

THE RITE FLYER

MARTIN AIRFIELD

TRAINING TIP: ROUGH STUFF

By Dan Namowitz
(reprinted from AOPA Flight Training Oct, 4 2021)

Coming Up ...

Meeting :

Monday , November 8th,
7:00 p.m. In-person and
Online

Program: TBD

Board of Directors

November 6th, 5:00 pm

Next Meeting:

December 13th, Martin Field,
6:00 P.M. Christmas Dinner

Chapter Website:

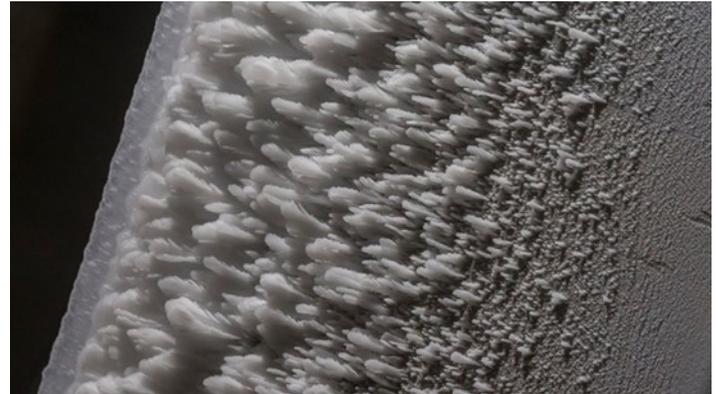
chapters.eaa.org/ea604

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A Cessna 150 pilot aborted a takeoff but overran the end of a 2,600-foot-long runway after sensing that the rented airplane was not developing sufficient lift to fly. Was frost on the wings to blame?

We'll never know. In a report of the accident filed with the Aviation Safety Reporting System, the pilot parsed a laundry list of possible causes—patchy ice on the runway, taking off on the airport's more-convenient-but-shorter runway, no recent experience in the aircraft—but the narrative kept coming back to frost.



"Having always had wing covers on [aircraft] I'd flown previously, I was a little uncomfortable with the frost on the wings. I brushed it very well; but it was still a concern in the back of mind," the pilot wrote in one of several musings.

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Calendar Items to share

Week Days Coffee Club, Martin Field Pilot's Lounge, **The Pilot's lounge is approved for meetings**

Nov 11 Veteran's Day Parade

Dec 13 Holiday Dinner and Election of Officers



Rough Stuff *continued*

Those never-to-be-resolved concerns capture the essence of the frost hazard: Just a little bit can hinder or preclude flight in two ways. "Frost disrupts the flow of air over the wing and can drastically reduce the production of lift. It also increases drag, which when combined with lowered lift production, can adversely affect the ability to take off," notes the *Pilot's Handbook of Aeronautical Knowledge* (page 12-15). "An aircraft must be thoroughly cleaned and free of frost prior to beginning a flight."

It's apparent that the pilot was aware of those general notions about frost but remained uncertain about how much was too much.

The AOPA Air Safety Institute's "**Aircraft Icing**" **Safety Advisor** takes on that question citing research. "Wind tunnel and flight tests have shown that frost, snow, and ice accumulations (on the leading edge or upper surface of the wing) no thicker or rougher than a piece of coarse sandpaper can reduce lift by 30 percent and increase drag up to 40 percent. Larger accretions can reduce lift even more and can increase drag by 80 percent or more."

If a sandpaper-thick accumulation can have a devastating impact on airfoil efficiency, it stands to reason that a lesser accretion must also be avoided by completely removing the frost.

As for using a short runway with poor braking conditions when in doubt about whether the aircraft will fly—that's a separate discussion.

Meanwhile, with fall surface-air temperatures cooling down, taking dew points along with them, consider yourself in the frost zone once those values dip below freezing—perhaps coming soon to an airport near you.



FAA Aircraft Renewal

I recently received a phone call from a concerned pilot who had received information that the FAA was no longer sending registration renewal notices. In an attempt to clarify the issue, I contacted the FAA Aircraft Registration Branch. Here is their response:

"There are 3 notifications that go out. The first one has the renewal code that can be done online and goes out 6 months prior to the expiration date. The 2nd goes out 90 days prior expiration, and the 3rd goes out a month prior to expiration. They all go to the address that is listed on the registration."

WHY RE-REGISTRATION & RENEWAL?

Prompt reporting of a change in aircraft ownership, destruction, or mailing address changes to the Aircraft Registration Branch (Registry) has long been required by registration regulations. Without these reports from the owners, the aircraft registration records are not updated and quickly become unreliable. The Registry has revoked registrations due to unreported changes; however, this process is slow and expensive. In many cases registration would be revoked, but the notices were undeliverable. So, owners would be unaware they needed to take action regarding their now unregistered aircraft, and the Registry's data would remain unreliable.

If aircraft registration has expired and a renewal certificate has not been issued, received, and placed in the aircraft, then the aircraft is without authority to operate.

Expired certificates cannot be extended. This is why the process starts six months before expiration, when prompt action will enable the timely delivery of new certificates, and leave a few extra weeks to recover from most inadvertent errors.

If you are unsure of your renewal date or if you would like to verify your ownership information with the FAA Database you should look up your aircraft on the [Search Aircraft Registration Information](#) web page and verify that the mailing addresses and the names of owners shown are correct.

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EAA 604 Minutes, October 11, 2021

Technical difficulties delayed the start of the meeting. After a little magic from the tech wizard, the meeting was opened by our President Bill Herrington. One guest was introduced, Tony Garrett who owns and flies a Cessna 182. Minutes from the September meeting were presented as printed. Don Bais moved that the minutes be approved. It was seconded and the motion passed.

Board Report: Sherwood Grant—We were able to purchase all items on our list with the addition of \$192.20 of Chapter Funds. We have used this equipment at several events this summer.

- C.A.P.:EAA 604 pilots and ground support flew 4 Cadets and 2 siblings as a private Young Eagle event on October 2 in partnership with the Civil Air Patrol.
- Finding a path forward for the two Chapter project planes. Bill H formed a committee to assess the needs of the planes and report to the Board.
- Nomination Committee: Elections will be held at our December meeting.

Projects: Alan Fisher reported that they are offering Glider flying. The flying club is still looking for a Tail-wheel airplane.

Boyd discovered that he needed a master switch to isolate the battery power. He was able to start the engine but when he shut it down, the starter motor was stuck. It had a bad solenoid. He has since added the master switch.

Charlie M: The prop hub was OK, just needs new prop blades. He is looking at avionic options—Garmin 335 with WAAS and ADS-B. The intake manifold may have to be customized. He reported that he spent a lot of money (Don't let the wife read the newsletter).

Jim E: Landing gear doors are mounted and tested.

Tim R: Jim is building a Bear Hawk. Currently he is working on the tube structure. He has learned that it takes several hands! He has ordered landing gear and wing strut fittings.

Troy W: The back window is glued in, wiring is under floors, brakes are hooked up, right wing tank is done. He is close to fitting the wings. He has installed mood lighting as well.

Matt H: The RV is waiting for parts. The Legal Eagle is in the shop and he informed us that he bought another plane—Del Whites reconfigured Zenith.

Movie Night was a great success. Thanks to all who attended and those who chipped in to help pull this together. We had 20 people in attendance.

Airport Report: The Walla Walla County Planning Commission is working on an Airport Safety Zone. It is cur-

rently on hold as they study the overlay district requirement.

New Business: The Wright Brothers Master Pilot Award from FAA was presented at a special ceremony this evening to Alan Fisher. Pendleton EAA 219 is holding their Holiday Dinner and have invited us to attend. More details to follow. Our Holiday Dinner is set for December 13th at 6:00 p.m. There has been a lot of interest in the flying club. All is going well.

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. There will be a sign-up sheet at our November meeting. 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 Meetings

Our September Chapter meeting will be held at the Pilot's lounge at Martin Field this Monday night. We are back to meeting in person and we hope that as many of you who can will join us at 7:00 p.m. If you are unable to attend in-person or feel like waiting until our covid count goes back down, we will host the online Zoom meeting on Monday November 8th starting at 7:00 p.m. You will receive an invitation to join the meeting from Ron Urban. There will be a link to the online meeting you can use with a computer, smartphone, tablet with video capabilities. If you do not have a camera on your computer you can still join online but you will need a microphone in order to join the conversation.

Keep your email invitation handy as you login since it contains all the information you need to succeed.

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.

Wright Brothers Master Pilot Awarded to Allan Fisher

The Wright Brothers *Master Pilot Award*—is named in honor of Orville and Wilbur Wright who were two American aviation pioneers credited with inventing, building, and flying the world's first successful motor-operated airplane. The Wright Brothers made the first controlled, sustained flight of a powered, heavier-than-air aircraft with the Wright Flyer on December 17, 1903 at Kitty Hawk, North Carolina. The brothers were also the first to invent aircraft controls that made fixed-wing powered flight possible.

The Wright Brothers Master Pilot Award is the most prestigious award the FAA issues to pilots certified under Title 14 of the Code of Federal Regulations (14 CFR) part 61. This award, named after the Wright

Brothers, is to recognize individuals who have exhibited exemplary aviation expertise, distinguished professionalism, and steadfast commitment for at least 50 years of piloting experience or 50 or more years combined experience in both piloting and aircraft operations.

On October 11th, EAA Chapter 604 hosted a special presentation of this award to Allan Fisher. Daniel Creech made the presentation on behalf of the FAA Safety Team. A nice gathering of area pilots were on hand to share this special event with Allan. Congratulations on over 50 years of aviation history and leadership. Refreshments and visiting followed the presentation.



Renewal *continued*

If the mailing address is wrong, the owner should [update the address](#) promptly.

If an [ownership change](#) has occurred, the seller should report the sale to the Registry by sending in their registration certificate with the reverse side completed. The purchaser should submit their application for registration, evidence of ownership and \$5 registration fee to the Registry as soon as possible.

For more information and a complete description of the process please use the link below which will take you to the FAA Renewal site.

[Aircraft Registration – About Aircraft Registration Renewal \(faa.gov\)](#)

(some material for this article was borrowed from FAA.gov)

