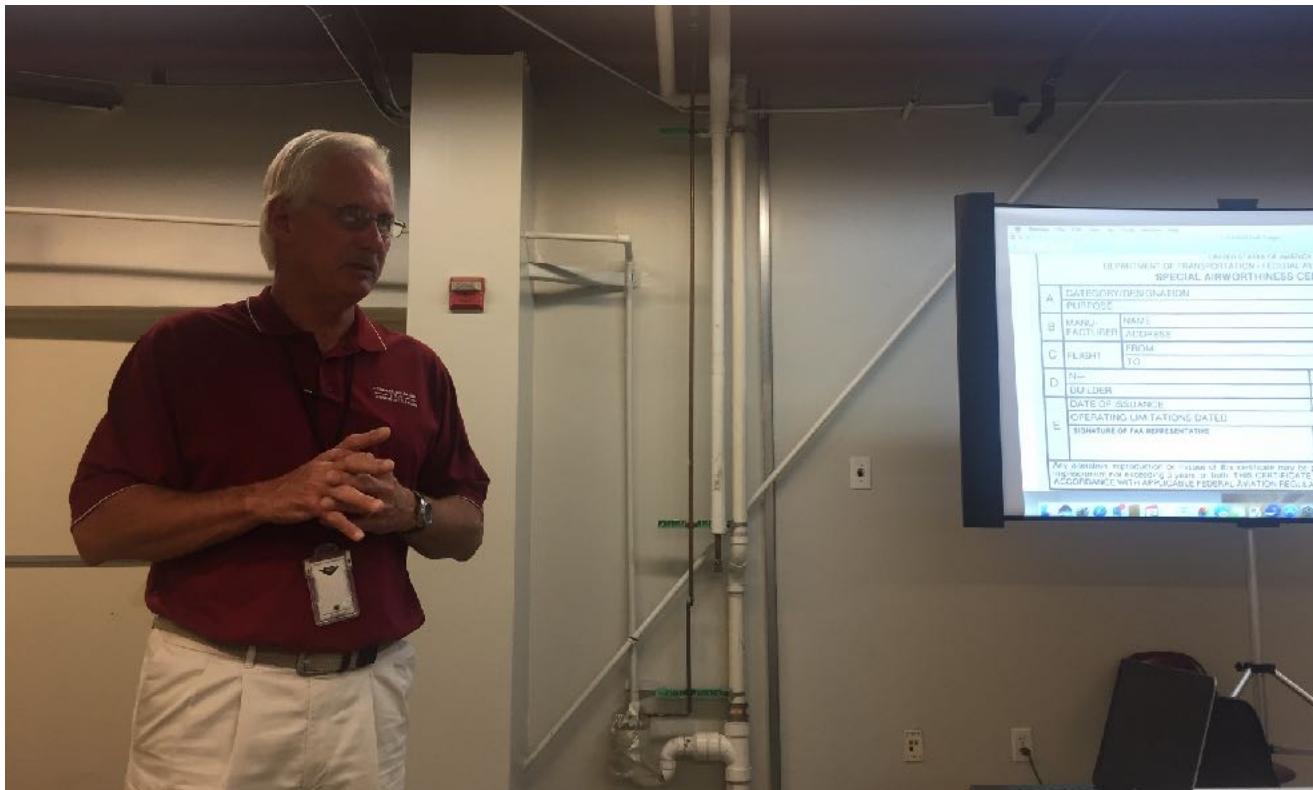


# TAILWINDS

## September Meeting Recap



Our September chapter gathering was held on September 9 when Gary Stamper and Boyd Kemp from the San Antonio Flight Standards District Office presented to the chapter members.

Mr. Stamper began the presentation by discussing the accident statistics in the San Antonio region for fiscal year 2017, which ended on September 30. There were three fatal accidents this year and there was no clear cause for any of the accidents. Mr. Stamper discussed some good rules of the air to stay safe: (1) Don't fly an airplane if it seems like something isn't right. There is nothing wrong with going back to the hangar without taking off. (2) Take advantage of the knowledge available in the aviation community. If you have a question, ask. Also be a resource for others who might have a question. (3) Sign up on [FAAsafety.gov](http://FAAsafety.gov) to get email alerts for safety notices. Mr. Stamper plans to retire from the FAA in January and will be singing barbershop in his free time. We wish him a happy retirement.

The second half of the program was about airworthiness. Mr. Kemp discussed the three main parts of the Federal Aviation Regulations that apply to private pilots: Parts 21, 43, and 91. Only Part 43 does not apply to experimental aircraft. Mr. Kemp also discussed FAA document 8130.2K which discusses the process for getting an airworthiness certificate for an experimental aircraft. He also recommended that experimental builders review FAA document 8130.35B, and FAA Advisory Circulars 20-27 and 20-32B.

## October Chapter Meeting

In October, we will be joined by Eric Overton, who has built his own Corvair engine; and developed a microcontroller-driven monitoring system for it for use in his Nieuport 12 replica. Eric is looking to bringing his engine monitoring system to mass market.

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 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. We finished our air conditioned shop in the Hangar and now have a comfortable place to meet and work at the Rockdale airport. We are assembling a Max Air Drifter for rides and youth instruction. We are also building an engine for the Zenith 601 HDS that we are building. We will also be starting on the RV-6 wing soon. And we are open to all youth and adults. We have kids that travel 1.5 hours to help. 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).



## Elm Creek Fly-In

Saturday, October 28, 2017 - Seguin, TX (0TX6)

This year's Elm Creek Airpark Fly-In will be held on Saturday, October 28<sup>th</sup>, 2017 from 10am to 3pm. The lunch this year will be BBQ for \$10/person. More information is available at [www.elmcreekairpark.com](http://www.elmcreekairpark.com).



**Elm Creek Airpark's**

**21st Annual Fly-In**

**Saturday,**

**October 28, 2017**

**10am to 3pm**

**BBQ Lunch starting at 11:30**

**\$10.00 per person- Halloween attire encouraged**

**Raffle at 12 pm**

**Driving In? Fly-In is at 201 Tailwind Drive, Seguin, TX, 78155**

**(Approx. 1 ½ - 2 miles west of the intersection of State Hwy 46 and FM 467 South of Seguin)**

**Please follow and obey all signs. Aircraft have right-of-way on streets.**

**Yield to aircraft taking off, landing, and taxiing**

**Questions? Contact:**

**Carol Sewell 210-844-2155 or [csewelltx@gmail.com](mailto:csewelltx@gmail.com)**

**For more info or photos of previous fly-ins go to [www.elmcreekairpark.com](http://www.elmcreekairpark.com)**

## Critter's Lodge Fly-In and Camp-Out

November 3–5, 2017 (Weather date November 10–11)

Event will begin on Friday at 6:30 pm with dinner and ends Sunday morning after breakfast. For those who like to camp out, there will be camping facilities: indoor restrooms (No Port-O-Lets), solar outdoor showers, firewood, Wi-Fi, and LOTS OF GOOD FOOD. Trailer/RV parking with available hook-ups \$20.00 for fly-in weekend. Also available are limited reserved parking spaces for \$5.00 on a first come basis along the runway. Bunk house space is limited and available for \$20.00 for weekend including cot, pillow and blanket. There is an additional 20+ Acres of pasture area camping/parking for FREE. For reserved parking space contact us to reserve your preferred space locations, [CrittersLodge@windstream.net](mailto:CrittersLodge@windstream.net). Phone 903-536-7000 or 7004 (hangar). See the webpage: [www.critterslodge.org](http://www.critterslodge.org) for more information.

## Northeast Texas Pietenpol Fly-In

The Northeast Texas Pietenpol Fly-In will be on November 11 from 9 AM to 6 PM at Mineola-Wisener Airport (3F9). The event will feature a catered lunch.

## The Future of Flight Service

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

Although Flight Service communicates with all kinds of aircraft, pilots, and flights, its primary audience is General Aviation, especially VFR aircraft. Unlike the other branches of ATC they have always had to be flexible because their duties changed over time. Today they still give pilot briefings, file flight plans, monitor radios and relay clearances. They still have to have a deep understanding of how weather affects flight. They still initiate search and rescue.

However many of the Flight Service tasks are being reduced or eliminated. Why? Because today's pilots have the technical savvy and the tools to do many things for themselves which used to require FSS actions. Look around, how many of the pilots around you regularly do their own preflight briefings and file flight plans online? How many still use Flight Service for those functions?



17. Effective 3/28/17, callers into the Leidos 1800wxbrief phone got asked a one-time question that was associated with their phone number. The questionnaire included the following two questions:

1. Are you a pilot with less than 100 hours flight time?
2. Do you feel comfortable utilizing an online website or commercial app for your pilot weather briefings?

A significant percentage of the calls to flight service now come from student pilots and older pilots who prefer to talk to a person rather than use the computer. At one time every pilot across the nation had to call flight service to file flight plans and get weather briefings. Duats opened the gate to pilot's being able to file flight plans themselves and now there are a plethora of options online which enable pilot's to self brief as well. Is this safer? That truly depends on the individual pilot's understanding of meteorology and how weather affects flight.

10 years ago Flight service handled 20,000 pilot briefings per day nationwide. It now handles roughly half that figure, though nationally the statistics are showing more than 40,000 briefings are done online every day.

Many of the Inflight or “Radio” functions of flight service also no longer absolutely require human intervention. A Pilot can activate and cancel his flight plan using his cell phone or other onboard system, and can even direct file Pilot reports. Radio is still there to relay clearances from Center in remote regions, but the technology exists which would allow them to direct dial the appropriate sector at some point in the future.

Radio has always been around when a VFR only pilot gets lost but the need for that service has all but vanished with the advent of GPS. Flight Service Specialists used to record weather broadcasts hourly - HIWAS, TIBS, and TWEB route recordings were available by phone or over the VOR's. As of 2007 all those functions were automated.

When Flight Service personnel were based at airports around the nation they manually took weather observations then sent the data to the National Weather Service. Today almost every airport in the nation uses automated weather stations which update the observations every 20 minutes.

Traditionally the “D” or distant NOTAMs appended to the end of every briefing were input to the system by Flight Service. Airport managers, parachute jumpers, fireworks operators, and others would call them in. Today, many airport managers, FAA technicians, communications tower

operators are using an FAA program called NOTAM Manager or another called ENOTAM to input the data directly – again reducing the need for a flight service interface.



The Search and Rescue portion of Flight Service functions would be almost eliminated if all aircraft have ADS-B. The first two hours of a normal Search and Rescue after a flight plan has gone overdue involve checking air traffic records and airports enroute to see if an aircraft landed short. Right now aircraft if an aircraft is equipped with ADS-B the pilot can register with FSS for Surveillance Enhanced SAR. If they have a flight plan filed and activated, and the aircraft signal stops, an alarm goes off. Within a much shorter period of time the Rescue Coordination Center can launch aircraft to overfly the point at which the computer recorded the last satellite hit.

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One of the beauties of Flight Service is that they are the aviation community's most immediate method of communicating with the FAA. 1-800-WXBRIEF is the only published phone number and every pilot has had it memorized since flight school.

Over the past 30 years, Flight Service has gone from almost 400 small stations based at airports across the country to three HUB facilities and two Pilot Briefing only facilities. The number of calls

is continuing to reduce as young computer savvy pilots prefer to find weather and file on the internet.

Flight Service is not going away for awhile yet, but how long it lasts will greatly depend on how much the pilots use the services it provides. An interesting video was made by the FAA about Flight Service planning. It is available at this website: <http://www.faa.gov/tv/?mediald=1242>.

Check it out.

*Rose Marie Kern worked in ATC for over 34 years. Her book, "Air to Ground" is a unique resource offering pilots insights into the world of Air Traffic Control and Aviation Weather. You can get it through Amazon or 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**

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Deene Ogden

**Webmaster**

Fedor "Fidot" Fomichev

**Newsletter**

Valerie Barker

Send submissions to:

[valeriebarker@mac.com](mailto:valeriebarker@mac.com)

**Tool Chest**

Gary Hamilton

**Chapter Board Members**

John Nunn (2015-2016)

Deene Ogden (2016-2017)

**Meetings**

Georgetown Municipal Airport (KG TU)

Terminal

2nd Saturday each month at 10 AM

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