

THE RITE FLYER

MARTIN AIRFIELD

What Is a Crosswind Landing?



Coming Up ...

Meeting :

Monday , March 14th, 7:00 p.m. General Meeting at Martin Field

Program:

Board of Directors

February 12th, 7:00 pm

Next Meeting:

April 1?, 2022, 7:00 p.m. at Martin Field.

Chapter Website:

chapters.eaa.org/ea604

The speed and direction in which the wind blows can affect an airplane's ability to land. If the wind is moving perpendicular to the runway at a relatively fast speed, pilots must adjust the airplane accordingly. Otherwise, they may land to the side of the runway rather than on it. The good news is that most pilots are familiar with this landing process. There's even a word used to describe it: crosswind landing. What is a crosswind landing exactly, and how do pilots perform it?

Overview of Crosswind Landings

A crosswind landing is a landing process that involves maneuvering an airplane so that it's able to land in crosswinds. Crosswinds occur when the wind blows perpendicular to the runway. Wind, of course, can blow in any direction. It may blow parallel to the runway, in which case pilots can land their airplanes using a traditional landing process. If the wind blows perpendicular to the runway, however, pilots must perform a crosswind landing. This alternative landing process allows pilots to safely land in crosswinds.

Crosswinds are a concern for pilots because they can change the airplane's point of attack and, therefore, prevent it from landing on the runway. As a result, pilots rely on

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Calendar Items to share

Week Days	10:00 a.m. Coffee Club, Martin Field Pilot's Lounge, The Pilot's lounge is approved for meetings
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Accident Analysis *continued*

crosswind landings to safely land airplanes in crosswinds.

How Crosswind Landings Are Performed

There are several different types of crosswind landings, each of which is performed in a different way. One of the most common types of crosswind landings is the crab landing. The crab landing means the airplane lands using crab only. As the airplane approaches the runway, it “crabs” into the wind, thereby minimizing drift to maintain proper alignment with the runway.

Along with the crab landing, another type of crosswind landing is the de-crab landing. The de-crab landing involves maintaining the airplane’s wings so that they are level at all times. The pilot will typically point the airplane’s nose into the wind, allowing him or her to safely land the airplane in crosswinds.

The crab landing and de-crab landing are just two of several crosswind landing techniques. Others include the sideslip landing, the forward slip landing and the sideslip approach landing.



In Conclusion

A crosswind landing is a type of maneuver that involves adjusting an airplane so that it can safely land on the runway during crosswinds. When the wind blows perpendicular to the runway, pilots must perform a crosswind landing to ensure their airplanes safely reach the runway.

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When and How to Be Assertive by Gene Benson

What does it mean to be “Pilot-in-Command?” The FAA states, “The pilot-in-command of an aircraft is directly responsible for and is the final authority as to the operation of that aircraft.” That is a lot. We are directly responsible for the safe operation of the aircraft. WE are directly responsible for the safety of ourselves, our passengers, and the people and property in the vicinity of our aircraft and below our flight paths. We have final authority as to how the aircraft is operated or if it is operated at all. Again, that is a lot.

The issuance of a pilot certificate bestowed upon us that responsibility and that authority. Part of the responsibility, as we addressed in this space last month, is to maintain our proficiency both in skill and in knowledge. Part of the authority is to know how to use it effectively. For help with that, we look to human factors.

One of our widely recognized human error causal factors is “lack of assertiveness.” Being assertive is not the same as being aggressive or bullying. It is the ability to express opinions and needs in a positive and productive manner. It is of course, not limited to aviation but aviation will be our focus here.

A pilot’s lack of assertiveness has contributed to many accidents over the years. We have instances of pilots not being assertive with ATC when needed. Pilots have crashed after taking off with known maintenance issues or after taking off into adverse weather conditions when they were uncomfortable.

Before we continue, we should state that being assertive assumes that we are knowledgeable enough to be correct in what we want. Remember the old saying, “Be careful what you wish for because you might get it.”

We can look at situations requiring assertiveness as being either immediate or not immediate. Different approaches are needed for each. We will look at the immediate situations first. Immediate situations require immediate action. That action is determined by either rapid or urgent decision making. (For more information on decision making, check out our video [“Better Decision Making”](#) on YouTube.) With our decision on what action is re-

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EAA 604 Minutes, February 14, 2022

The meeting was called to order at 7:04 by President Jim Edwards. There were 14 present and one guest, Joe Schafer. The minutes were accepted as printed in the newsletter. Jim reminded us that our dues are due and that Tim Anderson is the new Treasurer. Dues can be mailed to him or paid at a meeting.

Board Report: The Board met and talked about events we could participate in including Fly-in, Fly-outs, Breakfast or lunch trips. We talked about a Fly-out to WAAAM in Hood River, OR. Their Second Saturday event has a lot of activity to participate in. There is a \$19 entry fee to the museum and they have a lunch available from 10-2. We discussed renting a Club Hanger for projects, possible bar-b-que and meeting venue. The drawback is long wait time for a hanger and it would raise our cost of insurance each year with EAA.

Young Eagle Report: Susan reported that we did not have a food truck last year and instead, we brought in pizza for volunteers. That seemed to work out well. She asked if we wanted to continue with that this year. Discussion followed. Shave Ice makes a donation to our Chapter each year and they seem to do well at our events. We agreed that there will be no food truck in 2022. We are gearing up for this years YE event and need volunteers for many work spots. Be ready to sign up when asked!

Ray Scholarship: No work yet.

Young Eagle Workshops: The consensus is that we need to do this again. The question is when and who to invite. We will plan it as a one day event.

Chapter Projects: Matt reports the fabric test on the Fly Baby passed. Paint is cracking , wood needs sanding and re-varnishing. Cable look good and safety wired properly. We are looking for an engine and prop for the project.

Individual Projects: Jim mounted the windscreen, engine cowling is in place and preparing for paint. Blaise Szallasi says the UAS group is looking for workers!. Charlie reevaluated his project and found that the ADA-B Transponder will not fit his panel. He is going to focus on finishing his LSPilot license. Allan Fisher reported that the Flying Club is buying and Aeronca Champ. Matt says the both wings and tail on the Zenith are finished. The fuselage is at his home and he is working on it.

Meeting was adjourned for refreshments and the program.

The program was on Crosswind Landings.

Respectfully submitted,
Don Gibbard, Secretary



and Fly-In
At Martin Field
Save the Date: April 23

2022 Dues

Remember to pay your Dues for 2022 if you have not. The membership renewal is \$30.00 and you can either give them to Tim Anderson at the meeting or mail them to him at:

Tim Anderson
1708 Sunset Drive
Walla Walla WA 99362

2022 REFRESHMENTS

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

HERE'S HOW BAD THE ECONOMY IS:

My neighbor got a pre-declined credit card in the mail.

CEO's are now playing miniature golf.

Exxon-Mobil laid off 25 Congressmen.

I saw a Mormon with only one wife.

McDonald's is selling the 1/4 ounce.

Angelina Jolie adopted a child from America.

Parents in Beverly Hills fired their nannies and learned their children's names.

A truckload of Americans was caught sneaking into Mexico.

A picture is now only worth 200 words.

When Bill and Hillary travel together, they now have to share a room.

The Treasure Island casino in Las Vegas is now managed by Somali pirates.

And, finally...

I was so depressed last night thinking about the economy, wars, jobs, my savings, Social Security, retirement funds, etc...

I called the Suicide Hotline. I got a call center in Afghanistan, and when I told them I was suicidal, they got all excited, and asked if I could drive a truck.

Be Assertive *continued*

quired made and with no time to waste by debating, we exert our authority as P-I-C and do what is necessary. If ATC is involved, we simply declare an emergency and inform them what we are doing. That may be a course reversal, a change in altitude, a return for landing on a specific runway, or whatever else is needed in the interest of the safe operation of your aircraft. If we are given an instruction by ATC that we believe is impractical or unsafe, we simply state, "UNABLE." (Note that we did not include inconvenient in that.) If we know of a viable alternative to the instruction we just declined, it is helpful to state it to the controller. We must also be realistic and not demand something that unreasonably puts other aircraft at risk.

Situations not requiring immediate action might involve a flight into adverse weather, a flight that would require an overweight takeoff or a takeoff from a runway that is only marginally long enough, a flight that violates your personal minimums or the IM SAFE checklist, a flight for which the pilot does not meet recent experience requirements, or a flight with a known aircraft discrepancy.

We have an established process to follow if our situation does not require immediate action. There are necessary steps to take. First, we must get the attention of the person or persons pressuring us to make the flight or do something that makes us uncomfortable while enroute. We must state the problem clearly and without exaggeration. Second, again without exaggeration, we must state the likely consequences. Third, we must offer a viable solution. Finally, we must solicit feedback. The situation and the actions to be taken can be discussed or debated, but we must remember our responsibility and authority as P-I-C and make the final decision. (For more information and an example, check out our YouTube video, "[How to be Effectively Assertive](#)").

In summary, we are given enormous responsibility and authority as pilot-in-command of an aircraft. To be worthy of that, we must strive to be as knowledgeable and proficient as we can and we must know how to responsibly and effectively be assertive in the interest of safety.

