

# THE RITE FLYER

MARTIN AIRFIELD

## CAP wraps up Hurricane Ida aerial missions

BATON ROUGE, La. — The [Civil Air Patrol](#)'s Louisiana Wing flew the last two aerial sorties to photograph Hurricane Ida-impacted lands and waterways in late September.

The Federal Emergency Management Agency and the Governor's Office of Homeland Security and Emergency Preparedness requested the images to use in assessing damage from the Category 4 storm, which made landfall Aug. 29, 2021, on the Gulf Coast.

"The people of Louisiana have been through so much with Ida. After Katrina, it is the second-most damaging and intense hurricane to hit the state of Louisiana on record," said Lt. Gen. Kirk Pierce, commander, First Air Force, Air Forces Northern. "We wish our neighbors well and are grateful for the opportunity to provide assessment images as a step forward in their rebuilding efforts."

The CAP mission began immediately after the skies over Louisiana cleared enough to allow precision flying. In total, CAP aircrews made 148 flights equating to 377 flying hours. They delivered almost 122,000 photos and more than 6,000 gigapixels of data to both government agencies.

The photographs cover 1,012 square miles of surface area. Although the imagery shows

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A flooded neighborhood in LaRose, Louisiana. (Photo by Lt. Col. Mickey Marchand, Louisiana Wing, CAP)

### Coming Up ...

**Meeting :**

Monday , October 11th, 7:00 p.m. In-person and Online

**Program:** TBD

**Board of Directors**

October 9th, 5:00 pm

**Next Meeting:**

November 8th, Martin Field, 7:00 P.M.

Chapter Website:

[chapters.eaa.org/ea604](http://chapters.eaa.org/ea604)

### 2021 Officers

- President  
Bill Herrington  
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- Vice President  
Torch Davis  
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- Young Eagle Coordinator  
Susan Chlarson  
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- Secretary/Newsletter  
Don Gibbard  
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## Calendar Items to share

<b>Week Days</b>	Coffee Club, Martin Field Pilot's Lounge, <b>The Pilot's lounge is approved for meetings</b>
<b>Oct 30</b>	Last Saturday Breakfast with EAA Chapter 1639, Hermiston Ore. 7:30-11:00



## CAP Mission *continued*

damaged areas in cities like New Orleans and Houma, much of the photos show Ida's impact on smaller communities, such as Thibodaux, Galliano, LaPlace, Lafitte, Dulac, Chauvin, Point Aux Chenes and Montegut.

"It was an intense and challenging mission," said Lt. Col. Mickey Marchand, the [Louisiana Wing](#)'s incident commander for the response. "However, our aircrews and support staff were up for it, and we gave our customers all they asked for."

The mission involved eight of the wing's nine aircraft. Two airplanes from CAP's

Texas Wing and one from its Tennessee Wing, along with their aircrews, joined the mission for several days.

More than 130 CAP members, including four from the Texas Wing and two from the Tennessee Wing, participated in the Louisiana mission. Eight ground vehicles were used for transportation.

During one flight, an aircrew spotted, reported, and photographed a partially sunken and leaking barge in the Mississippi River. The incident commander filed a "First Incident" notification via the state's hazardous materials hotlines, leading ultimately to elimination of a dangerous navigational hazard and an environmental threat.

Established in 1941, Civil Air Patrol is the official auxiliary of the U.S. Air Force. It operates a fleet of 560 single-engine Cessna aircraft and more than 2,100 small Unmanned Aircraft Systems (sUAS) and performs about 90% of continental U.S. inland search and rescue missions. Often using cellphone forensics and radar analysis software, CAP was credited with saving 130 lives in fiscal 2020. CAP's 56,000 members also perform homeland security, disaster relief and drug interdiction missions at the request of federal, state, and local agencies. As a nonprofit organization, CAP plays a leading role in aerospace education using national academic standards-based STEM (science, technology, engineering and math) education. Members also serve as mentors to nearly 23,000 young people participating in CAP's Cadet Programs..



CAP airplanes ready to fly photography sorties as the weather clears. (Photo by Col. Michael DuBois, CAP)

## Nomination of Officers

It is time to elect new leadership for the Chapter. President Bill is appointing a nomination committee to present a slate of officers for the next two years. We will be looking for people willing to serve as an officer. Bill Herrington has served as President for 2 terms and is not looking for a third term. So please consider accepting a leadership position.

Our By-Laws include the officers on the Board of Directors. We are also looking for a couple of members to serve on the Board. Currently the Board meets a few days before our general meeting and handles most of the business of Chapter. Any action needing Chapter approval will be brought before the membership for approval.

Elections will be held at our December meeting whether we have a Holiday Dinner or a regular meeting. Please consider serving in a leadership position. If we all share the responsibility it does not become a burden for anyone.

## Newsletters now available online!

Check out our web site at [chapters.eaa.org/eaab604](http://chapters.eaa.org/eaab604)

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.

## EAA 604 Minutes, September 13, 2021

The General Membership meeting was called to order by President Bill Herrington. The Secretary was not present at the beginning of the meetings so some information is missing. It is unknown how many members were in attendance in-person. There were 5 attending via Zoom. The minutes we reviewed but no action was taken.

**Board Report:** Status on the Sherwood Trust; the chapter requested equipment to improve our programs for events hosted or participated by our Chapter. All equipment has been purchased and paid for by the Trust.

- We have been talking to CAP about a YE event for the cadets. No dates are set but we are still working on finalizing the event.
- EAA Bi-plane donation from Del White. Much of the wood work is completed and needing to be finished. Currently is stored in the Chapter storage unit.
- Officer election coming up. A committee will be appointed to work on a slate of officers.

**Old Business:** Projects– Boyd has installed the windows in his J3 Cub. He has submitted paperwork and is waiting for an FAA Certification inspection.

Charlie- He contacted the Prop company to check on the usability of his hub. He sent the used hub to the manufacturer to be rebuilt and recertified. Charlie is eager to start the engine. He is looking at options for his panel as well.

Troy- The Canopy is on but had a problem with paint. He is working on latches.

EAA Projects– Bill will appoint a committee to review the two projects we currently have and ask them to assess the needs for each.

**Airport Report:** a couple of accidents at ALW, NO-TAM show the PAPI out of service.

David Miller gave a report on the Pendleton Young Eagle Rally. He thanked everyone for their help.

**New Business:** Movie Night is scheduled for October 2nd. Our Chapter will bring audio-visual equipment, movie, chairs, and snacks. Gorge Aviation will provide the space and the screen. Memphis Belle will be the movie. Susan C. is working on a poster.

**Flying Club:** Airplane (Tecnam) is flying again. Still looking for a tailwheel plane.

We discussed the FAA redefining Light Sport. They are considering changing weight, speed, occupancy, and a few other things. This is a moving target so stay tuned.

**Program: FAA report on Laser Strikes on Aviation**

Respectfully submitted,  
Don Gibbard, Secretary

## Movie Night—October 2, 7:00 pm

We had a great turnout for Movie night this year. There were 20 Chapter members and friends in attendance. The movie was well done and the location was comfortable. With the new sound and video equipment we were treated with a theater like experience (except for the hard chairs.) Susan brought theater candy, Torch brought his iconic Popcorn dispenser, several brought cookies and the chapter supplied the water. A special thanks to Gorge Aviation for allowing us to use their hanger and screen.

## Chapter Meetings

Our October 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-19 count goes back down, we will host the online Zoom meeting on Monday October 11th 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. We are trying a new conference speaker at this meeting so we should have better audio for ZOOM.

## 2021 REFRESHMENTS

JULY	Stock Supplies
AUGUST	Don Gibbard
SEPTEMBER	Travis & Susan
<b>OCTOBER</b>	
NOVEMBER	
DECEMBER	CHRISTMAS PARTY

## DEALING WITH DROPLETS

### RULES OF THUMB FOR ICE AWARENESS

**Don't look now, but in many parts of the United States average surface temperatures are trending downward every day. Winter is on its way, so let's touch on some top-of-mind issues that affect cold-weather flying.**



Those lower surface temperatures mean the freezing level is lowering—in some cases, right to the surface. You can call up a map that shows current and forecast freezing levels, and other temperature contours, on the Aviation Weather Center website, under the Icing link on the Forecasts header. This temperature check is a must-do before any flight in cold weather.

So is a check of the CIP and FIP (Current and Forecast Icing Potential) situation—also in the Icing link. You definitely don't want to fly into icing clouds in an airplane that's not certified for flight into known icing (FIKI). For that matter, there are times when even high-time pilots flying FIKI-certified airplanes should avoid icing. High-time or low, under VFR or IFR, the best policy is to do your absolute best to avoid clouds and visible moisture. This means other must-do items for your preflight briefing: A check of icing airmets and pilot weather reports (pireps—found under the AWC's Current Icing Aircraft Reports header).

All clouds are made up of water droplets—small, big, or huge. They form by condensation, and coalescence around microscopic particles called condensation nuclei. These could be tiny bits of dust, salt, dirt, soot, and other particulates that are always suspended in the air. But back to temperature: It's cold temperatures that cause the condensation in the first place, whether at the surface or aloft.

Small droplets and colder temperatures (minus-4 to minus-40 degrees Fahrenheit or minus-20 to minus-40 degrees Celsius) create rime icing. This looks like a white, rough

frosting on wing leading edges and other airframe projections (think fuel steps, outside air temperature probes, or door hinges). It typically occurs in stratus clouds, where there's not generally a lot of up-and-down motion, and liquid water content (the amount of water you'd have if you could liquify the droplets) is low.

Clear icing typically happens when large droplets build in cumulus clouds, where temperatures are warmer (32 to 50 degrees F or 0 to 10 degrees C) and where there's plenty of motion, so droplets grow as they continually merge with each other. Liquid water contents are high, so when an airplane flies in clear icing conditions, the droplets hit leading edges then run back before flash-freezing solid. It's harder to see because, as the name suggests, it's clear.

As for those huge droplets, they cause the worst icing, called supercooled large droplet (SCLD) icing. This happens when temperatures are just above the freezing mark. The droplets splatter when they hit the airplane and run back farther on the wing and other surfaces. Airliners have been brought down by SCLD icing.

Why is icing so bad? Mainly, it's because its coatings alter the shapes of the airfoils, disrupting lift. Stall speeds go up and handling characteristics deteriorate.

Can icing happen in clear air? The short answer is yes. If rain falls from a cloud layer into air that's just below the freezing mark it can become supercooled—below freezing, yet still liquid. It remains liquid until it hits a condensation nucleus—your airplane!—then accretes as clear ice. So, check your outside air temperature gauge. At or below freezing? See a rain shaft coming from a cloud? Better not fly through it.

For an ice-free winter, make sure that cloud bases and temperatures aloft are comfortably high. Keep an eye on your outside air temperature, turn on the pitot heat just in case, and enjoy winter's better visibilities and stronger winds aloft—if you have a tailwind!

THOMAS A. HORNE  
AOPA PILOT EDITOR AT LARGE

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