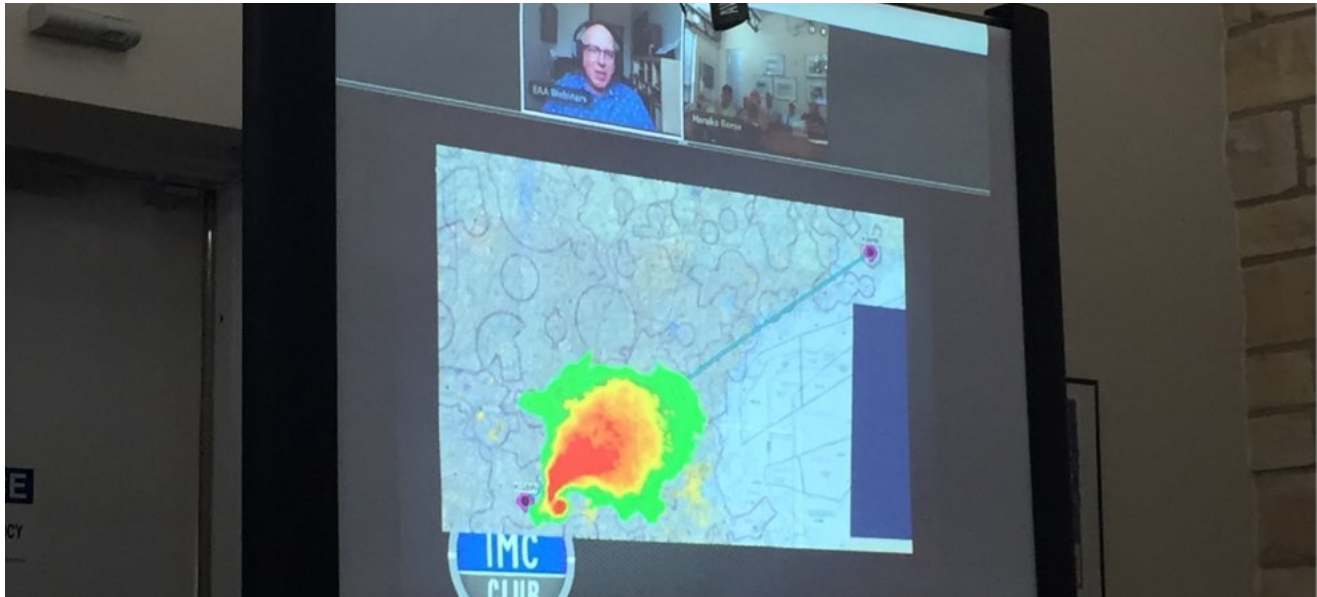


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# TAILWINDS

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## July Meeting Recap



The July chapter meeting was held on July 16. The presentation was from Radek Wyrzykowski, the manager of flight proficiency at EAA and founder of the IMC Club. Mr. Wyrzykowski presented an overview of the IMC Club and gave the attendees a taste of what an IMC Club meeting would be like.

**Radek Wyrzykowski from EAA speaks about the IMC Club**

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The IMC Club was founded by Mr. Wyrzykowski after he had a harrowing experience while on an IFR flight. The goal of the club is to improve safety and proficiency through education and experience. The founders of the IMC Club believed that the training required to get an instrument rating does not adequately prepare pilots to fly in actual instrument conditions. In fact, 80% of instrument rated pilots do not fly in actual conditions. The IMC Club hopes to change that statistic by educating pilots and sharing experiences.

The IMC Club has over 100 chapters globally and over 3000 registered members. The club merged with EAA last year as part of EAA's mission to expand its reach to all of general aviation, not just the experimental section. Membership in the IMC Club is part of EAA membership. The IMC Club website, [www.eaa.org/imclub](http://www.eaa.org/imclub), has several resources available for members including a media library, a database of safety pilot volunteers, and flight planning resources.

An IMC Club meeting centers on a scenario that is based on actual experiences that members have submitted. The meeting attendees brainstorm together to figure out solutions to the scenarios. Mr. Wyrzkowski stressed that there is no right answer to the scenarios, but that it's important to hear how other pilots would work through the problem to provide a learning opportunity for all participants.

There is some interest in starting a chapter in Georgetown, so please let any member of the chapter leadership know if you are invested in participating.

In addition to the IMC Club presentation, there were several announcements:

- Jim Moss announced that Lago Vista may be building some T-hangars at Rusty Allen Airport.
- Deene Ogden let members know that there is a new tip up canopy kit available for RV-12s.
- William Bennett presented some information about the required paperwork for selling an experimental aircraft. He also gave a demo of an LED Strobe light kit.
- John Nunn talked about an article about an article about the Challenger and Columbia space shuttle disaster that was in the July issue of Sport Aviation. The article talked about the phenomenon of normalization of deviation. This occurs when things happen that should not happen, but nothing goes wrong, so eventually the deviation becomes normalized. It's important to remember that the deviation can eventually cause a problem, so if something isn't right, figure it out and don't normalize it. The article can be found here:

## August Chapter Meeting

On August 13, we will hear about the Eagle's Nest Projects. At high school campuses across the nation, [Eagle's Nest Projects](#) are providing students a unique, inspiring, and empowering STEM (science, technology, engineering, and mathematics) education experience; the beginning-to-end construction of a modern FAA certified Light Sport aircraft (Van's Aircraft RV-12) with full glass instrumentation, 2-axis auto-pilot, and all the latest safety features. Students participating in Eagle's Nest Projects receive high school course credit and select campuses offer dual credit. Eagle's Nest Projects utilize an extensive network of mentors and educators who live our motto, "*Mentors build the students...students build the aircraft*".

Our Chapter members, Dan Weyant and Randy Rossi, are heading the project for Georgetown ISD high school students here in Georgetown Municipal Airport starting this September.

We will be joined by **R.E. "Ernie" Butcher**, who is one of the team members who mentors all the Eagle's Nest Projects. He will have a presentation on Eagle's Nest Projects and also give us support and guidance to make this project successful here in Georgetown.

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](http://rockdaletigerflight.org).

## TFRs - An Airspace Shell Game

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

It's that time of the decade again...politicians abound, bouncing from place to place across the country, usually getting in everyone's way while spouting their messages of discontent. Whether you root for Republicans, dig the Democrats or (like me) lean towards the Libertarians, you have got to keep at least three flight levels ahead of them if you don't want to be caught in their jetwash.

The FAA tries to give you as much information about political movements as possible with Temporary Flight Restrictions (TFR's). You can expect them whenever the seated President or Vice-President is on the move, and once all the teams have selected their quarterbacks you will see them popping up to protect airspace around them as well.

Any TFR restricts certain aircraft from flying within specific areas. These areas are defined both geographically and by altitude. For instance, a TFR that is issued for a forest fire may restrict all aircraft from flying within a 10 mile radius of a navaid, such as a VORTAC, or Latitude/Longitude (L/L) point, or if the area is particularly large, a series of radial/DMEs or L/L points may be used to define it. The TFR will also contain an altitude from the surface upwards which may be defined as either MSL or AGL. Aircraft must fly over it or around it.

The TFRs are issued according to specifications in the Code of Federal Regulations. If you look it up, find 14 CFR. Each type of TFR relates to a different section of that document. Some of them have exceptions to the rule, as with a forest fire TFR where the pilot's home base is within the

restricted area, but you have to thoroughly read the section of 14 CFR that is specified in the TFR to determine if it allows any exceptions.

A Presidential TFR, also known as a VIP TFR is more complicated, and pilots in those areas are monitored intensely. It is issued several days in advance and effective throughout the Presidential visit. Several days prior to a Presidential visit, the FAA issues a VIP Temporary Flight Restriction (TFR) which is transmitted to all Air Traffic Control facilities and online to those websites that serve the aviation community. The TFR describes concentric circles around wherever the President is planning to be. Typically, the outer circle may be a radius from 10 to 30 miles wherein all aircraft flying below 18,000 feet must be in contact with Air Traffic Control and identified on radar. Aircraft can still land and depart from airports located in that area. You must be on a VFR or IFR flight plan, and a transponder code is required.



The inner circle is usually a 10 mile radius wherein only specific aircraft are allowed to fly at all, usually military, police and emergency medical flights, and scheduled air carriers. Any airport existing inside that 10 mile radius is restricted from any other activity by civilian aircraft.

In other words, if you are flying on an airline, your landing or departure will be delayed while the president is physically at the airport, but once he leaves you will be allowed to continue. However, say you wanted to hop into your private plane and get your currency, or fly up to Aunt Mabel's place, until the TFR is lifted you will not be allowed to leave or arrive at that airport – or any other airport within the 10 mile boundary. This also applies to part 135 air taxis and package haulers.

For example, let us assume Air Force One were to land at Phoenix International, and then the President was driven to a hotel 5 miles east where he was to stay during the course of his visit. For whatever length of time he was there, no unauthorized aircraft would be allowed to land or depart from the airports located at Mesa, Stellar, Williams or Chandler airports, as well as Phoenix itself.

TFR's issued for the Vice-President and white house hopefuls are much smaller, usually a 3 nautical mile radius below 3,000 AGL. Unfortunately, these grandstanding politicians tend to be bodies in motion – and the TFR's move with them – if they land and do a bus or train tour – the TFR's get very

complicated. The Lockheed Martin pilot briefers receive daily updates on these movements and have maps showing which airports are affected.

If you are planning any future flights you can access the official TFR information through [WWW.TFR.FAA.GOV](http://WWW.TFR.FAA.GOV). The information is arranged by the city and state closest to the TFR and the type of TFR it is.

Presidential TFRs are listed under VIP. If you click on a listing, the computer will bring up a map and dialogue concerning when and where pilots are not allowed to fly. If you access the list, you can limit the list by clicking on TYPE and then selecting VIP from the dropdown list. Under the map there is a link called "sectional chart" which shows the boundaries in more detail including what airports will be affected. The information concerning Time periods in a Presidential TFR are written in both Universal Coordinated Time (UTC) and in local time using a 24 hour clock.

The graphic seen here is from the PilotWeb site (afss.com). When your route of flight has been entered in the pilot briefing tool you can open the TFR Tab and see whether or not your route of flight intersects a current TFR. This is valuable as it gives you a chance to figure out if you are going to need a re-route before you fly. The text to the left describes the area and the restrictions associated with it in greater detail. If you have problems interpreting it, just call flight service.

*Rose Marie Kern has worked in ATC since 1983. Questions or comments may be sent to [author@rosemariekern.com](mailto: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:  
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#### **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)