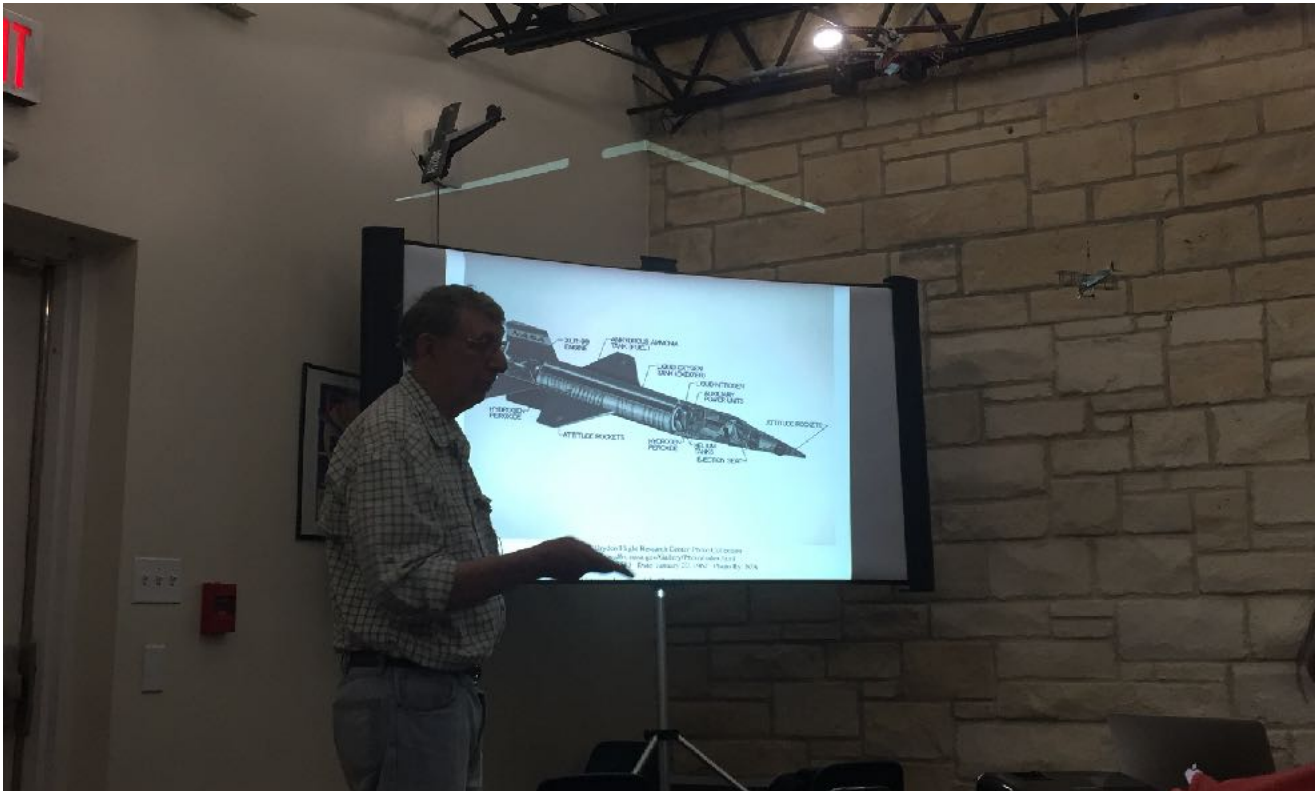


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# TAILWINDS

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## March Meeting Recap



Our March chapter meeting was held on March 11 where we were treated to a presentation from Ron Panton on his work on the X-15 test program.

Ron Panton describes features of the X-15

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X-15 captive on a B-52

Mr. Panton was assigned to the X-15 program while he was in the United States Air Force. He was a member of the X-15 Research System Project office at Wright-Patterson Air Force Base.

Mr. Panton described many of the design features of the X-15 as well the in-flight emergencies that occurred during the flight test program. The X-15

The X-15 research program was an investigation into high-

altitude, supersonic flight on the edge of space. The X-15 was designed to be carried aloft on a B-52 and had control surfaces designed for the thin atmosphere at high altitudes. For example, the tail of the X-15 was a wedge to provide stability at supersonic speeds and thrusters to provide control where the atmosphere was too thin for conventional control surfaces. The X-15 was black to facilitate radiation of heat generated by friction during reentry into the earth's atmosphere.

A typical flight profile for an X-15 flight began with the plane being released from a B-52 over Windover AFB in Nevada. After release, the pilot ignited the rocket engine and continued a trajectory to the edge of space. The highest altitude reached by the X-15 was over 353,000 feet or 67 miles. The highest speed reached was over Mach 6.0. Each flight was planned to land at Edwards AFB, though Mr. Panton shared stories of some flights that had to divert to other landing locations.



X-15 landing at Edwards AFB.

The X-15 flight test program began in the late 1950s and continued until 1968. The X-15 was manufactured by North American Aviation and was powered by rocket engines from Reaction Motors. The first flight, an unpowered flight where the X-15 remained captive on a B-52, occurred on June 8, 1959. The X-15 test program included a total of 199 flights, with the last occurring on October 24, 1968.

## April Chapter Meeting

The April meeting will begin at 10 AM on April 8. We'll hear updates from our members on progress on their projects.

- **Scott Fish** - Cozy
- **Tom Vaughn** - Hummel Ultracruiser
- **Dick Gossen** - Viking Engine Remote Oil Tank project

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 9:15.**

In addition to the April meeting, the Chapter is also invited on April 15 to visit East View High School in Georgetown to hear a project report on the Tango Flight RV-12 project. More details will be announced at the April meeting.

## 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](http://rockdaletigerflight.org).



### Critters Lodge Fly-In

April 28-30, 2017 (weather date May 5-7)

Pete Christensen's favorite fly-in is back! The fly-in at Critter's Lodge Camp out event will begin Friday evening, ending Sunday morning after breakfast. The kick-off dinner begins Friday evening at 6:30. For those who like to camp out, camping facilities are available including indoor restrooms, solar outdoor showers, firewood, Wi-Fi and LOTS OF GOOD FOOD. Trailer/RV parking with available electric and water hook-ups are \$20.00 for fly-in weekend. Reserved parking/camping spaces are available for \$5.00 on a first come basis along the runway. Bunk house space is available for \$20.00 for the weekend including cot, pillow, and blanket. Additionally, there is 20+ acres of pasture area camping/parking available for FREE. For reserved parking space contact [CrittersLodge@Windstream.net](mailto:CrittersLodge@Windstream.net) or 903-536-7000. See the webpage: [www.critterslodge.org](http://www.critterslodge.org) for additional information.

### Planes, Trains, Tractors & Automobiles Fly-In

April 29, 2017 - Angleton, Texas

The Texas Gulf Coast Regional Airport will be home to a fly-in including a pancake breakfast, precision landing contest, classic cars, antique tractors, and model trains. Sounds like a great day! Check out their website at [www.flylfbx.com](http://www.flylfbx.com).

### Old Time Aviation Flying Museum Fly-In

May 13, 2017 - Hallettsville, Texas

Pig Roast at noon with lots of airplanes and contests. More information available at: <http://whereolddogsfly.org/events.html>.

## Armed Forces Weekend Celebration and Fly-in

May 19-20, 2017 - Brady, Texas

The Morgan Military Aviation Museum is hosting a weekend celebration and fly-in including a dinner and World War II themed hangar dance. Advanced tickets are available now at: <http://www.morganmilitaryaviationmuseum.com/services>

## Bird Strikes

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

As the last vestiges of winter hurl their icy blasts, I like to find the time to review what is coming up in the spring. Seed catalogues stuffed into my mailbox tempt me to indulge in my ground-based passion, while travel plans for May occupy the part of my mind that is always in the clouds.

Yesterday I saw flights of cranes dancing along the Rio Grande river valley, trying to determine if the day's warmth would presage their northern migration – guess they decided to hunker down in the Bosque a bit longer.

Except for the day that Captain Sully landed in the Hudson, we don't hear a lot about bird strikes or other wildlife related aircraft damage, yet the statistics show there were about 142,000 wildlife bird strikes with civilian aircraft in the US between 1990 and 2013. In 2013 alone there were 11,000 strikes at 650 airports.



Migratory Bird Activity is highest during March through April and August through November, mostly along rivers. Here are some relevant statistics:

- 52% happen from July-October
- 62% during the day, 9% at dawn/dusk, 29% at night
- 60% during landing, 37% takeoff
- 32% damaged engines
- 92% at or below 3,500 AGL
- Strikes with commercial aircraft have occurred as high as 20,000 to 31,300 Feet AGL

Most serious accidents involve ingestion into an engine, or windshield strikes, both of which require prompt action by the pilot. Though the blow stops at the windshield, the action of something hitting

a surface only a foot from his or her face can cause the pilot to experience confusion, disorientation, loss of communications and aircraft control problems.

Major damage is caused primarily by larger migratory fowl, but even a one pound bird inflicts major damage when its velocity and the aircraft's velocity combine. Since smaller birds fly in huge flocks closer to the ground, they are more likely to impact takeoff and landing operations.

One day I was working in Albuquerque Tower. It was a rare winter's day for the desert southwest because a thick fog bank lay dormant throughout the airport grounds and visibility from the Tower cab was zero. Only a slight brightening of the gray indicated the sun had risen above Manzano mountain.

Careening out of the murk, a large flock of blackbirds came right at the tower. We only saw them as the group suddenly split in half moments before they would have impacted the glass and streamed around the glass cab, reuniting on the other side and disappearing once again. The incident lasted under ten seconds.

Deer, elk, moose, coyotes...all of these can be problems for landing or takeoff when on a runway. Especially when flying to small backcountry airports, it is good practice to overfly the field and look for potential wildlife conflicts prior to initiating your approach.



Those airports which experience frequent problems with birds or other wildlife will list that information in the FAA's Chart Supplements (what used to be called the AFD). If a pilot observes birds or other animals on or near the runway, airport management should be alerted. Pilots can request that the wildlife be dispersed prior to landing or takeoff.

Air Traffic Control wants to know when and where pilots sight birds and other wildlife. You can call the Center or Approach, and/or you should pass along a pilot report through Flight Service. The information requested includes: Geographic Location, Bird type (geese, ducks, gulls, etc.) Approximate numbers, altitude, and direction of flight.

ATC relays that information to other pilots in the area. The Flight Service people enter the information into a national database so other pilots are aware of what is happening before they get there.

In order to minimize interaction with birds, pilots should strive to maintain a minimum altitude of 2,000 feet AGL over national parks, monuments, seashores, lakeshores, recreation areas and scenic

river ways, wilderness and primitive areas, wildlife refuges and big game refuges. In other words, stay as high as possible over the places you really would prefer to be sightseeing!

Of course, you also have some areas designated as refuges for endangered species. Federal statutes prohibit or restrict low flight activity over some U.S Parks and Forest Service areas such as Haleakala National Park in Hawaii and Yosemite National Park, California, and of course the Grand Canyon. These restrictions can be found on sectional charts.

If a bird or beast does manage to slap you upside the fuselage, or conk you in the intake, and you make it back to the ground safely, please let the FAA know about it. Pilots are urged to report any bird or other wildlife strike via the report form at <http://wildlife.faa.gov>.

Fly high, fly safe!

Other information can be found at: [http://www.faa.gov/airports/airport\\_safety/wildlife/faq](http://www.faa.gov/airports/airport_safety/wildlife/faq) and <http://www.birdstrike.org>.

Rose Marie Kern has worked in ATC since 1983. Questions or comments may be sent to [author@rosemariekern.com](mailto:author@rosemariekern.com). Her book "Air to Ground" is a compilation of the articles she's written for pilots over the past decade and can be found on her website [www.rosemariekern.com](http://www.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](mailto:valeriebarker@mac.com)

#### **Tool Chest**

John Nunn  
[beej@65degrees.net](mailto:beej@65degrees.net)

#### **Chapter Board Members**

John Nunn (2015-2016)  
Deene Ogden (2016-2017)

#### **Meetings**

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

[eaa187.org](http://eaa187.org)