



**YOUR EDITOR ON
2003 B-17 FLIGHT
FROM NQA TO KDTN**



**A BLONDE BOMBER
ON A RECENT TOUR
STOP FLIGHT**



**A THANKS FOR JEP
WILLIAMSON'S
SERVICE**

182 FLYER



President's Column

No President's Column this month as Gerhard was on vacation. The President's Column will return for next month's issue of the 182 Flyer.

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VP Ramblings

Landing into my strip the other day got me thinking about the 500 foot rule. We all know it, don't we? Not within 500 feet of a person, vehicle, or structure "except when necessary for takeoff or landing...", but what constitutes "landing"? FAR/AIM does not define it, but most of us would say a landing is when the aircraft touches the ground, water, or snow, right? A touch and go is a "landing" within the 90 day rule for carrying passengers, so despite no absolute definition the FAA does imply it within that rule. With me so far? Now, what happens if you DO NOT actually touch the ground, water, or snow? It's not a landing, right? You might have been attempting to land, but if you didn't actually touch the ground, etc. - you didn't "land". Now, re-read the 500 foot rule - "except when necessary for takeoff or **landing**...". It says nothing about when **attempting** to land. At most public airports it's probably not an issue, but at private strips you may fall afoul without knowing it. Some years ago in the UK an ATPL for a major airline was delivering a 2/3 scale (I think) Spitfire into a private airstrip. He made three attempts to land but was unable to complete a landing and subsequently landed back at home base. A father and son were fishing a lake under the approach path of the aircraft. According to reports at the time they were in camouflage clothing and hidden in bushes which made them invisible from the air. The father brought a low flying charge against the pilot for breaching the 500 foot rule. After much time and huge amounts of money, the CAA and the courts upheld the charge since the rule does not allow an exception to the 500 foot rule for **attempting** to land even if the go around was for safety reasons and since the aircraft never touched the ground, it was not "landing" as required by the rule. The pilot lost his license and his job. The next time you think about a "low pass to check the runway", bear in mind that you may contravene the rule and not know it...

CAVOK and tailwinds to all...

Gary

B-17 Planning Meeting at Millington



(Top): NQA Director, Roy Remington, discusses B-17 stop. (Center): New member Bernard Green shows flight apparel he makes. (Bottom): VP Gary Maidment barks out B-17 planning orders on the NQA/CTI ramp.

March Meeting Minutes

A good turnout of 17 chapter members made their way to CTI at Millington-Memphis Airport (KNQA) on May 11th for the chapter meeting. The primary focus was on the upcoming B-17 Aluminum Overcast visit from May 30th (press day) to June 2nd. Chapter President Gerhard Schubert presented details of the schedule and Roy Remington, Executive Director at NQA gave a presentation covering the airport's planning for the event. The group went out onto the CTI ramp to check where the B-17 will park, where public areas will be, where the B-17 and our EAA Chapter 182 stands will be and where fire equipment will be staged. Chapter VP Gary Maidment passed around a sign-up sheet for volunteers on the three public days and press day. Take up for Saturday the 31st was good, but volunteers are still needed for Thursday, May 30th, Friday the 31st and Sunday, June 2nd. Please contact Gary at 901-483-3222 if you are available. Press day times are TBD, but are usually early afternoon. Bernard Green then showed the group some 'pilot pants' he has designed and is manufacturing. See the special to the **182 Flyer** on Bernard's company below. Gary reminded members that the May fly-in was planned for May 25th at DeWitt Spain (MO1) in support of the CAF Delta Blues Squadron Memphis Airshow.

STOP THE PRESS! Mark McNabb is having a fly-in at his airstrip on June 15th. As we already have one event planned in June (the B-17 visit), your chapter board has consolidated the planned chapter meeting on June 8th and the next fly-in on June 22nd into one meeting at McNabb's on June 15th. This is an all day event and Mark has been gracious enough to invite us to this company sponsored and catered event. Please make your best effort to be there and support Mark on June 15th!

CAVOK and Tail Winds,

Gary, Chapter VP

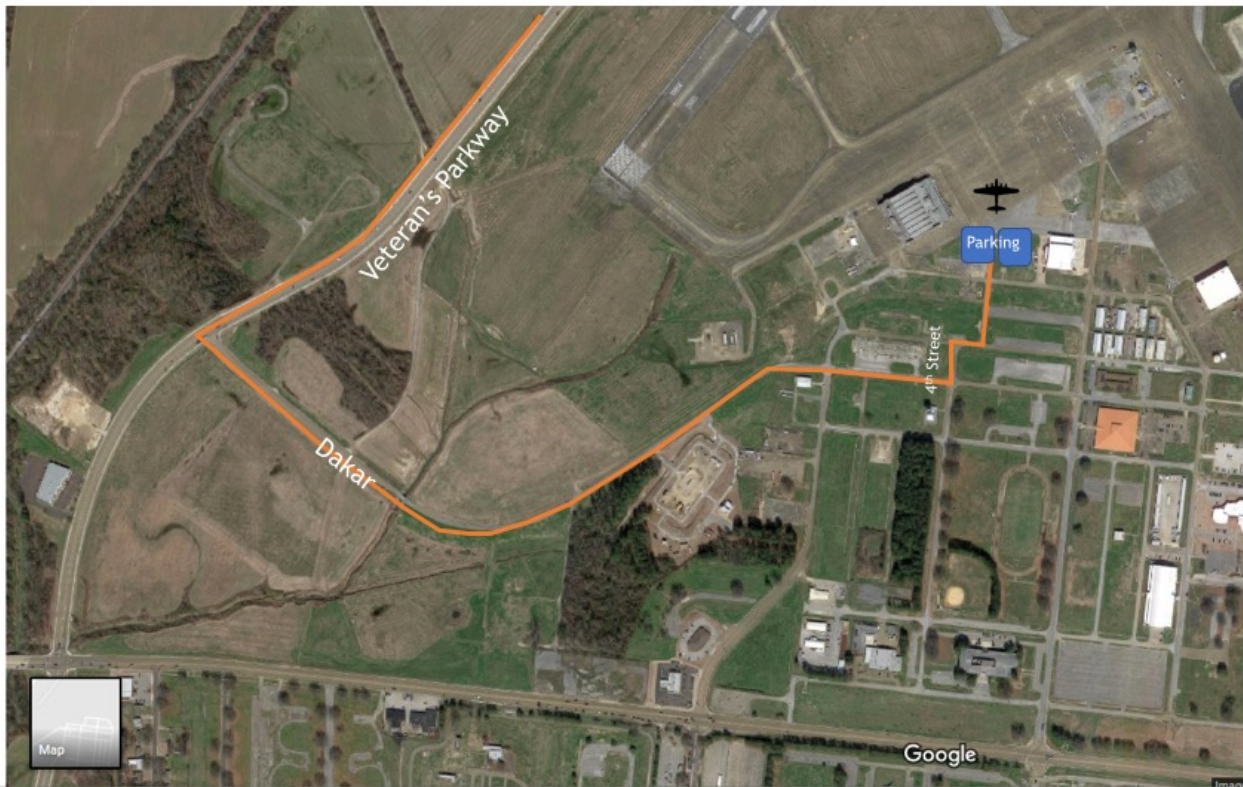
SPECIAL TO THE 182 FLYER:

2 Bernard Green presented and asked for comments at the Millington meeting (May 11th) on a pair of prototype Aviation Pants he has designed and sells. Bernard is the creator of the company, Adorn Before Flight, Inc. His company is a for profit company with a mission. The mission is to help fund the cost of the next generation of aviators. Adorn Before Flight's mission is to help fund the cost of light training to young people who seek to become aviators. Adorn Before Flight aviation pants feature pants that attempt to be stylish, comfortable, and safety oriented with multiple pockets that can accommodate sectional charts, pocket knives and multitools, cell phones, and most importantly, pens. This will be Adorn Before Flight's second production run. The first production run was sold to pilots, non-pilots, and to the students of Tuskegee NEXT at DPA Airport in West Chicago. Several pilots and non-pilots alike made purchases of the pants. If you are interested in Adorn Before Flight, Inc., stay tuned as Bernard finalizes design with his contractors and moves into manufacturing. He is also working on his website currently at

Editors note: Photos this issue: Copyright Alan Howell Photography (www.alanhowellphoto.com) except 2003 Millington (NQA) B-17 flight photos by Philip Cox. Cover Photo: EAA's B-17 'Aluminum Overcast' climbs away from Millington's Runway 22 on the flight out to it's next tour stop at Shreveport, Louisiana, after a successful tour stop at Millington, Tennessee, supported by EAA Chapter 182, Memphis, late summer, 2003 (Photo by Philip Cox). This chapter newsletter will be refined and improved with each subsequent monthly issue - A.H.

MAPS PROVIDED BY MEMPHIS-MILLINGTON AIRPORT OF THE PREFERRED AUTOMOBILE INGRESS/EGRESS ROUTES FOR THE B-17 EVENT, MAY 31 THROUGH JUNE 2nd:







JOIN THE FLIGHT!



Climb aboard EAA's B-17G *Aluminum Overcast* for a once-in-a-lifetime opportunity to fly in one of World War II's most vital aircraft.

Millington-Memphis Airport May 31-June 2, 2019

FLIGHT EXPERIENCE PRICING AND TIMES

Flights available 10 a.m. to 1 p.m.

EAA MEMBERS

\$435

NONMEMBERS

\$475

Includes a FREE one-year EAA membership



GROUND TOURS PRICING AND TIMES

Ground tours available 2 to 5 p.m.

INDIVIDUALS

\$10

8 & under w/paid adult are FREE

FAMILIES

\$20

Adults and children up to age 17

**VETERAN/
ACTIVE MILITARY**

FREE

Visit **B17.org** or call **800-359-6217**.



"Keep 'Em Flying" – Revenue from the B-17 tour helps cover maintenance and operations costs for *Aluminum Overcast*.

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June

2019

May							July						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
			1	2	3	4		1	2	3	4	5	6
5	6	7	8	9	10	11	7	8	9	10	11	12	13
12	13	14	15	16	17	18	14	15	16	17	18	19	20
19	20	21	22	23	24	25	21	22	23	24	25	26	27
26	27	28	29	30	31		28	29	30	31			

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
26	27	28	29	30	31	1
				B-17 Media Flight, Millington (NQA)	B-17 Revenue Flights/Tours Begin, Millington (NQA)	B-17, Millington (NQA)
2	3	4	5	6	7	8
B-17, Millington (NQA)						
9	10	11	12	13	14	15
						Chapter Meeting and Fly In @ Mark McNabb's strip.
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	1	2	3	4	5	6