

Unfortunately, one of the first visitors to the 2012 Wrens fly-in, Chris Bowen, passed away in an aircraft accident. This happened soon after he arrived at the Wrens airport in the early afternoon on June 8th. He took off a couple hours after arrival to look at some fields he had flown over during the 2011 Wrens Fly-in. For unknown reasons his aircraft went down about 1¼ miles northwest of the airport.

EAA 172 members' thoughts and prayers are with his family.

On June 9th Chris's brother came in the morning and, later in the early afternoon, Chris's dad came by on his "Closure Tour" in the Wrens area. Both were happy to hear that Chris was well thought of by the pilot community and accepted condolences to them on behalf of the community. His dad said "At least he died while doing something he loved."

An aviation fund with [Angel Flight](#) was established in memory of Chris. EAA 172 donated to this fund.

Christopher William Bowen

Gyroplane pilot, Entrepreneur, Builder and Mechanical Maintenance Superintendent.

EAA #1015053 EAA Chapter 1514, Savannah, GA



Mr. Christopher William Bowen, 54, born July 06, 1957, died June 08, 2012. He enjoyed flying. Friends who knew him testify to his ability and competency as a Gyrocopter pilot. He was a member of Indian Hill Missionary Baptist Church in Bluffton, South Carolina. Chris loved the Lord and was a loyal friend. He enjoyed being with his friends, hunting, being outdoors, fishing, making delicious low-country boils, maintaining a website for his personal designs of deer hunting stands, caring for his yard and home, and tinkering in his garage. There wasn't much Chris couldn't do.

Survivors: Chris is survived by his wife, Rosemary Roberts Bowen, of Bluffton, South Carolina; his mother, Gerlinde Korzer Jenkins of Bluffton, South Carolina; his father, William Kenneth Bowen, and step-mother, Wealthy Bradley Bowen of Evans County, Georgia; his two sons, Forrest Bowen and Forrest's most significant friend, Amanda Erin Waters of Bluffton, South Carolina and Marion Bowen of Turbeville, South Carolina; three step-sons, Richard Bowen of Bluffton, South Carolina, Shane Crosby of Vidalia, Georgia, and Gary Crosby (Leslie) of Claxton, Georgia; two brothers, Kenneth Craig Bowen of Bluffton, South Carolina, William Robert Bowen (Anna) of West Melbourne, Florida, two half brothers, John West (Kim) of Pickens, South Carolina and Michael DeLoach of Bluffton, South Carolina; one half sister, Sharyl Teresa Anderson, Swainsboro, Georgia; a brother-in-law, Daniel Roberts of Lakeland, Florida; two sisters, Debra Ann Bowen-Moline (John) of Austin, Texas, and Michelle Denise Bowen-Blakley (Paul) of Austin, Texas; two grandchildren, Hannah Elizabeth Bowen and Layla Grace Pye Bowen.

Visitation: Wednesday, June 13, 2012, from 6-8:00 p.m., at J. Mellie NeSmith Funeral Home.

Funeral: A service honoring the life of Mr. Bowen was held Thursday, June 14, 2012, at 1:30 p.m., with Reverend Harold Byron Twigg and Reverend John West officiating, at J. Mellie NeSmith Funeral Home Chapel.

Burial: Ephuses Primitive Baptist Church Cemetery, Bulloch County, Georgia.

Mellie NeSmith Funeral Home, Our Family Serving Your Family Since 1917, 912-739-3338.

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Please sign our Obituary Guest Book at <http://savannahnow.com/obituaries>.

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TARMAC OR RAMP? (or is it apron?)

A lot of pilots get “bent out of shape” when someone calls the area at the airport in front of the FBO, or where he is parking his plane, the tarmac. The media usually uses “tarmac” because it sounds “cool” or seems to be more understandable to the public than “ramp.” The aviation glossary --- [AVIATION GLOSSARY](#) – writes “*Tarmac – A common but inaccurate term often referring to the paved areas of airports where aircraft park. Usually referring to the airport ramp or “apron” near the terminals, hangars or FBO’s. The vast majority of aircraft operating areas are however constructed of concrete, not “tarmac”.* Of course, one could refer to the two acre area in front of the Wrens, Georgia, airport (65J) hangars as tarmac since it is asphalt, not concrete.



ramp (or apron) area of a commercial airport

But is either tarmac or ramp correct. No! [ICAO](#) (The International Civil Aviation Organization), the international organization that creates official aviation terms calls it an **apron**. The apron is designated by the ICAO as not being part of the maneuvering area. All vehicles, aircraft and people using the apron are referred to as apron traffic.

In the USA, the words apron and ramp are used interchangeably in most circumstances. Generally, the pre-flight activities are done in ramps; and areas for parking and maintenance are called aprons. Passenger gates are the main feature of a terminal ramp. As the word apron is part of the ICAO terminology but the word ramp is not, the word ramp is not used with this meaning outside the USA. (Information adapted from multiple sources, including *Urban Dictionary, AviationGlossary.com, AOPA, and ICAO*)

"line up and wait" NOT "position and hold"

Talking about ICAO – in September of 2010, the FAA changed the language used for controllers to instruct pilots to enter the runway and await the takeoff clearance from "position and hold" to "line up and wait." The FAA had been seriously behind standard practice in the rest of the world. Of course most of EAA 172 pilots don't fly to the “rest of the world” and don't care what they do in France, for instance. Also, many of our pilots don't even use ATC controlled field. But this language more accurately describes what the pilot is expected to do, whether at a controlled or uncontrolled field. Here are several things that you should consider as you get ready to taxi across the runway threshold.



At a controlled field, the most important thing is to make sure that you have clearance to enter the runway. This is pretty basic stuff, but you need to be sure that the controller calls your N-number with the instructions “line up and wait” or “cleared for takeoff.” Make sure that the runway you’re taxiing onto is the one you’re cleared to enter by looking at the red sign at the hold-short line or, if you can see them, the white markers on the pavement.

At an uncontrolled field, whether you enter the runway before any landing traffic has exited or you have the runway to yourself, it’s vitally important to announce your intentions, including the runway number. Some pilots omit this critical step because they haven’t heard or seen any traffic in the area, but that doesn’t mean there isn’t anyone around. It’s better to make one call too many (as long as it’s pertinent and not a bunch of pilot chatter) than to surprise someone or get a bad surprise yourself. Often our club members don’t announce when landing at uncontrolled air fields.

(Information adapted from multiple sources, including AOPA, cockpitintelligence.blogspot.com, aviationchatter.com, ICAO, *FLYING eNews* Jun 27, 2012)

SHORT FINAL

AVweb April 30, 2012

Overheard by a pilot flying into Chicago (ORD):

ORD Approach: "British Airways, can you be down to 4,000 feet by XXXXX?"

British Airways 1234: "I suppose so, but I don't think I can bring the aircraft with me."