

Experimental Aircraft Assoc.

Chapter 302 ~ Conroe, TX



**Five Ch.302 members meet at Oshkosh for dinner.
(L to R) Greg Young, Frank Johnson, Doug Prior, Mike
Singleton, Ray Coker.** (Your editor was in the UL area & forgot!)

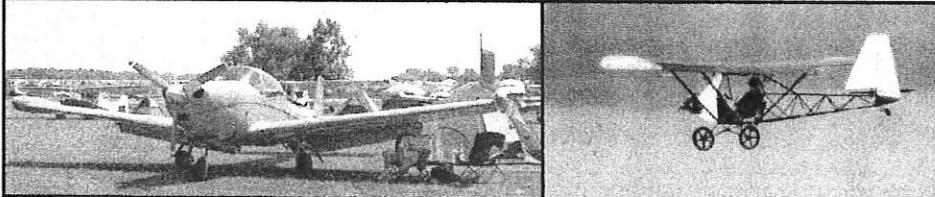


August 10th Meeting:

Third time is the charm, right? This month looks like Mr. Waller's schedule will allow for a visit with us.

D.B. Waller, WWII fighter pilot, is scheduled to speak to us. He flew the P-40, P-39, and P-51.

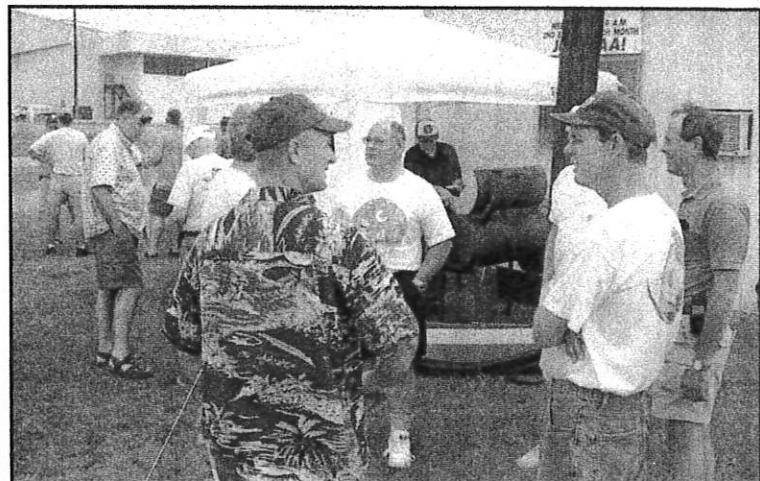
Young Eagles event immediately after the meeting!



Oshkosh, AirVenture 2002, Wow! What a great week, an opportunity to O.D. on aviation. Greg & Frank camped with the Navion. Paul was with the Legal Eagle group (ultralight area) and also helped build one named "The Spirit of '03."

Young Eagles ~ Share The Dream, August 10th after our meeting!

Around the Patch



TFR's & Weather on the Web

There's a lot of discussion on the web about the pitiful lack of useful information regarding TFR's. Included are concerns that various government agencies are managing to use different plotting systems, so the TFR information you receive may be displaced laterally, depending on who you talk to.

Meanwhile, someone at the FAA decided it would be fun to provide us with TFR information listed by ARTCC. (See <http://www.notams.faa.gov>)

Now, not only must we know about and avoid airspace areas which may change daily and are not on our sectionals, we're supposed to locate these forbidden zones by knowing which Center's airspace we're flying through. (Does your route of "light take you from Houston Center's airspace into that of Atlanta, or will you be cutting through part of Memphis Center's "turf"?) Because the ARTCC's have notoriously zigzag boundaries

There were hamburgers and cokes for everyone after our July meeting. David Dauzart was the chef, serving up some great burgers. Thank you David and all those who helped with the set-up and tear-down! **Well done!** (And that's not just the beef!)

TFR's & Weather on the Web

by Perry McConnell

which are also not on our charts, the FAA's approach makes the pilot's planning job harder than it should be, for no apparent reason.

Fortunately, some government agency occasionally gets it right. In this case, it's the Bureau of Land Management. BLM has the TFR's plotted graphically, and readily available. See: <http://airspace.blm.gov/mapping/blm/index.cfm>

WARNING! READ the disclaimer, (there's a link at the bottom of the page), in part because the disclaimer page has the only link to the list of not-yet-processed TFR notams: <http://airspace.blm.gov/mapping/blm/BLMTFRPending.cfm>

So far, BLM has been very good about processing these notams quickly, and the pending list only has had one or two entries, if any.

A related site is: <http://www.fs.fed.us/r6/aviation/airspace/>

which is a joint effort of the BLM and the Forest Service. It's focused more on

the forest fire TFR's, but provides a wealth of actually useful information, and links to other sites

with still more good info. If you want to do your planning the hard way, and need to know where the ARTCC boundaries are, this site even has a map of those:

<http://www.fs.fed.us/r6/fire/aviation/airspace/artccmap.gif>

On the weather end of things, sometimes I find sites which provide useful information with a minimum of pain. Such as:

<http://www.duats.com/graphics/graphics.html>

No logins, quick loads, links to national coverage of essentially real-time weather radar (time stamps are usually less than ten minutes old), the ability to see time lapse loops with one or two hours of historical radar information, satellite pics (visible and infrared) and surface weather analysis graphs. One of the more useful weather sites available.

Perry