



The Leader In Recreational Aviation

Albuquerque, NM Chapter 179 Enchanter



October
2016

2016 Officers

Area 505 (New Mexico)

President:

Will Taylor -256-0681
apdpilot@aol.com

Vice President:

Robert Richter-Sand (Bob)
- 299-1007, rrsand@aol.com

Secretary:

Todd Blue - 266-1491
tblue@ix.netcom.com

Treasurer:

Art Woods - 974-5301
turbo182rg@flylonecone.com

Directors:

Joyce Woods -974-5305
chapter@eaa179.org
niner3echo@flylonecone.com

Tandra Hicks - 270-5554
tlcprntg@aol.com

Bob Waters- 366-3107
bobbywaters60@gmail.com

Harley Wadsworth - 453-6369
harleywads@comcast.net

Randy Reimer- 792 1857
reimerrc@gmail.com

Standing Committees

Budget & Finance:

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

Membership, Publicity, and Promotions:

Joyce Woods -974-5305
chapter@eaa179.org
niner3echo@flylonecone.com

Newsletter:

Harley Wadsworth 453-6369
harleywads@comcast.net

LOEFI:

Bob Waters- 366-3107
bobbywaters60@gmail.com
Will and Edy Taylor -256-0681
apdpilot@aol.com

Web Master:

Cael Chappell
cael@chappellweb.com

Young Eagles:

Todd Blue - 266-1491

Scholarship Committee:

Steve Rokicki - 898-6383
Keith & Joy Beasley - 898-0425
keithjoyair@q.com

Storage Locker:

Keith Beasley - 898-0425

Visit Albuquerque EAA Chapter 179 Web Site: 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 .

18 October, 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. This meeting is our annual meeting for election of officers.

ELECTION of OFFICERS At Oct. meeting.

Young Eagles Flights, EAA Chapter 179, Albuquerque KAEG, 2016

November 5

Chapter 179 meetings are on the third Tuesday each month.



*Albuquerque
International
Balloon
Fiesta*

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From the Editor, Harley Wadsworth

The Albuquerque Balloon Fiesta is a world class event that we get to enjoy and share. It is so much fun to see many excited and happy people enjoying the beautiful colors and spectacles. It is like having our Oshkosh for an active category of aircraft that share and enjoy the sky. It stimulates excitement and dreams for all the young faces that are the real VIPs.



My cousin, Peggy, brought her Starlite balloon again and I of course was part of her crew. This year, she also participated in the first Women's Balloon Competition as part of the Fiesta. See more Balloon Fiesta

pictures inside this issue. HW



Peggy's Starlite Balloon

From the President, Will Taylor

For me, Balloon Fiesta and the smell of chili roasting tends to be the official Fall Season kick off. Of course Balloon Fiesta always keeps me and my crew very busy as we provide aerial coverage for all of Fiesta's events both morning and night. One of the added perks with all the extra flying during Fiesta is that we get to enjoy all the colors along the river and in the mountains as all of the trees are starting to turn colors. Although we enjoy it, we are also appreciative of Fiesta's end so we can get some rest and back to our normal schedules. The weather held out quite nice this year for Fiesta with the exception of a couple of days of wind and rain (which seems typical for fiesta).



I hope to see you all at this month's meeting and remember that this month's meeting also includes the elections for the chapter's 2017 officers so come out and vote! -WT



Women pilots in the US Women's Balloon Competition

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.

Regional Pilot Attitudes, By Rose Marie Kern

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I have worked as an air traffic controller and pilot briefer in most parts of the continental United States and each area has its charms and its challenges. There are truisms about the pilots who fly small private aircraft in each area, for instance, in the south-western part of the country pilots just plain will not fly if there is any kind of low to medium cloud deck. They are accustomed to bright clear skies...maybe some scattered cirrus. In the late summer they do have thunderstorms to dodge, but the monsoonal storms are always very high based and not terribly organized, so a lot of pilots just go around. Their trepidation is understandable – the mountains up here reach for the clouds like sirens flirting with a lover, and when they are entwined a pilot can quickly be enticed into cumulous granite.



On the other hand, pilots in the far northwest and on the east coast challenge the clouds at all altitudes. They have to, otherwise they would never get their wheels up. There are, of a necessity, far more general aviation pilots with Instrument ratings in those areas which allow them to fly through cloud decks. Their Achilles' heels are the winds. I am not talking gentle breezes. East coast pilots as a rule will not take off or land with more than 25 knots of cross wind, and they are very concerned with turbulence.

Western pilots dance with dust devils daily. Cross wind landings are commonplace where mountains deflect wind patterns. Most western pilots research the passes to find those best suited to that day's wind patterns. They take the aircraft as high above the peaks as it is capable of flying and prepare to battle the downward flow on the lee side.

As a pilot briefer I could usually tell a "flat land" pilot – he's the guy who asks for information on forecast winds at 3,000 feet MSL (mean sea level) through Colorado. I don't think there is a square foot of Colorado at or below 3,000 feet!

Flat landers from Texas northward deal with more tornados and huge chunks of hail than other places. What's more, they do not have to be anywhere near the storm! I was driving down I-40 in the Texas panhandle one day. Bright clear skies with what looked like anvil tops on the horizon far to the south. Suddenly

huge chunks of hail – grapefruit sized – were bombing the highway. One of them hit my windshield. Luckily its integrity had softened on the trip down through 85 degree weather, so it just splattered like a slushy.

Pilots in the Great Lakes region are very concerned about icing and freezing levels. I would be too. I have seen Lake Effect icing clawing the sky for the unwary like some rabid beast. No matter how good a pilot you are, this monster SHOULD scare you.

I try to advise flight instructors to go the extra mile when teaching new kids how to fly an airplane. They do commonly discuss weather patterns in their local area, but many won't do an overview of other regions. Density Altitude (DA) is an atmospheric condition not given much consideration east of the Rocky Mountains, but heat and the height of an airport above sea level can cause incredible stress on aircraft attempting to land or depart. Add even a little extra weight and an aircraft will not climb break out of the ground effects.

I knew a pilot from Indiana who wanted to fly to Flagstaff Arizona. From there he and his family were going camping up at the Grand Canyon. He was all excited and mentioned that they had the plane packed full of camping gear, food, drink and bear repellent. (It was as though he figured there would be no Walmarts west of the Mississippi) Luckily I was not the only person he talked to about Density Altitude. After speaking with me he did some research and decided that he could get beer in Arizona. After he got back I had occasion to speak with him again. He told me that even with the plane lightened he was amazed at how long it took the aircraft to land.

One of the funniest stories I've heard about "unprepared" pilots concerns one who was flying through the desert with pontoons only. He was from the northwest and was of the opinion that any waterway will do for landing. That is until he actually saw what constitutes a river in that region. This intrepid soul was flying in southeastern Arizona where there are no lakes, and no waterways wider or deeper than two feet. He called Tucson Flight Service asking for help as he was getting low on fuel. Tucson did give him a heading to the only place he could land – the wastewater treatment plant.

Seasons have a lot to do with how many pilots in any area take to the sky. Snowbirds are not just elderly RVers in Arizona trailer parks, they are also New England pilots spending February in Florida. Texans head to Montana to shake the heat in July, and whether there

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is snow or not, every Learjet in the country of Mexico is parked in Colorado over Easter.

These are just a few personal observations. As always in any generalization there are exceptions and I know that every pilot who reads this is not afraid of a few clouds, snow, mountains, ice or turbulence. All of you are brave, wise, and fun to be around!

Rose Marie Kern has worked in ATC since 1983. If you'd like to ask Rose a question send her an email at author@rosemariekern.com

Chapter 179 Election of Officers Nominating Committee Slate

Elections in October!

At our meeting Tuesday October 18, we will elect officers for next year and fill 2 board positions. Nominating Committee members are Bob Waters, Randy Reimer, and Joyce Woods. A partial slate is recommended as follows:

President: Bob Richter-Sand

Vice-President: open

Secretary: Todd Blue

Treasurer: Art Woods

Board Positions: Randy Reimer, Scott Speier

Past President: Will Taylor

As always, nominations will also be accepted from the floor. If you are interested to get more involved in the chapter, please contact any one of the Nominating Committee members or email to: chapter@eaal79.org.

Chapter 179 Meeting Minutes

Chapter 179 Minutes September 20, 2016

Call to Order: President Will Taylor called the meeting to order at 6:00PM

Introduction of Guests/ New Members: President Will Taylor recognized guests Scott Smith and Paul Cross.

Presidents Report: Will Taylor Recognized Bob Waters for the successful LOEFI as well as the membership participation.

Vice Presidents Report: Robert Richter-Sand is looking for presenters.

Secretaries Report: Todd Blue requested a motion to accept the minutes as published. Motion made, seconded, and passed.

Treasurers Report: Art Woods gave a run down on the LOEFI income success after all expenses.

Membership, Promotion & Publicity: Deferred report.

Young Eagles: Todd Blue related that no flights due to the wind. Although no flights, numerous young people and their parents were given a tour of the maintenance hanger aircraft and the Apache Helicopter by Bode employees Mo Silva and Anthony Chavez.

Land of Enchantment: Bob Waters called for an out briefing on the 26th at 6:00PM at his home.

Old Business: None

New Business: Will called for Nominating committee volunteers for Chapter Officer nominations. Nominations at October Meeting.

Christmas Party will be December 13. This is one week earlier than in the past. The Prinias have again offered to host the party at their home.

Adjourn: Motion to Adjourn was made and seconded. President Taylor adjourned the meeting at 6:35PM.

Respectfully submitted;

Todd Blue, Secretary

Quick Notes

Trivia Night! - Albuquerque, NM - Oct. 20, 2016

Presented by Mark Grady October 20, 2016 7:00 - 8:30 p.m.

Sheraton Albuquerque Airport Hotel 2910 Yale Blvd SE Albuquerque, NM 87106-4242

Attend ASI's new safety seminar, **Trivia Night!**, to learn the safety issues behind aviation trivia.

For example, do you know:

- What piece of equipment "caused" Eastern Air Lines Flight 401 to crash, and how that relates to you?
- What weight and balance 'trick' can make you fly faster?
- How your NEXRAD weather differs from what ATC sees? You might be surprised.

Registration not required but you can RSVP by selecting Albuquerque at: https://www.aopa.org/forms/event-calendar/SAFETY_SEMINAR#gridTriviaNight!

<<<<<<< *Security Changes at the Santa Fe Airport* >>>>>>>

>>>>>>>>>> This is from Michael Szczepanski – Thanks for the update Michael!

On December 15 airline service from Phoenix to Santa Fe will begin, using CRJ-700 aircraft. That's good for those traveling west and a serious complication for all of us. The CRJ700 is large enough that the airport will change from TSA category 4 to category 3. Category 3 airports must have much stricter access controls. The Santa Fe airport must have these controls in place before the first CRJ700 lands here on 12/15. This is happening very fast.

What does this mean for you?

Everyone who accesses the Air Operations Area (the AOA) must have an ID badge. The AOA is everything inside the fence. Everyone driving a car on the ramp must have a "vehicle placard." Based pilots have two choices: get a badge or be escorted by someone who has one. No exceptions. You will need to receive a proximity card to activate the airport gates. Some gates



will be permanently closed, management said they will try to retain as many as possible. There is no word yet on which gates will stay or go. The businesses that have access from the street must have protocols to control access to the ramps.

The goal is to have this all in place by November 15 - just five weeks away. That is very soon when you consider the necessary work.

The airport management will soon have an application you must complete for airport access. You'll need acceptable ID, they reference documents acceptable for I-9 verification. For most this is a passport, you can also use a driver's license and birth certificate. There are several other acceptable documents. Your information will be sent for a TSA "security threat assessment." There will be some form of driver training for those who want to drive on the ramp, it was mentioned this could be reading a booklet and taking a test. Once (if!) approved you will be issued airport ID that you must carry whenever you are unescorted. There will be a \$15 fee for the ID.

Like it or not, this is happening, and soon. As soon as they have the applications available I will get copies for anyone who'd like access. I will keep you all updated about the timing for photos and any other necessary details.

October 28-29; Copperstate Fly In, Falcon Field (KFFZ) Mesa, AZ. See www.copperstate.org

NEW! November 5; 4:00 – 7:00 pm – Angel Flight Brews & Props Event, Albuquerque. A fun-filled event uniting aviation enthusiasts and local artists at **Rio Bravo Brewing**, to benefit Angel Flight South Central. General admission tickets available online. \$25 per person includes admission plus a meal ticket for one of four food trucks. Included are an Art Show competition, silent auction of custom-painted airplane props, live auction and raffle, local vendors, and live music. To purchase tickets, donate, or for more info, visit: <http://www.angelflightsc.org/about/brews-props-fundraiser>.

Continue to enjoy LOEFI 2016! If you haven't checked out the pics collected following the [Land of Enchantment Fly In](#), now's a good time! Help us thank our exhibitors and sponsors!

Albuquerque International Balloon Fiesta, 2016



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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