

Albuquerque, NM Chapter 179 Enchanter



June
2017

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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

June 20, 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.

Young Eagle Dates for 2017 at KAEG. February 11, May 6, June 10 (DEAA) students, September 9, and November 4.

Chapter 179 meetings are on the third Tuesday each month, except in December when replaced by our Christmas Party.



Double Eagle
Aviation
Academy
(DEAA)

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From the Editor, Harley Wadsworth

Busy summer, time flies when you are having fun.

Another exceptional Double Eagle Aviation Academy (DEAA). Joyce Woods does a tremendous job of organizing the event and recruiting volunteers. And we have amazing volunteers! See the article in this issue and check out more information on the web.

Rose Marie Kern will be our speaker at this month's chapter meeting. Her topic will be Graphical Area Forecasts. We all enjoy reading her articles in our newsletter.



From the President, Robert Richter Sand (Bob)

May add later to the web page. Did not have an article at the time of first publication. HW



*Chile Flight blowing smoke to kick off the day
at DEAA*

Speaker

The speaker at our June 20th Chapter 179 meeting will be Rose Marie Kern – her topic is Graphical Area Forecasts.

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.

Chapter 179 Meeting Minutes

EAA CHAPTER 179 MINUTES FOR MAY 16, 2017

The meeting was called to order by President Richter-Sand followed by introduction of guests: Hank and Sandy Grodnik; Mike Patson; David Mendoza; and Jim Law.

PRESIDENTS REPORT: President Richter-Sand announced AOPA Rusty Pilot Seminar this Saturday at KAEG (Bode). Registration on line.

Bob discussed Basic Medical. Go prepared to your physician, download the pdf and fill it out. Take a copy of the AOPS info to your Doctor. (must be licensed NM physician).

Bob queried if any one had flown a "Golden Eagle Passenger and encouraged Chapter 179 pilots to join the effort to connect with Golden Pilots by furnishing a ride.

Bob announced that there will be a Board of Directors meeting in early July. All Chapter 179 members are welcome to attend.

Bob announced the Pilot Bash is June 3, 5pm-8pm at Cutter Aviation. Chapter 179 will have a booth.

SECRETARY REPORT: Todd Blue: Todd requested approval as published. Motion was made, seconded and passed.

YOUNG EAGLES: Todd Blue: With the help of Pilots Dave Otero, Barry Kromer, Eric Goldman, Jim Britt, Art Woods, Joyce Woods, Richard Perry, Daren Gallacher and Doug Warwick of Chapter 530 flying 100 Young Eagles. George Young greeted parents and kids in the waiting line to register with Jess Lara and Lee Cardoza of Chapter 530xxxxxxx registering kids and assigning to pilots. Ashley Fried behind the counter flawlessly type Young Eagles Certificates. Meanwhile in the hanger, pancakes were being gobbled up by parents and kids waiting their rides. Randy & Susie Reimer, along with Carol Kromer and Fred Loehr kept everyone fed.

TREASURERS REPORT: Art Woods requested approval. Motion to approve made seconded and passed.

MEMBERSHIP: Scott Speirer distributed name tags ordered.

LAND OF ENCHANTMENT: Dan Horschel announced the next meeting Tuesday May 22 at Dion's Pizza (Paseo del Norte and Wyoming). Food at 5:30pm, meeting at 6:30.

DOUBLE EAGLE AVIATION ACADEMY: Joyce Woods reported that Chapter 530 had made a \$200.00

donation for the DEAA June 5-9 activity.

OLD BUSINESS: Report on Ford Tri Motor event April 6-10 ended with 395 paid seats flown.

NEW BUSINESS: It was noted that Clay Keen, WWII pilot, Air Commander at Kirtland, passed away.

Meeting adjourned by President Richter-Sand at 6:45 followed by a slide presentation by Randy Reimer on the three-year construction of his plane.

Respectfully Submitted,

Todd Blue



Randy Reimer's presentation on building his Glastar.



EAA Thanks Chapter 179 for Supporting the Ford Tri-Motor Tour

I WANT THIS JOB!

By Rose Marie Kern

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I was helping someone file a flight plan the other day and the pilot said he wanted to go here. Here? No, HEERE. That struck me funny for some reason - pilot's flying HEERE or THERE. So I casually started looking at fixes used in flight plans and noticed that some names of waypoints, or intersections, seemed very....appropriate to the area the pilot was flying into.



Somebody at the FAA has a great sense of humor - whoever devises the 5 letter identifiers of the nation's waypoints. For instance in New England there are four waypoints: ITAWT ITAWA PUTTY TTATT. I'm guessing our mystery government employee is a Warner Brothers fan. Southwest of that area on the New Jersey/New York border you will find references to Star Wars: CHEWE, HANSS, YODAH, JABAH.

Although most letter combinations don't seem to have a rhyme or reason, some are obvious. For instance in the vicinity of Las Vegas you will see CHIPZ, RACES, POKRR, DEALR, CEASR, HITME and PURSE. On the other side of the country, Melbourne, Florida is near the NASA launch site. Waypoints there are appropriately named EARTH, APOLO, COMET, MOONS, LEUNA and ORRBT. Tennessee memorializes some of its stars with waypoints called REABA, TWITY, and ELVIS.

MIKKI, MINEE, BUGGZ, and BUNIE live near Disneyland in Florida, while BUGSE still haunts Chicago. You have COWBY in Arizona, and COBOY in New Mexico, though the Cowboy VOR (CVE) is appropriately in Dallas, TX.

Some of the waypoints you may only understand if you live in the area. I grew up in Indianapolis and attended Butler University (BTTLR) where basketball (HUUPS) is played in Hinkle (HNKLE) Stadium (STDUM). Later I moved to Albuquerque, New Mexico so I know that coyotes (CYOTE) are seen from Tramway

Blvd (TRAMY) all the way to the Bosque (BOSQE) and Albuquerque ARTCC (ZABCO) is north of town.

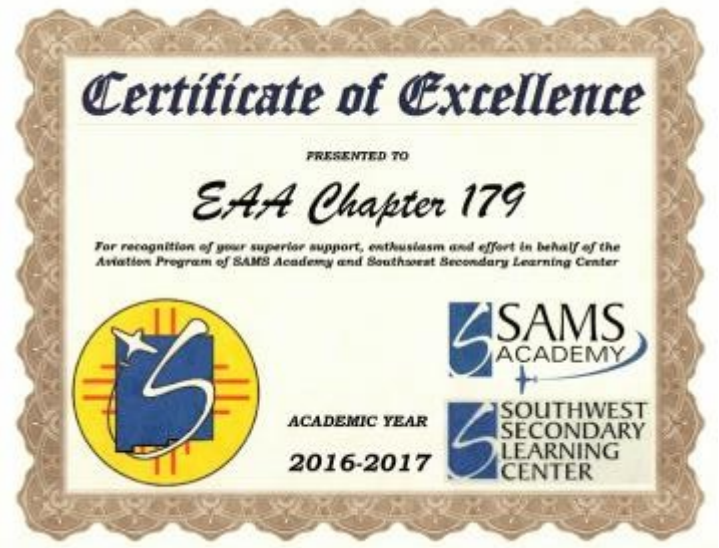
Don't go to Las Vegas if you want to get LUCKI - it is in southern California. You will find IRISH WHISKY in Vegas, but a SHMRK is found in Alaska!

By the way I will be speaking for the chapter meeting on June 20th - topic is Graphical Area Forecasts.

Also, in case our members are interested, I will be speaking for the Edgewood EAA on June 26th about ICAO flight plan filing. They are invited to attend.

Both sessions are eligible for Wings Credit by FAAst.

Rose



The Southwest Aeronautics, Mathematics, and Science (SAMS) Academy sponsored a banquet for the families, friends, and students on May 13. Daren Gallacher, Director of Aviation, presented EAA Chapter 179 a *Certificate of Excellence* for our continued support of the program and in particular the SAMS' students. Three of our 2017 scholarship/Air Academy students participated and received the top three awards at the banquet: Ryan Moloney, and Larissa Stickney each received a *Charles Lindbergh* award and the prestigious *Manfred von Richthofen* (The Red Barron) award went to Nicholas Pashenkov.

Double Eagle Aviation Academy, 2017 at KAEG

Plans built Pober Pixie



DEAA 2017 - A week to remember!

Our 5th annual Double Eagle Aviation Academy was a super experience for all involved! We lucked out with perfect weather, a surprise F16 flyover, enthusiastic students, sponsors, and contributions of over 50 volunteers. To quote student Emerson Anderson, it was indeed *"the best way to start a summer!"*

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Highlights? Best memories?

Saturday Young Eagle Flights, of course. But from the week, students called out the surprise arrival of the APD helicopter (past 179 president, Will Taylor), Glenn Anderson and his T-34, Chile Flight flyover and aileron workshop, hands on radio communications practice, daily static aircraft displays, and all the career speakers who sparked new ideas and options.

More than previous years, this class LOVED visiting aircraft which included homebuilts, contemporary, vintage, and military aircraft. Upon seeing Mark Sturm's recently completed Velocity, Alexis

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Amodio-Cardwell burst out with excitement, *"Who needs a Mercedes if you can have this?"* On Friday, she and other students agreed that James Buck's (Aspen Avionics test pilot) Cirrus rivaled the Velocity. Maybe a composite workshop next year?



Area pilots love to share their passion for aviation. Aerial displays included the Rans S7 "Squatch", Ron's Christen Eagle, Glenn's T-34, Harley's Pober Pixie, and the Chile Flight. A comical twist, Squatch on a normal early turnout for the downwind flew overhead (smoke on!) with engine noise to be overwhelmed by an F16 practicing instrument approaches. Maybe a coincidence, but tower controller Joe Eisenman said he's only seen 3 times in his 9 years at Double Eagle II. Does anyone know who ordered that? So fun!

As usual, our 179 members and friends stepped up to volunteer. Susie and Randy Reimer made sure all were well fed with help from many others. After a Monday thumbs up after lunch and reactions to M&Ms at break time, they won't be replaced any time soon.

Two seventeen year old EAA members worked the full week. Ashley Fried (EAA179) providing



classroom leadership with Monday advice for students to "listen to all the speakers" and "to keep an open mind about careers" and provided a checklist to help plan / prepare for whatever career they might pursue. Matt McKelvey (EAA530) oversaw ramp safety and marshaled arriving aircraft.

After Sunday Young Eagle Flights, pilot Lee Otto and others expressed how grateful they



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Alexis and Maks with the gorgeous Velocity!



Glenn Anderson inspires students, sharing his Navy and Southwest Airlines experience



Justin Krueger, Xpress Jets pilot captivates students before class



Teamwork in the classroom



Class photo including students and volunteers

were for the opportunity to be a part of DEAA. It seems that DEAA was rewarding for all involved. A special thank you to all the Young Eagle pilots who donated their time and aircraft:

Doug Rhodes – Magni Gyro
Ryan Carson – Luscombe 8E
Mike Rehberg – Skylane RG
Lee Otto – RV-10
Dick Perry – Cessna 170
Gary Williams – Skyhawk / 180hp
Doug Warwick - Skylane
Vern Dudley – Comanche 250
Bob Waters – Comanche 250
Eric Goldman – Skyhawk straight-tail
David Otero – RV-7
Harley Wadsworth – RV-6



Pre-Flight Checklist



Wiring a circuit in the avionics workshop



An intro to avionics and electrical systems with Randy Reimer and his newly christened Glastar



Radio Communications

Key sponsors this year are Aspen Avionics and EAA Chapter 530 at Mid-Valley Airpark for financial contributions, Van's Aircraft for practice kits, David Clark for a headset, the City of Albuquerque for use of their facility, and several EAA Chapter 179 members who stepped up to "sponsor a student".

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Indeed, a week to remember! Now enjoy the rest of your summer!

Joyce Woods

Director, Double Eagle Aviation Academy 2017

Check our website for a photo show (more pics coming): <http://eaa179.org/double-eagle-aviation-adventure/>

Also EAA 179 on Facebook: <https://www.facebook.com/EAA179>

THANKS to our SPONSORS



EAA Chapter 179
Members & Friends



WELCOME TO THE CITY OF
ALBUQUERQUE



2017 Volunteers



Core Team

- | | | | |
|---------------------|--------------------|-------------------|----------------------|
| ➤ Todd Blue | ➤ Aaron Arnold | ➤ Daren Gallacher | ➤ Lee Otto |
| ➤ Ashley Fried | ➤ Glenn Anderson | ➤ Ron Harmon | ➤ Dick Perry |
| ➤ Eric Goldman | ➤ Jay Aschenbacher | ➤ Guy Jones | ➤ Phil Phillips |
| ➤ JD Huss | ➤ Steve Booher | ➤ Jorge Ledmer | ➤ Guy Prevost |
| ➤ Barry Kromer | ➤ Jim Britt | ➤ Rose Marie Kern | ➤ Tim Rainey |
| ➤ Fred Loehr | ➤ Arne Bronson | ➤ Fred Krueger | ➤ Kathy Richter-Sand |
| ➤ Jon Nystrom | ➤ James Buck | ➤ Justin Krueger | ➤ Jessica Rivas |
| ➤ Randy Reimer | ➤ Paul Carbin | ➤ Jess Lara | ➤ Mark Sturm |
| ➤ Susie Reimer | ➤ Paul Cross | ➤ Jane Lucero | ➤ Chuck Swanberg |
| ➤ Doug Rhodes | ➤ Jon Farley | ➤ Jon Nystrom | ➤ Lanny Tanning |
| ➤ Will Taylor | ➤ Dee Friesen | ➤ David Otero | ➤ Harley Wadsworth |
| ➤ Emilio Verastegui | | | |
| ➤ Bob Waters | | | |
| ➤ Art Woods | | | |
| ➤ Joyce Woods | | | |
| ➤ George Young | | | |

Plus other Young Eagle Pilots

Young Eagles, June 10, 2017 at KAEG



The DEAA students got an opportunity to fly a route that they had planned in class. We held a special Young Eagles event after DEAA was over, for them to fly the route one-on-one with a Young Eagles pilot. The weather was perfect and everyone flew. The route was KAEG - ABQ(VOR) - E80(Belen) - Route 66 casino - KAEG. Thanks to all the volunteers who made the event possible.

A special thank you to all the Young Eagle pilots who donated their time and aircraft:

Doug Rhodes – Magni Gyro
 Ryan Carson – Luscombe 8E
 Mike Rehberg – Skylane RG
 Lee Otto – RV-10
 Dick Perry – Cessna 170
 Gary Williams – Skyhawk / 180hp
 Doug Warwick - Skylane
 Vern Dudley – Comanche 250
 Bob Waters – Comanche 250
 Eric Goldman – Skyhawk straight-tail
 David Otero – RV-7
 Harley Wadsworth – RV-6





EAA CHAPTER 530

YOUNG EAGLES FLIGHT / Fly-In Breakfast & Burger Burn

SATURDAY 15 JULY 2017

**8:30 AM to 12 PM Mid Valley Air Park (E98) EAA Hangar
(at the South End of field - next to the Bicycle Shop)**



**The Goal of the EAA Young Eagles Program is to introduce KIDS (ages 8 to 17)
to General Aviation and Aviation in General
by giving them a FREE flight in a general aviation aircraft
- AT NO COST -
with Parental Permission (Parental Permission forms will be provided at sign in)
A Certificate of the Flight will be given to each Young Eagle**

***Cook-Out 8:30AM – 12PM or until we run out of food!
Breakfast or Lunch - \$5.00 per plate (donation)***

FOR MORE INFORMATION CALL:

M.C. Guthrie 565-2000 Lee Cardoza 916-0540 Kurt Winker 610-3676



Accident Report From Pilot, Dan Telfair

Sunday morning, June 4, 2017, at approximately 8:15 AM, I was returning to Double Eagle Airport from a flight along the Rio Puerco (a river bed ten or so miles west of Double Eagle Airport). I had just climbed to pattern altitude (6,800 feet msl) approaching the West Escarpment (the edge of the mesa upon which Double Eagle Airport is located), when my fore-and-aft control went berserk. I was flying straight and level at approximately 75 mph with the engine at 6,500 rpm at the time. The stick started slamming fore and aft to the limits and the nose began pitching up and down, while I tried to hold onto the stick. The plane began buffeting like it was going to come apart. At the time the control malfunction occurred, I had been flying a little over an hour since take-off at Double Eagle Airport, without apparent problems.

I declared an emergency, and reduced to minimum power (@2,000 rpm) and to around 50 to 60 mph, which slightly lessened the fore and aft stick slamming and the nose up and down movement, but did not control it. Not having enough altitude to reach the mesa without power, I turned back West to clear the steep and broken terrain just west of the escarpment. Beyond that, there was nowhere suitable to land, but I still had directional control, so I was able to make final corrections to get to a relatively flat piece of ground between broken terrain, mesquite, etc. I was afraid to either add power or attempt much of a flare as the nose was still gyrating up and down uncontrollably. I did my best to keep it in something like a slow flight attitude, the same as I normally land it, but it was bouncing up and down above and below the attitude I was trying to maintain.

I basically flew it into the ground with a slight nose-up attitude at around 40-45 mph and estimated 200 to 300 fpm rate of descent, without stalling. The plane stayed upright, but the nose gear and the left main gear sheared off. It gouged a shallow trench in the desert floor and skidded about thirty yards, turning 180 degrees in the process, ending up with the left wing and horizontal stabilizer in the dirt. I turned off the ignition and master power,



Excalibur emergency landout

exited the plane and called for rescue. It took about an hour and a half, but the Bernalillo County Sheriff Metro Air Support unit eventually picked me up with their helicopter, and flew me back to Double Eagle.

The Fire Department EMTs checked me over, and let me go after I signed their release form. I did not suffer any injuries.

After I had made all the calls I could, and was waiting for rescue, I examined the plane to see if I could determine what went wrong. I found a broken elevator control rod.

By design, the elevator on the Excalibur is split in two, with two linked control rods, each controlling one half. They are both connected to one central elevator control rod, before splitting in front of the empennage. The control rod attached to the right side of the elevator was broken in the center, apparently having come apart in the air.

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The forward piece of the broken control rod (facing aft) was only slightly bent, and sheared off cleanly. The aft portion (facing forward) was bent where it had dug into the ground when the aircraft hit. The broken control rod may have caused the extreme flutter (uncontrolled up and down elevator movement) or, conversely, the elevator may have gone into extreme flutter for some other reason, and that broke one of the two control rods. In any event, the flutter was not eliminated by reducing power or speed. It continued until impact.

As to other potential causes of the extreme elevator flutter, none of the expected pre-conditions seemed to exist. The aircraft was going well below VNE, approximately 75 mph at the point the extreme flutter started. The hinges and hinge bolts appeared normal on preflight and on a recent annual. The aircraft had only approximately 64 hours total time at the time of the accident, so hinge or hinge bolt wear is unlikely.

There is one thing that may have foreseen the flutter problem that I had forgotten until I reviewed my pilot log book. On a flight on May 29, seven days prior, and approximately four flight hours before this incident, I noted in my log book that I had experienced a slight stick feedback that could have indicated incipient flutter.

The control rod that separated was a factory-supplied part - a 1/2 inch aluminum tube with bearings at each end. The bearings were still connected and safetied, as were all other control rod linkages and connections. I tried all the controls on the ground, and all still worked perfectly, excluding the right side of the elevator, the side controlled by the broken rod.

On Monday, I went out with a recovery crew and we disassembled the aircraft and had it moved to a commercial storage facility, awaiting final disposition. I met with the FAA accident investigation representative Tuesday morning, and we went over photos of the aircraft and impact site, examined the broken control rod, and all my documentation for the plane and my own flight records. The bottom line is that the FAA representative complemented me both on my documentation and on managing to put the plane down without more damage or serious injury.

I have already settled with the insurance company, who consider the plane to be a total loss. I will hand it over to them to sell for salvage, and they will send me a check for the full insured value.

This accident and the outcome reinforced a basic flight safety lesson that every pilot has heard many times. "In an emergency, fly the plane all the way down." If you don't let it stall, and do the best you can to steer it away from or between major obstacles, your chances of surviving the accident are best. As the aircraft contacts the surface in a "still flying" attitude, and above stall speed, the surface and whatever minor obstacles you hit will absorb forward energy and slow the plane. It is fine to shear off landing gear, wings, aircraft skin, etc., along the way, because everything you lose helps to slow the plane, and lessen the abrupt deceleration that otherwise could result in injuries or fatalities. As the saying goes: "It is not the fall that kills you, it's the sudden stop."

All's well that ends well. DT

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, and continues until 11:50. Then onto Lunch at T J's New Mexican Restaurant at 235 Highway 314 SW, Los Lunas.

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

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