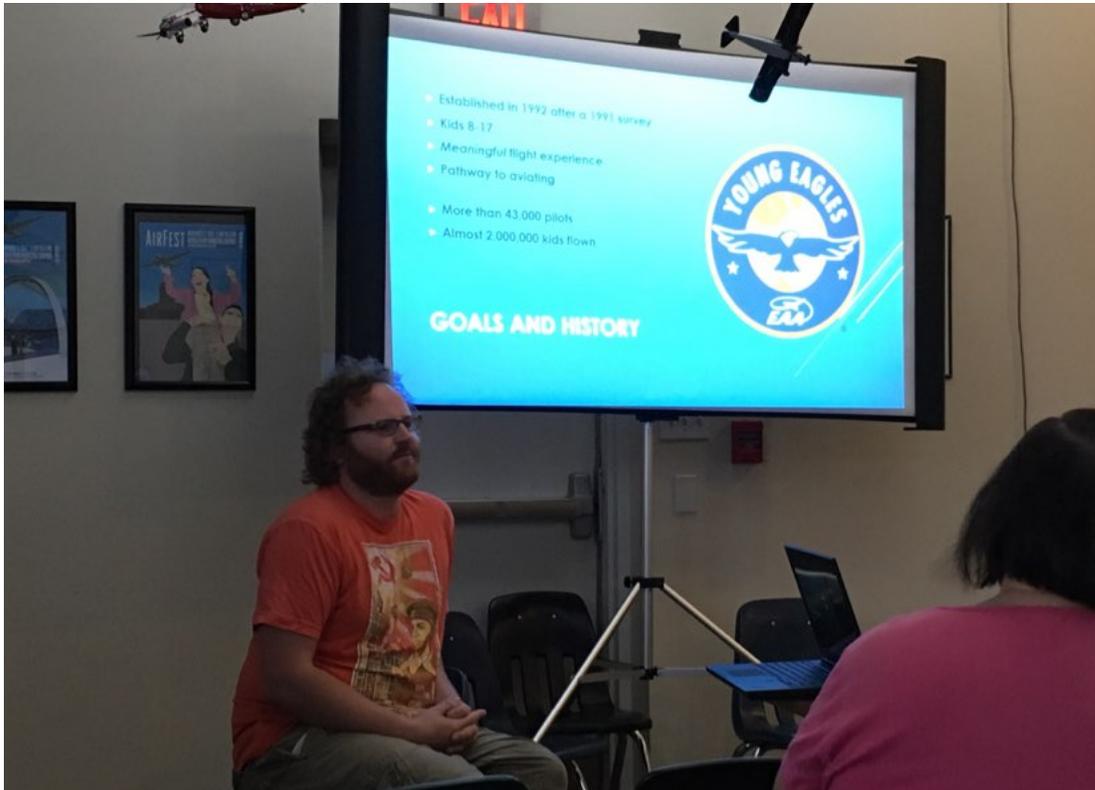

TAILWINDS

April Meeting Recap



The April meeting was held on April 9 at the Georgetown Airport Terminal. A good group of members came out to hear about the EAA Young Eagles Program and future Chapter Young Eagles activities.

Fidot Fomichev provides an overview of EAA's Young Eagles Program.

Chapter Young Eagles Coordinator, Fidot Fomichev, presented an overview of the Young Eagles program and provided some interesting history tidbits about the program. The Young Eagles program is part of EAA's community education initiative. EAA believes it is important to help communities understand and support aviation.

The Young Eagles program is for kids and teens ages 8–17. The goal of the program is to provide participants their first airplane ride - for free. However, the free first flight is only the beginning of what EAA offers participants. Participants also receive a free student EAA membership, free ground school from Sporty's, a free first flying lesson at participating flight schools, and the opportunity to be awarded flight scholarships.

As of May 2, 2016, a total of 1,973,007 Young Eagles have been flown. EAA has a goal of reaching 2 million Young Eagles by Oshkosh 2016. Pilots who fly Young Eagles between now and Oshkosh will receive a free AirVenture pass.

To do our part to help reach the 2 million Young Eagles goal, our chapter will be hosting a rally on June 11, National Young Eagles Day. The rally will be at KGTU. Please contact Fidot if you can participate by flying or helping on the ground.

Fidot also discussed the rollout of EAA's new Youth Protection Policy, which became effective May 1. The Policy requires EAA volunteers to take a training class and have a background check. The training takes about 10 minutes and is available here: <http://www.eaa.org/en/ea/aviation-education-and-resources/ea-youth-education/youth-protection-policy-and-program>.

In addition to the Young Eagles presentation, we watched a video from EAA featuring antenna installation tips and a showcase of a man who has his own unique experimental aircraft with only \$6200 invested. The video featuring this individual is available on the EAA website and I recommend watching it if you missed the meeting. (<http://eaavideo.org/video.aspx?v=1672039064>)

May Chapter Meeting

The May chapter meeting will be on Saturday, May 14, at 10:00 AM at the Georgetown Municipal Airport. The chapter will gather at the F hangars for a hangar hop followed by a potluck lunch at 11:30 in the terminal building. The theme for the potluck is "Texican." Please bring a side dish or a dessert. The address for the terminal building is 500 Terminal Drive, Georgetown, TX 78628.

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.

2016 Armed Forces Day Fly-In

The Morgan Military Aviation Museum in Brady, Texas, is hosting a fly-in and Dinner Dance on May 21, 2016. Several warbirds are scheduled to attend including the B-25 Devil Dog, a BT-51, and a

P-51. There will be reenactments and demonstrations, followed by a dinner and dance featuring the Sentimental Journey Orchestra. Tickets are available at <http://www.morganmilitaryaviationmuseum.com>. Hotel discounts are available at the Best Western (325-597-3997) and the Holiday In Express (325-597-1800). Ask for the Fly-In Discount.

Backyard BBQ Fly-In

ShareAviation is sponsoring an overnight fly-in at Llano on May 28-29. The event will include BBQ, a campfire (complete with s'mores) and an outdoor aviation movie on an invaluable screen. Please RSVP at: <https://www.shareaviation.com/event/193>.

2016 Ladies Love Taildraggers Fly-In

The [Ladies Love Taildraggers](http://www.ladieslovetaildraggers.com/) group is hosting a fly-in in Sulphur Springs, Texas (KSLR) June 3-5, 2016. KSLR features a 5000 feet long hard surface runway, 2000 feet long grass runway, and a lake. Sulphur Springs is home of Legend Cub. Camping and showers are available on the field or group hotel rates are available. Pre-registration is required. Visit <http://www.ladieslovetaildraggers.com/our-2016-fly-in/> for more details.

A Word from the President . . .

Hello Chapter Members and Friends,

It has already become a very busy year in my personal life and multi-tasking in every which way keeps me on my toes. It is exciting to see changes in people's lives especially this season, graduating from high schools, colleges and finding new jobs, etc. This was the case for all our four children this year. Our oldest son retired from flying U-2s in the U.S. Air Force last year and was just hired by Southwest Airlines. Our daughter is expecting a baby girl in June. The second son and his family just moved from Del Rio, Texas to North Pole, Alaska for the U.S. Air Force assignment after instructing in T-38s for five years. Almost two years ago, our third son decided to get his college degrees after working for over fifteen years and now is graduating from University of Houston with two degrees and accomplished the highest recognition presented at the graduation ceremony next weekend. Each child so differently works hard in their own course of life, and as parents, watching them struggle and find the doors of opportunities gives us worry and also the excitement when they arrive at the goals they set.



Unknown territory always requires some bravery and wise decisions on our side. Any first time flying into Bravo space, being in instrument meteorological conditions, switching from the regular four seater single engine to multi-engine or even light sport, and flying formation, we need adjustments mentally and physically, some requiring more than others. Building your own airplane is full of problem solving. It is all journey of trial and failure sometimes, but through these experiences we

gain broader knowledge and confidence we didn't have before. Once you accomplish something, you have the opportunities to share your experiences and knowledge with others who are pursuing the same after you. Please participate and volunteer your time to the youth projects we have and will have. Every Saturday at Rockdale Tiger flight and during the week at GTU in the Fall will give you the opportunities and satisfaction of guiding the youth to the Aviation. These are the first timers who need encouragement and advocate for their pursuit!

Enjoy the beautiful weather and be careful when flying!

Haruko Reese
EAA Chapter 187 President

Practice Low Approaches

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

Recently my friend, Drew Gillette, a pilot who flies between New England and New Mexico a lot, sent me an email asking if it was possible to do practice low approaches (PLA) to closed runways. I felt that was worth some investigation and the answers I found were varied depending on the airport and the controlling facility.



As for airports under direct control: Order 7110.65 is the FAA's guide to ATC. Section 3-3-2 directs controllers to not allow *landings* on closed runways, but gives them leeway to allow practice approaches if in their opinion it will not adversely affect other traffic, (both on the ground and aloft) but to inform the pilot the operation will be at his/her own risk.

I took my investigation a step further by calling several ATC towers of varying traffic levels to determine how they handle PLA requests to closed runways.

The largest traffic towers such as LAX do not allow them at all...but the controller stated it is not a problem there since all the approaches are for parallel runways and the aircraft is simply given one of the parallels on which to practice.

If we come down a step to a fairly busy airport with an approach control with no parallel runways but a lot of converging or crossing runways, the answer is different. The controllers there stated that they do not allow PLAs to closed runways because necessarily the traffic patterns are set up for the active runways.



The towers most likely to grant PLAs to closed runways are ones with lower traffic levels. They know when the activity taking place on the runway will be affected by overhead maneuvers and if they see the approach is not a factor, they will allow it.

The biggest factor of course is safety. At airports that have towers the controllers are the ones who assess the situations and determine if a PLA is safe. When it comes to uncontrolled airports there is no one to stop a practice low approach... but I think I'd want to know why the runway is closed.

If there are people and equipment working on the surface, doing a low approach could distract them at critical moments. Closed Runway NOTAMs do not normally specify the reason for the closure – they may be allowing the local high school to send up drones or rockets, or there may already be an accident that is in the midst of cleanup, with news helicopters hovering overhead. I know of one airport that routinely closes the runways for an hour at a time because a parachute jumping school on the airport schedules times they plan to drop students on them.

I think if I was going to a non-towered aircraft VFR, I'd probably contact the airport first and ask what is going on and maybe get their permission just to be safe. Also, if you are flying IFR and want to do a PLA to a non-towered airport, it will help if you can advise the approach or ARTCC controller that you know why the runway is closed and the manager has indicated a PLA would be allowed.

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

Chapter Officers

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Vice President - Pete Christensen
Secretary - Valerie Barker
Treasurer - Rob Reese

Young Eagles Coordinators

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Fi Dot Fomichev

Chapter Flight Advisor

Deene Ogden

Chapter Technology Counselors

Seth Hancock
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Tool Chest

John Nunn
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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