

THE RITE FLYER

MARTIN AIRFIELD

It's the Little Things, Part 2

Coming Up ...

Meeting :

Monday , January 10th,
7:00 p.m. General Meeting
at Martin Field

Program: Slips vs Skids
and Stalls

Board of Directors

January 8th, 5:00 pm

Next Meeting:

February 14, 2022, 7:00 p.m.
at Martin Field.

Chapter Website:

chapters.eaa.org/ea604

2021 Officers

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By Steve Krog,

This piece originally ran in Steve's Classic Instructor column in the January 2017 issue of EAA Sport Aviation magazine.

Last month this newsletter featured part 1 of a story by Steve Krog. In the first part we were introduced to the pilot, John, who was a low-time pilot with less than 150 hours and had earned a tail-wheel endorsement within the past 12 months.

John had just flown his newly restored J-3 Cub for the first time and encountered some difficulty. He stated the take-off was uneventful, as was the short test flight, but the landing had scared him.



The landing involved some rather significant bounces followed by some wing dips and waggles. When the aircraft had finally come to a stop and the dust was beginning to settle, he assessed the situation and found that little damage had been done to the aircraft, but his ego and self-confidence were badly shaken. John wanted a CFI friend fly with him a couple of hours to help him refine his tailwheel technique. We pick up Part 2 with landings.

The Landing

Evaluating John's approach and landing, I anticipated his inputs and found my expectations to be true. His downwind leg had proper horizontal separation from the runway, and his altitude control

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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**

Jan
Jan



Little Things Part 2 *continued*

was near perfect. Power reduction followed by the descending left turn onto the base leg was normal. But at the midpoint of the base leg, I could feel his anxiety building. Gently dropping my hands to touch his toes, I found him again pressing extremely hard on both rudder pedals. Then I placed one finger on top of the control stick and was unable to move it. Chuckling, I told John to try and relax by taking a long deep breath while wiggling his fingers and toes, relaxing leg and arm muscles.

We spent nearly one hour doing nothing more than normal takeoffs followed by standard approaches and three-point (or near full stall) landings. After 10-12 landings, John began to relax. This allowed him to feel the airplane and control inputs. Once over that hump, his takeoffs and landings were quite good.

Then we transitioned to wheel landings on turf and a hard surface with and without a crosswind. Another hour later John's anxiety was under control, and he was feeling confident in making the airplane do what he wanted it to do.

The final exercise of the day was to practice correcting for low approaches, high approaches requiring an aggressive slip to land, and unexpected bounces when touching down. John's recognition of a low approach was right on, and he added power as needed to safely conduct the approach and landing. He also was comfortable slipping the airplane to compensate for approaches that were too high, although he had never slipped an airplane as aggressively as we did. A J-3 will lose altitude rapidly in a slip, and the general rule of thumb is that a Cub will run out of rudder before running out of aileron in an aggressive slip. Together we tried this several times to raise both his comfort and confidence level.

The biggest mistake made is pushing the stick forward after the bounce. This only causes the second bounce to be even more aggressive and will usually lead to aircraft damage or exiting the runway in an undesirable direction or method. There are two correct methods, in my opinion, for dealing with a good big bounce on landing. The first is to add full power and go around, giving yourself time to get over the anxiousness of a bad landing and then concentrate on making a good approach and smooth landing on the next attempt. The second method is adding moderate power to help level off the aircraft while gaining some additional airspeed and forward momentum. Then reduce the power and re-establish the desired landing configuration. I only recommend the second method if there is more than adequate runway available ahead — and if you've had some experience with bounces. Certainly, the go-around is the safer of the two.

By day's end, John was feeling much more relaxed and comfortable in the Cub. He felt good about his accomplishments and was ready to head home and put them into practice when flying his Cub.

It's always the little things that help make for a good takeoff, flight, and landing. Learn to relax those arm and leg muscles for smooth coordinated inputs. And most important, enjoy each flight to the fullest while also being your own toughest critic of your flying skills.

OLDER PILOTS REPORT NEGATIVE TREATMENT FROM INSURANCE COMPANIES

A recent survey conducted by AOPA of pilots and aircraft owners across the country confirmed what we have been hearing from many members for several years: Older pilots who are just as safe, current, and proficient as any others continue to find their insurance policies unceremoniously dropped or canceled, or much more expensive—just for being a day older than 70.

"I continue to hear from members who have been flying for decades, with thousands of hours and a stellar safety record, who are getting bad news from their insurance company through absolutely no fault of their own," said AOPA President Mark Baker.

"We have looked at this issue from many sides, including a review of accident and incident data, and for some reason, carriers are not renewing policies or are quoting exorbitant premiums, even for pilots with impeccable safety and health records. These decisions are being made solely based on some arbitrary age, which doesn't make sense."

The survey, sent to more than 30,000 pilots and aircraft owners, uncovered some striking findings. While it's intuitive that older pilots would have more total hours over their aviation careers than younger ones, they are also staying proficient and safe.

- Pilots older than 70 have flown an average of nearly 70 hours in the past year (compared to a recent survey of AOPA members that found more than half of pilots were flying less than 50 hours).
- Respondents who are 70 or older were no more likely to have been involved in an accident in the past five years than younger pilots.
- More than 75 percent of the surveyed pilots over 70 have an instrument rating, compared to 66 percent under 70.

More than 50 percent of the surveyed pilots over 70 have an airline transport pilot or commercial certificate, compared to 40 percent under 70.

EAA 604 Minutes, December 7, 2021

A brief meeting of the Chapter was called to order by President Bill Herrington for the purpose of recognizing the out going leadership and to elect the new officers for the coming term of two years. Bill thanked all those who came to the dinner and for all who pitched in to help set-up, decorate, and bring food to share. There were over 30 family and friends present for the final meeting and dinner of 2021.

The Nominating Committee gave a report and presented the list of candidates for the 4 elected officers. They are as follows:

President	Jim Edwards
Vice President	Torch Davis
Secretary	Don Gibbard
Treasurer	Tim Anderson

There were no nominations from the floor and a motion was made to close the nomination. The motion was seconded and after a quick vote it passed. A second motion was made to cast a unanimous ballot. The motion was seconded and carried. In addition to the Officers, the By-Laws allow for 3 appointed "At-Large" members to the Board of Directors. Susan Chlarson will continue on as Young Eagle Coordinator, Matt Harris as Technical Advisor and Bill Herrington as Past President. Those three will be officially appointed at our January Board meeting.

A round of applause was given to Bill Herrington, President for the past four years and Ron Urban, Treasurer for the past four years, for their commitment to the Chapter and their leadership in a most difficult time. EAA service pins and certificates are on a slow boat from China and will be distributed when they arrive. Thanks to all who work together to make this Chapter fun and exciting.

Meeting was adjourned.

Respectfully submitted,
Don Gibbard, Secretary

**EAA Chapter Survey**

The annual chapter member survey is now open to all chapter members. **EAA would like to have everyone complete the survey by Saturday, January 15.**

Once the survey results are finalized, chapter officers will be sent their chapter's results, alongside the aggregate results from the entire chapter network. Chapters who participate in this survey will have the opportunity to use this feedback as a way to improve the chapter experience for local members. Additionally, this annual survey provides EAA with a snapshot of the chapter network as a whole.

Chapters having at least a 25% survey participation rate and a chapter membership recommendation score of 8 or higher (out of 10) will receive credit toward the 2021 Chapter Recognition program.

If you are a member of EAA and have not completed the survey, please click the button below and take the 5 minute survey. Thanks.

[Take Survey](#)

Chapter Membership Dues

It is that time of year when we are reminded to pay our Chapter membership dues for 2022. The dues allow us to register as a Chapter with EAA. Our annual renewal costs are close to \$420.00 which includes our registration, insurance, and Washington State non-profit renewal. We are lucky to have a very low overhead thanks to Martin Field and Tarra-gon Properties.

We are looking for volunteers to bring refreshments for next year, 2022. Please let Bill H or Don G know if you can provide refreshments at our meetings.

OLDER PILOTS REPORT NEGATIVE TREATMENT *CONTINUED*

While insurance premiums have continued to rise and older pilots are finding it more challenging to stay covered or get a policy, the general aviation industry just experienced its safest year ever, marking a 29-percent year-over-year improvement in the accident rate. Medical incapacitation continues to be among the rarest of accident causes. Older pilots are engaged and actively working to stay proficient; those age 55 and older comprise more than 40 percent of total viewership of [AOPA Air Safety Institute](#) YouTube safety videos.

Yet, AOPA leadership continues to hear stories of disappointment and confusion from these aviators.

- “My Twin Comanche insurance more than tripled after age 75, and they want me to have a co-pilot even though I can pass a first-class physical without restrictions,” said 77-year-old Rich Bullock. “I instruct and examine in multi-engine aircraft, and in all my flying of 60 years and 36,000 hours, I have never had a violation or accident. I stepped down to a 172 as insurance premiums became prohibitive.”
- “I wish they would take into account my recurrent training, proficiency, and medical certificate,” said Glen Young, 73, who has seen his premiums skyrocket by 50 percent. “I have maintained a first class medical certificate, fly contract and fly people’s private jets for them. I can’t understand why my rates would be so high or mixed in with people that don’t have near the qualifications I do.”

Baker and other AOPA leaders continue to remind carriers that age has little to do with proficiency and safety. “I understand insurance companies need to run a business and the industry is trying to recover recent losses, but we need to get this market in the right place,” said Baker.

On a more welcome note, within the last year, AOPA’s strategic insurance partner, AssuredPartners Aerospace, [announced](#) that it had teamed with an aviation insurer to explore options for pilots up to age 79. “While this has helped some older pilots navigate the current insurance market, more work remains,” said AssuredPartners Aerospace CEO Bill Behan. “We are actively working with the industry to bring additional

solutions that foster a stable market, and anticipate being able to promote new insurance carriers and options in the near future.”

In addition, AOPA’s team continues to work with state officials and others to ensure consumer protection rules are followed, and explore how the industry can help prevent the seemingly continuous peaks and valleys of the market. Coverage decisions should be based on facts such as experience, and accident and incident claims—not a subjective factor like age.

In the meantime, mature pilots are reminded that they should not let a current policy lapse when shopping around—and, in fact, be very mindful when considering changing carriers, as a policy with a new insurance company could be harder to obtain. Baker also reminds pilots that the best way to remain safe and avoid claims is to stay in the sky and continue a pattern of training.

“If we want to look at the best way for all of us to stay proficient and sharp, and help keep claims down, we need to simply keep flying. We’re better pilots—and our aircraft stay safer—when we continue to enjoy this passion for the freedom to fly,” Baker said.

(Reprinted from AOPA.ORG News, November 2021 Eric Blinderman is AOPA’s Senior Director of Communications)

Editor’s Notes



Starting a new year with new leadership signifies a change in approach and focus of the Chapter. There is a saying that may have some reference in the Bible which says “Where the leaders go, so goes the organization” (or people). Under our previous leadership, we made great progress in membership and participation despite the Covid Pandemic. We have in place a Young Eagle Coordinator, Flight Advisor, and coming on board is a Technical Counselor. We have seen partnerships with area EAA Chapters grow in the past four years and a heightened interest in homebuilt projects. We owe a great deal of gratitude to the Leadership of Bill Herrington.

As a Chapter, it is our responsibility to follow our leaders. The best way to be supportive is to be involved. There are several projects ahead of us and plenty of ways to be active as GA pilots and friends. If you consider yourself a member of the Chapter please pay your dues. Get involved, and say yes when asked to help. “Many hands make light work.”