

THE RITE FLYER

MARTIN AIRFIELD

Want Some Love From ATC?

Coming Up ...

Meeting :

Monday , November 9th,
7:00 p.m. Online

Program: Holiday Fly-
ing Experience, GA and
Commercial

Board of Directors

November 8th, 7:00 pm

Next Meeting:

December 7th, Online

Chapter Website:

chapters.eaa.org/ea604

If you want some love from ATC on your next flight, memorize these tips...

1) Avoid Long Explanations

Before you key the mic, think about the most concise way to make your radio call. ATC doesn't need a long, drawn out explanation of why you're requesting a new altitude. A quick "requesting 6,000 feet due to turbulence" is sufficient.

2) Keep Conversations Off-Frequency

Nothing's worse than getting trapped on the other side of a mic, unable to speak because a crew is having a conversation on-air. Keep unnecessary conversation on separate frequencies.

3) Avoid Stepping On Other Pilots and Controllers

Before you click the mic after switching frequencies, wait a second to make sure no one is in the middle of a transmission or copying instructions.

4) If ATC Can't Find Your Flight Plan, Talk To Flight Service

Your flight plan either got lost or you forgot to finish filing. If ATC can't locate your plan, it's best to contact flight service to file a new

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Calendar Items to share

Week Days Coffee Club, Martin Field Pilot's Lounge, **Cancelled until further notice**

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



Want Some Love... *continued*

one. While ATC is able to help you, copying an entire set of flight plan information will take up a lot of air time.

5) Write It Down

Keep a pen and paper nearby, or use your EFB to jot down notes on an ATC clearance. If you get it right the first time, ATC won't have to follow up with a secondary call with corrections.

6) Study Local Landmarks and Procedures

If you know local landmarks and procedures, ATC will have an easier time giving you instructions for an arrival or departure procedure.

7) Add A Personal Touch

Controllers are people too! A simple "good morning, good afternoon, or g'day" are nice ways to initiate or end a call with a new controller.

8) Talking Too Fast Will Slow Everyone Else Down

Talking too fast makes ATC's job harder, especially when they have to ask for clarification because they simply couldn't understand you. Worse yet, other airplanes nearby may need to hear your transmission for separation purposes. Finding a happy medium of speed and clarity is the best way to handle radio calls.

9) Keep It Professional

Have you ever heard someone say "we've got them on the fish finder" when referencing traffic appearing on their TCAS or ADS-B equipped display?

10) Follow "Unable" With What You CAN Do

Avoid replying to an ATC instruction with a simple "unable." If you can briefly explain why you're "unable," or what you CAN do, that will help controllers out.

11) Get Weather Information Early

Before you contact a tower or approach controller, get the local weather information. They'll want to know you have the ATIS, and preemptively letting them know you have it reduces their workload.

(reprinted from Boldmethod, 11-7-2020, at <https://www.boldmethod.com/blog/lists/2020/11/memorize-these-eleven-tips-when-talking-to-atc/>)



4 Aircraft Maintenance Tips

BY STEFFAN KASULA

Aircraft maintenance is a critical part of owning any plane, whether you have one helicopter or an entire fleet. All aircraft need to be serviced regularly according to the specifications that were provided by their manufacturers. That's exactly why ACES Systems has come up with these 4 aircraft maintenance tips to keep you safe in the air.

Individual manufacturer requirements will differ, but every aircraft generally requires an

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EAA 604 Minutes, October 12, 2020

The meeting was called to order by President Bill Herrington using Zoom Meetings due to Covid-19 and the Stay Home Stay Safe order from our Governor. Don Gibbard took attendance and we had 10 members at the online meeting and no guest.

The Minutes There were no minutes from the October meeting. The Secretary was working on his son's wedding.

Old Business: Projects—Jim Edwards gave an update on the doors using Gull wing doors as the canopy. Working on hinges. He used an oven to heat the Plexiglas and formed them. Still working on mounting them in the door. Windscreen will be a wraparound style. Still working on registration. He is researching propellers. Bill shared his position on Props.

Matt Harris has taken the RV-9 off the market for now. He is working on a Milholland Legal Eagle Ultralight just to keep busy.

Bill gave an update on Boyd's progress. Painting is complete. Will start the final assembly soon.

New Business:

We are looking at possible collaboration with other area EAA chapters on some kind of Young Eagles. Susan mentioned that there can be no outside sponsors of the YE event according to new information coming from EAA.

EAA is offering training for a modified Young Eagle Education program that Susan is looking into. She attended a webinar offered by EAA. This program is more geared to a classroom setting and youth 11-17 years old. EAA is recommending a small charge for this program to encourage participation. There are 2 young people who are interested. Travis is working with them. He is suggesting a kind of ground school approach. Jim E. asked about scholarship access in the future.

Ron reminded us that Dues are due starting November

Jerry Carlyle is interested in selling his Pietenpol. He was wondering if EAA 604 would be interested in taking the plane as a project if he cannot sell it. He is unable to finish due to health issues. The plane is about 90% complete.

DART— FEMA shipped 29K masks which arrived and were stored locally. Bill has managed to get them distributed to pilots flying in from other parts of the Northwest.

Bill brought up some air strips in the Blue Mountains. A friend mentioned the one in Lexington, OR. He also mentioned Little Goose runway may get some improvements.

There was no other business. The meeting was followed with a discussion on owner maintenance.

Respectfully submitted,
Don Gibbard, Secretary

Some photos of the early years of AOPA



The discussion theme for Monday night is "What are your experiences with Holiday travel, both GA and Commercial?" Share some examples of funny and difficult travel around the Holidays.

Chapter Meeting Online

Our November Chapter meeting will be held as an online Zoom meeting on Monday November 9th 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.

The second option is to dial in with any phone. There is a toll free number with the meeting ID and password in the line. If you can launch the call from your email, the link will in put all the necessary information. If you dial it directly from a phone you will need to follow the prompts for meeting ID and meeting Password.

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

If you have not used Zoom before, the link will prompt you to download the Zoom App. Follow the install directions.



Birds of a feather flock together, and you really notice it when the airplane has such a unique silhouette. Saw these two airplanes on the ramp at Wendover, Utah (ENV) some years back.

The view: Two of a kind, resting on the ramp

The airplane: Rutan VariEze

The photographer: Chris Priaulx

The mission: VariEze fly-in

4 TIPS CONT

annual inspection to check the condition of the plane. However, service and maintenance checks are necessary throughout the year including before every flight. With that in mind, consider the four following tips for aircraft maintenance this spring.



4 Aircraft Maintenance Tips

1. Remember that oil changes are vital. When you keep your oil clean, it ensures your engine runs correctly and safely. [You should change your plane's oil after every 25 hours of flying time.](#)

2. Conduct basic checks on the regular. Various components of your aircraft need to be checked routinely rather than annually to prevent wear and tear. Inspect and test your spark plugs, hoses, and fittings to ensure they're in good working condition and don't need to be replaced or repaired. If they do need to be replaced or repaired, be sure to do it promptly.

3. Be aware of your aircraft. One of the best ways to determine if something is wrong with your aircraft is to use your senses. You're familiar with the norm of your aircraft, which means you'll be able to tell when something feels off. If you feel vibrations during a ride that ought to be smooth or smell fuel when there shouldn't be, call a technician or a professional. Never assume that something out of order is the norm.

4. Set up a maintenance management plan. Maintenance management programs are great for ensuring safety and security with your aircraft. You can be sure when one of your employees has performed maintenance and when one of your aircraft needs an inspection. Maintenance management solutions ensure maintenance is performed when needed and not just when something is wrong with the plane.