BLUE MTN CHAPTER 604

DECEMBER 2022

THE RITE FLYER

MARTIN AIRFIELD

12 THINGS EVERY PILOT SHOULD KNOW ABOUT AN UNFAMILIAR AIRPORT

By Floyd Allen

Flying into a new airport can be a challenge, so we asked our experts for their suggestions as to what a pilot should know or do before flying into a new field. They agreed that it is the pilot's responsibility to find out and know the answers to the following questions:

1. Are there any new towers and/or runways?
2. What are the tower's hours of operation?
3. Are any of the runways closed or under construction?
4. What services are available? Is fuel available 24/7?
5. Is the runway length conducive to the needs of your craft and/or load?
6. Are there any special activities being conducted at the airport? (e.g. crop dusting, skydiving, and/or flight training)
7. Have you viewed airport diagrams to get a feel for how it is laid out?
8. Where are the parking areas and how do you get to them after you land?
9. Where is the airport in relation to the rest of the town/metropolitan area and how you intend to get from one to the other?

(Continued on page 2)

Coming Up . . .

Meeting :
Monday , December 12, 6:00 p.m. Christmas Dinner at Martin Field

Program: Service Awards

Board of Directors
No meeting in December

Next Meeting:
January 9, 2023, 7:00 p.m. at Martin Field.

Chapter Website:
chapters.eaa.org/eaa604

2022 Officers

President
Jim Edwards
skypilot150@gmail.com

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sourcer@charter.net

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Treasurer
Tim Anderson
fuzzet@hotmail.com

Secretary/Newsletter
Don Gibbard
gibbdo@pocketinet.com
509-525-9497

Calendar Items to share

Fridays	10:00 a.m. Coffee Club, Martin Field Pilot's Lounge,
Dec 12	Chapter 604 Holiday Dinner, 6:00 p.m. Martin Field

UNFAMILIAR AIRPORT *continued*

10. Are there are any speed and/or altitude restrictions?

11. What are the traffic routes?

12. Does the airport have any unique idiosyncrasies? For example, are there housing areas to avoid? Or, is altitude density an issue?

"With regard to that last point, when you fly into the Grand Canyon, you come out of a stand of pine which changes the effect of the wind on your plane," Sanders explained. "Put simply, there are some things that your charts and GPS just don't tell you."

That brings up another point—what are some of the local challenges of flying into a new airport? Sanders' example refers to things like power lines, trees, and even high rise apartments, but other challenges include such things as knowing the airport's rules regarding crossing runways—even if they aren't in use. You'll also want to familiarize yourself with information regarding climb during departure and descent when landing.

8 SIMPLE TIPS FOR SAFE HOLIDAY FLYING

With this amount of information, you might think we exhausted all of the advice our experts had to share, but such is not the case. The following is a combination of useful tips and sage advice based on years of first-hand holiday flying experience:

1. Learn about an unfamiliar airport by discussing it with a pilot who has flown there before.

2. Pack proper clothing and footwear for any and all weather conditions you might encounter.

3. Pack plenty of water.

4. Be prepared to protect your plane (as well as yourself) from the weather. While parked it could end up covered with a heavy frost or even two feet of snow!

5. If flying with passengers at night, make sure you're current. This necessitates three take off and landings (to a full stop) within the last 90 days—at night!

6. If you err, *always* err on the side of safety, and *always* have a Plan B!

7. Given the amount of traffic during the holidays, if you're flying into an area with multiple airports, it's better to go to one of the "satellite" airports as opposed to the major airport.

8. Always be prepared for the unexpected.

While most pilots already have their two front teeth, we should alter the lyrics of the 1944 Christmas classic to, "*All I want for Christmas is a Safe Flight Home*." You can't wrap it up and put a bow on it, but it's guaranteed to be something you can be thankful for all year long!

More from Floyd Allen on holiday travel click here.

About the Author

Floyd Allen is an educator and freelance writer in Phoenix, AZ, where he is a professor of history at American Indian College. In addition to writing magazine articles, Floyd is a professional blogger and novelist.

(*re-printed from Cessnaowner.org)*

General Meeting November 14, 2022

The meeting was called to order at 7:00 by president Jim Edwards. Jim jumped right in to discussing the Holiday dinner. We passed around a sigh-up sheet for those attending to solicit side dishes and desserts. Jim also asked for volunteers to set up tables and chairs and to place decorations. Susan C., Bill H., Don B., and Andrea Moore agreed to help. Tim will check on flatware and supplies. There is a punch bowl at Martin Field. Punch was still a question at the time the discussion ended.

Old Business: Jim E. asked about the status of the tool list. Bill H. gave an update on the list. He still needs to inventory the tools in the hangar.

There was some discussion on the STEM-Aero educational material that EAA has been working on and how we can use it for youth education through our Chapter. There is interest in holding another Young Eagle Workshop after the first of the year. Susan is working on setting that up.

Carrier Day: Susan C. gave a report on the event at Walla Walla High School. She spent 4hr and had 10 kids show interest in attending a workshop. She will order a workshop kit for a class to be held in 2023. Susan is also doing Youth Safety training.

Meredith gave a status report on her PPL training. She reported that she passed the knowledge test and that weather has been a challenge to get air time. Susan presented Meredith with a Ray Scholar pin from EAA. Also, Meredith entered and essay to EAA and won a LightSpeed headset. That was presented to her as well.

Projects: ***Jim*** has been working on the engine wiring and syncing the mags. He has the control surfaces hooked up.
Boyd needs and inspection on the J-3. ***Tim*** is doing the airframe welding on his project and says he is using a lot of acetylene. ***Matt*** has finished the Zenith. The reported that the weight and balance is within spec. He is back to working on the RV-9

Don Gibbard,
Secretary

2023 Dues are due!

It is time to pay dues to the local Chapter for the 2023 program year. Dues are currently $30 per person or $45 for family membership. Please make payment to Tim Anderson at a meeting or mail a check to:

Tim Anderson
1708 Sunset Dr.
Walla Walla, WA 99362

Christmas Dinner, Dec. 12 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 and was donated by the Grocery Outlet of Hermiston, OR. 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.

2023 REFRESHMENTS

JANUARY	Ray Bankes
FEBRUARY	The Chlarsons
MARCH	
APRIL	Matt Haris
MAY	
JUNE	
JULY	
AUGUST	
SEPTEMBER	
OCTOBER	
NOVEMBER	Blaise
DECEMBER	CHRISTMAS PARTY

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

Walla Walla Tower
198 W Curtiss Avenue
Walla Walla, WA 99362

Issued: 12/05/2022 1939 (UTC) Effective: 12/06/2022 1200 (UTC)
Walla Walla Tower Letter to Airmen: LTA-ALW-2

Subject: S95 and ALW Traffic Conflict

Cancellation: 12/06/2024 1200 (UTC)

The potential exists for airborne conflict in the vicinity of the Walla Walla Airport (ALW) Runway 02 final approach fixes between eastbound departures from Martin Field (S95) and aircraft on final approach to ALW.

The final approach fixes are 5 NM from the runway; this is approximately 3 miles east of S95. Aircraft on an instrument approach to ALW are at or above 2800' by these points and descending.

Pilots are advised to contact ALW Tower for traffic advisories when departing to the east from S95. Aircraft operators are also advised to remain south of the ALW final approach fixes (ORAHU/HIPUX) and at or below 2000' until south and east of these fixes.

S95 Best Practices:

- Verify ALW runway in use.
- Exercise additional caution when ALW Runway 02 is active.
- If flying E to SE, recommend flying south and turning eastbound when south of the final approach fix for RWY 2 (ORAHU/HIPUX).
- Suggest remaining outside of a 5 mile final to runway 2 at ALW due to inbound aircraft.

Frequencies:

Spokane Approach PSC Sector: 133.15 (0600-2230L) or (509) 742-2529

Walla Walla Tower (ALW): 118.50 (0600-1830L) or (509) 529-9750

- Walla Walla ASOS: 135.875

Andrew Fowler
Air Traffic Manager, Walla Walla Tower

NITROGEN VS. AIR: SHOULD YOU PUT NITROGEN INTO YOUR TIRES?

By Erich Rempert
A&P/IA Consultant

All of us have pulled into a gas station and filled up a low tire using the "Free Air," but have we ever considered the possibility that there may be a better alternative? We often scrutinize which oil we put into our engines, and if we use additives, which ones. Shouldn't we also question what we put into our tires?

The answer is yes, we should – especially when it comes to our airplanes! Though regular shop air does the job and is always acceptable in a pinch, dry nitrogen should be your gas of choice whenever possible.

Nitrogen is an inert gas and is less affected by temperature than compressed air. So if you fill your tires to spec in your 40-degree hangar in Wisconsin and then fly to south Florida, the pressure will be much more stable throughout the flight and you won't end up with overinflated tires when you arrive at your destination.

Of course, the same holds true – in reverse – on your return flight. The nitrogen molecule is also larger than many of the molecules of the gasses that make up our atmosphere.

This is important because many of the tubes in our aircrafts' tires are made of natural rubber, which is quite porous and allows gasses to literally leak through the rubber! The bigger the molecules, the slower the leak rate over time.

Are you constantly filling your tires due to very slow leaks?

Additionally, dry nitrogen is just that – dry. If you're using an air compressor on a muggy day, moisture will accumulate in the tank as the compressor takes in the humid air. This moist, compressed air is then discharged though the air line and into your tire, where it can freeze at altitude and cause balance issues or, God forbid, damage to your struts! I have personally witnessed struts with internal rust caused by trapped moisture, and it was all due to the use of shop air instead of nitrogen. Not only will this ruin seals, but it also creates a dangerous mix of hydraulic fluid and oxygen under pressure.
If you don't like paying for nitrogen, get a large air tank and pay to have it filled up. It will last for multiple fill-ups and is well worth the fee. Also note that most shops will give it to you if you are a regular customer.