

THE RITE FLYER

MARTIN AIRFIELD

It's the Little Things, Part 1

Coming Up ...

Meeting :

Monday , December 13th,
6:00 p.m. Holiday Dinner

Program: TBD
Board of Directors

December 11th, 5:00 pm

Next Meeting:

January 10, 2022, 7:00 p.m.
at Martin Field.

Chapter Website:

chapters.eaa.org/ea604

2021 Officers

- President
Bill Herrington
ayv8or77@yahoo.com
- Vice President
Torch Davis
sourcer@charter.net
- Young Eagle Coordinator Susan Chlarson
tdstogether@gmail.com
509 607-1257
- Treasurer
Ron Urban
urban@whitman.edu
509-525-1702
- Secretary/Newsletter
Don Gibbard
gibbdo@pocketinet.com
509-525-9497

By Steve Krog,

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

Several days ago, I received a call from John, a frustrated private pilot from out of state. He first explained he was a low-time pilot with less than 150 hours and had earned a tailwheel 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 takeoff was uneventful, as was the short test flight, but the landing had scared him. No damage was done to the airplane, but his description of the landing made it sound as if it qualified for *America's Funniest Home Videos*.



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 to know if I would fly with him for a couple of hours to do an evaluation as well as offer some direction. I agreed, and John and I set up some time to go Cub flying.

The Takeoff

The first thing I prefer to do on a flight like this is evaluate what the pilot does or doesn't do when taking off, flying the traffic pattern, and then landing.

After conducting the pre-takeoff checklist, we taxied into position on turf Runway 18, which is 2,000 feet long by 200 feet wide and makes an excellent training runway. I asked John to treat me as a first-time passenger and explain everything he was doing, which he did. The first thing I noted was where and what he visually focused on. He was looking over the nose, which blocks visibility, and hoping for the

(Continued on page 2)

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**

Dec 13 Holiday Dinner and Election of Officers

Dec 25 Merry Christmas



Little Things *continued*

best. Once he corrected that, he had a diagonal line of sight established and could proceed.

Control stick position was the next discussion point. Many are taught to push the control stick all the way forward before adding full power. This may work satisfactorily on a heavier tailwheel aircraft, but it can cause serious directional control problems on a lighter airplane like the J-3 Cub. Directional control for the first four or five seconds while on the ground roll is maintained by the steerable tail wheel being firmly in contact with the runway surface. The full power prop blast over the elevators with the stick full forward reduces the download on the tail wheel, losing tail wheel steering effectiveness. In a crosswind, this could make for a very interesting series of S-turns on takeoff, or worse.

Within a few seconds after applying full power, the load on the elevators can easily be felt. Then the control stick can be moved forward allowing the tail to lift off the ground. Directional control effectiveness is now maintained by the rudder and the flying tail.

The next most common error is raising the tail too high, usually as an attempt to see over the nose of the aircraft. Doing so in a Cub as well as in numerous other light tailwheel aircraft positions the wings in a neutral angle of attack extending the takeoff roll. The runway could be 10,000 feet long and the airplane won't fly in this configuration.

A positive angle of attack is required for a smooth liftoff. Allow the tail to lift, but keep the aircraft in a tail-low attitude with a positive angle of attack. When the wings are generating enough lift to fly, the airplane will gracefully separate from the runway and begin the climb-out. There is one exception to this rule in my opinion, and that is when dealing with a crosswind, especially a gusty crosswind. When flying in those conditions I like to raise the tail higher, setting up a neutral angle of attack until I have liftoff speed plus 10 mph. Should a lull between gusts be encountered, you'll have an airspeed safety margin to deal with the gusts.

Proper foot position on the rudder pedals is critical to smooth rudder inputs.

Relaxed calf muscles and proper foot positioning on the rudder pedals are important during the takeoff. Sitting in the front seat of a J-3, I can casually drop my arms and feel the amount of rudder pressure being applied by the student. In John's case, his foot placement was correct, but he was pushing so hard on both rudder pedals that I couldn't move either one with my hands. If encountering this situation, take a long deep breath, wiggle your toes around in your shoes, and do the same with your hand on the control stick. Relaxed muscles lead to much smoother coordinated control inputs.

Stiff, rigid calf muscles lead to slow but over correction when making rudder inputs as needed to keep the airplane aligned with the centerline during the takeoff roll. Tapping and releasing the rudder, sometimes in rapid succession, will keep a pilot from over correcting on takeoff.

One other error I find quite common among new tailwheel students is the act of pushing on the opposite rudder after making a rudder input. Pushing on the right rudder during the takeoff doesn't mean

(Continued on page 4)

Young Eagles New Program Manager Introduction

Hello there! Before diving into this month's newsletter, I wanted to take a moment to introduce myself. My name is David Leiting. I took two Young Eagles flights as a youth, am now an active Young Eagles pilot, and the new EAA Eagles Programs Manager.

I have been with EAA as a staff member since December 2015, where I was first hired as an intern for the chapters team. I spent my first five years working on that team, where I had the opportunity to meet many of you and form some incredible relationships. In September 2020 I made the move to EAA's membership development team, where I led the membership marketing, membership benefits efforts, and worked as the staff liaison for AirVenture Admissions. My hiatus from the chapters team exposed me to some great learning opportunities, and some amazing AirVenture Admissions volunteers. However, I can emphatically say that it is wonderful to be back on the program side of EAA working on the Young Eagles, Eagle Flight, and Flying Start programs.

Prior to my time on staff, I was deeply involved with EAA. I have attended 'Oshkosh' every year since I was born. My years always centered on our family trip to Camp Scholler, and days spent going through far too many rolls of Fuji film as I snapped photos of P-51s, Spaceship One, and Concorde. Neither of my parents were pilots — simply two enthusiasts who supported their son's passion for aviation. Both are now Lifetime members of EAA. My mother is a chairman of AirVenture Evening Admissions and my father volunteers his time to support chapter events during AirVenture.

While in college I joined EAA Chapter 1342 in Grand Forks, North Dakota, where I spent one term as Young Eagles coordinator and two terms as chapter president. This chapter gave me my first exposure to being a boots-on-the-ground Young Eagles volunteer. Although still early in my aviation journey, life has certainly come full circle. From Young Eagles participant, to pilot, then Young Eagles volunteer, and on to a role at EAA working on the program on a day-to-day basis.

My first few weeks with the Young Eagles team have been spent becoming acquainted with the many functions of the Young Eagles team. A large part of that onboarding has involved the rollout of the new Young Eagles Digital Signature app, which is now available in

(Continued on page 4)

EAA 604 Minutes, November 8, 2021

The meeting was called to order at 7:06 by President Bill Herrington. We had 13 members present and 4 online with 3 guests. Our guests were introduced and included Tony Garrett, Jack Ames and Larry Moore. The minutes were approved from the October meeting and the Newsletter was corrected to reflect the correct Presenter of Alan Fisher's award.

Board Report: We have closed out the Sherwood Trust Grant request. Our Chapter paid an additional \$165 of Chapter funds to cover all costs.

- **Project Committee:** The EAA Biplane and the Fly Baby are projects in the wings. Troy Wright, Matt Harris, and Ron Urban form the assessment and planning committee.
- **Nomination Committee:** A report of nominations will be emailed to the membership by Dec. 1. Elections will be December 13th at the Christmas Party.

Member Projects: Charlie Miller is still waiting on his prop to be rebuilt. He is working on the instrument panel. He is looking for some advice on wiring. He has ordered a Garmin Transponder.

- Jim Edwards has installed his engine.
- Troy Wright says his fuel tanks are sealed, the Autopilot is installed, wing tips are fitted, and the strobes and position lights are built. The wings have been fitted and drilled and the flaps are working. It is on its gear and the engine is hung.
- Dave Cheney reported that the Cessna 175 which blew an engine a few years ago, is back in town and is being inspected for damage. He has acquired an IO-360 continental engine with constant speed prop to replace the original engine.
- Larry Moore has a Glastar Kit which he has acquired in partial completion. It has had 3 previous owners so he hopes to be able to finish the project.
- Matt Harris is rebuilding a Zenith with wing spar and skin repair. The Legal Eagle is put away for the winter and the RV engine is moving forward.

Airport news: The WW County Planning Commission has approved the Safety Overlay District for Martin Field. It goes to the Commissioners next. The pilot community should submit comments to the Commissioners.

New Business: Bill reported on the Master Pilot award given to Allan Fisher last month. EAA Chapter 219 has canceled their Holiday dinner due to Covid-19 outbreak. Chapter 604 will host our Holiday dinner on December 13th at 6:00 p.m. Sign-up sheet for side dishes and desserts was passed around. Election of officers will be held at the December meeting. Dues are due for 2022

and are \$30 for individual and \$45 for a family.

Flying Club report: Allan reported that they have several members working on private, Light Sport, Commercial, and flight reviews. They are still looking for a Tailwheel aircraft. He mentioned the changes in Light Sport category in the European Union and the possibility of the FAA considering the changes.

Meeting was adjourned for the program.

Respectfully submitted,
Don Gibbard, Secretary

Christmas Dinner, Dec. 13 6:00 p.m.

EAA Chapter 604 will hold the annual Christmas Dinner this year at the Pilot Lounge at Martin Field. The Turkey will be cooked by Sue and Travis Chlarson. We will need the rest of us to fill in the menu with your favorite holiday dish. We will also need a few hands to help set up and decorate the room. This dinner is open to all members and friends and your families. Please consider joining us for our Holiday Celebration. Covid-19 restriction will be honored.

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 Tarracon Properties.

Please mail a check (\$30 individual, \$45 family membership) made out to EAA 604 and for now, mail them to:

**Ron Urban
840 Clay St.
Walla Walla, WA 99362**

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.

FYI: Piper PA28-161 Alternator fuse

The FAA has been made aware of a model PA28-161 Cadet in the Netherlands that had a "Low Volt" light illuminate, and then white smoke appeared from below the left-hand side of the instrument panel while in flight. This resulted in the aircrew declaring an emergency, performing the electrical fire emergency checklist actions, followed by the forced landing emergency checklist actions, and then landing with no injuries. The pilot in command shut the engine down, and the occupants evacuated the aircraft. An investigation found that a fuse in the alternator aux circuit would have prevented the event. The Piper Aircraft Company issued a Service Bulletin, SB 991A, dated 1/10/1996, addressing possible smoke formation from a failed alternator-out switch. The service Bulletin provided instructions for installing a fuse on the alternator auxiliary terminal. The subject aircraft did not have the modification to comply with Service Bulletin 991A.

The FAA is concerned that other aircraft included within the affected by of SB991A may not have accomplished the modification. The FAA would like to gather data to determine if this issue requires additional consideration in light of the reported incident/accident.

This is a link to the Airworthiness Concern Sheet that contains the model and serial numbers affected by the issue. https://www.faa.gov/files/notices/2021/Dec/ACS_Piper2021correct_Final.pdf

This is a link to Piper Service Bulletin 991A, Replacement or Modification of the Alternator Out Light Circuit Fuse. https://www.faa.gov/files/notices/2021/Dec/SB_0991A.pdf

For questions, please contact:
Bryan Long, Aerospace Engineer
Atlanta ACO Branch
Bryan.Long@faa.gov
404-474-5578

Little Things continued

that you have to push an equal and opposite amount of left rudder after releasing the right rudder. This situation usually creates a series of S-turns on the runway causing more apprehension on the part of the student, not to mention the nerves of a flight instructor.

When teaching tailwheel takeoffs, I have the student taxi onto the runway and align the aircraft with the centerline (or approximate centerline on a turf runway) and come to a stop. Then look down the runway using a diagonal line of sight. If the nose of the aircraft is 12 o'clock, then look between the 10-11 or 1-2 o'clock positions and focus on something on the runway edge that intersects that diagonal line of sight. On a 75-foot-wide lighted runway, this is equal to about two runway lights ahead of the airplane. Maintaining that focus forward of the airplane throughout the takeoff roll allows your peripheral vision to tell you if you need left or right rudder application.

(Part 2, Landings will appear in the January Newsletter)

Program Manager continued

the Apple App Store for iPads that run iOS13 or greater. Charlie Becker, Don White, and Mitchell Kolosso did a great job developing the app, which will allow chapters to operate totally paperless at Young Eagles rallies.

As we approach year end, the Young Eagles team will be focusing on a number of other priorities. These include revamping the Young Eagles webpage to simplify user navigation, updating the training videos for YoungEaglesDay.org, and, believe it or not, preparing for the 30th anniversary of the Young Eagles program! Although it feels as though we just celebrated the 25th anniversary, EAA AirVenture Oshkosh 2022 will mark the 30th anniversary of the first Young Eagles flight. To commemorate the 30th anniversary, EAA will be rolling out a number of pilot, volunteer, and chapter programs. These programs will be designed to incentivize participation, recognize those who have made a lasting impact on the program, and those special Young Eagles success stories. In addition to the year-round programs, Young Eagles will be a primary theme at EAA AirVenture Oshkosh 2022, including Young Eagles Day on Thursday, July 29. Keep an eye out for more announcements about what activities will be in store for the week of Oshkosh.

As we look forward to 2022, I challenge you to consider how you can grow your involvement in the Young Eagles program. This doesn't necessarily mean flying more kids, although that is always welcomed! Perhaps it is inviting a new pilot to participate in the program to help grow the flight leader community, scheduling one additional Young Eagles rally for your chapter, or simply spending a few more minutes talking with a youth and their parents when there is that extra special sparkle in their eyes. No matter your involvement, it will be vital to continue your support if we hope return to pre-pandemic flight operation levels. We are projecting a 50 percent decline in flights versus 2019, but the goal is to use the 30th anniversary as a launching pad to standard Young Eagles activity levels.

To round out this month's message, I wanted to say 'thank you.' Thank you for keeping the Young Eagles program active during a difficult 18 months, and thank you for your continued dedication to introducing the next generation to the magic of flight! Your support is what drives the success of the Young Eagles program.

David Leiting, EAA Lifetime 579157
Eagles Program Manager