
TAILWINDS

June Meeting Recap



On June 18, the chapter meeting featured a presentation by Steve Ankerstar, son of Brad Ankerstar. Steve was a fighter pilot in the United States Air Force where he flew the F-15 and the F-117. Steve retired from the Air Force about three years ago with approximately 2600 hours of flight time.

Steve Ankerstar presents about his experience in the Air Force

Steve served as the deputy mission commander during the Shock and Awe Mission at the beginning of the Iraq War and his presentation focused on that experience. Steve dropped the first bombs on Baghdad while flying the F-117.

Steve also provided an overview of the F-117. Steve is one of only a little over 700 pilots trained to fly the F-117. The F-117, which is currently inactive, was designed for night time precision attack and carried laser and GPS-laser guided bombs. The F-117 was a secret program until 1988 when the news media learned about the aircraft after a crash. One interesting feature of the aircraft is that due to the stealth design, pilots often became disoriented while flying. Due to this pilot disorientation problem, the aircraft was equipped with a 4-axis autopilot and auto-throttle.

Steve has three masters degrees and is currently working on his PhD. He now owns Afterburner Financial in Round Rock where he provides highly personalized, low fee financial services.

Prior to the meeting, the chapter hosted a pancake breakfast. This breakfast was a trial run, so to speak, and the chapter hopes to make it a regular occurrence.

In addition to Steve's presentation, Randy Rossi briefly spoke to the chapter about the Georgetown High School program where, starting this school year, the students will be building an RV-12. In order for the program to be successful, Randy needs some volunteers to mentor the students during their building sessions. If you are able to mentor, please contact Randy at rarossi@swbell.net or Dan Weyant at weyantt@georgetownisd.org.

Prior to the meeting, the chapter hosted a pancake breakfast. This breakfast was a trial run, so to speak, and the chapter hopes to make it a regular occurrence.



The meeting kicked off with a delicious pancake breakfast.



Randy Rossi speaks about the Georgetown RV-12 project.

Stiletto Airpark Grand Opening

By Pete Christensen

Stiletto Airpark had their Grand Opening Fish Fry June 11th. Dan Badway and I flew out to enjoy some real good catfish. The turnout was actually good for a weekend with chapters having so many Young Eagles flights around Texas. Several more showed up (driving) just before we left.

Here is some information about the Airpark:

Welcome to Stiletto Airpark!

We are doing everything we can think of to develop Stiletto Airpark into a recreational airport with an attractive park like atmosphere. If you have any suggestions, we would love to hear them!

General Information

Stiletto Airpark is located approximately 45 minutes north of Austin, TX. on East FM 243, approximately 4 miles west of Hwy 183, and is being developed as the home to Stiletto Aircraft, LLC., manufacturer of the new "Stiletto" ready to fly Special Light Sport Aircraft. The Stiletto features folding wings and therefore may be stored in conventional buildings. The Stiletto manufacturing and aircraft storage facilities will occupy the southwest quadrant of the airpark.



The crowd enjoying the Fish Fry.

Once fully developed, Stiletto Airpark will include a Sport Pilot flight training center and a Bed & Breakfast facility to house students and other fly in customers. RV parking and tent camping areas are also being designated.



More happy diners.

A T-Hangar facility is being constructed for the storage of non-folding wing aircraft along the northeast property line. If you are in need of hangar space please contact us as indicated below for information. Only ten T-hangar units will be available for lease initially so be sure to claim your spot ASAP! Some hangars are ready for occupancy. We are also considering lot leases for the construction of private box hangars but space for this is very limited.

All visitors are welcome!

If arriving by ground we ask that new visitors check in with the flight office, either in advance by phone or in person during normal business hours (for now, use the contact info below).

As a "Private" airport facility, permission is required prior to conducting flight operations at Stiletto Airpark.

Runway Information

Two sod runways will provide nearly 100% prevailing wind coverage.



One of the available hangers at Stiletto.

RWY 16/34 is 100' wide by 3000' long. RWY 19/01 is 40' wide by 1600' .

All downwind traffic is west of the field. Use Right Hand traffic pattern for RWY 16 and RWY 19. I recommend ½ mile final to RWY 19 to avoid The Flying K airstrip and Pilot Knob Vineyard.

Contact Reid Howell @ 512-635-0847



TJ Van Matre is one of the first to move to Stiletto with his Maule.



Dan and Pete leaving full of catfish and heading back to KGTU.

Thiefneck Fly In

By Pete Christensen; Photos by Frank Johnson (Performance Propellers)

I received an invitation to the first Thiefneck fly-in a couple weeks ago and here are a few of the photos.



As you can see Thiefneck is on a lake, Lake Limestone. It is a beautiful grass strip right on the edge of the water. Owners Frank and Cherie Johnson were very gracious hosts. Good BBQ and great company. I counted at least a dozen or so planes and more than twice as many guests.



This shot shows my Kitfox, the second plane in from the left. That's the furthest left you'll ever see me. ;-)



The airport as a beautiful setting.



International Young Eagles Day Rally

On June 11, the chapter hosted a Young Eagles rally to celebrate International Young Eagles Day. The event was a big success. The rally kicked off at 9 AM and lasted through the afternoon. 63 Young Eagles were flown.

After each Young Eagle registered, the kids divided into groups to do learn how to pre-flight an airplane and a bit about airplane safety.



Once the preflight was done, the kids were assigned to a pilot and away they went! We kept the tower folks at GTU busy and the tower team did a great job helping us stay safe.

Special thanks goes out to the ground crew: Sandra Mello Lopez, Roger Lopez, Thomas Lopez, Matthew Lopez, Paul Erb, Jacob Wilder, and Donna Stefanov.

Additional thanks goes out to our volunteer pilots: Nick Tyson (flew 3 YEs in his Cessna 162 Skywatcher), Monty Suffern (from the Waco chapter who flew 14 YEs in his Cherokee 160), Mark Stefanof (flew 3 YEs in his Mooney M20E), Paul Steen (flew 8 YEs in his Mooney M20), Pete Christensen (flew 4 YEs in his Kitfox), Valerie Barker (flew 12 YEs in her Cessna 182), Fidot Fomichev (flew 4 YEs in his Grumman AA5A), and Kevin Mossey (flew 13 YEs in his Grumman AA5A).

An assortment of photos from the rally are on the next page.



July Chapter Meeting

On July 16, we will enjoy a presentation by Radek Wyrzykowski, the creator of the IMC Club. Radek will explain the purpose of the IMC Club and how you can get involved. Dues for the IMC Club are included in your EAA membership dues.

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.

GPS Interference Testing

Information from FAA Flight Advisory.

GPS testing is scheduled as follows and may result in unreliable or unavailable GPS signal:

- A. Location: Centered at 311724N0974905W or the AGJ VOR 064 degree radial at 18NM.
- B. Dates and times: 06-20 July, 2016 1330Z – 2300Z
- C. Duration: Each event may last the entire requested period.
- D. NOTAM INFO: NAV (FTHD GPS 16-08) GPS (INCLUDING WAAS, GBAS, AND ADS-B) MAY NOT BE AVBL WI A 041NM RADIUS CENTERED AT 311724N0974905W (AGJ 064018) FL400-UNL DECREASING IN AREA WITH A DECREASE IN ALT DEFINED AS:

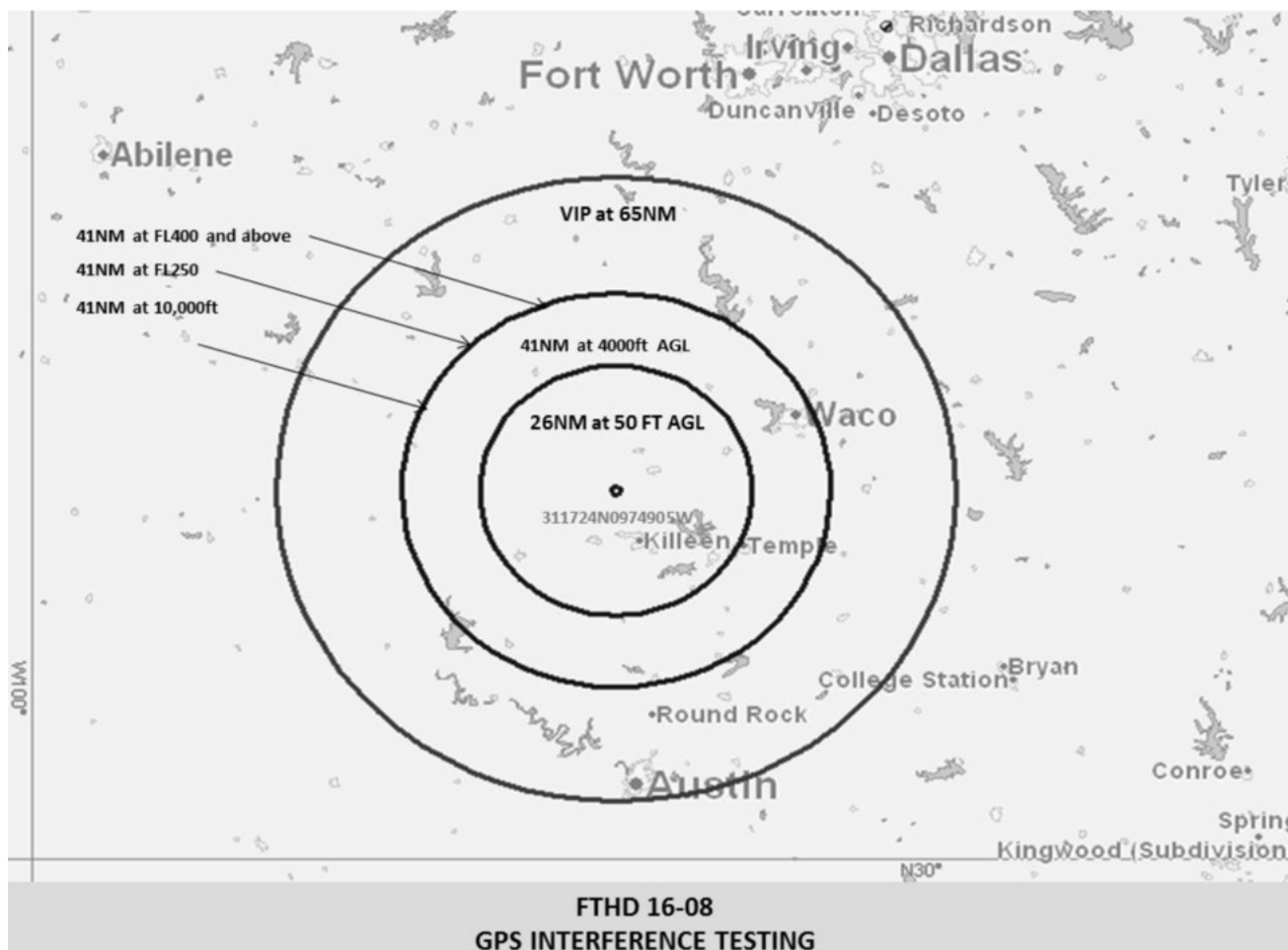
041NM RADIUS AT FL250 041NM RADIUS AT 10000FT 041NM RADIUS AT 4000FT AGL 026NM RADIUS AT 50FT AGL

THIS NOTAM APPLIES TO ALL AIRCRAFT RELYING ON GPS. ADDITIONALLY, DUE TO GPS INTERFERENCE IMPACTS POTENTIALLY AFFECTING EMBRAER PHENOM 300 AIRCRAFT

FLIGHT STABILITY CONTROLS, FAA RECOMMENDS EMB PHENOM PILOTS AVOID THE ABOVE TESTING AREA AND CLOSELY MONITOR FLIGHT CONTROL SYSTEMS DUE TO POTENTIAL LOSS OF GPS SIGNAL.

E. Pilots are encouraged to report anomalies only when ATC assistance is required.

The time periods discussed in this advisory may be reduced or cancelled with little or no notice. Pilots are advised to check NOTAMs frequently for possible changes prior to operations in the area. NOTAMs will be published at least 24 hours in advance of any GPS tests.



A Word from the President . . .

Hello Chapter 187 Members and Friends,

We have a happy news from EAA HQ. They just announced the 2016 award winners of the Major Achievement Award, Web Editor Award and Newsletter Editor Award. Every year each chapter nominates those “who have gone the extra mile throughout the year for the betterment of your

chapter, EAA, and our aviation community,” and the award recipients will be honored at EAA AirVenture Oshkosh. This year our own Fi Dot Fomichev was given the Web Editor Award and is invited to the Award Breakfast! There are so many nominees and it is great to see him selected for his long hours and tireless contributions in many areas in our Chapter. It is a quiet and invisible work to most of us except that we can see and enjoy the Chapter website, the fruit of his labor. Congratulations, Fi Dot!



Please be aware that the July meeting has moved to the third Saturday this month, July 16 at 10:00am at Georgetown Municipal Airport Terminal. Radek Wyrzykowski, the creator of IMC Club will give us a presentation via video conference from Oshkosh EAA HQ. Find out the details at the chapter website eaa187.org.

Radek is a master certified flight instructor-instrument and multiengine instructor. As a flight instructor in Norwood, Massachusetts, he developed a volunteer mentor program to help instrument pilots improve their proficiency.

“The IMC Club’s purpose is to promote instrument flying, proficiency, and safety. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency in instrument flying. IMC Club chapters offer monthly meetings in which pilots can network and share knowledge and experiences.”

IMC Club became EAA subsidiary in November, 2015. We would like to establish an IMC Club chapter here in Georgetown for its monthly meeting. EAA members are members of the club without any extra cost besides the EAA membership.

Last month, we had a trial run of smaller size for breakfast pancakes with eggs and sausages. If we can purchase the decent size griddle, we can make it happen on a regular basis. Please let us know what you think about monthly or weekly breakfast or lunch. Give us some ideas to pursue this route. Once we have our own Chapter hangar, we will need some fundraising to pay for the utility and maintenance of the facility. Let’s look ahead a bit and start realizing what we can do meanwhile. It is exciting to see so many new members come into our Chapter and Chapter meeting.

Let us know those who are planning to go to OshKosh AirVenture if you are interested in gathering for a dinner...

Happy Summer to you All!

Haruko Reese
EAA Chapter 187 President

Thunderstorms

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

As amazing as it seems, thunderstorms are already running rampant across the country. Tornadoes, once thought to belong exclusively to late summer storms have done major damage already this year and summer has just begun.

The capabilities of weather radar these days is amazing. Even more amazing are the programs used to interpret the data brought in by the raw radar. With today's programs you can see not just storm intensities and movement, you can see windflow on the VAD (Velocity Asimuth Display) even without precipitation.



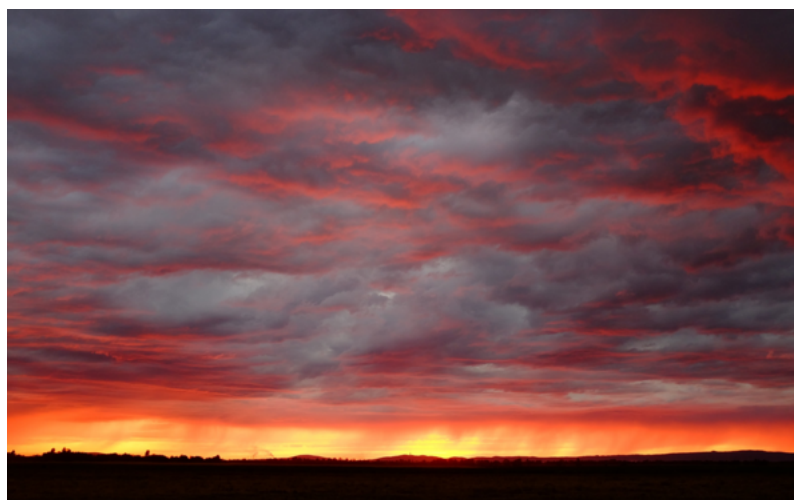
Weather radar, unlike Air Traffic Radar, was originally designed to see moisture. An individual site measures the amount of moisture and how far up in the atmosphere the moisture extends within its small area. Because upward development is what occurs when thunderstorms are created, the higher up the moisture extends usually equates to the severity of the other weather elements, such as wind and hail, associated with that moisture. The radar site also shows how quickly the parcel of moisture is moving across the observed area.

One radar site alone will only see about a hundred miles out at best, and the outer fringe moisture levels will not be painted as accurately as those closer to the site. The National Weather Service has placed their radar sites across most of the nation close enough together that today's computers can weave the data from these sites together to form a "mosaic" of weather conditions. This is what you are looking at when you see the evening news and on most of the radars available to the public on the internet.

If you use the <http://www.aviationweather.gov/radar/mosaic> site you can pull up a national picture of radar that is very sensitive. It actually picks up cloud activity, and around the center of the radar site it may on occasion pick up the tops of buildings and trees. Radar waves can bend with certain

atmospheric conditions, so seeing what is called “anomalous propagation” (AP) is most prevalent after nightfall as the air cools. AP tends to hide any lower cloud or lighter precip if it is in the area, so you have to check the satellites to see if the radar returns are real or just the local skyline.

By opening up the national radar mosaic on that website it will expand the area so that even if there are no returns showing when it is small, anything that is there will pop up to be seen. Looping it gives you a better idea as to which direction the activity is moving and whether it is growing or dissipating.



The more dramatic colors – reds and oranges indicate some pretty severe thunderstorms. These are more often seen in summer and fall. Widespread areas of green and yellow depict light to moderate precipitation. Blue is usually heavy cloud activity and pale gray means the computer is picking up something but isn't quite sure what.

Today's pilots have a plethora of choices when it comes to radar

pictures on the web. Many of the ones dedicated to aviation such as the PilotWeb site (AFSS.com) will have radar pictures with a dialogue describing the movement of cells and an overlay of Convective Sigmets or Area Weather Watches.

Storms associated with fronts are pretty easy to predict. They will travel eastward along with the fronts and once the front passes things usually clear up pretty quickly. It's the storm born of moisture and heat that surprises many pilots. The moisture is mostly invisible as it drifts in from the ocean at high altitudes.



Several times in my career I've heard pilots say “I did a briefing but there was nothing on radar!”

Usually this comes from someone who was up and briefed very early in the day for an all day flight,

then as the afternoon heat provides uplift to air that is holding moisture in suspension above 24,000 feet, he suddenly finds himself surrounded by lightening and anvil tops.

Something a lot of pilots ignore when self-briefing are the NWS Convective Outlooks. These are not actual observations of storm activity like Convective Sigmets, but rather an overall picture delineating what areas have enough moisture and potential lift for storms to develop later in the day. You can find them in the Convective Sigmet outlook section.

So as you prepare for the summer keep this in mind. Fly early. Before noon the air is usually calm or light winds, the skies are clear and life is good. As soon as you see the clouds forming large cotton balls around you start thinking about landing sites. By 2 PM the updrafts/downdrafts will make your passengers airsick and you might suddenly discover that your VFR flight path has been blocked.

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)
Deere Ogden (2016-2017)

Meetings

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

eaa187.org