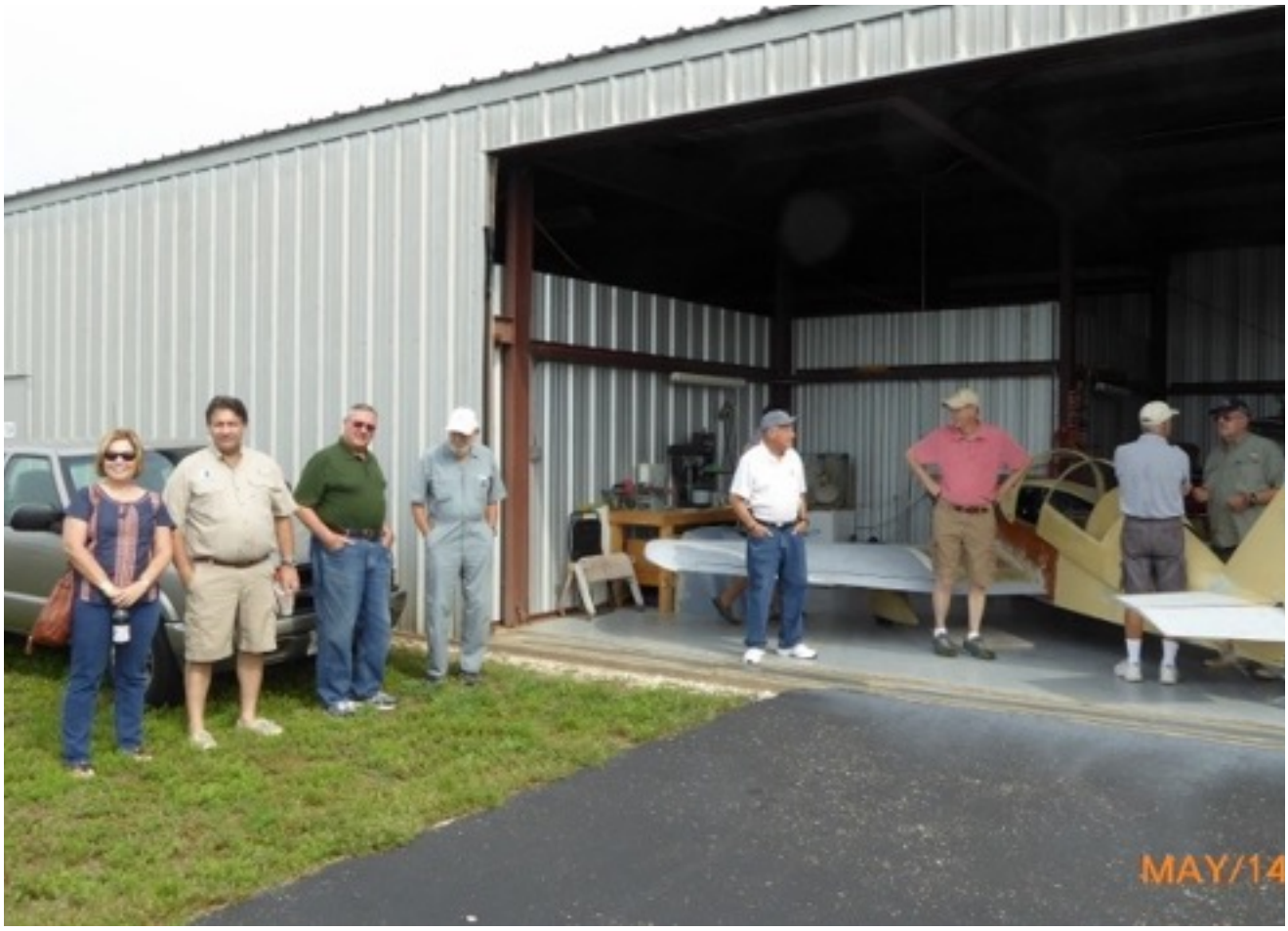
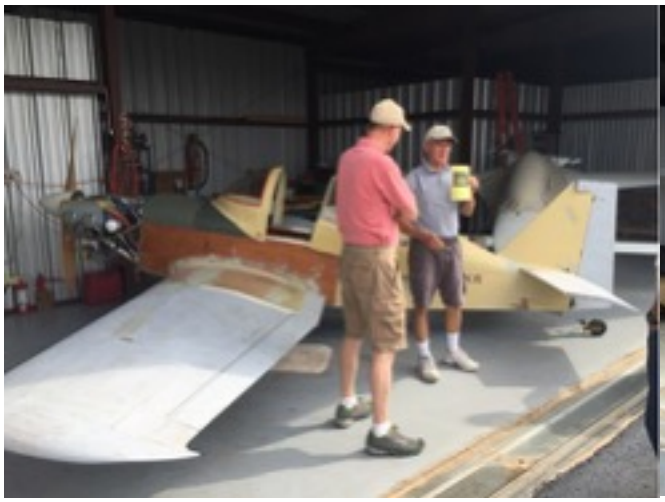
TAILWINDS

May Hangar Hop

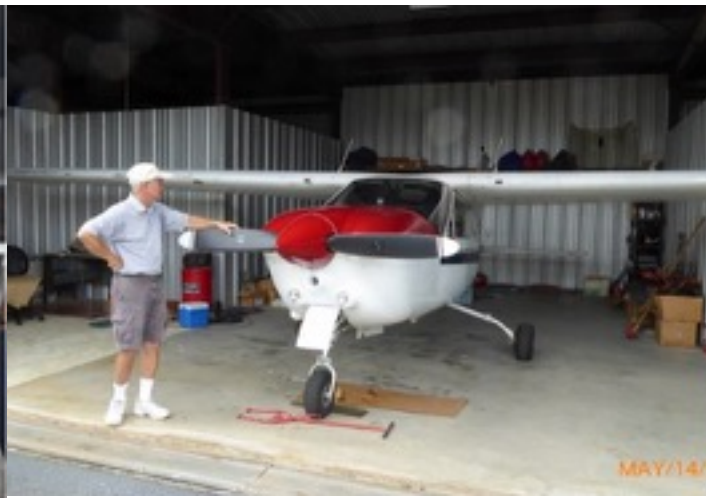


Chapter members enjoying the Hangar Hop.

On May 14, the chapter hosted a hangar hop and picnic. The group visited three hangars at the Georgetown Airport. To start the hop off, Gary Hamilton showed the group his project. At the time of the hop, Gary was waiting on the FAA inspection before his first flight. Gary has been working on his plan for four and a half years. It is based on a KR-2 with some modifications. Gary made the aircraft a single seat plane and lengthened the fuselage. Gary also customized the plane with parts from other kits. For example, he has landing gear and several other components from a Zenith and the canopy is from an RV-7 and RV-8.



Gary Hamilton discusses his KR-2 based project.



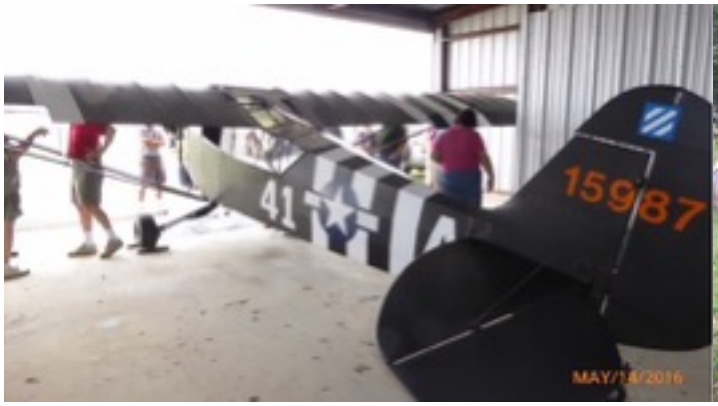
Hangar Hop's Second Stop - a Cessna Cardinal.

Next, the group visited Jeff's Cessna Cardinal. Jeff purchased the cardinal from an A&P school and has been rebuilding the plane. The Cardinal has a recent overhaul and is currently getting a new interior.

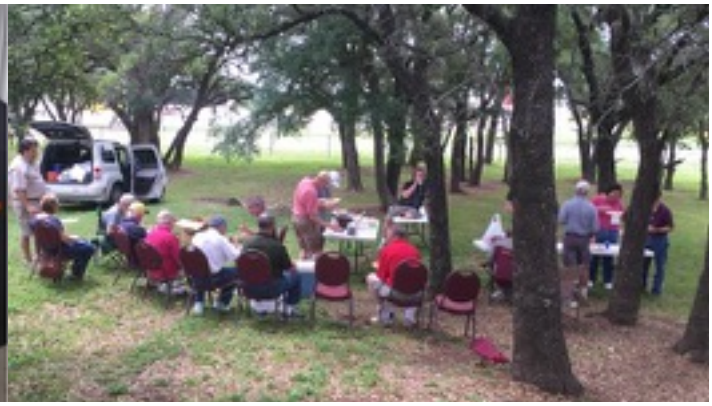
Finally, Wayne Smith showed off his 1946 L-4 Cub, tail number N88369. The airplane started its life as an L-4, but thanks to the end of World War II, it rolled of the assembly line as a J-3. Once Wayne purchased the aircraft, he converted it back to an L-4 and repainted it consistent with the paint scheme it would have had during the War.

After visiting the hangars, lunch was served. Special thanks to Pete Christensen for coordinating the lunch and for bringing some delicious tamales!

Special thanks to Ken Firestone and David Biggs for taking pictures at the hop.



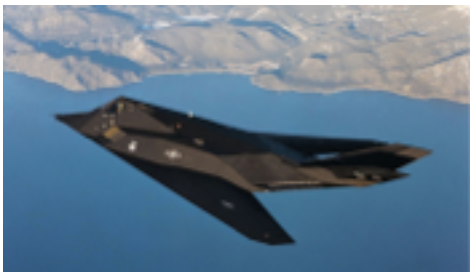
1946 L-4B



Picnic Time!

June Chapter Meeting

In June, we will be joined by Steve Ankerstar, son of our own Brad Ankerstar.



Steve details his first-hand experience in dropping the first bomb of the Shock and Awe campaign. From President Bush's 48 hour warning to Saddam Hussein to leave Iraq to the opening strikes of Operation Iraqi Freedom, Steve provides a cockpit perspective on what it is like to serve as a front line warfighter and attack the heart of the enemy.

The meeting will begin at 10 am at Georgetown Municipal Airport's terminal building. The address is 500 Terminal Dr, Georgetown, TX 78628. **Early Bird breakfast at 9:30 am!**

Upcoming Events

Rockdale Tiger Flight: Help us Build an RV-6!

Rockdale Tiger Flight is a group organized by several EAA 187 members in Rockdale, TX. The group is focused on teaching mid- and high-schoolers airplane building skills. Our current projects are an RV-6 and a Zenith CH-601. We get together **every Saturday at 10 AM**, and focus on building those airplanes. We also offer **weekly Young Eagles rides** to kids, subject to weather and aircraft availability.

This weekly event is free to participants, and we are looking for help! Both kids and adults are welcome! For more information, log on to rockdaletigerflight.org.

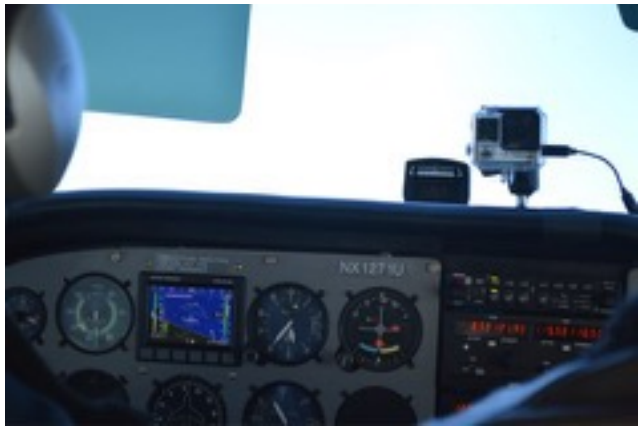
International Young Eagles Day

June 11 is International Young Eagles Day. The chapter will be celebrating by hosting a Rally at the Georgetown Airport. The rally begins at 9 AM. If you can help fly or on the ground, please contact Fidot Fomichev. If you know of a kid ages 8-17 who would like to fly, they can preregister at this link.

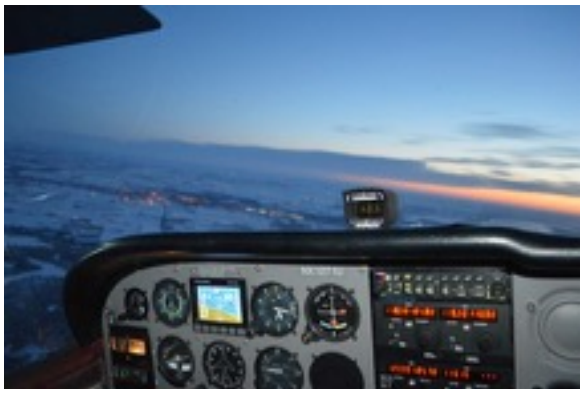
Young Eagles Presenting Sponsor

EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners

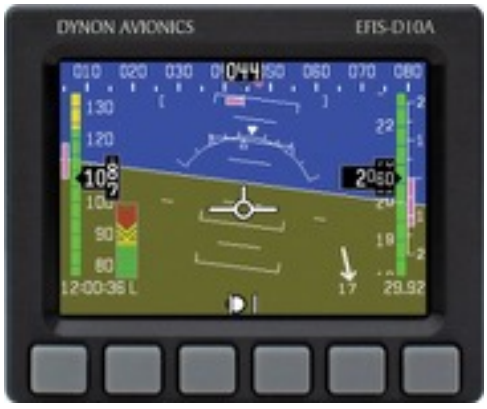
Article submitted by Charlie Becker, EAA Director of Chapters, Communities & Homebuilt Community Manager



EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.



EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.



EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!

A Word from the President . . .

Hello Chapter Members and Friends,

Last week, my husband, Rob, and our third son had a chance to go help our second son and his family in Alaska to build a good-sized shed in their wide-open property. Spring days start at about 4:00am and the sun sort of sets at 11:00pm, so over a 14-hour day, labor caught up with him, including a sunburn. The weather cooperated well and they almost finished the project in less than four days. He must have gained his confidence from building a plane...

Our 11th grand child was born in Salt Lake City, Utah yesterday morning and we are all excited. It was a beautiful girl and she has two older brothers. As I babysit these boys, the almost two- year-old younger brother surprises me when he hears airplanes and helicopters way before any one can hear them. We are in the outskirts of SLC International Airport and another general aviation airport nearby. When you are so focused on one thing, you can pick up any hints of what you are looking for.

As we get ready to fly, spending enough time for flight planning and preflight is very essential to sharpen our antennas, so to speak. Because of technology advancement, sometimes our preparation isn't thorough enough to secure our safety, and some fly totally dependent on the EFIS data. We should be aware that the information that comes in is a bit delayed and is not the current situation. As I look at this not yet two-year-old boy and his antenna so finely in tune with what he is looking for, I see that faithfully sticking to the fundamental safety precautions will sharpen our skills even more.

We will celebrate International Young Eagles Day on Saturday, June 11th at 9:00am at Georgetown Municipal Airport. Normally this second Saturday of the month is scheduled for our regular Chapter meeting, but because of the Young Eagles Rally we will postpone our monthly meeting to June 18th. Please check the details at eaa187.org. For this YE rally, we will need as many pilots as we could because of the many participants we are expecting. Please volunteer for flying or ground to make this a successful Chapter event. We are also asking those who have built airplanes to volunteer your time as advocates and mentors of the High School students who are interested in aviation and will start building RV-12 light sport aircraft as an EAA Eagles Nest Project. This will start in September. If you can put some hours weekly or daily at certain time or jump in when you have time, please contact Dan Weyant for the details.

Our chapter meeting will be on the third Saturday, June 18th at 10:00am at the GTU terminal building. We will have an exciting presentation by Steve Ankerstar, a retired Air Force pilot who flew the F-15C Eagle and F-117, who will share his flying experience in the Middle East conflict.

Thank you for your support and dedication to the General Aviation advancement!

Haruko Reese
EAA Chapter 187 President

ACAS – Getting in Front of the Weather Picture

Courtesy of Pete Christensen, we are featuring an article from ATC controller, Rose Marie Kern. Republished with permission.

You just received a pilot weather briefing. Conditions look ok so far, but the forecasts are indicating the possibility of stormy activity later in the day during the time you plan to be flying. Once you are strapped in and flying, how do you know if something unexpected blows in?

That is the premise upon which Flight Service created the Adverse Condition Alerting Service or ACAS. ACAS monitors VFR flight plans continuously from the time they are filed/amended until the time they are closed. IFR flight plans are monitored continuously from the time they are estimated time of departure (ETD).

ACAS alerts are sent out beginning two hours prior to the proposed departure time. Email and Text messages are sent prior to departure. Once the aircraft is in flight cockpit satellite communications devices are used. Several vendor devices are now supported, with more being added. Alerts are only sent to those pilots who have registered for the service.

Conditions for which the ACAS generates alerts include:

- Temporary flight restrictions (TFR)
- Airport and runway closed/unsafe NOTAMs
- Urgent PIREPs (UUA)
- SIGMETs (WS)
- Convective SIGMETs (WST)
- AIRMETs (WA)
- Center Weather Advisories (CWA)
- Severe Weather Watches/ Warnings (AWW/WW)
- Unmanned Operating Areas (UOA)

Pilots may register for the ACAS, either by calling Flight Service or via the Pilot Web at https://www.1800wxbrief.com. To sign up for the service you will need to provide information as to what type of communications devices you have. The service is free of cost.

Once you have filed a flight plan, the flight service computer keeps track of weather advisories which are released from that time forward. They are sent to your registered devices. Also, when you call to activate a VFR flight plan with Flight Service, they will be able to immediately tell you what new information is available since your last briefing.

Should you choose to amend your departure point, destination, route or altitude the computer will bring up any changes to what information you previously received with Flight Service. Just call them for the updates.

Some things will not trigger an ACAS alert, these include but are not limited to:

- Airport weather being classified as instrument meteorological conditions (IMC)
- Thunderstorms in a METAR, TAF, or area forecast outside of a WST.
- Pilot Reported icing
- Frontal zones along the route of flight
- Strong winds as indicated in winds aloft
- Air traffic delays
- Other critical data found in METAR remarks such as tornadic activity, LLWS, etc.

No one can anticipate every whim of Mother Nature, but ACAS gives you an edge on understanding what you are flying into.

Rose Marie Kern has worked in ATC since 1983. Questions or comments may be sent to author@rosemariekern.com.

Chapter Officers
President - Haruko Reese
Vice President - Pete Christensen
Secretary - Valerie Barker
Treasurer - Rob Reese

Young Eagles Coordinators
Jimmy Cox
Fi Dot Fomichev

Chapter Flight Advisor
Deene Ogden

Chapter Technology Counselors
Seth Hancock
William Bennett
Deene Ogden

Webmaster
Fedor “Fidot” Fomichev

Newsletter
Valerie Barker
Send submissions to:
valeriebarker@mac.com

Tool Chest
John Nunn
beej@65degrees.net

Chapter Board Members
John Nunn (2015-2016)
Deere Ogden (2016-2017)

Meetings
Georgetown Municipal Airport (KGTU)
Terminal
2nd Saturday each mont at 10 AM

eaa187.org