

THE RITE FLYER

MARTIN AIRFIELD

If You're High On Final Approach, How Should You Correct?

Coming Up ...

Meeting :

Monday , January 13th,
7:00 p.m. at Martin Field

Program: EAA Chapter
Video

Next Meeting:

February 10th, Martin Field
7:00 pm

Chapter Website:

www.604.eaachapter.org

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By [Boldmethod](http://boldmethod.com) 01/09/2020 (reprinted from www.boldmethod.com)

You roll out on final, and you see 4 white lights on the PAPI. Your first time around the pattern, you were right on glide path. But this time, you're way off. Why?

A lot of it has to do with your environment. The wind is changing. Other traffic changes your pattern. And if you didn't start your base leg turn at the same point as the first time around the pattern, you're turning final approach at a different distance from the runway.

That means this landing is a little different than the one before, and you need to make some corrections to get yourself back on glide path.

Making Corrections On Final Approach

So, how do you correct your glide path when you're high? You're managing two variables: **airspeed, and descent rate.**

What controls airspeed, and what controls descent rate?

On final, you use power to control your descent rate, and you use pitch to control your airspeed. That also means that to fly a consistent, stable final approach, you need to use consistent power settings, and you need to trim for your final approach speed so you're not holding back pressure or forward pressure on the yoke/stick on final.

Continued page 2

Calendar Items to share

Week Days Coffee Club, Martin Field Pilot's Lounge, 10:00 a.m.— come see who is there

Feb 22-23 **NW Aviation Conference & Trade Show** , Puyallup WA

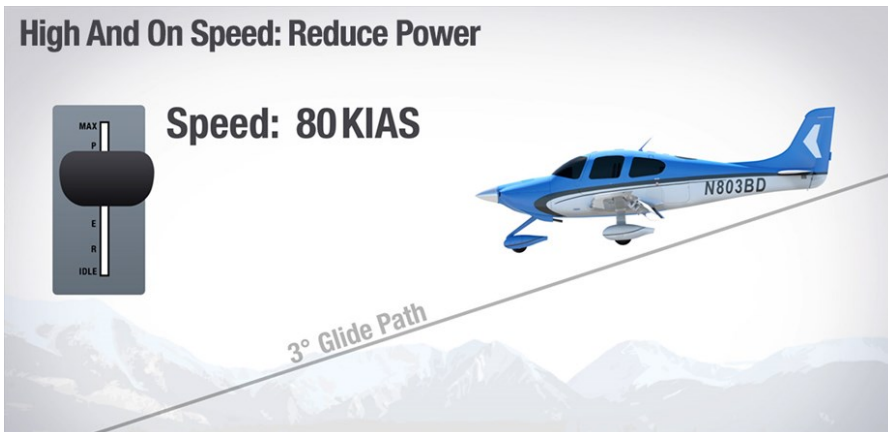


High on Final Approach *continued*

Now that we've covered that, let's get into the two scenarios that left you high on glide path in the first place, and how you should correct for them.

Scenario 1: On Speed, But High On Final

If you're high and on speed, you're on a stable but high glide path. **That means you need less power.** When you decrease power, trim will lower your nose to hold your airspeed, and you'll fly back to glide path. In this case, trim does the work. When you recapture glide path, add power to resume your normal descent rate.



Scenario 2: High And Slow On Final



If you're high and slow, you're probably holding in too much back pressure, and you're fighting trim. Leave the power where it is, and let trim pull the nose down. Gently relax the yoke/stick, and trim will start pitching the nose down for your trimmed final approach speed. If trim isn't pitching you to your target airspeed, re-trim the plane for the speed you want, and let the nose pitch down to capture that speed.

As your plane pitches down, you'll recapture the glide path. If you need to descend more, remove a little bit of power. But remember, once you recapture glide path, add power back to your normal power setting for final.

Once You're Back On Glide Path, You Need To Correct Again

Correcting your glide path when you're high is pretty easy. If you're high and on speed, reduce power. And if you're high and slow, relax pressure on the yoke and let your plane pitch down.

Once you've recaptured the glide path, though, you need to correct again. If you reduced power, you'll need to add it back to your normal power setting. Otherwise, you'll fly through the glide path, and you'll be low.

You may need to make some adjustments to your trim as well. Once you're re-established on glide path, re-trim so you're not holding forward or back pressure to stay on speed.

EAA Chapter 604 Minutes, November 11, 2019

The meeting was called to order by President Bill Herrington at 7:04. There were 14 members present and no guests. The minutes were presented for approval. There were no noted corrections so a motion was made and seconded to approve the minutes. The motion carried.

Ron Urban presented the treasurers report. Expenditures included \$129.59 for business cards. There were no other transactions. A motion was made and seconded to approve the report. The motion carried. Don Gibbard presented a bill for the FAA record search for the Fly Baby. It was agreed to reimburse him \$10.00 for getting the report.

Don mentioned that the Club has a website hosted by EAA. Charlie would like to see an article in the newsletter showing us access to the site.

There were no Administration issues to discuss this month.

Projects: Boyd is painting the J3 but the weather will determine how much he can get done. The plane needs lots of paint: Polly—3 coats, UV protection—3 coats, 3+ coats of yellow. He said that it is a one-man job at this time.

Bill H mentioned the name tags again. Don G agreed to print name tags in color if there were members who wanted one of the new tags. Contact Bill with your information.

Martin Field has changed owners. Chapter 604 Board will be clarifying use of the facility with the owner representative asking about liability issues.

Young Eagles: Susan had a few question about posters and communication with Tarragon Properties.

A question came up about where our Chapter tools are. It was suggested that we tag our larger tools. Bill Herrington will walk through and mark them as EAA. He suggested that we offer use of the tools if there is a need.

New Business: Del Sam's passed away on November 7th. The Secretary will send a sympathy card to the family and also notify EAA of Del's death.

Dues are due for 2020. Ron Urban is anxious to gather our coins. Annual Dues are \$30.00. If you are not at the meetings, you can mail them to Ron at 840 Clay St, Walla Walla, 99362

Next month we will celebrate the Holidays in lieu of our regular meeting. Bill H. passed around a sign-up sheet for sides.

We discussed the Ray Scholarship. It is time to apply for the next year. Don Gibbard is the Chapter rep. He will review the requirements and report to the Chapter. We also talked about events for 2020. We are talking about hosting a Fly-in sometime in 2020. After the first of the year, we will organize a committee.

Nominations for Officers: Nominations were open for the next 2 year term of officers. The following were nominated: Young Eagle Coordinator—Susan Chlarson, Eagle Coordinator—Torch Davis, Sec/Editor—Don Gibbard, Treasurer—Ron Urban, Vice President—Torch Davis, President—Bill Herrington. A motion was made by Dick Fondahn to pass a unanimous ballot to keep the existing officers for another 2 year term. Susan Chlarson seconded the motion. Discussion followed. President Bill called for the vote and the motion carried.

There was no further business so the meeting adjourned for refreshments and a program.

Respectfully submitted,

Don Gibbard, Secretary

2019 REFRESHMENTS

JANUARY

Don Bais

FEBRUARY

MARCH

APRIL

MAY

JUNE

JULY

AUGUST

SEPTEMBER

OCTOBER

NOVEMBER

DECEMBER

CHRISTMAS PARTY

Wide Area Augmentation System (WAAS) By [Sarina Houston](#)

The Wide Area Augmentation System (WAAS) is the most valuable navigation tool for pilots today. It's the most precise location-providing service available in North America.

The WAAS is part of the Federal Aviation Administration's (FAA's) ongoing upgrade to a Next Generation Air Transportation System, which is often referred to simply as [NextGen](#). The WAAS became fully operational in 2003.

Improvements to Using GPS Alone

The WAAS is a type of satellite-based augmentation system (SBAS) that uses widely spaced ground stations to correct small errors in Global Positioning System (GPS) satellite data. The [GPS data are vulnerable](#) to timing errors in either a satellite clock or a GPS receiver clock; errors related to imprecisely locating a satellite's position; disturbances from the ionosphere; and delays caused by the lower atmosphere (the troposphere, tropopause, and stratosphere). These errors aren't likely to cause significant problems, but they're the reason that GPS signals on their own aren't accurate enough for use with [precision instrument approaches](#) when landing.

2020 Northwest Aviation Conference & Trade Show

February 22 & 23, 2020
WA State Fair Events Center, Puyallup WA

ATTENDEE Information

Admission \$5/day; Parking FREE

We are working on the 2020 Schedule and still have limited spots open-- please let us know if there is a dynamic aviation speaker you would like us to reach out to. *Thank you!*



Difference in Accuracy

The main benefit of the WAAS is a greatly improved accuracy. Traditional GPS is accurate to 15 meters (about 50 feet). WAAS-enabled GPS is accurate to less than 3 meters 95 percent of the time.

Practical Consequences of the WAAS

Along with increased accuracy comes the ability to utilize [Localizer Performance with Vertical Guidance \(LPV\) approaches](#) in situations where visibility is low. Aircraft that might otherwise be required to fly to an alternate location in low visibility can land using an LPV approach. Increased use of the WAAS also means radio-based equipment for [instrument landing system](#) approaches in low visibility may no longer need to be replaced or maintained.

All of that means fewer delays, fewer headaches for passengers, and lower costs for airlines and airports. The WAAS also allows for more direct travel routes, and that makes the [National Airspace System](#) more efficient overall.

How the WAAS Works

The WAAS uses 38 Wide-Area Reference Stations located on the ground across North America to monitor GPS satellites. The satellite data are collected at the reference stations and sent to one of three WAAS Master Stations. At a master station, the GPS-only data are corrected and used to create WAAS augmentation messages. Six Ground Uplink Stations send the messages to three geostationary communications satellites, which broadcast the improved positioning data to WAAS-enabled GPS receivers. The system also includes two Operational Control Centers that monitor and maintain it.

Availability

As of June 2019, there were WAAS-enabled LPV approach procedures at 1,946 airports. You can check the [FAA's GPS/WAAS Approaches webpage](#) to see which airports are served by the WAAS and to find out when new airports have been added.