

# THE RITE FLYER

MARTIN AIRFIELD

## TURBULENCE AND AIRPLANES

IT AFFECTS THEM ALL, BIG AND SMALL By Peter A. Bedell

### Coming Up ...

#### Meeting :

Monday , November 13,  
7:00 p.m. at Martin Field

**Program:** Elsie Mann

#### Board of Directors

Saturday November 10th  
at 7:00 p.m.

#### Next Meeting:

December 11, 2023, 6:00 p.m.  
at Martin Field. Holiday Dinner

Chapter Website:

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

### 2023 Officers

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As a pilot for a passenger airline, one major responsibility of my job is to find the smooth air. Most days, Mother Nature makes this task easy. Some days, however, a good ride can be as elusive as the winning Powerball ticket. So how do we deal with it?

As student pilots we learn early that the smoothest time to fly in daylight is dawn—plus a few hours—and after or around dusk. Of course, this is when a front isn't pushing through wreaking havoc on the atmosphere. For this reason, I try to give rides in my Cessna 172 during these hours, which makes a much more positive first-flight experience for my passengers. Even in the heat of the afternoon, most turbulence can usually be topped above 6,000 feet agl, so flight at other times is usually not an issue. It's also much cooler up there on those summer-time flights.

At work in the jet, we take off and blast through the lower altitudes in just a few minutes on those "spirited" days after a cold front blows through, for example. It's not smooth for those few minutes, but the high wing loading of a jet makes the ride much more acceptable than what we get in light airplanes with low wing loading and a structure that has little to no flex. On days like this, we have our flight attendants stay seated after takeoff until we give the all clear. Typically, by the time we reach 10,000 feet they're good to work the cabin.

(Continued on page 2)



Photography by Mike Fizer

## Calendar Items to share

#### Fridays

10:00 a.m. Coffee Club, Martin Field Pilot's Lounge,

**Nov 18**

EAA 219 (PDT) Pancake Breakfast, 8-10 at Club House

**Dec 11**

Chapter 604 Holiday Dinner, 6:00 p.m. Martin Field



## TURBULENCE *continued*

In high-altitude cruise, jets must contend with the jet stream, shear lines, and of course thunderstorms that can top out way above my Boeing 737's 41,000-foot ceiling. All these events will likely bring on the bumps, most assuredly tangling with a thunderstorm. Those are relatively easy to deal with since we have excellent on-board weather radar at our disposal. And with internet availability we get lightning information right on our iPads to deliver a more complete picture.

Often, routine turbulence en route is dealt with simply by changing altitudes. Sometimes it could be just 2,000 feet up or down, some days it could be 15,000 feet, and other times you just have to suck it up. ATC is often the best source for rides, and on active days they are good at letting you know what to expect before you have the chance to clog up their frequency by asking.

On the technology front, we are now using a clever user-based app called SkyPath that provides a graphic depiction of turbulence being experienced by airplanes. SkyPath utilizes the iPad's built-in accelerometers to detect turbulence. If you're getting light turbulence, for example, SkyPath will leave yellow "droppings" in your wake to alert other users of the app to the type of ride in that area. Of course, internet availability and user participation are critical to SkyPath's usefulness.

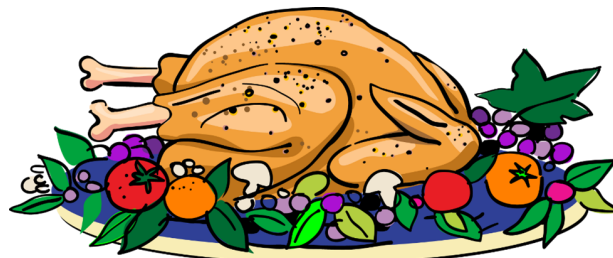
Before the descent and approach phases, I try to get a read of what to expect based on any number of sources as well as our company dispatchers. Depending on the airport, however, a little common sense will go a long way. Approaching Reno, Nevada, or any airport in the mountains on a windy day, you can bet on getting turbulence. On these days, we will be sitting the flight attendants down early.

While the climb through turbulence after takeoff is often brief, the approach and landing phase can expose you to 20 minutes of the stuff as you get vectored at low altitude for your turn at the runway. Sadly, there's not much we can do about that. One note about the radar and lightning images during the approach phase at low altitudes: Heavy rain and lightning is a no-go. Red on the radar and no lightning? You're probably going to have a smooth ride and a free bugwash. This is often the case in Florida and the tropics.

A caution for those of you with Nexrad depictions on your iPad is to not use it to get up close and personal with convective weather. Those images are often several minutes old, and flying where it appears to be clear may now be the worst part of the storm. Nexrad information is best when used to make long-range deviations around areas of weather. Our tools and technology are constantly improving, which will go a long way to make turbulence and weather avoidance easier.

## Holiday Dinner December 11

### Christmas Dinner, Dec. 11 6:00 p.m.



EAA Chapter 604 will hold the annual Christmas Dinner this year in the Pilot Lounge at Martin Field. Turkey will be the main dish. We will need the rest of us to fill in the menu with our favorite holiday dish. We will also need a few hands to help set up and decorate the room. This dinner is open to all members and friends and your families. A sign-up sheet will be at our November meeting for you to pick your side dish. If you will not be at the meeting but still plan to attend or help with setup, just email me what you would like to bring and I will add it to the list ([gibbdo@pocketinet.com](mailto:gibbdo@pocketinet.com)).

If it wasn't hard,  
everyone would do it.  
It's the hard that  
makes it great!



## Minutes October 9, 2023

President Jim Edwards called the meeting to order at 7:01 p.m. He welcomed our guests, Wes Perry, who is looking for a pilot to scope out elk in the Blue Creek and surrounding area. Chance Mantz, a WA-HI student is looking for information on aviation. Jordan Hunergardt from Gorge Aviation is working on a limited Commercial for crop dusting. Keith Hutchin is a friend of Andrea.

Our first Eagle Flight event will be October 28 at Martin Field. Andrea is looking for volunteers to be present Saturday, and for pilots who will be willing to give intro flights. The event starts at 11:00 so please be at Martin Field by 10:30 if you can help.

Scholarship and Fund raising: February will have a fund raising event with the theme of "Love of Flying" to boost our scholarship account. We also discussed the digital donation link and discovered that it does not work without a PayPal account. Jeni talked about having a diner and auction items for the event. We need to set a date. Wes Perry offered a 4 hour wine tour for our auction.

Student Reports: Klint has completed several cross-country flights and will be scheduling his solo cross-country soon. Elsie is back flying and has applied for the Lightspeed Headset grant. Dr. Ortiz has completed 9 hours of Sport Pilot training.

Bill H. gave a report on the status of the concessions at the Pilot Lounge. Tarragon had a Pepsi machine installed for Pilots. They said they were losing money on the old system and they have no one to manage it. We agreed that we would stock the refrigerator with water and have a cup inside for donations.

The College fair that we participated in at WA-HI went very well. Blaise brought his simulator and there was a lot of interest.

Our Young Eagle credits will be large this year so Susan is looking at ways to spend some of it on business cards and general EAA information with a list of our events. We would like

## Election of Officers

Every two years we hold elections for Chapter Officers. At our November meeting we will open the floor for nomination for President, Vice President, Secretary, and Treasurer. These officers serve for a two year term and are eligible for re-election. If you would like to be an officer please have someone nominate you or speak to one of the current officers.

to add some vertical pull-up banners for our events and invest in "AeroEducate" from EAA. We are also thinking about doing a "Build & Fly" program with some of the funds. This is an RC plane.

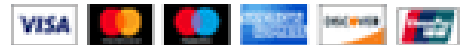
If you are building an airplane, Susan will help you write an article with pictures to add to the EAA Builders site. You need to answer the Who, What, When, Where, Why, and How questions.

The meeting was adjourned for refreshments and the program on Crosswind landings.

Respectfully Submitted  
Don Gibbard, Secretary

Please support our Scholarship Fund by donating today. EAA 604 is a 501c(3) and all gifts are tax deductible. Click the link below to be directed to our Donation Page

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## 2023 REFRESHMENTS

JANUARY	Ray Bankes
FEBRUARY	The Chlarsons
MARCH	Matt Haris
APRIL	Jim Edwards
MAY	Andrea Moore
JUNE	Larry Moore
JULY	
AUGUST	Bill Herrington
SEPTEMBER	Don Gibbard
OCTOBER	Kris Kuykendall
NOVEMBER	Blaise Szallasi
DECEMBER	CHRISTMAS PARTY



## DEMAND FOR PILOTS REBOUNDS IN NEW BOEING FORECAST

MECHANICS, CREW, OTHER PROFESSIONALS ALSO NEEDED **BY SARAH DEENER**

Commercial aviation will need 649,000 pilots, 690,000 technicians, and 938,000 cabin crewmembers over the next 20 years, Boeing Co. forecast in the *Pilot and Technician Outlook 2023–2042* released July 25 at EAA AirVenture Oshkosh in Wisconsin. This year marks the first increase in the annual forecast since the pandemic cratered air travel in 2020.

The [report](#), which tracks the need for personnel among commercial airlines and commercial freight, said domestic air travel has returned to pre-pandemic levels and international travel is expected to return by 2024. Chris Broom, vice president of commercial training solutions, cited growth in emerging markets and retirements and attrition in the North American market as factors in growing demand for pilots and other aviation personnel.



Pilots with the flyExclusive private jet firm answer questions during an aviation job fair at EAA AirVenture Oshkosh in Wisconsin on July 24. Photo by David Tulis

“The challenge for North American airlines will continue to be inspiring, developing, and training the next generation of pilots to fill the gap left by retirements and attrition,” he said. More than a quarter of the commercial pilot workforce will reach mandatory retirement age in the next decade, according to Boeing.

The need to train and recruit more pilots has driven an increase in pilot cadet programs and flow-through programs at flight schools, business and general aviation operators, regional airlines, and major airlines, Broom said. Boeing supports flight schools and universities with training curricula and is investing in early career training materials, Broom said. The company is also supporting science, technology, engineering, and math education to spark an interest in aviation careers.

“For us, diversity is not only the right thing to do. It’s a business imperative,” he said. “We have to cast a wider net to meet this pilot demand in the future.”

On July 24, the company announced \$500,000 in scholarships to be administered through AOPA, the Latino Pilots Association, the Organization of Black Aerospace Professionals, Sisters of the Skies, and Women in Aviation International. An additional \$450,000 will go to Fly Comp-ton, a California nonprofit that introduces minority youth to career opportunities in aerospace.