BLUE MTN CHAPTER 604

MARCH 2021

THE RITE FLYER

MARTIN AIRFIELD

Coming Up . . .

Meeting :
Monday , March 8th, 7:00 p.m. Online
Program: Flying with Skies
Board of Directors
March 6, 4:00 pm
Next Meeting:
April 12th, Online

Chapter Website:
chapters.eaa.org/eaa604

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6 Types of Fog

By Boldmethod 03/02/2021

Whether you're flying VFR or IFR, fog can ruin your day. Here's what you should know about the 6 most common types of fog.

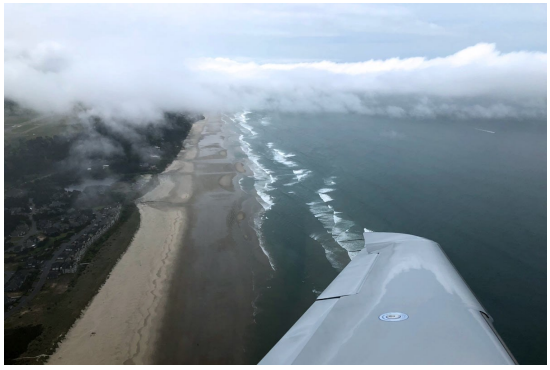
But First...How Does Fog Form?

Fog may be present when a small temperature/dew-point spread exists (usually within 5 degrees Celsius). It's most common in areas with abundant moisture, and it generally forms when...
Air is cooled to the dew-point (temperature decreases).
Moisture is added to the air (dew-point increases).

1) Radiation Fog

Common both at night and dawn, radiation fog forms when the ground cools, subsequently cooling surrounding air to its dew-point. This fog tends to "burn-off" in the morning as the sun re-heats the ground and air.

The best conditions for the formation of radiation fog are clear skies, little to no wind, and high relative humidity.



2) Advection Fog

When moist air moves over cooler ground or water, advection fog forms. It's most common along the coast, as sea breeze blows moist air over land.

This type of fog is very common in the Pacific Northwest, and is usually much more persistent than radiation fog.

3) Steam Fog

Common during cold weather months over bodies of water, steam fog forms when cold and dry air moves over warm water. This

Continued page 2

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.

Types of Fog *continued*

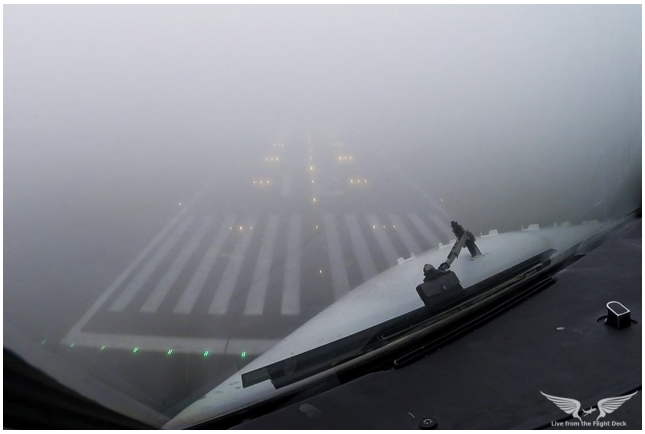
type of fog tends to be very low-level, affecting seaplane pilots and pilots flying on runways next to the water.

4) Upslope Fog

As moist, stable air moves up along terrain, it cools. This causes upslope fog, which can extended hundreds of feet above surrounding terrain. It's one common reason that an AIRMET Sierra may be issued.

5) Precipitation Fog

As warm rain falls through cool air, the precipitation saturates the cool air. This fog is dense and long-lasting. Mixed in with rain, it can be tough to determine exactly where precipitation fog is...and isn't.



6) Freezing Fog

Freezing fog occurs when tiny droplets of water are supercooled in the air. Once they contact a surface (or condensation nuclei) the droplets freeze on contact. It typically needs to be very cold for freezing fog to form, roughly 15 degrees Fahrenheit or colder!

MOA's, What You Need to Know

Ah, the controversial military operations area. Military operations areas (MOAs) can be a point of debate for pilots and flight instructors. Some pilots recommend you avoid them completely, no matter how inconvenient. Others have no problem flying through them without a care in the world.

An MOA is a military operations area that the FAA has designated as special use airspace due to a high density of military aircraft in the vicinity. The MOA has a designated ceiling and floor, and is depicted on sectional charts as a maroon hatched area. MOAs are "caution" areas for pilots and the FAA urges pilots to use extreme caution when operating in these areas, and also recommends speaking to the local controlling agency when flying in an MOA.

Military flying includes low-levels, formation and high-speed maneuvers. While military pilots are trained to clear the area before maneuvers, the maneuvers are fast and cover a lot of ground. When two fighter pilots are flying in formation, they're paying more attention to their wingman and their training mission than they are to potential intruders.

As a private pilot, I flew through a few active MOAs, because after all, it's totally legal and there was nothing stopping me. But as a CFI flying in and out of a local airport near a military base, I learned more about what goes on in MOAs and quickly changed tactics. Now, I constantly urge students to avoid MOAs whenever possible. But sometimes it's really inconvenient to fly around and impossible to fly above or below, so pilots still need to know how to fly though an MOA safely. Here are a few need-to-know items about military operations areas:

- During active times, MOAs often have different types of aircraft performing maneuvers at different airspeeds.
- MOAs are often divided into sections for various types of training, and many MOAs have a "high" and "low" area.
- MOAs have active and inactive hours, also known as "hot" and "cold" times. Check with a flight service specialist before you fly to find out whether the MOA is active or not.

MOAs are sometimes granted permission to fly "lights out" training missions in which the exterior lighting on the aircraft is turned OFF during night training flights in order to simulate

Continued page 4

EAA 604 Minutes, February 8, 2021

The meeting was called to order by President Bill Herrington at 7:10 p.m. using Zoom Meetings due to Covid-19 and the Stay Home Stay Safe order from our Governor. After working out some technical difficulties, Don Gibbard took attendance and we had 10 members at the online meeting plus 1 guest, Jim Smith.

The minutes were discussed and a motion was made to approve. The motion passed unanimously.

Board Meeting Report:. Bill H. and Susan C. gave a report on the Young Eagle Workshop held January 30th. Travis and Bill were our presenters and there were 6 youth in attendance. Distancing and masking was observed. The presentations went well aside from a little trouble with technology. Flights will be scheduled for a later date to complete the event.

The 2021 Young Eagle Rally is scheduled for June 5th barring any forced canceling due to Covid-19 limitations. The Board of Directors will be watching closely the State requirements for events as we get closer to June. The Board has applied for a Sherwood Trust Grant to purchase upgraded equipment for future Young Eagle events. In mid February we will know if we can move forward with the application.

Old Business: Projects—

- Jim Edwards reported that the prop he had purchased was not re-buildable so he is looking for a replacement. He has continued to work on the panel and installed a wing leveler for the autopilot.
- David Miller continues to work on the Sundowner with Chapter 219. They are having trouble with the fuel gages.
- Boyd's J3 tail is on and rigged

New Business: No new business.

DART: The Mission to the Native American Tribes is mostly complete. There is still 3500 pounds of supplies to get to Kalispell Tribe north of Spokane. The drop location will be Deer Park, WA.

There was no other business so we adjourned for our discussion topic which included a couple of short video's one on a Beach 18 Twin on floats.

Respectfully submitted,
Don Gibbard, Secretary

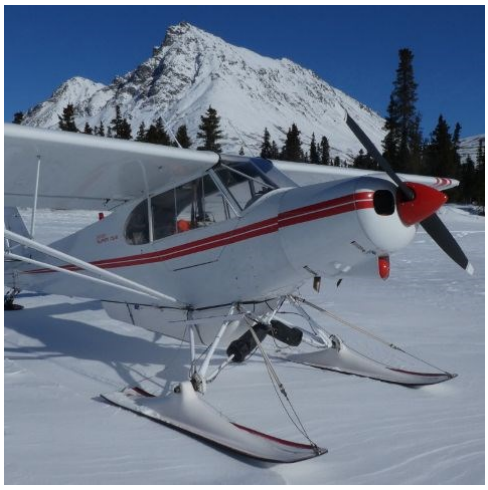
Mission

The Fly Washington Passport Program encourages pilots and aviation enthusiasts to explore Washington's public-use airports. Beyond motivating pilots to fly, this program supports general aviation airports, area businesses, tourism, and provides flight planning, safety, and educational opportunities. The program relies on the voluntary participation of Washington's public-use airports, pilots, aviation enthusiasts, and sponsors. **The ultimate objective for this program is to increase aviation economic activity and enhance general aviation visibility.**

Participants, using an official Fly Washington Passport Program booklet, collect "passport stamps" at enrolled public-use airports. Any licensed pilot from any state, and their passengers, may participate. Participants will earn levels of recognition and prizes as they explore the airports of Washington State.

Visit the Map page for a list of over 100 participating airports and seaports, and an interactive map showing stamp locations throughout Washington!

Check the map for participating airports, then click on the airport icon for details on that airport's stamp location. The stamp box is often (but not always) a black mailbox with a Fly Washington Passport Program logo decal on the outside. If a stamp is missing, you may take a photo of yourself with the stamp box, your own stamp booklet and proof of the current date (for example, a piece of paper with the date written on it). If an airport has multiple stamps, one stamp is sufficient for that airport to count.



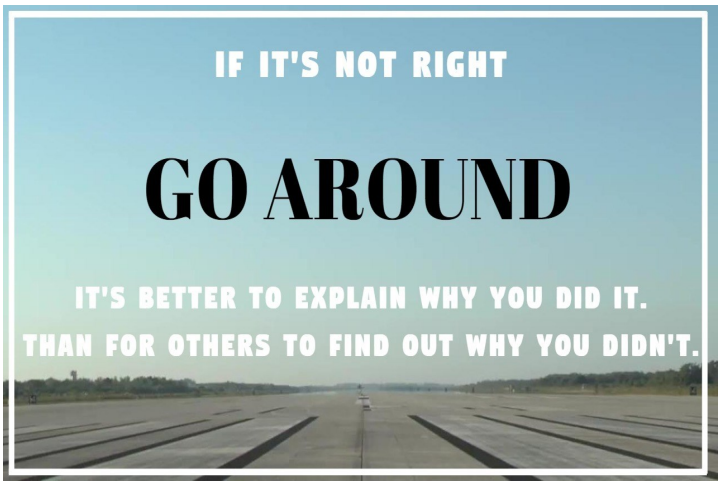
Chapter Meeting Online

Our January Chapter meeting will be held as an online Zoom meeting on Monday January 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.

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.



Chapter dues for 2021 are being accepted starting now (thanks to all those who've already responded). Please mail a check ($30 individual, $45 family membership) made out to EAA 604 to:

Ron Urban
840 Clay St.
Walla Walla, WA 99362

MOA's *continued*

night vision technology and practice night-related maneuvers. The lack of position lights or strobes will obviously make aircraft in MOAs nearly impossible to see, so it's especially important to avoid these areas at night. Again, checking NOTAMs and knowing about specific military operations are in your area will help you determine your options.

Military aircraft do not necessarily have airspeed restrictions within MOA limits. The 250-knot restriction, for example, does not apply to military aircraft in MOAs.

If you can't avoid a military operations area, there are a few precautions you can take to minimize the risk of encountering a military jet:

- Always know the locations of active MOAs and corresponding altitudes, limitations and frequencies.
- File a flight plan and utilize flight following services.
- Make sure you turn your aircraft's transponder ON. Some military aircraft have traffic collision avoidance technology.

Always use extreme caution when flying through an MOA. Because of the high speed of some military aircraft, the necessary reaction time will be substantially less if you need to get out of a situation.

To find out which MOAs are active, what the hours are, or to learn about lights out activity, you'll first want to check the NOTAMs. If you check NOTAMs through the use of 1-800-WX-BRIEF, you'll need to specifically ask for operating hours of local MOAs, including a specific request for information on lights out operations.

You can also get updates via the military installation directly. Most (if not all) military installations will have flyers and information readily available to general aviation pilots, local airports and the general public about specific local military operations. This information can often be located on the installation's website or by calling the installation's safety office or public affairs office.

Military operations areas are high-risk, and general aviation pilots should seriously consider other options before flying through an active MOA. At the very least, it's imperative for pilots to be on a flight plan and talking to the controlling agency when flying through an active MOA.

(borrowed from Globalair.com)