructor restricted you to day only or VFR only, you must comply with those restrictions. I read an accident investigation where a instrument rated pilot failed a review and the instructor restricted him to VFR only. The idiot flew IFR anyway and is now buried 6 feet under.

I also highly recommend you get a flight review **EVERY YEAR!!**  
Please, do this!

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## Calendar Items to share

Week Days	10:00 a.m. Coffee Club, Martin Field Pilot's Lounge, <b>The Pilot's lounge is approved for meetings</b>
Jun 18	Desert Aire Regional Airport Annual Fly-in Breakfast, 8:00-12:00
June 23	WPA Rosalia Fly-in and BBQ, 8:00 am—3:00 pm
June 25	EAA 1639, Hermiston Or, Last Saturday Breakfast, 7:30-11:00 am \$5 donation



## Currency Requirements *continued*

The less you fly, the more important it is for you to get a check-ride every year. GA pilots crash most often due to loss of control from lack of proficiency.

The professionals all get checked out every year and for good reason. You need constant practice to stay up to date on stall recovery and other emergency procedures. It could save your life.

For more information on flight reviews check out the [FAA's Advisory Circular 61-98C](#).

### • Carrying passengers

The FAA doesn't care if you kill yourself, but it does take issue with you putting other people's life at risk. While the only requirement for your own life is a review every 24 months, you have additional requirements if you want to carry your friends.

So, in the preceding 90 days you must have made the following:

**Three takeoffs and landings as the sole manipulator of the flight controls.** You must also do this in the same category and class aircraft. If the aircraft you are flying requires a type rating then these takeoffs and landings have to be in the same type aircraft. If you need a refresher on the difference between category, class and type [click here](#) to read a quick article.

These don't need to be made to a full stop. So, do three touch and gos, and you're

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## Currency vs. Proficiency

I was talking to a pilot who had just passed his instrument check ride and after offering my congratulations of completing a difficult and demanding rating, I asked him how he was planning to maintain his proficiency? His answer was one I had heard many times in the past. He told me that all he needed to do was fly 6 instrument approaches every six months, holding, and tracking/ intercepting courses either in actual IMC or simulated with the view limiter and a legal safety pilot on board and that would meet the legal currency requirements. Was he right? Well, yes and no. He might be perfectly legal per his logged record of approaches, but is that enough to be proficient? In other words, could you do that and on the 7th month take that instrument check ride again and expect to do as well? I seriously doubt it. The real question is, are you safe and competent to operate in the real world of actual IFR operations?

If one were to analyze this a bit more, we could come up with many examples of this type of thinking. It's legal to fly VFR with 1000 ceiling and 3 miles visibility, to plan VFR fuel reserves with 30 minutes day and 45 night, to carry passengers with 3 landings every 90 days, IFR with 200 and a half mile visibility.... And I could go for awhile with this. So, the new ACS (Airmen Certification Standard) mentions this concept of currency vs proficiency.

So if the regs state a minimum and most of us agree that the minimum isn't the same as being competent and safe, what's the answer? Unfortunately, there is no one complete answer because there are a lot of variables. In aviation there are three main ways we operate.

First, we get initial training. Then you get recurrency / proficiency training. And if you move up, you go through upgrade training. How was the quality of your initial training? High quality training has a considerably longer shelf life than poor training, and this is where I personally spend most of my time as a CFII. A lot of my work in the simulator is flying with folks who already hold their instrument ticket but want to increase their skills or regain lost skills.

I tell everyone that unless you have had Simulator training, you are probably unprepared for actual IFR. WHAT? That's right, I'm saying it and I have seen it many times in our simulator with people who have been doing this for awhile and have quite a bit of actual in their logbook.

But one thing their training seriously lacked was realistic

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## General Meeting May 9, 2022

The meeting was called to order at 7:02 by President Jim Edwards. Three guests were present, Joe Ingelhart, and Ron and Lisa Wanjaja. Ron will be our program on the Fly Baby this evening. The minutes of the last meeting were approved as printed in the newsletter. Jim gave a brief review of our Board meeting which focused mostly on Young Eagles.

Young Eagles Report: Susan Chlarson is home sick so Travis gave her report. At this time we have 50 kids registered for flights but that number will increase. Susan will send the flyers to the schools which will drum up some interest. We invited 14 pilots to participate and have confirmations from 7 so far. Our goal is 10 and 150 registrations. Clean up and pre-setup is scheduled for June 4th at 4:00 pm. We will try to get all the equipment moved and cleaned for a quick set out on Sunday morning. Susan will arrange for the volunteer snacks and lunch. We decided to do registration inside this year so we won't have to move a lot of equipment.

We kept the business portion of our meeting short so we could get to the program. In other business we agreed to renew our Zoom account for another year. Jim went over a few future events listed on page one of the newsletter. The last item of Business was to thank everyone who helped with the Fly-in. It was a great success for a first time event. We had 18 aircraft and around 40 people eat with us.

President Jim introduced Ron who is the resident expert on Fly Babies on the west coast. Ron evaluated our project plane and then gave a great review of the development of the aircraft.

We had refreshments and visited with our guests following the presentation.

Don Gibbard,  
Secretary



## Young Eagle Rally



## 2022 REFRESHMENTS

JANUARY	Bill Herrington
FEBRUARY	The Chlarsons
MARCH	Board
APRIL	Don Bais
MAY	Charlie Miller
<b>JUNE</b>	<b>Matt Harris</b>
JULY	Don Gibbard
AUGUST	
SEPTEMBER	
OCTOBER	
NOVEMBER	
DECEMBER	CHRISTMAS PARTY



## Currency Requirements *continued*

good! Go get that \$100 burger.

- If you fly a tailwheel airplane, these three takeoffs and landings must be made to a **full stop**. If you don't come to a full stop, you're cheating. The hardest part of a tail dragger is when you are on the ground. So, don't cheat. It defeats the purpose of getting current!
- Are you flying your passengers at night? If so, you have to do three takeoffs and landings at night. The FAA defines night as: one hour after sunset and one hour before sunrise. Don't know when the sunrises? Google it. They also have to be to a **full stop**. Touch and gos don't work for the night requirement.

By the way, you can fulfill this requirement in an approved simulator. This more applies to pilots who fly aircraft with type ratings.

For specific wording on the regulation go to [14 CFR 61.57](#).

*(article by Sarah Fritts, copied from "Think Aviation")*

## 2022 Wallowa County Fly in and Airshow

Saturday July 9th

Pancake, eggs, and sausage breakfast – Educational Hangar – Static Displays – Air-Show

7:00am – Gates Open

Airshow admission \$5 per person (10 and under free – must be accompanied by an adult)

Breakfast Begins \$10 per person (10 and under eat free – must be accompanied by a paying adult)

Educational Hangar with events for kids of all ages. Come and earn your wings!

Silent Auction-continues from Friday night

Static Display – Jets, Helicopters, Warbirds, Back Country Planes and more!

## Currency vs. Proficiency *continued*

emergencies. With failure of the attitude indicator and heading at the top of my list. I got my instrument in 1976, my instrument instructor in 1983 and guess what? We still train in the aircraft exactly the same way. I carry 6 rubber instrument covers with me in the cockpit so I can cover instruments to simulate their failure.

So all of us have had this experience of CFII's covering the A/I and H/I and going to partial panel operations. Big problem. The instruments do not fail that way in real life. And that fact is what I believe is the root of our problem, it's a lack of a solid scan. It's a lack of training and experiences that reveal weaknesses in our scan and thus control of the airplane. Put it this way, to date, not one pilot whom I have failed their vacuum instruments has survived and got it on the ground in actual IMC. Zero. Usually a vertical dive into the ground in less than 2 minutes after the failure occurred. Wow! As an experienced instructor who has gotten many people an Instrument rating, I was, and am still somewhat shocked at how fast these pilot lost control.

So that's why I feel comfortable making that statement. You need to experience a variety of failures that we can easily do in the full motion Simulator, and if not... Maybe you will be ok in the real weather, with a sick airplane and passengers on board. But what if your wrong about your abilities? It's amazing to me how many pilots seem to blow this off by telling me they would do better in the airplane. The ones with the correct attitude say, let's do this again and again until I can detect and safely fly the approach with or without the vacuum instruments. In instrument flying, we play for keeps. Our concept here at Little Blue is to try and replicate the type of training that the airlines and military get and general aviation doesn't. I have become a better instrument pilot since we got this tool last year, and I too thought I was pretty good. It doesn't cost much too find out and like AOPA says, a good pilot is always learning. After 43 years and over 12,000 hours I know I have a lot too learn still. But one thing I do know is, you can't practice emergencies of all kinds enough. It's not hard at all to remain current, proficiency can be a moving target and that's what I want you to consider about your own flying.

*(by Matt Miller, copied from "Little Blue Aviation")*