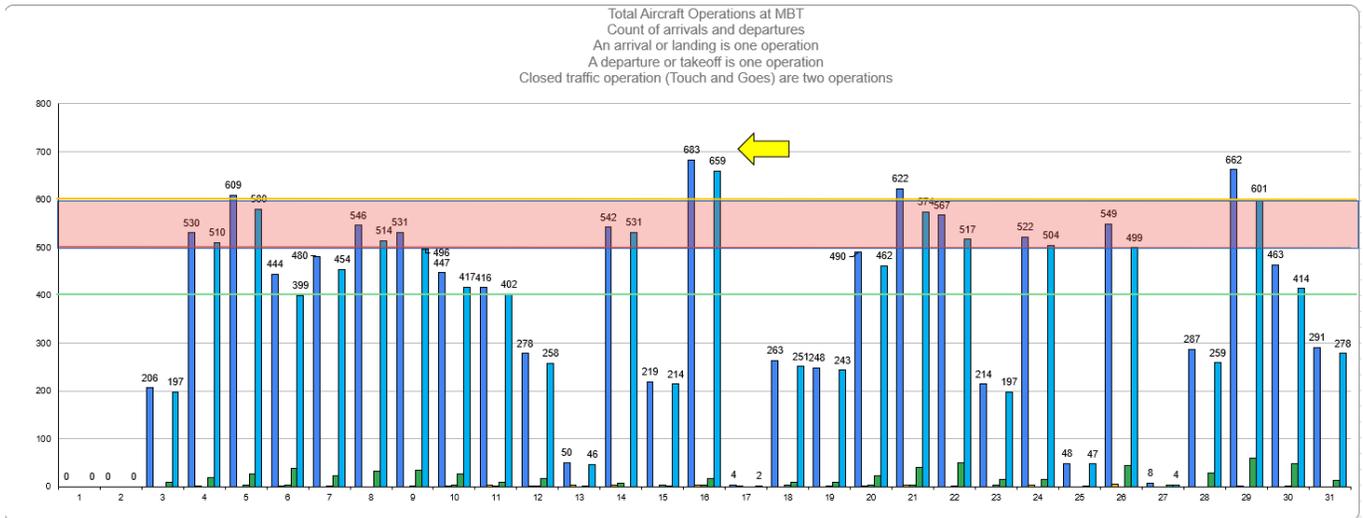




# The Future at KMBT

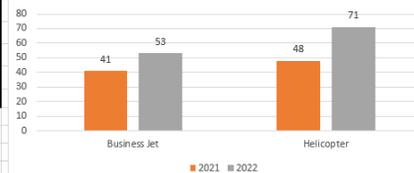


It was a very interesting presentation from Mayor Shane MacFarland! It was a detailed report with a lot of charts and graphs. We all were surprised to see that Murfreesboro is the third busiest airport in Tennessee not all that far behind Memphis in terms of operations per month! The highest day

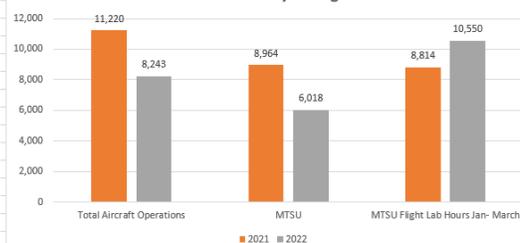
### March 2021 vs March 2022

	2021	2022	difference	% change
Business Jet	41	53	12	29% increase
Helicopter	48	71	23	48% increase
Multi Engine	631	1,096	465	74% increase
Single Engine	10,500	7,023	-3,477	33% decrease
<b>Total Aircraft Operations</b>	<b>11,220</b>	<b>8,243</b>	<b>-2,977</b>	<b>27% decrease</b>
MTSU	8,964	6,018	-2,946	33% decrease
MTSU Flight Lab Hours Jan- March	8,814	10,550	1,736	20% increase

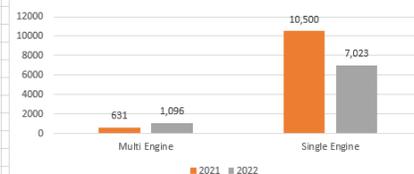
### March 2021 vs March 2022 Jet and Helicopter Operations



### March 2021 vs March 2022 Total Aircraft Operations, MTSU Operations, and MTSU Lab Hours flown January through March



### March 2021 vs March 2022 Multi-Engine and Single Engine Aircraft



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was 683 operations [see chart above]. If operations go above 500 per day it can result in complaints from pilots and from adjacent neighborhood residents. The second chart shows the changes from implementing a plan that was created from the results of Virtower© information. The consultants used this information in consultation with MTSU, airport users and concerned government agencies to implement “Standard Procedures” during operations at the airport. Changes have already been implemented that have helped ease traffic congestion at the airport. An example is that some primary training operations have been moved to other airports.

**MTSU Moving**

MTSU has been in talks with Rutherford county representatives on a on-going basis about the university’s needs for facilities of the aviation programs. Naturally gathering all of the information to gain a consensus results in plans changing. It is currently speculated that MTSU will move the whole aviation program to Shelbyville over time as facilities can be developed/constructed or procured. The details of this plan are currently not available. With current space constraints of the airport and one would also assume budget constraints the move to Shelbyville has developed and being discussed.

**May Speaker**

The speaker this month is Dr. Sydney McPhee to speak about MTSU plans for the future.

**Young Eagles**

The Young Eagles flight on April 16 had a great turnout! In total we had 30 kids! It started slower than we had hoped for as the ceilings dropped in the hour before we started. Thankfully conditions improved so the flights could begin after the ceilings lifted after about an hour and a half delay. There are ongoing talks with other chapters nearby to have all the chapters co-support the young eagle flight days to encourage and expand

Our next Young Eagles flight will be on May 14, 2022!

**Treasurers Report**

			EAA CHAPTER 419					
			MURFREESBORO, TN					
			MONTHLY TREASURERS REPORT					
			MARCH 9th THRU APRIL 14th 2022					
			ASCEND FEDERAL CREDIT UNION BEGINNING BALANCE 03/09/2022					\$46,341.67
			REGIONS BANK CHECKING ACCOUNT BEGINNING BAL. 03/03/09/2022					\$1,523.23
			TOTAL CHAPTER ASSETS ON 03/09/2022					\$47,864.90
			TOTAL DEPOSITS TO REGIONS CHECKING ACCOUNT 03/09 THRU 04/14/22					\$15.00
			TOTAL DEBITS FROM REGIONS CHECKING ACCOUNT 03/09 THRU 04/14/22					\$214.52
			(Debit expense if for purchase of new Chapter Banner re: FastSigns)					
			ASCEND FEDERAL CREDIT UNION ACCOUNT ENDING BALANCE		4/14/22			\$46,345.64
			REGIONS BANK CHECKING ACCOUNT ENDING BALANCE		4/14/22			\$1,299.33
			TOTAL CHAPTER ASSETS AS OF APRIL 14 th 2022					\$47,644.97

## May-President’s Corner

May is here, and spring is with us full force. The showery weather is hopefully behind us and the coming months offer some fantastic flying weather. The warmer weather brings with it the afternoon storms we are all too familiar with. It seems the forecast most weeks from our TV weather and weather apps show thunderstorms every single day. Those sources are great for getting a general sense of the weather, but if we went by those sources alone we would either cancel all of our flights or get ourselves into a little weather trouble.

I will admit to missing the days of dialing up 1-800-WXBRIEF and talking to a professional briefer at a Flight Service Station. You can still do that, but the experience just isn’t the same. Today, we have available to us an almost endless choice of aviation specific resources via computer or our smart phones. From apps, to Electronic Flight Bags (Foreflight, © Garmin Pilot, © etc), and aviation weather websites it can be difficult to know what to use and when...and then, did you cover all of the information you need for your upcoming flight?! I’ll cover getting an appropriate briefing in an upcoming article, but for this installment will focus on those aforementioned afternoon thunderstorms.

Easy access to weather apps has improved our user experience as aviators, professional and for amateur alike. What I have observed in all of my flying, for work and play, is that the ease of access has led to us actually obtaining less information. What I mean by that is, I see many of us just looking at the METARs and TAFs. Those give us a good picture and I think we all understand the

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significance of a short TAF vs a long one and know how to judge if the timing of a TAF is working out, but why not look for more? Foreflight, in addition to having wonderful briefing tool, has all the imagery some of us...uh, more seasoned pilots...are familiar with. I love checking out the Surface Analysis and Prog Charts. This extra info adds layers to your understanding of the weather situation. We should be familiar with where the high pressure, Low pressure, cold fronts, and warm fronts are. As many layers as you can add to the picture, the better the understanding you will have.

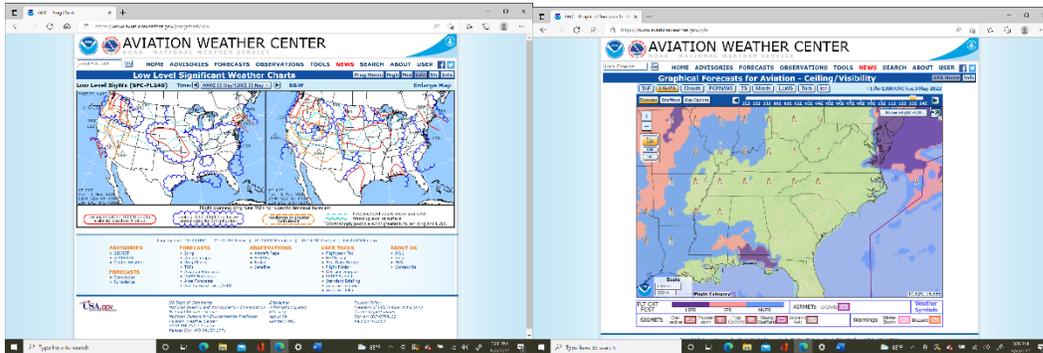


Fig. 1 Both of these are for the same time, about 18 hrs in the future.

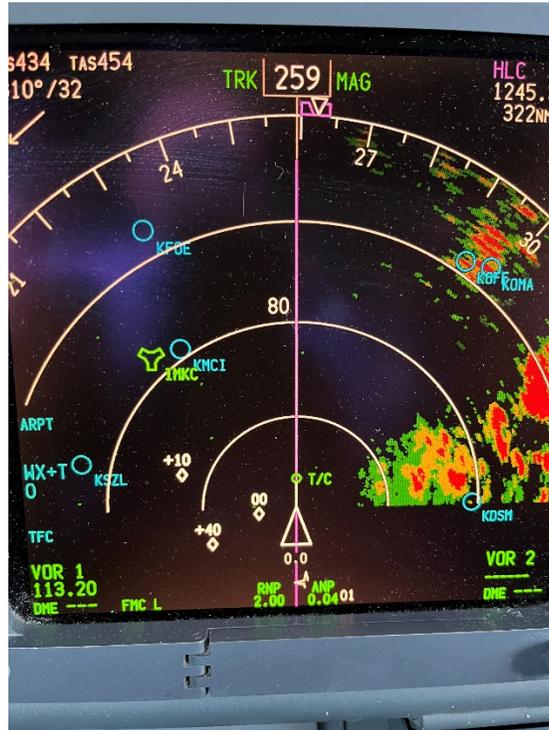
Additionally, I really like [www.aviationweather.gov](http://www.aviationweather.gov) for weather charts. In figure 1, you see two charts that add additional layers to our understanding of the weather to come. To further get handle on the timing of those pesky storms, the GFA tool is fantastic. Since Area Forecasts are no more, this has become one of my frequently viewed tools. Figure 2 is the GFA tool for the same time as the charts in Fig. 1.



Once you're flying, dealing with the weather has gotten easier too. With the advent of EFB applications and the ability to uplink weather to our iPads comes increased capability. With that, the temptation to push closer to the weather is great. This look at radar is *not* real time, please remember that. You shouldn't be using these capabilities to push closer, just to plan a little better. I am fortunate enough to fly state of the art equipment with a really good radar, and let me tell you, I have seen radar signatures change really quickly. Holes in the weather can close up FAST! A healthy

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respect for summer storms is a good thing. Check out the image in Figure 3, you see that I am giving these storms a wide berth. Something else really cool about this photo (and why I took it) is the difference in the storms it shows.



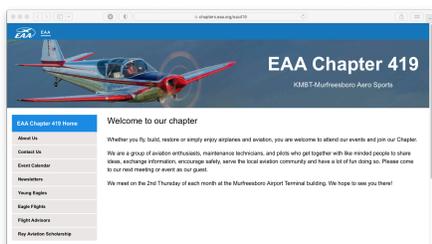
The storms just to the right were significant, with cloud tops above FL350. They had some serious energy, that's why I gave them 30 miles while downwind (look at the wind direction in the top left). The real serious weather, however, is in the far right. The difference is striking as the gradient of the returns is fast and severe. The smaller the bands of green and yellow surrounding the red, the more severe the storm. If you see one of these pop up on your iPad...stay away!

Don't forget about gust fronts and microburst either. Trying to press the field with a storm approaching can be a delicate maneuver, so don't be afraid to go around and go elsewhere to wait it out. I once had a gust front arrive at the airport as I was in the flare. I was flying a British Aerospace J32, which fortunately handled well in a crosswind, but it's not somewhere I'd like to find myself again.

Take care when planning your summer flying outings, whether a cross-country to get some seafood, or just a local tour to 'bore holes in the sky', as my Dad likes to say. Use the technology we are blessed to have to it's fullest and don't allow it to make you complacent.

**Officer 2022-2023 Term**

President.....	Chris Hardee	615 482 1592
Vice-President.....	Adam Palermo	615 934 2867
Treasurer.....	Dan Perkey	615 556 7149
Secretary.....	Clifford Richeson	615 631 8953
Eagle/Young Eagle Coordinator	Chris Hardee	615 482 1592
Membership /Board.....	Earl Grace	615 315 8811
Board (one year) Web / Social.....	Jerry Swick	615 779 8373
Board (one year).....	Robbie Mackie	615 705 1395
Board.....	Chuck Williams	615 519 3680
Board / Newsletter Editor.....	Joe Blanton	586 215 7886



**New Chapter 419 Website**

The new website for the chapter is almost ready to launch. Our thanks should go to Jerry Swick for his efforts to update our website. If you have some website skills and would be willing to help.

Have a look at <https://chapters.eaa.org/ea419>

**Young Eagles**

The schedule for Young eagles is as follows for 2022 [Weather Permitting].

April-9    May-14    June-11    August-13    September-10    October-8

Second Saturday each month April through October excluding July due to Airventure 2022.  
 Time is 10:00 to 1:30.

**2020 Meeting Calendar      Month-Club Mtg / Board Mtg**

January 13th / 27th

July 14th / 28th

February 10th / 24th

August 11th / 25th

March 10th / 24th

September 8th / 22nd

April 14th / 28th

October 13th / 27th

May 12th / 26th

November 10th / 24th

June 9th / 23rd

December 3rd Christmas Party