BLUE MTN CHAPTER 604

AUGUST 2022

THE RITE FLYER

MARTIN AIRFIELD

Coming Up . . .

Meeting :
Monday , August 8, 7:00 p.m. General Meeting at Martin Field

Program: .

Board of Directors
Aug 6th, 7:00 pm

Next Meeting:
September 12, 2022, 7:00 p.m. at Martin Field.

Chapter Website:
chapters.eaa.org/eaa604

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The most important skill for new pilots to master: airspeed control

by John Zimmerman

To be a good pilot, you have to balance many different skills: pre-flight planning, weather analysis, communications, stick and rudder flying, plus a whole lot more. Flying involves art and science, left brain and right brain. In many ways, this diversity is part of what makes learning to fly so fun and rewarding, but it also makes it hard to focus on the most important things.

Good landings are the results of good approaches—which means on speed.

At the end of the day, is there a single skill that is most important? One that would, if mastered, have the greatest impact on your ability to fly safely? I think there are actually two, one mental and one physical.

On the mental side, it's hard to overstate how important judgment is (AKA, aeronautical decision making or risk management). This topic gets a lot of attention already, so in this article I'd like to focus on the physical side, specifically **airspeed control**.

It may not sound as exciting as crosswind landings or short field takeoffs, but learning to precisely control your airspeed is a foundational skill that makes these other skills easier to master. It demands discipline, practice, and attention, but it rewards you with smoother, safer flights. It's also a skill that translates well to any airplane, from Cessna to Boeing.

Every airplane has a correct airspeed to fly for each segment of a flight: rotation speed on takeoff, best climb over an obstacle, cruise speed in turbulence, initial approach, and final

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Calendar Items to share

Fridays	10:00 a.m. Coffee Club, Martin Field Pilot's Lounge,
Aug 6	Pangborns Festival of Flight - Fly-In, East Wenatchee, WA; Pancake Breakfast sponsored by Ridgeline Aviation from 0700-0900 for any fly-ins
Aug 20	Payette Airport, S75 for breakfast! $10 suggested donation for the cost of food.
Aug 20	Wings Over Sandpoint Fly-in, Best breakfast in the Pacific Northwest by Sandpoint EAA Chapter 1441. Huge variety of planes flying in and local aircraft on display. 8:00—1:00

Airspeed Control *continued*

approach. The climb and approach speeds are most critical, as they are used during phases of flight close to the ground that offer little margin for error. If you miss your cruise speed by 10 knots, it's probably not a big deal; miss Vy by 10 knots and you might stall.

Many of these airspeeds are published in the Pilot's Operating Handbook, and should be committed to memory. Others may require you to ask your flight instructor or go practice, but can still be determined with pretty good certainty.

Some flight schools post these important airspeeds on a placard on the panel.

Knowing the right airspeed is only part of the job. Flying at the right airspeed—every single time—is what can really improve safety. In fact, two of the most common accidents in general aviation can be traced back to poor airspeed discipline:

1. **Low altitude loss of control** accidents are all-too-common. The typical scenario here involves a pilot getting too slow in the pattern and eventually stalling/spinning the airplane into the ground, often on a base-to-final turn or after takeoff. Now, you've probably had it beaten into your head that an airplane can stall at any airspeed—it's angle of attack that matters. That's certainly true, but so is this: if you fly within normal operating limitations (no 80 degree banks or 3G pull-ups), airspeed is an excellent substitute for angle of attack. Keep your airspeed where it should be and you won't stall. It's that simple.
2. **Runway incidents** are another common accident, and are also related to airspeed control. Whereas stall/spin accidents are almost always a result of getting too slow, these are often a result of being too fast. The pilot either lands long and goes off the end of the runway or forces the airplane on the runway and damages the nose wheel and propeller. If you're 15 knots fast on short final, you can't *make* the airplane land—a go-

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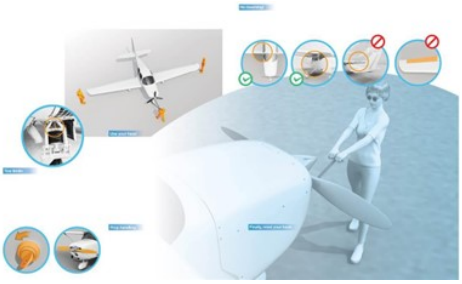
Heave-ho by Ian J. Twombly



We can hear the groans from here. Really? Learning to use an aircraft towbar? How hard can it be? Harder than one might expect. Generally attaching a towbar to the nose gear of an airplane is easy. It's the rest of it that's challenging. Here are some potential pitfalls.

Tow limits
Cessnas are great training airplanes in part because they're durable, and that goes for ground handling as well. You can attach a towbar to a 152 or 172 and turn as far as you like without hurting anything. Do that on a Bonanza or a Mooney and you'll be making a very expensive trip to the shop. Because of the linkage to the rudder and other systems, many aircraft have discrete tow limits. Sometimes they're marked with red lines as a reference on the nose gear. Sometimes not. Ask the owner or check the pilot's operating handbook if you've never steered that particular aircraft model before.

Use your head
Most airplane wing tips are plastic or fiberglass, so even a light touch on a wall or door of a hangar can result in a $200 or $300 repair. Whenever possible, use three people—one to push and pull, and two to spot the wings and tail. Most light airplanes move easily on flat ground, but a helping hand is great to get over a hangar lip.

Prop handling
Before you push or pull your steed out of its hangar, ensure the magnetos are off and move the propeller level by pushing in the direction of travel. This will ensure you don't whack it with the towbar.

Now, the debate. Can you push or pull on the propeller hub? The propeller manufacturers say no. The expert mechanics on AOPA's Ask the A&Ps podcast say yes. As Mike Busch points out, the propeller is subject to much more intense forces in flight than your hands could ever hope to generate.

No touching
All airplanes have their sensitive spots. Because they're built to handle the stresses of flight, simple ground han-

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General Meeting July 11, 2022

The meeting was called to order at 7:02 by President Jim Edwards. We had 15 in attendance and 4 online. Our guest was Rhyan Reid who is interested in building a plane or buying one and is looking for advice. Meredith gave us a report on her progress as our Ray Scholar. She had taken pre-solo test and is confident she will be soloed by the end of the month. Jim talked about the funding for Meredith which is coming from EAA. The next instalment will occur when she solos.

The Treasurers Report was given at the Board Meeting on July 9th. All bills are paid and we still have money.

The CAF will have two bombers on display at the Walla Walla Airport July 25-31. They will be arriving in the morning on Monday. We will be present from 10:00 am since we are not sure when they will arrive.

Two Fly-ins were listed, July 16 is the Fly-in at St Maries in Idaho and July 23rd is a Fly-in in Rosalia.

D.A.R.T.: Bill Herrington gave a report on the food distribution from the disaster drill. The weather was not the best and it limited many of the smaller aircraft from the west side. There were several planes that transported produce to the west side simulation disaster relief following a large earthquake. The drill went well and there were a lot of volunteers to move the food. Fresh food was delivered to the Blue Mountain Food Bank and non-perishables were distributed by the Combat Veterans Motorcycle Chapter.

Jim reported that Matt Harris will be our Chapter Technical Advisor. We are working with EAA to get him listed on our website.

Fly Baby project: we restated what we decided last month which is to sell the plane as-is. It will be listed in Barnstormer web site initially and see if there is any interest. We also have the EAA Bi Plane project and we discussed seeking expert input from EAA. Discussion followed. One suggestion was to use it as a training plane to learn and practice homebuilding skills. Matt Harris agreed to lead the project.

Someone asked about a tools list. Bill H. generated the first list and he agreed to revisit it and update it. Dave Cheney has retrieved his set of scales that will be added to the list.

Projects: Boyd still has not flown his J3. He needs a DAR inspections. Tim Anderson is working on the engine mounts for the Bear Hawk. Troy Wright has his RV7 painted and is working on the wings. Dave Cheney has been restoring the Cessna 175. He is still waiting on the new engine. He has replaced the cables and pullies in the empennage. The wings were reinstalled with the help of an old forklift. He will be installing in IO-360 with and STC. Charlie Miller has his plane in the hangar so he can put it together now.

Ray Bankes reported that Martin Field has new taxiway markings and will be installed soon. He mentioned that the used oil barrels are full and need to be dealt with. Dell White has taken the oil in the past to use in his shop furnace. We need to come up with a plan to move the barrels.

There was no other business so the meeting adjourned for refreshments and visitation.

Don Gibbard,
Secretary

Volunteer Opportunities

I want to draw your attention to the Refreshment list to the right of this column. After September, we do not have anyone signed up to bring refreshments. We need 2 more volunteers to complete the year. If you have not provided refreshments and would like to help, please email me at gibbdo@pocketinet.com or let me know at the August meeting.

2022 REFRESHMENTS

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

Airspeed Control *continued*

around may be the best decision.

Beyond just safer flying, good airspeed control usually leads to smoother flying too. Most passengers don't like rapid changes in speed or altitude, as it makes them question whether the pilot is really in control. By flying a constant airspeed climb or approach (and not adjusting the throttle every five seconds), you'll have happier passengers and a happier airplane.

Nail that airspeed, every time.

Good airspeed control also pays off as you progress in your flying. It's critical for operating at busy airports, where Air Traffic Control may ask you to maintain a specific speed for spacing. If they ask for 120 knots until three mile final, you need to be able to hold that or endure the wrath of an upset controller.

If your career goals include flying jets, airspeed discipline is even more important. Jet pilots calculate a specific approach speed (Vref) before every landing, then maintain this speed religiously until landing. It's common in two pilot crews for the pilot not flying to make regular airspeed callouts throughout the approach. Why all the fuss? At the higher approach speeds of jets, even 10 knots too high on final approach can be fatal.

The good news is airspeed control can be practiced on every segment of every flight. Learn the profiles—what power setting plus pitch attitude plus flap setting results in the airspeed you want? Practice flying at the right airspeed, minus 0 knots and plus 5 knots, first in light winds but then in stronger winds.

This may not be the most exciting flying you do, but it does pay off. Once you master airspeed control, you may be surprised how much better the rest of your flying gets.

(shared from Sporty's Flight Training Central)

FAA Moving to New Alerts, Documents Website System

The FAA sent out an email in June saying the following:

On July 18th 2022, the FAA will be decommissioning the following databases housed on the Regulatory Guidance Library (RGL):

- Special Airworthiness Information Bulletins (SAIB)
- SAIB documents will change their naming convention from AIR-YY-## to YYYY-##
- Airworthiness Directives: Notices of Proposed Rulemaking (AD NPRM)

After this date, SAIB and AD NPRM documents will only be available on the newly developed Dynamic Regulatory System (DRS). In our next communication, we will provide guides with detailed instructions on how to locate SAIB and AD NPRMs in DRS. In the meantime, please use the DRS Help & Training page for information. Please use the "DRS Feedback" button for any questions or issues you may encounter.

Users may subscribe to receive notifications about published SAIBs by navigating to the FAA GovDelivery Service and selecting any applicable categories. Any notification subscriptions you already have will continue without any needed action.

Best Regards,
The DRS Development Team

Heave-ho *continued*

dling mistakes can easily cause damage. For example, you can push more or less as hard as possible at the root of the leading edge of the wing, but not at the back of the aileron. Cessna struts are generally OK as well. The tail is trickier. Some pilots, especially those who fly Cessnas, like to push down on the tail in order to easily spin the airplane around. Don't do it, says Paul New, a host of Ask the A&Ps. He, like many mechanics, has seen stress fractures caused by such handling. Just use the towbar instead.

Finally, mind your back

The low towbar can be an especially poor position to pull or push with force. Friends and tugs make this easier. Usually when airplanes are damaged, someone was alone or rushing. No doubt the school will be happier with you leaving the airplane in an inconvenient place than coming out to find damage.