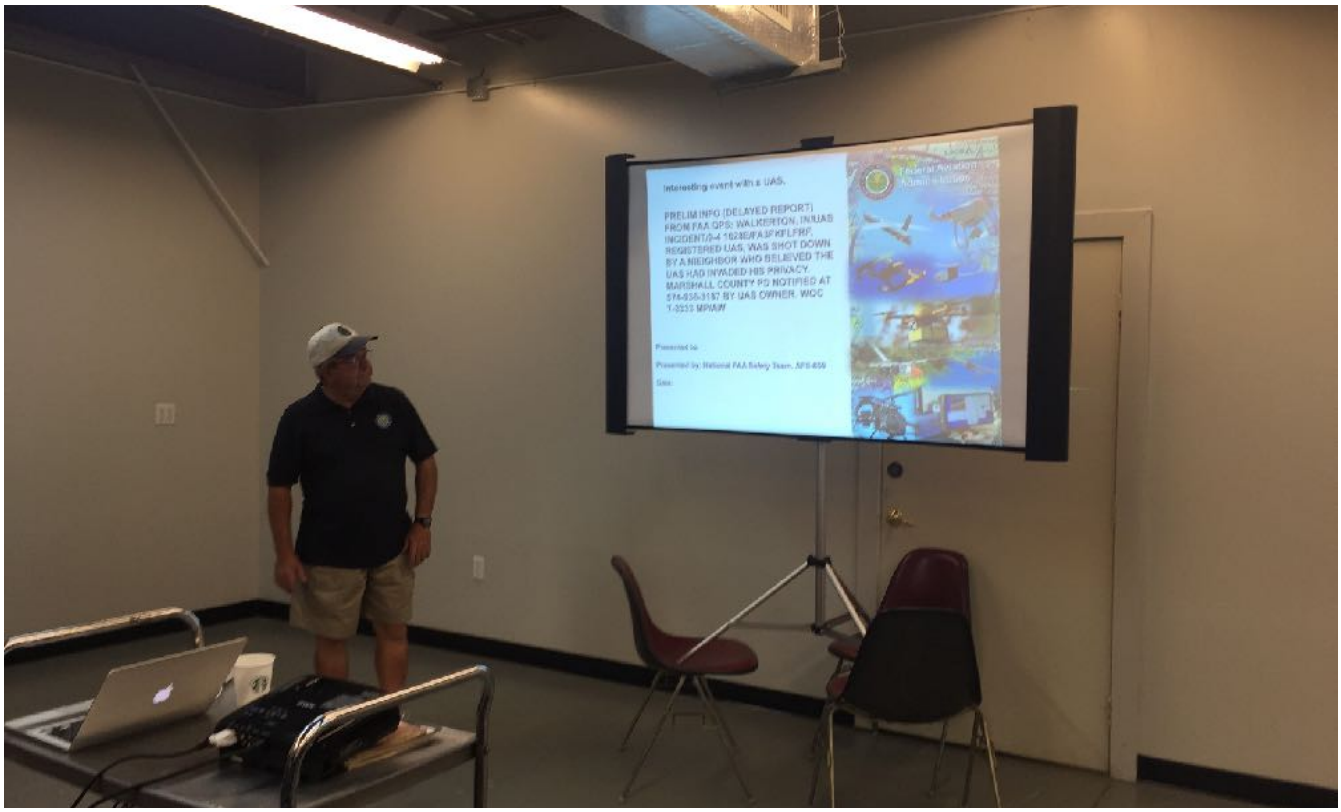
TAILWINDS

September & October Meeting Recaps



Michael Jordan from the FSDO discusses the new drone rules.

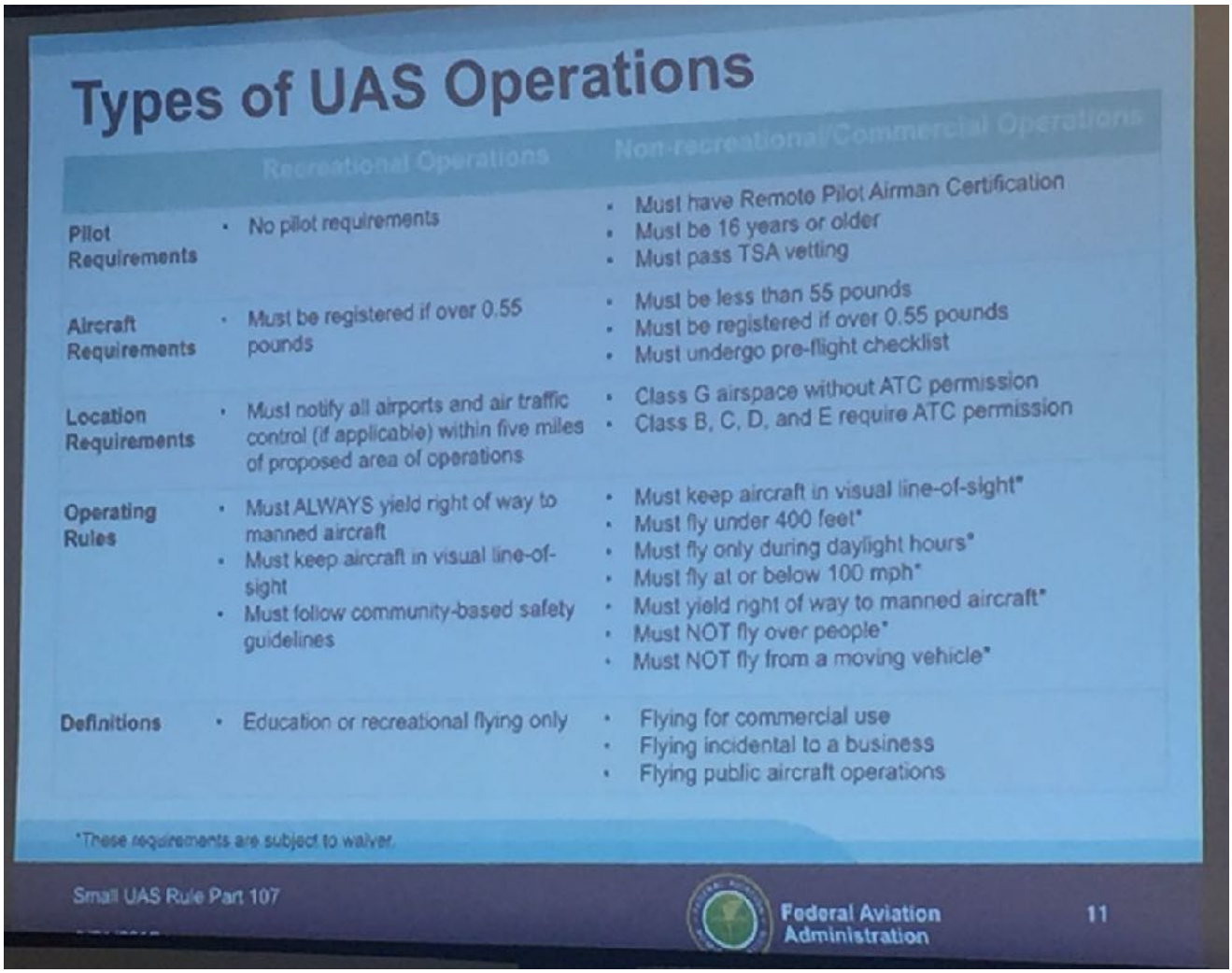
The September chapter meeting was held on September. Mike Jordan from the San Antonio FSDO discussed the new rules regulating Unmanned Aircraft Systems and Light Sport Aircraft. Mike has spoken to the group many times. He is an A&P, an IA, and a private pilot. It was our honor to host him for his last presentation before he retires.

The new regulations for unmanned aircraft systems are codified in 14 CFR § 107. The regulations became effective on August 29. Under the new regulations, commercial drone operators must have a remote pilots certificate, operate under visual, line of sight conditions in daylight hours, remain under 400 feet in Class G airspace. The drone has to weigh less than 55 pounds and be registered. Operators can obtain ATC authorization to operate in other airspace classes or to operate under other conditions.

A remote pilots certificate requires that the pilot be at least 16 years old, fluent in English, pass a written knowledge test and a TSA background screening. Individuals holding at least a recreational pilots certificate can obtain the remote pilots certificate via online training.

The rules for unmanned aircraft systems are also available in Advisory Circular 107-2 and on the FAA website at https://www.faa.gov/uas/.

For the October meeting, many chapter members visited the control tower at Austin Bergstrom. Your humble newsletter editor was unable to attend, but has heard that it was a very interesting experience.



A portion of the drone presentation showing different types of unmanned aircraft system operations.

November Chapter Meeting

The November meeting will begin at 10 AM on November 12. November, we will elect a Board member, take care of Chapter's Business, have a message from EAA HQ, hear project update reports from our members, and have an ice cream social!

The meeting will begin at 10 am at Georgetown Municipal Airport's terminal building. The address is 500 Terminal Dr, Georgetown, TX 78628. **There will be no early bird breakfast this time due to the ice cream social.**

Georgetown Tango Flight

By Dan Weyant

We are making great progress with our first year RV-12 Build!

The kids and the mentors are doing great, really high quality work. We have completed the rudder, the vertical stabilizer, and are working on the stabilator. We have received and inventoried the Empenage and Fuselage kits, and should have the Wing kit before Thanksgiving break.

The class is setup so that the kids are rotating between the PLTW Aerospace Academics, building the airplane, and interning with local businesses at the KGTU airport. Truly an incredible experience for the kids.

We have had success raising money to pay for the first three kits, but we need to pull the funds together to pay for the finish kit, firewall forward, and avionics kits. Along those lines, please take a moment and check out the GoFundMe site that we setup. www.gofundme.com/tangoflight.

There is a good write-up with links to the really cool AOPA article on our program and a link to our Facebook page with tons of pictures (one of the students grandparents is a professional photographer!). If you would like to make a donation on the GoFundMe site it would be greatly appreciated. Even a few dollars, but even if you don't, please take a few minutes to read about the

incredible work these kids are doing. If anyone would like to make a donation and needs it to be tax deductible we can do that as well, please PM me and I'll get you details for that.

Thanks for taking a look!

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.

Please…Slow Down!

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

Everyone today is in a hurry, a cultural phenomenon enabled by the technology we use. Example, watch the TV series Star Trek from the 60s, or even the first Star Trek Movie from 1979…then watch the latest version of Star Trek Beyond. The pace is faster, the pictures, scenes and plot lines leap from place to place.

The problem arises when the faster momentum carries a pilot too quickly through his preflight briefings or checklists. Skimming over the highlights can lead to missing essential details that don't jump out at you.

Flight Service specialists I've spoken to recently have expressed frustration because

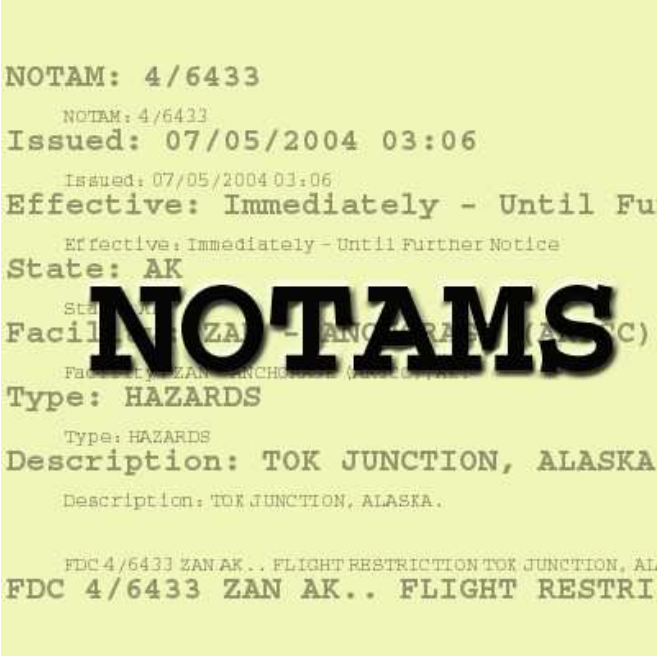
they are trying to give a pilot essential information only to have the pilot hang up quickly or say they don't need it. By essential information I am talking about things like TFR's and Thunderstorms. If a pilot only wants to file a flight plan with flight service, the specialist is required to ask if the pilot has/needs to know about Adverse Conditions along his route.

Listening to audio tapes of preflight briefings, where the flight service specialist was giving a standard weather briefing at a reasonable rate of speed, I can tell that sometimes it is obvious no one is really listening. There is talking going on in the background on the pilot's end, or you hear the specialist finish the briefing only to have the pilot ask him questions about information that was clearly already relayed.

I've read the accident reports in magazines and on the NTSB website, and one thing that is interesting is the high percentage of pilots who don't bother to get a briefing by Flight Service, or through one of the Aviation weather websites before they fly.

The winds are light and variable and the sky has just a few fluffy clouds on a sunny summer morning so a pilot figures it is a good day to get his currency. He jumps in the aircraft and takes to the sky for a couple hours, but when he lands the winds have started blowing so hard he flips on landing. If he had bothered to look at the weather forecasts he might have seen that there was a front coming in or that the NWS was predicting thunderstorms with strong downdrafts in the early afternoon.

There are many aviation weather and flight plan filing options out there these days. Pilots learn about weather in general way back in flight school, but when it comes to self briefing many of them only look at adverse conditions, current conditions, and winds. I personally guess that maybe one in five actually checks the synopsis to see how systems are moving – or if they do, understand what that movement means to the atmosphere.



NOTAMs are an area that most pilots really skim over. They will look at ones related to their destination airport and maybe (hopefully) check for TFRs. Many do not look for NAVAID or Communication outages enroute, or for Airspace incursions like parachutes, drones and rockets. There are thousands of NOTAMs in the system and it is tedious to sort through them all, which is what Flight Service is trained to do as quickly as is humanly possible.

I've been briefing pilots for 25 years. As a flight service specialist I understand the weather patterns in my home region intimately. I know that a low pressure east of a mountain

pass will squirt winds out through that pass that can catch a low flying aircraft in odd ways. I know that widespread low ceilings in eastern New Mexico or West Texas during the monsoon days of summer are very thin, and likely will burn off by 9am. I also know that widespread low ceilings pushed onto western shores are much more likely to last for days, and if a really strong High Pressure is centered in Nevada, southern California will get some nasty high winds at low levels that don't affect the surface.

That's what you get when you call for a standard briefing at flight service, a professional who looks at the weather for hours every single day for years and **knows** how it will affect flight.

To be the best pilot you can be, Get a Briefing. Whether you brief yourself on a website, or call flight service, take your time and make sure you understand what environment you are about to launch yourself and others into. Once your wheels or floats leave the surface of the earth you become a part of the atmosphere – make sure you know what it's up to.

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)
Deene Ogden (2016-2017)

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

eaa187.org