

THE RITE FLYER

MARTIN AIRFIELD

Runways, large and small BY ALPHONSUS HOBBS

Coming Up ...

Meeting :

Monday , June 14th, 7:00 p.m. In-person and Online

Program: The Answer my friend is flying in the wind

Board of Directors

June 13th, 5:00 pm

Next Meeting:

July 12th, Martin Field, 7:00 P.M.

Chapter Website:

chapters.eaa.org/caa604

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The majestic Opera House in Sydney Harbour should have attracted my total gaze but I was more interested in catching a glimpse of the nighttime runway lights at Charles Kingsford Smith Airport as our Ansett Airbus banked steeply for its final approach. The bright lights welcomed our arrival and my jump seat (two months before 9/11) offered a fabulous view of our final approach. Try to explain that to someone not involved in flying!

I will never forget the sights of Sydney, but the excitement of “finals” always gives a powerful thrill. Two weeks later the sight of a DH Beaver taxing towards me on the sand of Airlie Beach in the Great Barrier Reef was another sight to behold, as it slipped onto the runway of the watery inlet in the Whitsunday Islands and took off into the glaring sunlight. Runways can appear in strange places!

Some days later I had the pleasure of taking off at Cairns International Airport behind a Qantas 747 to gaze down on that reef from a Cessna 152. Having enjoyed that awe-inspiring view, we turned for home and there ahead lay the inviting sight of runway 15 as we turned finals and joined the queue for final approach. Moments later I did a decent landing on another continent. Magic!

My home airfield at Coonagh (EICN) has a short tarmac runway and on my first solo it was even shorter. The landing was average but it was my first one and that never leaves you. A few months later I arrived at a proper airport and confused the controllers and myself by lining up on the wrong runway! But I survived the embarrassment to fly another day. Was it the layout or the vast expanse of concrete?



Not all runways are paved, or even dry!

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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**

Fly-outs are sparse due to social distancing and crowd size limitations.



Runways, large and small *continued*

Some years later a friend and I almost missed Ronaldsway on the Isle of Man, UK, and the sight of their runway was almost a beautiful experience. The weather is often frustrating but when it behaves it reveals that sometimes long or short level strip of land, be it concrete, grass, or other as it announces our arrival at another distant place not visited before, always a secret thrill.

Runways have been marked out on beaches, deserts, mountains and on water. Many companies still operate out of impossible airstrips perched on mountain tops at high elevations, while others fly out of jungle airstrips in remote areas. These are often the only way in which people have access to the outside world, like in Alaska and Canada. I live not far from the former seaplane base at Foynes in the Shannon Estuary, Ireland, where the great seaplanes used the port as their base for crossing the Atlantic Ocean. Just across the estuary, Shannon Airport was established to cater for the new but limited endurance piston-engined airliners that welcomed the sight of that airport's runways after the long transatlantic flight. Many still do.

The view from Concorde's tiny windows was most disappointing on a fast and furious circuit at Shannon as Air France rushed around the circuit back in 1984. A few weeks later, the contrast could not have been greater as I throttled back in a Rallye 150 on finals to the Aran Islands off Ireland's West Coast, their runway's edge meeting the Atlantic. This was followed a few days later by a first for me at a brand new regional airport, which offered a superb new runway. A



Not much pavement, but it's home

few years ago I had the great pleasure of receiving priority clearance to land on a golf course in the UK while the golfers stood aside. Not too often do you receive that kind of permission!

Malta's airport won the award in recent times as the most scenic in the world and some years ago I taxied out and lined up on runway 06 at Luqa International. In my mind, thoughts of the heroic defense of this vital island in World War II came to the fore as I lifted off and mixed with the holiday traffic as we headed out towards Gozo, another island nearby. I had explored the war rooms and aviation museum the day before, and I tried to im-

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Young Eagle Rally ~~June 5th~~



Due to high wind advisories from the National Weather Service, EAA Chapter 604 had to postpone the Young Eagle Rally scheduled for June 5th. The Rally was moved to the last Sunday in June due to pilot availability. So, the event will be held at Martin Field as planned. We will begin fly-

ing kids at 9:00 a.m. and end at 3:00 p.m. This will be the first rally we have held since the Covid-19 Pandemic began last year.

In 2020 there were less than 10 kids flown and that was done privately. We have 150 young people ages 8-17 pre-registered to participate. That means we need you to participate as well. There are many volunteer opportunities for you from cleaning and setting up to flying the next generation of pilots.

Besides needing 8 or 9 pilots, we will need volunteers to help with registration, line crew, hosts, pedal plane management, and general safety tasks. If you can give some or part of the day in any one of these positions, please text our Young Eagle Coordinator, Susan Chlarson, at (509) 607-1257. Text message is preferred.

On Friday, June 25th there will be a work event to do the pre-setup work and any clean-up that will be needed. If you can help with that please call Bill Herrington at (509) 539-9768.

If you would like to fly Young Eagles and you are a member of EAA please contact Don Gibbard at (509) 540-1877. This is a community effort which supports our greater community of young people.

If you know of a young person who would enjoy a free flight around Walla Walla please send them to the registration link on our web site: <https://chapters.eaa.org/ea604/young-eagles>

Please give a little time now to make a big difference later.

EAA 604 Minutes, May 12, 2021

The meeting was called to order by President Bill Herington at an un-recorded time some time after 7:00 p.m. Don Gibbard took attendance. There were 9 members present online and 2 guests. Those present approved the minutes of the last meeting.

Board Meeting: Susan reported that we received the check from the Sherwood Trust Grant. The Board approved the applicable expenditures in accordance with the grant. We have committed 90% of the dollars awarded and we are working on purchasing a new sound system which will use the remainder of the money.

The Board reviewed the planning for the Young Eagle event. We are still looking for volunteers for clean-up on Friday, June 4th, at 5:00 p.m. Also, we will need people to help on June 5th with the Pedal Planes, crowd control, escorts to pilots, and other tasks as assigned. Ray will be in charge of the flight line but needs help due to mobility issues.

Projects: Jim Edwards gave an update on his project. The engine is being assembled by his A&P mechanic. He also noted that his prop arrived!

Matt Harris: Matt reported that the engine for his RV has arrived. It will need a disassembly and inspection. He is still working on the ultralight.

A report was given for Boyd indicating that the wings are on the J-3. He will be aligning them next.

Old Business: Airport changes: Martin Field has completed the new hold short markings on the taxiways.

We are planning a movie night in September to be held at Gorge Aviation.

New Business: We acknowledge the passing of Jim Graham, a long time member and Past President of this Chapter with a card sent to Winnie. He will be missed by all of us.

Bill gave a report on the DART project. The Food Drive for local food banks will be held on June 12 with food being flown in from several areas around the State.

Bill also mentioned a possible work day at Little Goose airstrip in the future.

Program: We watched a segment of Aviation 101 on Aeronautical oddities.

Meeting adjourned.

Respectfully submitted,
Don Gibbard, Secretary

Newsletters now available online!

Check out our web site at chapters.eaa.org/ea604 I have uploaded the newsletters from the past 2 years onto the site so if you want to look back for an article, you can do it by clicking the "Newsletters" tab on the left and then selecting your month. Any months which are lettered in black do not have a newsletter associated with the link. Just go for the blue writing. You can visit this page as often as you like. I will be adding newsletters as they are available.

Runway Safety Town Hall: Air Traffic Ramps Up This Summer



As the summer approaches, we can expect a rise in airport traffic in the air and on the runways. With this in mind, the Federal Aviation Administration is redoubling its effort to offer guidance, resources and expertise to preempt any airfield errors by general aviation pilots, especially those who have spent a year away from the cockpit.

On June 16, the FAA is hosting a Runway Safety Town Hall for all General Aviation pilots. It will be a live online event that will offer best practices and a lively discussion from GA pilots, air traffic controllers and runway safety experts.

The focus of the Town Hall is to help pilots reduce the risk of airfield errors and lower the potential for accidents. Discussion topics by pilots and air traffic experts will include pre-flight preparation, situational awareness, focused and clear communications, knowledge of runway geometry and signage, and more.

The Runway Safety Town Hall for General Aviation pilots will run from 3:00 p.m. to 4:30 p.m.

Eastern Daylight Time on Wednesday, June 16. The event is free.

Pilots can [register for the event here](#). Participants registered on the livestream will have the opportunity to ask questions of the panelists and will receive FAA WINGS credit for attending the entire event. The Town Hall also will be [livestreamed on FAA's YouTube channel](#), but viewers on this channel will not be able to ask questions nor gain WINGS credit.

(reprinted from FAA News & Updates)

Chapter Meeting Online

Our June Chapter meeting will be held at the Pilot's lounge at Martin Field this Monday night. This is our first meeting in over a year and we hope that as many of you who can will join us in-person at 7:00 p.m. Bill will bring refreshments. If you are unable to attend in-person or feel like waiting another month, we will host the online Zoom meeting on Monday June 14th 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.

Remember, we are giving you two options for the June meeting. We only ask for a little patience as we experiment with a dual platform for this meeting. We will do our best to make this work.

April 2021 – Pilots who fly Young Eagles during June, July, and August 2021 will earn double the usual amount of Young Eagles credits for flights during those months! For each Young Eagle flown during those months, a credit of \$10 will be awarded to the chapter affiliated with the pilot, or to the pilot if they are unaffiliated.



These extra credits can be used for any normal purposes to enhance your Young Eagles activities, or for sending a young person to the EAA Air Academy, which will return in 2022. Chapters can also use these credits to purchase a Young Eagles Workshops kit or a Young Eagles Build and Fly kit.

To qualify for double credits, make sure that all the paperwork for your June/June/August flights has been mailed and received by the EAA Young Eagles office no later than September 30, 2021. Make sure you mail the paperwork to EAA as soon as you can after the flights, so your Young Eagles can reap the benefits of an EAA student membership, including free access to Sporty's Learn to Fly course.

Runways, large and small *continued*

agine the bombed out runway below as Spitfires struggled to retain control of the skies back then. But now I was turning finals and there ahead lay another unfamiliar piece of land that beckoned in the glorious sunshine and as I throttled back I was about to add a new place to my collection of airports visited.

The cross country flights we do are not always idyllic and are quite often a combination of anxiety mixed with elation at arriving safely at our destination. The weather is the dominant factor in our decision to go. It deserves great respect and needs to be treated with caution. That day, though, in 1987 when the forecaster told me that there was "a possible front due next week—you will have no problems this weekend," I somehow felt a slight unease as we headed off into perfect flying conditions.

But the next morning when I saw the disturbed grey sky overhead Donegal Airport, I urged my colleagues to return south instead of north and I endured their wrath as we just barely made it onto that welcoming runway at Sligo (EISG) we had left that morning, as the totally unexpected storm hit Ireland and the UK. The forecasters had a lot of explaining to do on that one, as the damage was horrendous.

A few days later we experienced a very bumpy flight home and as we approached the circuit I was more than relieved to see our short, black "defined rectangular area" as it welcomed us back, looking almost beautiful as we landed after an eventful flight. It might not be a thing of beauty, but to me it's our place and as they say there is no place like home!

(reprinted from Air Facts, June 7, 2021)

Flying in the Wind

Aircraft are designed to be able to fly in stronger winds than you may think – and although landings can seem scary in these conditions, they are not. Aircraft land into the wind, as this allows the aircraft to slow down and eventually stop on the runway. If you ever experience a landing in strong winds, do not be alarmed.

Our discussion Monday will be your experiences in the wind. I have a couple of short video to watch as well.

