

THE RITE FLYER

MARTIN AIRFIELD

5 FLYING RESOLUTIONS FOR THE NEW YEAR BY ERIC RADTKE

Coming Up ...

Meeting :

Monday , January 9th,
7:00 p.m. at Martin Field

Program: Young Eagle Workshop review

Board of Directors

Saturday January 7th at
7:00 p.m.

Next Meeting:

February 13, 2023, 7:00 p.m.
at Martin Field.

Chapter Website:

chapters.eaa.org/604

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Happy New Year!

Now that the last of the Christmas cookies are gone, many of us look forward to the year ahead with the encouragement and enthusiasm of resolutions. The standard resolutions: losing weight, read more books (watch less television), volunteer, etc. are all noble causes. But for pilots, we should include our own aviation resolution category. Here are five resolutions from your Flight Training Central team.

Get Current

I can almost guarantee that you won't be able to fly as much as you intend. Inevitably, there will be some part of your skill set that will wither. For me, it's IFR currency. I let it slip and now must recruit a CFI-I to conduct an instrument proficiency. While I'll be a better pilot for it in the end, I'll aim to stay instrument current during the year.



(Continued on page 2)

Calendar Items to share

Fridays	10:00 a.m. Coffee Club, Martin Field Pilot's Lounge,
Jan Feb 25-26	Not much going on this time of year. Northwest Aviation Conference and Trade Show, Puyallup, WA



5 flying resolutions *continued*

If you haven't flown at night for a few months, you may consider three landings (must be to a full stop) before your spouse requests a weekend getaway. Tailwheel, seaplane, glider, multi-engine... all require a different skill set. Resolve to get current (or maybe even earn a new rating) in at least one of those areas.

Attend a Fly In



As they say, birds of a feather flock together. Pilots certainly qualify as such birds and airports are where we flock. This year, make it a point to experience aviation at its finest. Even if you can't make it to the granddaddy of them all, Airventure in Oshkosh, Wisconsin, try to make it to a regional fly-in or at least a pancake breakfast. For a list of Fly-ins, check out socialflight.com. There are so many good options to choose.

Take a friend flying

Hobbies are more fun when you have more people to share in the pleasures. Spread the joy of aviation by taking someone flying. I'm sure you probably remember your first flight. Give someone else that special memory by introducing them to the wonders of flight. If you are really generous and passionate, connect with your local EAA chapter and fly Young Eagles. Giving youth their first taste of flight will be mutually beneficial.

Fly for a weekend getaway

What good is a pilot's license if you don't use it? Aviation adventures abound within a couple hours of flight time from your home airport. Go find that special place and create your next "remember that time..." story. Looking for some good ideas? [AOPA offers some suggestions here](#). Some of my favorites? Anywhere along the Florida coast.

Log time in an aircraft you've never flown before



Expand your horizons (yep, another pun intended) this year. Instead of logging time in the same old FBO Cherokee or Skyhawk, try something new. There are lots of flight schools that will provide an hour flight in an aircraft you've never flown. Try your hand at a Cirrus; introduce yourself to a old multi-engine trainer; or hop in a glider or tail-dragger. You might learn something new, be a better pilot for it, and create a lasting "remember when" story.

If you're feeling obligated to make the standard "lose weight" resolution this year, at least shape the resolution around your passion for flying. For example, improving your aircraft useful load by 20 pounds sounds much appealing than skipping dessert for the next three months..

(from Sporty's Flight Training Central, January 2, 2023)

Chapter Leadership Training

EAA's chapter leadership training sessions are designed to help you become a better chapter leader and learn a tremendous amount about EAA. Whether it is learning to **grow your chapter**, learning about **chapter resources**, or having the opportunity to **network with other chapter leaders and EAA staff** members, you will not want to miss out!

Chapter Leadership Boot Camp

EAA's Chapter Leadership Boot Camps are one day courses focused on making you a better chapter leader so that you can have a better chapter. These one day, interactive sessions are focused on topics important to you as chapter leaders.

Topics Covered:

- Recruiting and retaining members
- Marketing
- Tax exempt status
- Fundraising
- Media & public relations
- Young Eagles
- Insurance and risk management
- EAA chapter resources

The boot camp also provides an excellent opportunity to network with other chapter leaders as well as interact with EAA chapter office staff. The next Boot Camp scheduled in the Pacific Northwest is March 25th in Independence, Oregon at Independence State Airport (7S5) hosted by EAA Chapter 292.

2023 Dues are due!

It is time to pay dues to the local Chapter for the 2023 program year. Dues are currently \$30 per person or \$45 for family membership. Please make payment to Tim Anderson at a meeting or mail a check to:

Tim Anderson
1708 Sunset Dr.
Walla Walla, WA 99362

2023 Northwest Aviation Conference & Trade Show *Save the date* | February 25-26, Puyallup WA

We are pleased to announce that plans are underway to host the **2023 Northwest Aviation Conference & Trade Show**, February 25-26 and we look forward to gathering with our aviation community again.

Currently we are accepting **booth registrations** as well as speaker suggestions. We will be offering schedule updates and opening registration for the **Career Forum** and **Maintenance Sessions** over the next few weeks.

Thank you again for your support!

Warm regards,

Rachel Hansen
Event Coordinator
Washington Aviation Association

rachel@washington-aviation.org

2023 REFRESHMENTS

JANUARY	Ray Bankes
FEBRUARY	The Chlarsons
MARCH	
APRIL	Matt Haris
MAY	
JUNE	
JULY	
AUGUST	
SEPTEMBER	
OCTOBER	
NOVEMBER	Blaise
DECEMBER	CHRISTMAS PARTY

HOW TO CHECK IF YOUR TIRE IS OUT OF ROUND

By Gary Van Dyke

I've been fighting a shimmy on my Cardinal RG for a while. I had a fairly significant event on a trip that pushed solving that problem to the top of the list.

We were taking off from Texas Gulf Coast Regional Airport (KLBX) in the Houston area to Lakefront Airport (KNEW) in New Orleans. Just as we got to rotation speed, we experienced a violent shimmy that was so bad



Photo by Jack Fleetwood

it was actually scrubbing speed. I had plenty of runway, so it came down to a decision on whether to abort or to go ahead and take off.

I thought the nose wheel had gone flat. Since we were at rotation speed, I decided to take off.

The takeoff went fine. Since KNEW has a good maintenance facility, I decided to make the trip and have the problem fixed once we were on the ground there.

I told my wife that I thought we had a flat tire and that things were likely to get bumpy as the plane slowed but that I was confident everything would be OK.

When we got to New Orleans, I let the tower know that I may have a flat tire and may need to be towed once we got the plane stopped. I did a soft field landing at minimum speed and held the nose wheel off as long as possible.

I had the yoke all the way back when the nose wheel finally touched down and was surprised that there was absolutely no shimmy.

We taxied to the FBO and I did a very thorough look at things once we shut down. With the tail pushed down to get the nose wheel off the ground, everything looked like it should.

We decided to check everything in the nose wheel and steering systems. We pulled the tail down and secured it to a ring I have installed in the floor of my hangar for that purpose. We then pulled the nose wheel and went through all the connectors and settings for the nose wheel and steering system. Everything we checked was in spec.

We had the tire static balanced when I first put it on dur-

ing last year's annual, but I thought something might have changed. I found a local motorcycle shop that had the equipment needed to dynamically balance the nose wheel, so I took the tire to them.

The mechanic they assigned to balance the tire owns and flies a Maule, so he had a good understanding of my issues. He took a quick look at the tire and said something didn't look right but mounted it to the balancer and started to spin it up. He stopped it quickly and got me to come over to look. Once it was spinning it looked like there was a lump on one part of the tire.

To verify that, he got it spinning then took a grease pencil and lightly placed the tip on the center of the tread. When we stopped the tire, you could clearly see gaps in the mark the pencil left showing low spots.

He went through the balance procedure. It took a full ounce of weight on a spot opposite the high spot to get the tire in balance.

That was causing the tire to bounce at high speed when lightly loaded (my shimmy).

My new friend pointed out that the tire was so lightly worn that it still looked original in most places. I told him I would replace it anyway, then he showed me a process they use on motorcycle tires to get them back in round and suggested I try that first.

With the tire off the ground, use a belt sander to get it spinning, then carefully touch the tip of a grease pencil onto the tread. Ideally you mark three or four areas across the width of the tread.

Once the tire stops, spin it slowly by hand. If the tire is round, the marks will go around the entire tire. If it's out of round, you'll see gaps in the marks on the low spots.

If there are low spots, get the tire spinning with the sander again and then turn the sander 45 degrees to the tire. Sand a little, check progress, and repeat until you get the tire round, or you decide you need to just replace the tire.

I found 120 grit sandpaper worked best. The coarser grits don't let the tire slip enough to sand the rubber. I had a small scattering of rubber on the floor when I was done but still had very little wear on the tire.

I took the tire back to the motorcycle shop and this time it was in balance with no balance weights applied. I put it back on the plane and haven't felt any shimmy since. Next time I will start by checking that the tire is round and in balance before doing anything else.