

THE RITE FLYER

MARTIN AIRFIELD

IFR FIX: APPROACHES, BADLY MISSED

Coming Up ...

Meeting :

Monday, May 10th, 7:00 p.m. Online

Program: Aviation Classic Aeronautical Oddities

Board of Directors

May 7th, 5:00 pm

Next Meeting:

June 14th, Online at this time

Chapter Website:

chapters.eaa.org/ea604

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By Dan Namowitz (from www.aopa.org/news-and-media)

Night instrument meteorological conditions prevailed when a pilot flying an RNAV instrument approach to a coastal Massachusetts airport missed the approach for an unusual reason: The runway lights failed to switch on

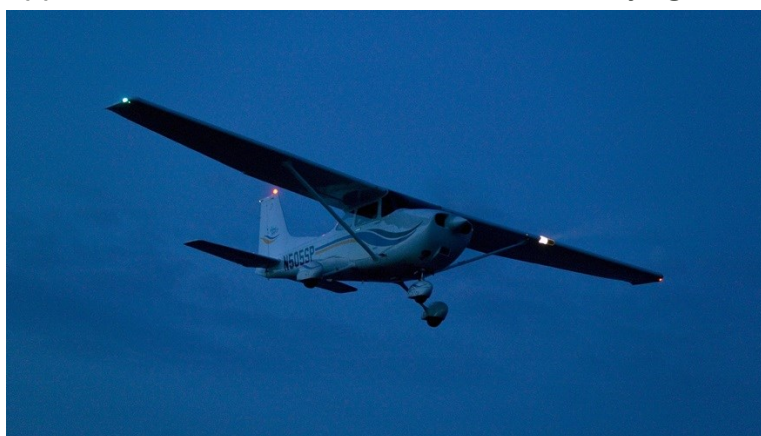


Photo by Mike Fizer.

when the pilot tried to activate them on the published frequency.

Had the glitch not appeared during a maximum-workload flight phase, the pilot might have had time to cross-check the approach plate with the airport diagram and discover that the wrong frequency

for operating the pilot-controlled lighting appeared on the plate. But figuring that out would have to wait.

Does this occurrence, shared in a filing with the Aviation Safety Reporting System, shake up any complacency you may be harboring about flying [missed approaches](#), possibly resulting from a lack of

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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.



Approach Missed *continued*

emphasis on them during training or recurrency flights?

That would not be unusual. Missed approaches are sometimes treated as an afterthought during practice exercises; in that environment they mainly serve as a transition to the next approach, especially when practicing in VFR weather. Leave that mindset on the ground when the instrument flying is for real because when the chips (and the flaps) are down, a missed approach is an extremely high-workload scenario: You may find yourself at minimums without seeing the runway, wrestling with an equipment malfunction, or in a struggle to stabilize the aircraft for landing in turbulence, suddenly with a lot more flying to do.

Some pilots' missed approaches are self-inflicted. A Piper PA-32 pilot reported missing after accidentally turning off the avionics master switch while making a power change in "turbulent IMC conditions."

Easier said than done, but maintain your composure and fly the aircraft. Published missed-approach procedures range from simply flying straight ahead to a navaid or fix to a complex prescription of (standard-rate!) climbing or level turns while intercepting a course or entering a hold. Often air traffic control will assign something easier, but if the "published miss" must be flown, be sure you are well briefed on the details.

Of course you briefed the missed approach procedure—but how briefly? In all honesty, did your procedure review rise to the level of mastery? Flying the missed approach may demand no less of a pilot who may already be fatigued and even a bit rattled by the sudden transition.

"Since the execution of a missed approach occurs when the flight deck workload is at a maximum, the procedure should be studied and mastered before beginning the approach," notes the *Instrument Flying Handbook*, discussing [the procedure](#) on page 10-21.

Young Eagle Rally June 5th

If you have not been paying attention, EAA Chapter 604 is scheduled to hold its Young Eagle Rally next month on Saturday June 5th at Martin Field. The event will begin flying 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 are anticipating 150 young people ages 8-17 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 7 or 8 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 4th 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, April 12, 2021

The meeting was called to order by President Bill Herrington at 7:04 p.m. Don Gibbard took attendance. There were 10 members present online and no guests. Those present approved the minutes of the last meeting.

Board Meeting: The Board discussed the upcoming Young Eagle Rally. It will be June 5th, Saturday, at Martin Field. We will have limited access to the building so we discussed adding Porta-Potty's. The vendors are committed to being there for the day. Shaved Ice is tentative. We need volunteers. There are lots of jobs to be done for this to work. We will be filling out the list at our next meeting. We discussed the need for Pop-up canopies. We will ask the membership if they have any.

Susan reported on the Sherwood Trust Grant. We anticipate the check any day.

Projects: Tim Anderson finished welding the left stabilizer and elevator.

Jim Edwards: Jim is working on the rudder controls. He reported that his engine build is also in progress.

Matt Harris: Matt has 80% of the ultralight fuselage complete and the wings are also at about 80%. The engine is on the bench and he has ordered more parts. He also reported that the engine for his RV ships this month.

Old Business: Airport changes: Martin Field will be painting new hold short signs at taxiways. ALW is still interested in Chapter 604 doing some sort of in-person event.

New Business: Bill would like to have some local picture added to our web site. If you have pictures that you would be willing to share please send them to Don Gibbard at gibbdo@pocketinet.com

Bill gave a report on the DART project. The emergency supply run to the Native American tribe is complete. All products are delivered. KVEW did a report on the distribution. The next drill will be in June. It is a Food Drive for local food banks.

Program: We watched the Arsenal for Democracy produced by AOPA as our program.

Meeting adjourned.

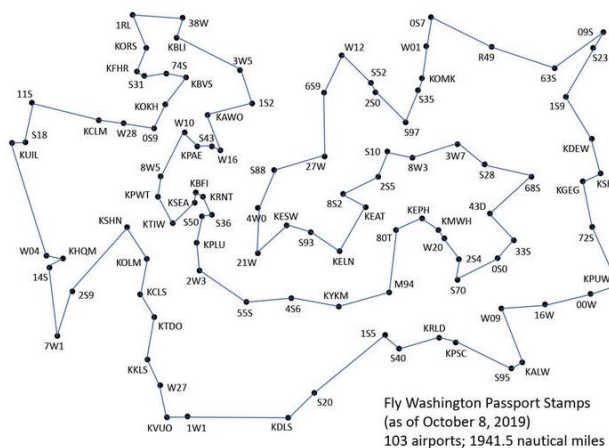
Respectfully submitted,
Don Gibbard, Secretary



To whoever thought up the Washington Passport Program - Thanks! I enjoyed a great meandering trip home today from Sandpoint, ID, collecting 10 stamps along the way. This has caused me to go places I never would have normally, and definitely challenges my flying skills as it takes me into much shorter fields than I am used to. When your home base is 9,300' long, your short field skills can get a little atrophied. Thanks again! (photo below is stopping about 100' from the cliff at the end of the runway at Colville) *Tom Staggs*



Find more information at: www.flywashington.org



Chapter Meeting Online

Our May Chapter meeting will be held as an online Zoom meeting on Monday May 10th 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.

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/July/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.

EAA's Pilot Your Own Adventure Contest

Everyone who flies has a story to tell, and we want to hear yours, and, just maybe, share it with the world. Aviators around the world share a passion for adventure, relishing both the journey and the destination, and celebrating the fun, freedoms, and friendships of flight. Tell us the true-life tale of your favorite aviation getaway as part of **EAA's Pilot Your Own Adventure Contest, supported by Flight Outfitters**, and you might just win the AirVenture camping experience of a lifetime, or one of several other exciting prizes.

To qualify, your story should be about a time that you, or someone in your party, flew a non-commercial, general aviation aircraft to partake in an experience that was fun, adventurous and inspiring and that was only made possible by the ability to fly. Maybe the destination was a weekend camping trip, a particularly memorable fly-in or a remote backwoods picnic. Or, maybe the adventure came from something experienced in-flight, such as seeing the Nazca Lines, Niagara Falls, or a pod of whales from the air. The inspiration might come from the companionship you shared, the fun you had at the destination, or the beauty of the flight itself that you were able to experience.

In addition, your story must be:

- True — all entries must be non-fiction, based on real facts, real events, and real people.
- At least 500 words, and no more than 1,000 words long.
- Accompanied by a minimum of three and a maximum of six photographs with captions of no more than 30 words each.
- Typed or handwritten, and must be legible, clear, and easy to read.

Entries may be submitted [online](#). Hard copy submissions may be sent to:

EAA Aviation Center
Attn: AirVenture Writing Contest
P.O. Box 3086
Oshkosh, WI 54903-3086

The contest runs from April 1, 2021 through June 1, 2021 at 4 p.m. CDT. All online entries must be received by the end of the contest period. Mail-in entries must be postmarked by June 1 and must be received by EAA on or before June 8, 2021.

For all official rules and other details, including judging criteria, [click here](#).