

THE RITE FLYER

MARTIN AIRFIELD

Accident Analysis

Coming Up ...

Meeting :

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

Program: Crab or Slip**Board of Directors**

February 12th, 7:00 pm

Next Meeting:

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

Chapter Website:

chapters.eaa.org/caa604

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This crash is officially characterized as a controlled flight into terrain (CFIT) accident but is actually the result of an error made during a night VFR approach. It occurred in Blairsville, Georgia in December of 2018. The private pilot and two passengers were fatally injured while one passenger survived with serious injuries. The airplane was a Piper PA-28-181 Archer.

The crash occurred at the conclusion of a local flight to observe Christmas lights in the area. The time of the crash was 1936 local time, so it was well into the dark hours. The runway was lighted, but there was no vertical descent guidance provided, either electronic or visual. The pilot had owned the airplane since 2010 and this was his home airport.

The initial impact point was a stand of 60 to 70-ft-tall trees located about 1/2 mile from the end of the runway at an elevation of about 1,986 ft. msl. The airport elevation is published as 1,909 ft. MSL. Though this was a VFR flight, the pilot was instrument rated and should have been aware of the published minimum descent altitude of 2,940 ft. MSL for the RNAV (GPS) approach to the landing runway. That approach was not authorized at night.

The NTSB accident report includes the following: "A witness stated that she was on her front porch when she saw the lights of the airplane approaching the airport. The airplane's engine was running smoothly, but it sounded as if the airplane was "just too low. "The witness heard the airplane impact trees and then the ground."



Photo Source: NTSB

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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



Accident Analysis *continued*

A GPS device located in the wreckage showed that the airplane had descended to about 1,986 ft. MSL then stopped recording about seven seconds later.

The NTSB Probable Cause finding states: "The pilot's failure to maintain clearance from trees during a visual approach for landing in night visual meteorological conditions. Contributing to the accident was the pilot's lack of



Google Earth - annotations by GB

recent experience flying at night."

The NTSB report quotes Chapter 10 of the FAA airplane flying Handbook: A black-hole approach occurs when the landing is made from over water or non-lighted terrain where the runway lights are the only source of light. Without peripheral visual cues to help, orientation is difficult. The runway can seem out of position (down-sloping or up-sloping) and in the worst case, results in landing short of the runway. If an electronic glide slope or visual approach slope indicator (VASI) is available, it should be used. If navigation aids (NAVAIDs) are unavailable, use the flight instruments to assist in maintaining orientation and a normal approach. Anytime position in relation to the runway or altitude is in doubt, execute a go-around. "Bright runway and approach lighting systems, especially where few lights illuminate the surrounding terrain, may create the illusion of being lower or having less distance to the runway. In this

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A New Distraction

by Gene Benson

It is a rare day when the daily ASIAs report does not include an accident or incident in which a pilot taxied an airplane into something. It seems reasonable to assume that there are also many similar incidents that go unreported.

These events usually do not result in personal injury, but often involve more than a few thousand dollars combined damage to the taxiing airplane and to whatever was struck. These mishaps are often caused by a distraction. The usual culprits include distractions caused by tuning avionics, programming a GPS, running a checklist, or chatting with a passenger. A new member of the gang may have emerged.

The internet offers many aviation videos, some helpful and some not so much. As a flight instructor and safety advocate, I sometimes cringe at some of the procedures I see. I hope that the younger, more impressionable pilot do not view this as "How the cool pilots operate."

I just watched a prime example of how not to taxi and the distraction was our new gang member, the action camera. This pilot had three cameras mounted in the cockpit. One was behind him looking over his shoulder at the instrument panel. The second one was mounted on the glare shield, looking out the windshield. The third was mounted on the right side of the glare shield looking at the pilot's face. He also had a camera mounted on the left wing strut.

He began the recording as he began his taxi to the runway. Throughout the taxi, he made several camera adjustments and very often looked into the camera aimed at his face and provided narration. Given that his eyes were directed toward the camera lens, there was no way he was watching where he was going. Whenever his edited video cut to the outside view, he was never on the taxiway centerline.

Call me old school, but taxiing is a critical operation and it deserves our undivided attention. I have no objection to action cameras being used to record a flight, but the operation of the aircraft must be our primary concern.

EAA 604 Minutes, January 10, 2022

The January meeting was called to order by President Jim Edwards. There were 12 in person and 3 online attendees. Jack Ames and Blaise Szallasi were introduced as guests but will soon be members. The Minutes were approved as printed. Jim reminded all to pay their dues. Ron Urban filled in for Tim Anderson with a brief Treasurers report. Tim was unable to attend the meeting.

Don Gibbard passed around the sign-up sheet for refreshments for the year. Please volunteer to bring snacks for after our meetings. The transfer of leadership went well. The 2021 EAA Service awards came in so Past President Bill Herrington made the presentations to those who were present.

Susan talk about the Ray Scholarship through EAA. She has submitted the application for a \$10,000 grant to be administered but our local Chapter. It is designed to be used to sponsor a young person working on a Private Pilots license ages 16-19. It is to be completed in one year and the recipient is required to join the local EAA Chapter and be involved. Candidates will interview with a CFI and meet the Chapter. EAA offers a free student membership to young people age 8 to 18 1/2. EAA will award the grants by the end of February. If awarded, we will work on finding and mentoring a candidate.

Young Eagle Workshops: The question came up about our interest in hosting another EAA YE Workshop in 2022. The discussion that followed was all positive comments about holding another workshop when Covid-19 allows.

Project Committee Report: Matt H presented recommendations on the two project planes. Discussion continued about the merits of either the Fly Baby and the EAA Bi-Plane. There is an expert in Seattle on the Fly Baby who would be available as a resource. The question came up about space to work on it. The first step is to do a fabric test on the Fly Baby. Second, to look for an engine and prop. There is no known damage. We will need to look at the wood and it was suggested to return the canopy to the original design.

Personal Projects: Tracy's plane is pretty! Matt is working on the Zenith. The engine for the RV is on the bench. Charlie Miller said it is too cold to work in his unheated shop. Jack Ames has a Gyrocopter project which he describes as a slow and low plane. Jim Edwards is re-working his engine cowling baffle.

Meeting was adjourned for refreshments and the program.

The program was on Slips vs. Skids.

Respectfully submitted,
Don Gibbard, Secretary

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	Blaise Szallasi
APRIL	Don Bais
MAY	Charlie Miller
JUNE	Matt Harris
JULY	Don Gibbard
AUGUST	
SEPTEMBER	
OCTOBER	
NOVEMBER	
DECEMBER	CHRISTMAS PARTY

NTSB-Structural Failure of Piper Rudder Posts

Notice Number: NOTC2252

NTSB recently issued an Aviation Investigation Report AIR-22-02 highlighting an urgent safety issue involving Piper part number 40622 rudder posts made of American Iron and Steel Institute (AISI) 1025 carbon steel, which our investigations have found to fracture due to fatigue.

Select this link to view Aviation Investigation Report AIR-22-02:

<https://www.faa.gov/air-traffic/flight-safety/aviation-safety-report/2022/feb-air-22-02>

In this AIR, we called on the Federal Aviation Administration to issue an airworthiness directive that describes the safety risk associated with the continued use of this part and require owners and operators to address the unsafe condition, such as by replacing them with rudders equipped with a post made of AISI 4130 low-alloy steel or its equivalent.

What You Should Know

We developed this report and recommendation as a result of investigations into two accidents both occurring in Anchorage, Alaska--[ANC20LA059](#) on June 8, 2020, and [ANC21LA064](#), on July 23, 2021--involving airplanes, designed and built by Piper Aircraft Inc., that sustained substantial damage when their rudders structurally failed in flight. In both cases, the airplanes were being operated as Title 14 Code of Federal Regulations Part 91 flights. The NTSB also examined three additional similarly fractured rudders.

What You Can Do

We encourage all owners, mechanics, and operators to read our Aviation Investigation Report and be aware that posts made of AISI 1025 carbon steel in Piper Aircraft Inc. part number 40622 rudders are susceptible to fatigue cracking under normal service conditions. Recently documented structural failures of these rudders indicate a serious hazard to flight safety that warrants action.

Recent publications are available in their entirety on the NTSB website. Other information about available publications also may be obtained from the website or by contacting—

National Transportation Safety Board
Records Management Division, CIO-40
490 L'Enfant Plaza, SW
Washington, DC 20594
(800) 877-6799 or (202) 314-6551

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Accident Analysis *continued*

situation, the tendency is to fly a higher approach. Also, flying over terrain with only a few lights makes the runway recede or appear farther away. With this situation, the tendency is to fly a lower-than-normal approach. If the runway has a city in the distance on higher terrain, the tendency is to fly a lower-than-normal approach. A good review of the airfield layout and boundaries before initiating any approach helps maintain a safe approach angle."



The NTSB concluded that the pilot's lack of recent experience flying at night contributed to the accident. A pilot's lack of recent experience is only part of being proficient. The truly proficient pilot has the knowledge and awareness of the potential problem areas regarding the upcoming flight. A pilot who had 25 hours of recent night experience at airports offering VASI, PAPI, or an electronic glide slope might have still had this accident if unaware of the material quoted from the Airplane Flying Handbook. When planning a flight, it is helpful to think about what might be encountered on this flight that has not been encountered before or at least not encountered recently. Information on just about any aspect of flying is available instantly via our electronic devices. All we need to do is to look it up.

(Reprinted from Vectors For Safety— January 2022)

\$50 per Ticket or 3 for \$125

GRAND PRIZE: 1946 ERCOUCPE 415C AIRCRAFT or \$20,000 CASH

2nd Prize: Levil Aviation BOM - 3rd Prize: Lightspeed Zulu3 Headset

Winners drawn June 1, 2022

[Click here to enter](#)

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