

## Coming Up ...

## Meeting :

Monday , April 11, 7:00 p.m. General Meeting at Martin Field

Program: TBD

## Board of Directors

April 9th, 7:00 pm

## Next Meeting:

May 9, 2022, 7:00 p.m. at Martin Field.

Chapter Website: chapters.eaa.org/eaa604

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We continue to have far too many loss-of-control-inflight (LOC-I) accidents. These are usually fatal or at least result in serious injury.

I have long objected to the wide categorization of the LOC-I events. Pilots lose control of the airplane for a variety of reasons. A pilot may stall and spin while trying to clear rising terrain or while executing a go-around, or while trying to recover from overshooting a turn from base leg to final approach, or by succumbing to spatial disorientation due to an illusion, at night or in IMC. These are all LOC-I accidents, but they do not share a common error chain. Inadvertent VFR flight into IMC is a common cause of spatial disorientation that immediately precedes the LOC-I accidents, so I would like to concentrate on that for now.

To earn a Private Pilot Certificate with Airplane Rating the applicant must demonstrate a basic level of proficiency in flying solely by reference to the flight instruments. According to the current Private Pilot-Airplane Airman Certification Standards, the applicant, solely by reference to flight instruments, must demonstrate proficiency that includes straight-and-level flight, constant airspeed climbs and descents, turns to headings, and recovery from unusual attitudes.

I know from experience that not all flight instructors and not all designated examiners maintain the same standards of performance regarding this requirement. Some newly minted private pilots have excellent attitude instrument flying skills while others exhibit marginal proficiency. But even a pilot with excellent skill with the gages needs to renew that skill periodically or it will go stale.

Think of the skill as a couple of slices of bread. We open a new loaf of bread and take in the wonderful aroma. We can imagine how good a sandwich made with
(Continued on page 2)

## Calendar Items to share

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## On the Gages continued

that bread will taste. Before we continue with our sandwich construction, something important comes along requiring a quick trip and we leave our unused slices of bread on the counter. When we return in five days and find our bread still where we left it. But now it is stale and not very appetizing. Though requiring more than five days, our attitude instrument flying skills go stale if not used. Some of our flying skills have a much longer shelf life, but attitude instrument flying is more like bread than jerky.

An instrument rating, unfortunately, does not extend the shelf life of our proficiency on the instruments. Personally, I know that if I have a lapse of even thirty days without flying solely by reference to the instruments, I have a lag time in becoming comfortable upon entering IMC. That lag time, if more than thirty seconds or so, can start a path heading toward spatial disorientation and loss-of-control. Many LOC-I accidents happen to instrument rated pilots who have not flown in IMC or had some simulated instrument time in a year or more and lose visual reference.

My non-scientific and informal study of these accidents seems to indicate that if control is going to be lost due to spatial disorientation, it usually happens within the first two minutes after losing visual reference. The culprit appears to be the transition from visual reference to flying on the gauges. The pilot who is proficient in attitude instrument flying will be able to make the transition easier and faster than the nonproficient pilot. A technique that I have always used is to, when possible, make the transition to the instruments about thirty seconds before going totally on the gauges. For example, if climbing into an overcast, I switch to the instruments a little before reaching the clouds. That gives a little time for the transition rather than having to make an immediate switch.

So in summary, we should take whatever steps we can to maintain proficiency in attitude instrument flying, even if we never intend to fly in IMC. Many pilots have professed their intention to remain in visual conditions but find themselves in IMC for a variety of reasons. Good intentions do not always produce good results.


EAA Chapter 604 is hosting and informal Fly-in and barbeque at Martin Field on April 23 from 10:00 a.m. until 2:00 p.m. This is a come and go event to celebrate the freedom to fly and the ability to gather again with friends and colleagues in general aviation. It is a chance to see Martin Field and to find out what is planned for the future of the airport with some projected upgrades.

The event will begin around 10:00 with food served starting at 11:30 a.m. We will be serving hamburgers and hot dogs with chips and a beverage. This is a no charge event but we will accept donation to cover the cost of the meal if you are so inclined.

We will have information about our Young Eagle event planed for June 5th and ways you can help as a volunteer. We will also have information about our Ray Scholarship recipient and that program through EAA.

In addition to these programs offered through EAA we are looking at the possibility of the Eagle Flights for adults interested in learning to fly. There is a flying club located on Martin Field and they will have information available abut their program.

Join us on the lawn or in the hanger if weather forces us inside. If you cannot fly in, why not drive over for some good fellowship and a bite to eat?

The Pasco Air Museum is having an open house on the same day so if you want to attend our Fly-in and then drop in at the museum in Pasco, you will receive a "Challenge Coin" from the Air Museum just by mentioning Martin Field.

## Ray Aviation Scholarship Awarded

Congratulations! We are very pleased to inform you that EAA Chapter 604 has been approved to administer a Ray Aviation Scholarship for Meredith Moore. This grant will fund flight training for your scholar's Private Pilot certificate. Due to previous flight training experiences, or lack thereof, the scholarship grant will total \$10,000.

The start date for Meredith's scholarship will be the last day of this month, 4/30/2022. The progress deadlines for your scholar will be as follows:

First Solo: 7/31/2022
Written Exam: 10/31/2022
Checkride: 4/30/2023

After your scholar completes these milestones, please submit their progress reports in the Ray Scholarship Chapter Portal at https://webportalapp.com/sp/home/ rayaviationchapter 20.

If there are any factors that interrupt your scholar's flight training, please do not hesitate to let us know. We may grant extensions if your scholar is interrupted by factors outside of their control, such as illness, injury, bad weather, aircraft maintenance, or CFI availability.

Attached is a grant agreement which you must sign and return prior to any funds being sent to your chapter. This signed form can be sent directly back to me via email or hard copy via mail.

You will also find the ACH information form, which should be completed if your chapter did not submit one for a previous scholar, or if your chapter's bank account information has changed. This form should be returned to accountspayable@eaa.org.

Your chapter will be mailed a scholar support kit, which will include items for you to award your scholar, as well as a welcome kit for the scholar.

Once again, congratulations and thank you for your commitment to the Ray Aviation Scholarship!

Tailwinds,
Christopher Gauger

## Young Eagle Rally



Time is moving quickly in this new year and before you know it, it will be June 5, 2022. If you are not aware of what that day is, it is the scheduled Young Eagle Rally for EAA Chapter 604 and will be held at Martin Field, College Place, Washington.

This has been a signature event for our Chapter and if weather cooperates this year, we hope to serve 150 young people from around the Walla Walla Valley. That means we will need lots of volunteers. If you have a plane or can rent or borrow one, we need you as a pilot. Our plan is to have 10 pilots to keep the flights moving and to give ample time for breaks and fuel stops. If you cannot fly, we plenty of ground work to do. We need escorts, registration, advertisement, setup, and flight line personnel. Susan Chlarson is our Coordinator and she can find something for you to do. Please do not wait and expect someone else to volunteer so you don't have to. This takes the entire Chapter to make this a success.

## 2022 REFRESHMENTS

| JANUARY | Bill Herrington |
| :--- | :--- |
| FEBRUARY | The Chlarsons |
| MARCH | Board |
| APRIL | Don Bais |
| MAY | Charlie Miller |
| JUNE | Don Gibbard Harris |
| JULY |  |
| AUGUST |  |
| SEPTEMBER |  |
| OCTOBER |  |
| NOVEMBER |  |
| DECEMBER |  |

## What Are Strakes on Airplanes?



Airplanes feature many different aerodynamic devices. While some of these devices are large, such as the wings, others are smaller and less noticeable. Strakes, for instance, fall under the latter category. Even if you regularly travel via a commercial airliner, you not have noticed them. But strakes still play an important role in the performance of airplanes.

## Overview of Strakes

Strakes are small, wing-like aerodynamic devices that are designed to regulate airflow. They are typically used for one of two purposes: vortex creation or stabilization. Strakes can create a vortex by tunneling air in a specific direction, or they can stabilize airplanes. Regardless, strakes are small aerodynamic devices that look fins.

## Different Types of Strakes

Many airplanes have nose strakes. Nose strakes, of course, are characterized by their nose placement. They are found on the sides of an airplane's nose. Nose strakes are typically used to stabilize airplanes. There are also wing strakes. While nose strakes are placed on the nose, wing strakes are placed on the wings. You can find them on the leading edge of an airplane's wings. Wing strakes essentially join the wings to the fuselage.

Some airplanes have nacelle strakes. They aren't placed on the nose, wings or fuselages. Rather, nacelle strakes are placed on the nacelles of jet engines. Jet engines are typically encased in a nacelle, which is located under the airplane's wings. Nacelle strakes are aerodynamic fins that are placed on these nacelles.

## Strakes vs Winglets: What's the Difference?

They may look similar, but strakes and winglets aren't the same. Winglets are exclusive to wings. While they are used to regulate airflow - just like strakes - they are only placed on the wings. Strakes, on the other hand, are often found in multiple places, including the nose, wings and nacelles.

Strakes and winglets are also shaped differently. Strakes are usually longer than they are wide, whereas winglets are usually wider than they are long. As a result, you can distinguish between these aerodynamic devices by comparing their shape.

Strakes are essentially horizontal fins. Winglets, in comparison, are vertical fins. Many airplanes have both strakes and winglets, which you can identify based on their shape.

## In Conclusion

The small, fin-shaped surfaces on airplanes are strakes. They are aerodynamic devices that regulate airflow by either creating vortexes or stabilizing airplanes. You can find strakes on the nose, wings and nacelles. Unlike winglets, strakes are typically longer than they are wide.

Reprinted from Aerospace Engineering March 24, 2022


The Pasco Aviation Museum is back! Join us on Saturday April 23rd 10am-4pm for our 2022 reopening event! Special guest speakers, guided tours, aircraft on display and more! FREE admission for everyone this one day only. Pasco Aviation Museum located in the historic NAS Pasco Control Tower, Pasco, WA


[^0]:    Week Days 10:00 a.m. Coffee Club, Martin Field Pilot's Lounge, The Pilot's lounge is approved for meetings
    Apr 23 Martin Field Fly-in 10:00 am to 2:00 pm. Lunch served 11:30-1:30
    Apr 23 Re-Opening of Pasco Aviation Museum, 10:00-4:00

