BLUE MTN CHAPTER 604

SEPTEMBER 2020

THE RITE FLYER

MARTIN AIRFIELD

How To Prevent Over Controlling Your Plane

Have you ever seen someone moving the stick in multiple direction quickly? Have you done it yourself?

It's called over-controlling, and it happens when pilots begin reacting to their own control inputs, instead of reacting only to externally-caused changes in pitch, roll, and bank. But what does that mean?

When you take off or land, you should fly the aircraft with minimal control inputs. In a perfect world, you'd take off, trim the controls, let go, and never touch them again. At least until you need to turn, or climb/descend at a different speed.

Unfortunately, we don't live in a perfect world. Updrafts, downdrafts, gusts of winds, and changes in configuration mean that we're constantly adjusting controls to match a desired flight path. What happens when you exceed the required inputs? *You have to correct for your mistakes*.

When these mistakes start to occur in patterns, you're over-controlling, and setting yourself up for pilot-induced oscillations.

Gusty Crosswind Landings

On windy days with a large gusts, pilot induced oscillations tend to occur as the aircraft gets closer and closer to touchdown. Pilots have a tendency to correct for windy conditions by adding strong left/right, left/right aileron inputs for extended periods of time.

By moving the controls back and forth, you're attempting to fly a stable

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Coming Up . . .

Meeting :
Monday , September 14th, 7:00 p.m. Online
Program: Flying in Smoke,
Board of Directors
September 12th, 7:00 pm
Next Meeting:
October 12th, Online

Chapter Website:
chapters.eaa.org/eaa604

2019 Officers

- President
  Bill Herrington
  ayv8or77@yahoo.com
- Vice President
  Torch Davis
  sourcer@charter.net
- Young Eagle Coordinator Susan Chlarson
  tdstogether@gmail.com
  509 607-1257
- Treasurer
  Ron Urban
  urban@whitman.edu
  509-525-1702
- Secretary/Newsletter
  Don Gibbard
  gibbdo@pocketinet.com
  509-525-9497

Calendar Items to share

Week Days Coffee Club, Martin Field Pilot's Lounge, **Cancelled until further notice**

Fly-outs are sparse due to social distancing and crowd size limitations.

YOUNG EAGLES EAA

EAA THE SPIRIT OF AVIATION

Over Controlling Your Plane *continued*

approach with the wings level. But instead of small corrections, you begin to fight your own large corrections, repeatedly.

Not only does this destabilize the approach, it simply makes it harder to touch down smoothly. And, if you have passengers that can see what's going on, it doesn't give them a lot of confidence to see you wrestling the airplane to the ground.

How To Fix It

On final approach, relatively few control inputs should be necessary to remain on glidepath and on centerline.

When corrections are made, they should be small. And when you make them, try to use fingertip pressure on the yoke or stick. When you grip the yoke tightly, you tend to over-control the aircraft, and introduce unwanted oscillations.

If a gust changes your attitude, use a small, light correction to bring your aircraft back to landing attitude.

If you find yourself swinging the controls up-down or side-to-side repeatedly, keep relaxing your grip on the control wheel. Allow yourself to find the correction angle, re-trim if you need to, and let the airplane fly itself.

It's a strategy that applies to almost all takeoffs, landings, and maneuvers.

It Takes Practice

If you find yourself over-controlling the aircraft, relax your grip, and visualize where the controls should be in order for the plane to fly itself. With some practice, you'll

find it's much easier to use a few small corrections, rather than a lot of large repeated corrections that lead to over-controlling your aircraft.

(reprinted from Boldmethod, 9-8-2020, at *www.boldmethod.com/learn-to-fly/maneuvers/how-to-avoid-over-controlling-your-aircraft-on-final-approach-to-landing/*)

BATTERY TIPS

BY LISA TURNER

Know what you have. Exactly what type and model battery do you have? How old is it? Is it the same as the battery specified in your aircraft manual? You'd be surprised at what people use to replace a battery. Yes, in an airplane.

Do you have a folder or a section in your manual for your current battery? If not, it's a good idea, especially on the experimental side where information accompanying the aircraft is often lacking. Keep the information up to date.

Think twice about propping the airplane or getting a jump-start on a dead battery. Why? Are

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EAA 604 Minutes, August 10, 2020

The meeting was called to order by President Bill Herrington at 7:10 p.m. using Zoom Meetings due to Covid-19 and the Stay Home Stay Safe order from our Governor. Don Gibbard took attendance and we had 8 members at the online meeting and no guest.

The Minutes from our July meeting were discussed and accepted as printed.

The Treasurer's Report was given by Ron Urban. There was no income for the month and no expenses. The report was received due to the lack of a quorum.

Board Meeting Report: The Executive Board met on August 8th. We reviewed the financials and discussed the Young Eagle status. All communications have been updated with the cancelation of any Young Eagle event this year. The Board would like to remind members that you can still do YE flights on your own. There is paper work available in the office at Martin Field. Any YE flights properly documented will be credited to EAA Chapter 604.

Old Business: Projects—Jim Edwards gave an update on the motor mounts for his plane. I will be mounting a Lycoming 0360 180hp engine and the mount is almost ready.

The Chapter's Fly Baby project plane was moved to the EAA storage area.
Ron Urban will contact Boyd and get an update on his progress.

New Business: The end of July EAA hosted Spirit Week instead of Airventure. It was all online with daily seminars. Several members took advantage of the open access.

We discussed Movie Night. The Board suggested having the event in September and maybe at Gorge Aviation hanger in Walla Walla. September 26th was discussed. Social Distancing and masks would be recommended.

The next D.A.R.T event will be September 12th. It will be a communication drill and will Hamm Radio driven.

There was no other business. The meeting was followed with a discussion on owner maintenance.

Respectfully submitted,
Don Gibbard, Secretary

The discussion theme for Monday night is "How does flying in smoke impact your decision making?" Share some examples of how smoke altered your plans? What are the dangers of flying in Smokey conditions? Do you have any concerns about long term affect of smoke on your power plant?

A Very Unusual Year

I hope this update finds you healthy and safe. The health and safety of our volunteers and participants has always been our number one priority but this year COVID-19 has added a new reason for concern. The number of Young Eagles flights is down by more than 80 percent compared to last year. Most of the flights since March have been one-on-one flights, however, we are seeing a few chapters holding smaller rallies in areas where local conditions permit such gatherings.

If your chapter is considering a rally or any event, you must comply with local and national CDC guidelines. EAA has provided **basic guidelines and a link to the CDC website here**.

No matter how many you fly or how many rallies you volunteer at you are still making an impression on a young person and helping create future aviators. Stay safe and thanks for your help. If you have questions or comments feel free to contact me via email at **bolena@EAA.org**.

Fly safe and keep in touch!
Brian O'Lena, EAA Lifetime 645286
EAA Young Eagles and Eagle Flights

This plane dropped in for fuel on Saturday at Lewiston Airport. New turboprop added for power and efficiency. This plane takes a mile of lake to fill its tank for a fire run. I was parked in the same spot with my Cessna 172 a half hour earlier.

Chapter Meeting Online

Our September Chapter meeting will be held as an online Zoom meeting on Monday September 14th starting at 7:00 p.m. You will receive an invitation to join the meeting from Ron Urban. There will be a link to the online meeting you can use with a computer, smartphone, tablet with video capabilities. If you do not have a camera on your computer you can still join online but you will need a microphone in order to join the conversation.

The second option is to dial in with any phone. There is a toll free number with the meeting ID and password in the line. If you can launch the call from your email, the link will in put all the necessary information. If you dial it directly from a phone you will need to follow the prompts for meeting ID and meeting Password.

Keep your email invitation handy as you login since it contains all the information you need to succeed.

If you have not used Zoom before, the link will prompt you to download the Zoom App. Follow the install directions.

YOUR POST-MAINTENANCE CHECKLIST

Many owners assume that when an aircraft completes its annual inspection, it has been thoroughly scrutinized by well-trained eyes and can be depended upon to be in condition for safe flight. Mechanics know better. The first flight after maintenance is the most likely time for something to go wrong. Mike Busch, A&P/IA, offers advice on what you should do before and during the first flight after an annual or other major maintenance in this forum that was originally presented during Spirit of Aviation Week.

Follow the link below to see the recorded webinar.

http://inspire.eaa.org/2020/09/03/your-post-maintenance-checklist/?mkt_tok=eyJpIjoiWmpreU56WTFNVFU1TkdaaCIsInQiOiJhTUVKbHFtNEpTeVcrMG5leXp0TGJ3Qk9jbmxON09NamcxczBQXC8rdkhHYjF5cUlsbTAwM2p3SVFBQjZRS0ZSTWZySVhZNzBBZnc5M05iMVVJc0t6TnhOWFBvb2tuMWpHVzVXc2JRd0xPdzdJZU9hU3A4K0F4M2VlM0tZMVwvdU9uIn0%3D

BATTERY TIPS CONT

you confident that all the battery needs is an hour of flying to be back to its dependable self? The alternator will be dumping current into the discharged battery — not the best practice for battery longevity. Why tempt a potential electrical failure in the air? The mags will keep the engine running, but an electrical failure can be confusing. If you don't absolutely have to be somewhere else fast, it's better to troubleshoot the battery failure and get it corrected.

Keep batteries charged with the right charger. Following this one single piece of advice can double or even triple your battery's life span. Wouldn't that be nice? To do this, you want to cycle the battery — go fly regularly *and* keep it fully charged when you're not flying. That's easy to say and hard to do. If you're not flying regularly, the battery is easy to forget.

A battery that remains in a depleted state of charge for a long time forms lead sulfate that eventually hardens and crystallizes on the plates to the point that it can't be converted back into its original components of lead oxide, pure lead and sulfuric acid — no matter how long the battery is left on a charger.

I see a lot of owners who use automotive battery chargers and trickle chargers with their aircraft batteries. This is a mistake that will hasten the replacement day for your battery. Why? Because automotive chargers are designed to charge batteries faster (they are set at a higher output voltage) and are not as finely regulated as are aircraft battery chargers (think overvoltage). Yes, the aircraft chargers are more expensive, but an aviation calibrated smart charger (like the BatteryMINDer) will pay for itself over time by extending the life of your aircraft battery. Aviation float (trickle) chargers are ideal and you can even get one with solar charging.