

# Albuquerque, NM Chapter 179 Enchanter



**January  
2016**

## 2016 Officers

### Area 505 (New Mexico)

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#### Vice President:

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#### Treasurer:

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## Standing Committees

### Budget & Finance:

Art Woods, Curtis Smith, Dan  
Friedman, & Russ Prina

### Membership, Publicity, and Promotions:

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### Newsletter:

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### LOEFI:

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### Web Master:

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### Young Eagles:

Todd Blue - 266-1491

### Scholarship Committee:

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Keith & Joy Beasley - 898-0425  
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### Storage Locker:

Keith Beasley - 898-0425

Visit Albuquerque EAA Chapter 179 Web Site: [www.eaa179.org](http://www.eaa179.org)

Newsletters are at: <http://eaa179.org/newsletters/>

The Web Site for the LOEFI is: <http://www.loefi.com>

## Upcoming Events & Chapter Meetings

**19 January, Tuesday, EAA Chapter 179 Meeting**, eat at 5:30 PM, meeting at 6:00PM, Copper Canyon Café, 5455 Gibson SE. Guests and visitors are welcome.

*Chapter 179 meetings are on the third Tuesday each month.*



**EAA Chapter 179 Christmas Party**

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## From the Editor, Harley Wadsworth

Happy New Year!

We had a great Christmas party again at Russ and Margarete Prina's home. They have been wonderful hosts and we greatly appreciate their inviting us into their home for a fun evening visiting, eating, doing a grab bag gift exchange, and celebrating the holidays.



As in past years, the Christmas party replaced our chapter meeting for December. President, Will Taylor, again officiated in passing out annual certificates from EAA headquarters to various chapter leaders. I now have nine of them for being News Letter Editor. It is an enjoyable task because of the great contributions of articles and pictures I get from others. Thanks everyone, please keep up the good work in helping with chapter events and sending me info so I can preserve the memories in this newsletter.

We held our annual Chapter 179 **Board Meeting** for transitioning of new officers/directors and planning for the coming year. We agreed on and passed a budget for 2016. The details will be revealed at the January 19 chapter meeting.

Our guest speaker after the January 19 meeting will be Richard Perry. He will present some exciting ideas for a **Route 66 Air Tour** to celebrate the 90th anniversary of the historic route.

Our VP, Robert Richter Sand (Bob), is lining up some great speakers for our meetings. One of them, Gary Lowe, was an "Air Force One" pilot for eight years.

Keith Beasley is now the official manager of our recently purchase **storage locker at KAEG**. He and Joy did a great service to us by researching and setting up the storage locker. It is a metal container box commonly used to transport via truck, train, boat, etc. It hasn't taken long to fill it up with chapter property that used to be scattered around in member's hangars. Keith has it well organized and he is officially the go to person for that facility.

Looking forward to another great year!

HW

## From the President, Will Taylor

Happy New Year everyone, I hope you all had a wonderful holiday season, hard to believe 2016 is here. Of course with the new year it's time for planning a whole new set of events; the board will be conducting the "transitional" and "budgeting meeting prior to our general meeting this month so we will be able to fund these wonderful events for 2016.



So on another note, last month, just before Christmas I conducted my very first "Eagle Flight". It was a very special flight not only for my "Eagle", but very inspirational to me as well. I had the privilege of flying the officer who was nearly killed last January when he was tragically and mistakenly shot by a fellow officer. This fellow has always had the desire to be a pilot, being inspired by a grandfather who was a pilot and CFI; his "I'll learn to fly one day" was nearly ended along with his life in that tragic event. He spent many months in the hospital unable to get out of bed, he took some of that time to study aviation. He contacted me asking if I could point him down the road toward the goal of obtaining his dream of being a pilot, I right away told him about the "Eagle" program. I took him on his "Eagle Flight" and you would have thought he had already been through ground school as he had obviously been reading up on aviation and was loaded with questions. He was concerned with his ability to manipulate the controls as he just recently regained some use of his left arm; once on the controls at altitude it was obvious that with training he would have little to no trouble. It was clear that our flight only inspired him more to reach his goal of being a pilot.

This young man has a major surgery this month, he will once again be bed ridden for quite awhile. He plans to use this time to conduct on-line ground school, then take his written exam (which EAA helps cover when passed). Once he is cleared by his doctors, he plans on getting with an instructor and start flying.

I just thought this was a great example of what programs like "Eagle Flights" were designed for and wanted to share with you all. - WT

## Other NM EAA Chapter Newsletters

**EAA 691**, the Green Chile Chapter: <http://eaa691.org> <http://www.facebook.com/eaa691>

**EAA 555**, Triple Nickel Chapter: <http://555.eaachapter.org/>

**EAA 251**, White Sands Chapter doesn't have a new newsletter.

## EAA 179 ACCEPTING SCHOLARSHIP APPLICATIONS

EAA Chapter 179 is accepting scholarship applications for those pursuing aviation education AND for EAA's Air Academy in Oshkosh, WI this summer. *The February 15 deadline is approaching!*

### AVIATION SCHOLARSHIPS – due February 15, 2016

Last year, we granted four \$1000 scholarships which may be used for flight training, A&P mechanic programs, or other aviation education options! [Read more](#) about EAA179's Aviation Scholarship program and [download the Aviation Scholarship application](#)! Hurry! A letter of reference is required.

### EAA AIR ACADEMY SCHOLARSHIP – due February 15, 2016

The Albuquerque EAA Chapter 179 is now accepting applications for a scholarship to the 2016 EAA Air Academy held in Oshkosh, Wisconsin. The EAA Air Academy is a fun-filled aviation camp experience which our previous scholarship recipients best described as "awesome!" Since 1984, experienced instructors and dedicated staff have shared the knowledge and lore of aviation through hands-on workshop, classroom, and outdoor experiences with young people. The registration fee includes all instruction, materials, meals and lodging in the beautiful EAA Air Academy Lodge, located at Pioneer Airport on the grounds of the EAA AirVenture Museum in Oshkosh. Participants share a bunkroom with three other campers and bathroom facilities centrally located on the same floor. *Transportation to and from Oshkosh is the responsibility of the participant, with free pick-up provided from the Appleton, Wisconsin airport.* The fee is paid directly to EAA on behalf of the recipient. [Download EAA179 Air Academy tuition application](#).

A full tuition Air Academy Scholarship may be applied towards any of the sessions, based on EAA availability. See the [EAA Air Academy website](#) for more details:

**Basic Air Academy** (Ages 14-15): June 20-25, 2016 OR June 27-July 2, 2016; Tuition \$1108

**Advanced Air Academy** (Ages 16 - 18): July 19-27, 2016 OR July 29-August 6, 2016; Tuition \$1385

**Advanced Air Academy / Sport Air** (Age 16 – 19): August 8-14, 2016; Tuition \$1240

Because our funds are limited, we encourage anyone interested in the Air Academy to also apply for scholarships offered from EAA Headquarters: [EAA Air Academy scholarships](#). Be thoughtful on your applications and note deadlines.

Candidates for both the Aviation and Air Academy scholarships will be notified by March 1 and they will be awarded at our March 15<sup>th</sup> chapter meeting.



## Classes of Airspace

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The air above the ground all over the U.S. is divided into classes of airspace. Each class has different rules based on the complexity and density of traffic. Let's start with defining what each class is and how to deal with it.



When building a mental picture of airspace, start with class E, as in Everywhere. Class E is what the United States started out with in the 1920s when there were no aircraft that flew very high and jet engines were yet to be invented. Class E has no restrictions and it is from the surface to 17,999 feet MSL throughout the U.S and within 12 miles of the shorelines. West of the Mississippi river there is still a great deal of CLASS E airspace where many pilots both domestic and foreign come to train and build their hours.

Once high performance aircraft began to enter the arena, it was determined that different rules were needed to accommodate them. Since these aircraft generally flew higher up, the airspace was divided by altitude. CLASS A airspace is the positive control area or PCA. It begins at 18,000FT MSL (FL180) and extends upwards to 60,000FT MSL or Flight level 6-0-0 (FL600). All aircraft flying at or above FL180 must be transponder equipped, on a flight plan, and talking to Air Traffic Control (ATC).

As some airspace, primarily around major airports, became more congested with aircraft accidents occurred more frequently, the FAA determined that all aircraft flying in certain areas should be under direct control. Procedures were developed to help controllers maintain separation even before there was radar. Of course, radar made it much easier to determine exactly where an aircraft was located. The airspace around the busy airports was designated B, C, or D depending on what level of traffic the airport served and what kinds of ATC services were available. The sizes of each of the classes of airspace vary, but here are the general rules.

CLASS B airspace – the busiest of the busiest. In general Class B airspace is from the surface to at least 10,000AGL. It is based at the airport and goes out to at least a 10 Nautical Mile radius at the surface upwards. However it does not form just a cylinder. Beginning at around 1,200FT AGL the airspace expands to a 20NM radius – following the aircrafts outbound or inbound pathways. It does not include the ground areas outside the 10NM radius so VFR aircraft can transit

the lower altitudes without getting caught up in the major airport's traffic as long as they stay away from the inner area.

The airspace may expand again around 4,000FT and extend further up depending on the overall level of traffic being worked by ATC. Most books use the description of a standard wedding cake upside down to describe how the airspace expands with altitude. All Class B airspace is associated with an Approach Control or TRACON, however, the lateral limits of TRACON responsibility is not the same as the CLASS airspace. TRACONs may control the airspace over multiple airports, each of which is under a different CLASS of airspace

All aircraft operating in CLASS B airspace must be on a flight plan, have an ATC clearance, have a Mode C with altitude encoding transponder and operable radios. The pilot must either already have his private pilot's license or if he is a student he must have met the criteria to attain one. An aircraft flying VFR must adhere to these rules. He can transit the airspace as long as he is in contact with the governing ATC facility.

CLASS C airspace is the next step down from CLASS B. These airports are still busy enough to require an approach control, but are not quite as large or complex. Their airspace usually only has two tiers. All aircraft, IFR or VFR, must have a 2 way radio and a transponder with altitude encoding.

When an airport has an Air Traffic Control Tower (ATCT) but no approach control, the airspace is CLASS D. It is usually a 5NM radius of the airport surface to 2,500FT AGL. Sometime there is a corridor that extends outwards for another 5NM lined up with the busiest runway to give inbound traffic more maneuvering area.

In CLASS A,B,C, and D airspace, aircraft are required to contact the controlling agency (ATCT or Center) prior to entering these areas, and abide by their instructions. The Airmen's Information Manual (AIM) available on the FAA's website ([www.faa.gov/publications](http://www.faa.gov/publications)) lists all airports that currently boast CLASS B and C airspace.

No ultralights, hot air balloons, or parachute jumping is allowed within CLASS A,B,C, or D airspace without special permission from ATC prior to flight.

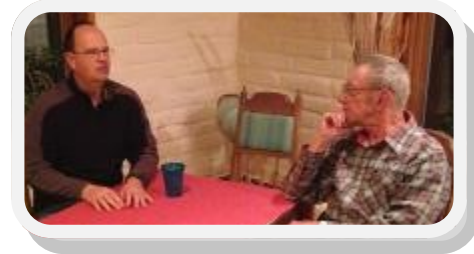
An aircraft flying VFR and wanting to transit or enter the CLASS B,C, or D airspace must call the published ATC frequency at least 5 minutes before crossing the boundary and state its Aircraft Identification, position, altitude, transponder code, and intentions. (Land or transit). If the controller states the aircraft ID back and the word "Standby", or some other instruction, then communication is established and the aircraft can

continue inbound unless specifically told to remain outside of the airspace. If communication is not established the aircraft should stay clear of the airspace until it is.

Again, the data concerning the CLASS boundaries and altitudes here varies by airport. More specific information is available on aviation sectional, IFR Low Altitude and Terminal area charts. Do not confuse CLASS airspace with the boundaries of an Approach Control or TRACON– be sure to look that data up prior to flying in the area.

*Rose Marie Kern has worked in all types of air traffic control facilities. Questions about ATC or aviation weather can be directed to her email [author@rosemariekern.com](mailto:author@rosemariekern.com).*

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## EAA Chapter 179 Christmas Party



## Regional FAA Safety Team Representative of the Year

J.D. Huss announced at our chapter Christmas party that Joyce Woods was selected as the SW Region FAASTeam Rep of the year in the 2016 General Aviation Awards. Each year, the FAA recognizes flight instructors, avionics and maintenance technicians, and FAASTeam Reps across the country, with the national winners recognized at EAA's Airventure. There are 8 regions; the SW Region includes New Mexico, Arkansas, Louisiana, Oklahoma, and Texas.

*I'm proud to share this honor with our chapter 179. I've been a FAA Safety Team representative since 2009, setting up WINGS seminars in conjunction with various organizations. However, a key award criteria is service to the general aviation community. They look for additional involvement in aviation activities such as EAA 179's LOEFI, Young Eagles, career fair outreach, and Double Eagle Aviation Adventure. And although I've contributed to these chapter activities along with those of other groups, the success of each one depends on so MANY of you as chapter members, aviation friends, and donors who have worked hard to each one happen. So **Thank You 179!** . . . for offering so many opportunities to be involved, and for your continued support. And Congratulations - our activities are being recognized as some of the best across the nation!*

---- Joyce Woods, FAASTeam Representative

Congratulations, Joyce, and thanks for all you do for our chapter and for the safe growth of aviation. It is a well deserved honor and we are very proud of you and thankful for your leadership and hard work. HW

## Congratulations to J.D. Huss!

J.D. Huss retires after 34 Years of federal service and 23.5 years with the FAA. His last day as FAA Safety Team manager in the Albuquerque FSDO was Friday, January 8. He says "you'll still see me around", as he plans to continue to be involved in the general aviation community. Demonstrating the impact he's had on aviation in the area, well-wishers represented balloonists, area pilots, law enforcement pilots, state aviation division staff, and any other aviation group one could think of. We appreciate his support of our chapter events and participation in our meetings. His position will be filled over the next several months. Meanwhile, Rich Hammer at the Albuquerque FSDO will support any interim needs we might have. *Don't be a stranger, J.D.!*

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**MEMBERSHIP RENEWAL:** If you haven't already, it is time to submit 2016 chapter dues! We depend on chapter membership to fund annual activities. Fully tax deductible, dues are \$20 for an individual member, \$30 for a family. If your contact information has changed, please complete the [renewal form](#). Make checks payable to "EAA 179". Mail to: EAA Chapter 179; P.O. Box 3583; Albuquerque, NM 87190-3583.

Our next chapter meeting is January 19 at Copper Canyon Café. See you there!

Joyce Woods  
Membership, Publicity, and Promotions  
Albuquerque EAA Chapter 179  
[chapter@eaa179.org](mailto:chapter@eaa179.org)





**Albuquerque Chapter 179**  
Experimental Aircraft Association  
**Membership Application / Renewal Form**

**NAME:** \_\_\_\_\_ **Spouse/Partner's Name** \_\_\_\_\_

**Children's names [if family application]** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ **STATE:** \_\_\_\_\_ **ZIP:** \_\_\_\_\_

**Phone: HM:** \_\_\_\_\_ **Cell:** \_\_\_\_\_

**E-mail address(es)** \_\_\_\_\_

**EAA #** \_\_\_\_\_ **Expiration Date (MM/YY):** \_\_\_\_/\_\_\_\_

**Base Airport:** \_\_\_\_\_

**Your projects (finished or in progress) and/or aircraft you are currently flying:**

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**Please specify (circle one) if you wish to have a: INDIVIDUAL or FAMILY membership.**

**Annual Dues: \$20 individual; \$30 Family**

*Dues payable by calendar year. The amount is reduced proportionately if you initially join in the second, third, or fourth quarter.*

**Please complete this form and mail it with your dues payment (payable to EAA179) to:  
EAA Chapter 179; P.O. Box 3583; Albuquerque, NM 87190-3583**

*You will receive our chapter newsletter and other communications via e-mail.*

*The Experimental Aircraft Association (EAA) was founded in 1953 by a group of people interested in building their own airplanes.  
Today, EAA is a community of recreational pilots and builders dedicated to sharing our love of aviation.  
The Albuquerque EAA Chapter 179 is a 501c3 tax exempt charitable organization. Tax-ID#: 02-424746-00-4*

**Thank you for supporting general aviation!**  
***Come Fly with Us!***

## On-Going Events

**Pilots ABQ Lunch - Every Thursday**, Formation Begins at 11:15 AM, at **Monroe's Restaurant** at 6501 Osuna Rd. NE (about four blocks East of San Mateo on the North side of Osuna).

**Pilots Mid-Valley Lunch - Every Tuesday**, Formation begins at 10:00 AM at Bob Henning's Hangar, 3884 Tammy Ct. SE, Los Lunas, NM, (Mid-Valley Airpark) Ph 865-0007, then onto Lunch at T J's New Mexican Restaurant at 235 Highway 314 SW, Los Lunas at 11:45AM.

**Las Cruces/El Paso EAA Chapter #555 Breakfast - Every Third Sunday of the Month**, a huge \$6.00 breakfast. Look for the large EAA hangar located at the Las Cruces International Airport (LRU). All pilots and interested others are invited. Consider this for a 'fly out' or for other fun events!

**Aviation Historical Society—First Thursday of the Month**, Formation begins at 7:00 PM at Bear Canyon Community Center. Contact Harry M. Davidson, Ph (505) 256-7212

**EAA Chapter 179**

**P.O. Box 3583**

**Albuquerque, NM 87190-3583**