

2018 Officers

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Albuquerque, NM Chapter 179 Enchanter



March
2018

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 .

March 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 2018 at KAEG. May 5, Sept. 8, Nov. 3

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



ROUTE 66 Air Tour group at Las Vegas, NM 2018 see inside...

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From the Editor, Harley Wadsworth

We had a great time on the ROUTE 66 Air Tour. It was well planned and we had a wonderful experience exploring an important piece of American history. Thanks to the organizers and the wonderful people who greeted us along the way.



Another great aviation organization in New Mexico is the New Mexico Pilots Association (NMPA). Many of our chapter members, including myself, also belong to that organization. Our own Joyce Woods is the current acting President. I would like to share a link to their newsletters which contain some very interesting articles. Here is the link, and I will also keep it posted at the bottom of this page for future use:

<http://www.nmpilots.org/news.asp>

They are an active organization and share our love for aviation. I hope their newsletters will get some interested in writing technical articles and other interesting aviation topics for our newsletter. I can handle putting such information in our newsletter if you send it to my email address electronically. In the computer age, we can have an even better newsletter. I appreciate all the good stuff I already get and look forward to seeing the newsletter grow, with more and more people getting involved.



<http://www.nmpilots.org/news.asp>

IMC Club

Hello, Fellow Instrument Pilots and Students,

This Saturday is our monthly IMC Club meeting at the Bode Aviation upstairs conference room at the Double Eagle Airport, from 9:30-11:00. Fly-ins welcome. Breakfast available beforehand at the next door restaurant. There is no cost to attend the meeting.

To review, the IMC Club is "organized hangar flying," where we present a 5-min. IFR scenario video from EAA, then spend 20 min. or so discussing the event and what we might have done differently than the pilot in the scenario.

Our meetings, which average between 15 and 20 participants, are attended by pilots with widely varying backgrounds: Ex-military, ex-cargo, ex-commuter, ATC, and GA pilots with both some and plenty of IFR experience. The different perspectives coming from such an experienced group are what makes the meetings so enjoyable and beneficial. (Tip: We recommend bringing your iPad, if you use one with an aviation app, so you can follow along with the charts and routings discussed in the scenario.)

This month, the "kickoff" Question of the Month from EAA is as follows:

"Your diversion airport only has an ILS. You shoot the ILS and land safely but then realize you have not performed a VOR check within 30 days of this flight, your further realize to additional chagrin that your GPS database is out of date. Were you legal enroute? Were you legal on the ILS?"

Want to know the answers? Attend the meeting! (Note: The Question of the Month isn't related to the scenarios.)

Lastly, if you would like FAA Wings program credit for attending, be sure to register first at:

https://www.faasafety.gov/SPANS/event_details.aspx?eid=81563

See you Saturday!

Marc Coan, CFII

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

February 20, 2018, Call to Order: President Richter-Sand called the meeting to order at 0600.

Presidents Report: Bob Richter-Sand Reminded those who haven't paid dues for 2018 to please do so.

Presentation of proposed 2018 budget items for the chapter including Young Eagles, LOEFI, DEAA, Website, Guest Speakers, Newsletter, Scholarships, Equipment, PO box rental, National Dues, Other expenses, CAP, EAA Academy, and other items as needed.

Suggestion for Eagle Seminar/ flights. Proposed two events with 15 participants (max).

Eric Goldman has suggested flights for KAEG tower personnel.

Dick Perry gave an overview of the successful Route 66 Air Tour as huge success by all concerned. Possibly a NM Air Tour later in the year.

Bob also mentioned Chapter growth as well as Possible Skill training for our growing membership including building skills for the members including Ground school and AIM review, Assisting prep for Check rides.

Vice Presidents Report: Dave Otero: None

Secretaries Report: Todd Blue: Todd requested approval of January minutes as published. Motion to approve was made and passed.

Young Eagle Report: Todd Blue: Todd related that event was cancelled due to high winds.

Treasurers Report: Dan Horschel: Dan indicated that the Treasurer transition is complete. Report was given. Accepted as presented.

Scholarship: Dan Horschel indicated 6 candidates potential. Recognized Donation from Joyce Smidt.

Membership: Scott Speirer: Scott indicated still needs dues from 30 members.

Old Business: Discussion of DEAA limit to three days

New Business: Short discussion of Boy Scout merit badge assistance.

Bob reminded group that Dan Freidman was at Canyon Rehab Center and enjoys company. 944-2240.

Meeting adjourned at 6:20 by President Richter-Sand.

Presentation by: Bob Richter Sand on his completion and first flight.

Respectfully Submitted; Todd Blue



Bob Richter Sand sharing his experiences in building and flying his new KitFox.

Quick Notes

Nice job 179!

EAA 179's beta testing of the EAA Flying Start program is highlighted in the article in the March issue of *Sport Aviation*. See page 20. Photos from our event are being utilized in the template advertising information now available for chapters to use to promote these events to attract prospective pilots! Thanks again to all the participating Eagle Flight pilots.

Joyce

Mark Sturm's Velocity was in the January 2018 issue of Kitplanes under "COMPLETIONS". He is based at KAEG, participated in our December Flying Start / Eagle Flights event, and won BEST HOMEBUILT at LOEFI 2017. His gorgeous workmanship was admired by the DEAA kids last year, as well!

Joyce

The Tucumcari paper had another nice article!



<http://www.qcsunonline.com/story/2018/02/21/news/a-successful-run-for-route-66-air-tour/18874.html>

Joyce

From: GEORGE ERICKSON

[mailto:tundracub@mediacombb.net]

Sent: Thursday, March 1, 2018 11:02 PM

Subject: help

Dear ladies and gentleman of EAA chapter 179.

I am the author of the best seller True North: Exploring the Great Wilderness by Bush Plane. See www.tundracub.com.

I am looking for contact info for the gentleman who sold me his nicely restored PA-14 in 1968. I made several trips to the arctic in that plane after putting it on floats, but later sold it to a pilot in AK.

As I recall, the owner of the PA-14 was selling it because he wanted to build a Rose Parakeet.

If any of you can provide contact info for that person, I'd appreciate having it. If he is still in the Farmington area, I'll be passing thru there in a few days, and I'd like to take him to lunch.

If none of you recall him, might one of the senior people who ran the airport or had access to hangar rental history be able to provide the information?

Even if he is no longer in your area, I's still like his contact info.

Thanks for your help.
George Erickson

Tuesday, January 30, 2018 5:17 PM



Super **Blue Blood** Moon Eclipse

Fyi – passing along from the chapter inbox.

From: Dale Grantham [mailto:grantha51m@gmail.com]

Sent: Monday, February 19, 2018 5:49 PM

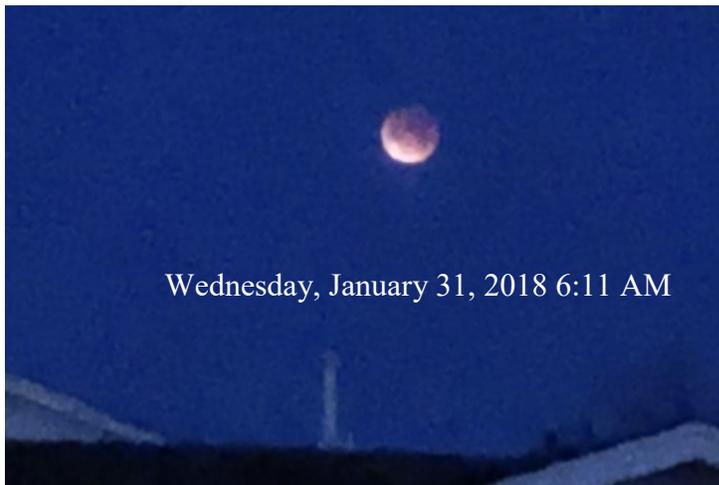
Subject: Dragonfly airplane

Hi

I have a Dragonfly homebuilt airplane that was ground looped and damaged. I will not be able to fly again so I am looking for someone to take the plane and repair and fly it. It would make a great project for a group or person. It is located at Double Eagle in ABQ. If anyone is interested have them call me at 509 492 4793 any time. If no takers I will scrap it. Dale



Wednesday, January 31, 2018 6:11 AM





A party with Chuck Tuberville

Our dear friend, flight instructor, Center controller, A&P mechanic, FAA examiner, EAA 179 member, and aerial burro spotter extraordinaire, is giving up flying. Chuck's past students, colleagues, and flying pals gathered to share stories, and commemorate his lifelong flight obsession. So many great memories shared! It was fun to hear how Chuck has influenced aviators at Double Eagle II Airport, pretty much since its beginning.



Chuck's good friend, Robert Larranaga volunteered his daughter, Danielle to make a cake in the likeness of Chuck's "favorite wild animal". Herds of wild burrows are often spotted in the Rio Puerco Valley, along with occasional antelope and elk. However, when it came time to cut the luscious raspberry chocolate cake in front of two 3 year olds. . . . Chuck called for the burrow to be spared!

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Route 66 Air Tour Highlights New Mexico History

By Joyce Woods

Dick Perry, Tour Director; Bob Hudson, Moriarty Airport Manager; Will Fitzpatrick, NM Aviation Division Safety and Education Administrator

EAA 179’s Route 66 Air Tour attracted over 30 participants from Arizona, Colorado, New Mexico and Texas. History buffs, Jeff and Stephany Pounds from Houston arrived first at Santa Rosa’s Route 66 Airport. They jumped at the chance, hearing of it in AOPA’s article by Crista Worthy, "[Get Your Kicks Above Route 66](#)". Thanks to NMPA’s Ron Keller, who notified Crista of the tour!

After weeks of drought, a few snowflakes greeted those landing early at Santa Rosa but thankfully, the storm line remained south of Rt66, so everyone made it to Tucumcari to enjoy the Rt66 Museum and group dinner. Everyone arrived in Moriarty for an awesome lunch, served up by the CAF Lobo Wing, joined by those held back Friday. Aircraft arrived in Las Vegas for a wonderful evening at The Plaza Hotel. From there, gusty winds prevented most from flying the complete tour. A Facebook post, IFR66! Was it the Friday snow line? Or later when pilots opted to grab an auto and say, “I Follow the Road 66” – especially appropriate for a Route 66 Tour!

A weekend tour builds aviation camaraderie while also providing an opportunity to highlight the importance of general aviation to rural communities. Local newspaper highlights: [Quay County Sun](#) [Cibola Citizen](#) At each stop, EAA 179 President Bob Richter Sand presented a tour plaque and representatives from NM Aviation Division and NMPA presented the Governor’s “Aviation Appreciation Month” proclamation, emphasizing aviation’s local impact. Impressive numbers! For instance, GA visitors to Tucumcari contribute \$3.1 million in direct impact, of \$5.3 million total impact. On-airport impact for Moriarty is nearly \$10 million per year, significant to the \$12.5 million total airport impact.

For photos and more info, see www.eaa179.org and www.Facebook.com/EAA179

Congratulations to Tour Director Dick Perry and EAA 179 for a safe and fun tour - and for attracting nationwide attention to *flying New Mexico!*

Remnants of the old Route 66 are visible, aligned with the runway at Santa Rosa (picture at right)





Santa Rosa...



A partial view of the Santa Rosa Ramp from Ron Harmon's Christen Eagle as we departed. JW



The flight to Santa Rosa was good but it started sleeting a little after arrival. We were treated to hot fresh coffee and delicious sandwiches in there warm comfortable pilot lounge. We watched the weather closely and it improved nicely for the trip to TCC.



Tucumcari, NM...

Rt 66 Museum with old cars and bikes, pictures, and history







We were welcomed by the local Mayor

Moriarty (OE0)...





They made us a cake in Moriarty. We enjoyed a great lunch in the CAF hangar and Steve Hill gave us a close up look at the record breaking NEMESIS racer, soon to be given a home in the Smithsonian Museum.





Route 66 Air-Tour Group Photo in Las Vegas, NM

We heard about all the outlaws and the wild West from the local expert.



Dinner at the Plaza Hotel, where we stayed the night experiencing what the rich folks of days of old would have enjoyed. I doubt that the people back then would have emagined we would have cell phones with internet access and airplanes.





Grants/Milan (GNT)...

The winds at Grants were forecast to change to strong crosswinds by the tour arrival time. And they did.

The stop was canceled from Las Vegas. We hope to make plans to visit them in the near future.

Next time you visit there, be sure to check out their museum on the field. It is in one of the historic radio buildings used in the early days of aviation.



Airway Museum
Cibola County Historical Society



Winslow, AZ...

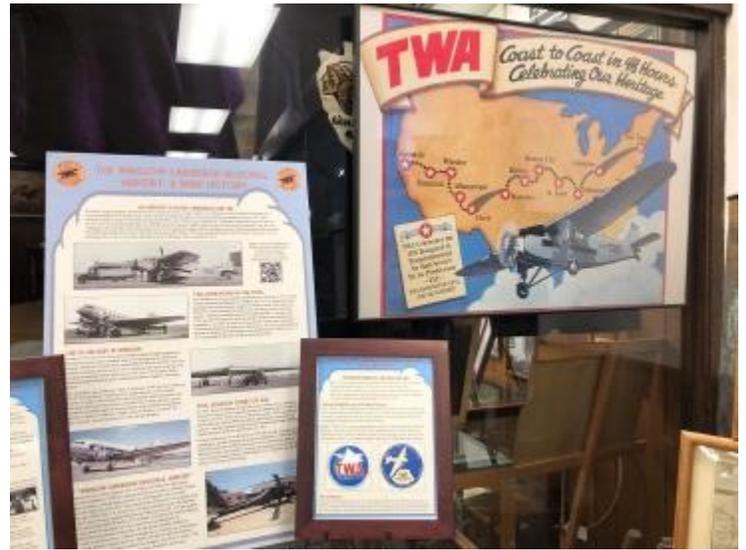


The weather forecast for the flight back to Albuquerque resulted in most of us opting wisely to put our plane back in the hangar at AEG and drive to Winslow, AZ. Ron and Paddy Wright were headed to Phoenix so they flew to Winslow and put their airplane in the TAT hangar, out of the wind. Eight of us made the trip to Winslow.



Standin' on the corner in Winslow, Arizona

The Old Trails Museum, near Standin' On The Corner, had a lot of interesting history to explore.



Relaxing at the La Posada Hotel

The La Posada was one of the famous Harvey Hotels. It is next to the railroad track and one can ride the train and get to the Hotel from Albuquerque. It is walking distance to the Old Trails Museum and Standin' On The Corner Park.





Thanks Tour Supporters!



New Mexico DEPARTMENT OF
TRANSPORTATION

**SANTA
ROSA**
New Mexico



Las Vegas
NEW MEXICO

Wag-Aero

PLAZA HOTEL
LAS VEGAS NEW MEXICO
— SINCE 1882 —



Airway Museum
Cibola County Historical Society

MORIARTY



Aircraft Spruce
Everything For Planes & Pilots

Donated Books include:

Appetite for America: Fred Harvey and the Business of Civilizing the Wild West One Meal at a Time by Stephen Fried

Flying the Lindbergh Line: Then and Now, by Robert F. Kirk:

Smithsonian book: *25 Famous Flights: Historic Firsts, Heroic Saves, Desperate Missions*, donated by Dick Perry

Books donated by the Plaza Hotel include one on Teddy Roosevelt, one on cowboy cooking, and one on steam locomotives, related to Las Vegas history.

It's a Might Breezy Outside

©2018 Rose Marie Kern

It is only February as I write this, yet outside the winds are blowing at least 40kts – something that doesn't usually happen until mid March! Driving by the Albuquerque Sunport this morning I saw a Southwest airliner take off with a headwind so strong it looked like he was at least 800 feet high by the end of the runway and canted at a steep angle for a B737!



It was a good reminder that spring winds are strong and can be tricky. Wind shear is a difference in wind speed and direction over a relatively short distance in the atmosphere. It can be broken down into vertical and horizontal components.

Horizontal wind shear is primarily seen across weather fronts and near the coast. Vertical shear typically occurs near the surface, though it can also be generated at jet stream altitudes and near the tops of strong upper level fronts. A combination of both occurs during microburst activity wherein a strong downdraft hits the earth's surface and spreads out laterally.

The National Weather Service (NWS) categorizes wind shear by speed and direction. Shear speed is the component of wind shear which is due to a change in wind speed with height, e.g., southwesterly winds of 20 mph at 6,000 feet increasing to 50 mph by 12,000 feet. Speed shear is an important factor in severe weather development, especially in the middle and upper levels of the atmosphere.

Directional shear is the component of wind shear which is due to a change in wind direction with height, for example southeasterly winds at the surface and southwesterly winds aloft. A wind which veers dramatically with height in the lower part of the atmosphere is a type of directional shear often considered important for tornado development.

The NWS keeps a close eye on charts and weather conditions in order to provide pilots with accurate forecasts through Terminal Aviation Forecasts (TAF). If wind shear is anticipated it is encoded with "WS" and always follows the forecast surface winds.

If the airport surface winds are forecast to be 14012KT and a thunderstorm is in the area, you may see "VRB45KT" included. If the same forecast shows a possible wind shear zone at 1,500 feet in which the wind will change to 240 degrees at 20 knots, then it would be encoded in a TAF as "WS015/24020KT". The wind shear group would immediately follow the surface wind group, thus providing a clear indication of how dramatic the wind change (shear) is expected to be.

If it is uncertain as to what the wind direction and speed might be above the shear zone, or the height itself is in question, then the group may only include "WS015" or "WS", respectively.

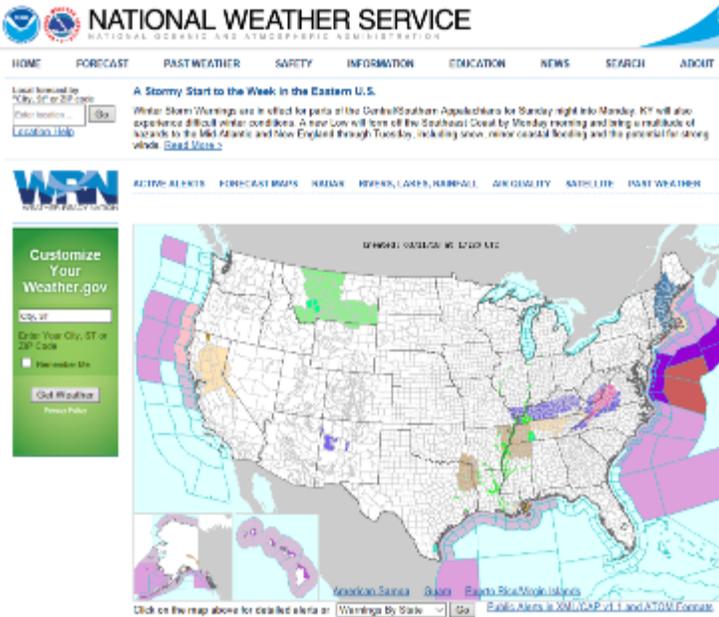
Though wind itself cannot be seen, you can see the effects of wind shear by observing formations of clouds or by debris bouncing around the airport. Shear experienced during landing or climbout can be attributed to wind deflected from hangars and other buildings, terrain features such as mountains, hills and trees along the runway or from the vortices of other aircraft (wake turbulence).

Rotor clouds and standing lenticular cloud formations are visual indications of areas of strong windshear activity aloft. Rotor clouds appear to be long horizontal fluffy cotton balls at low to mid altitudes. They appear to be rotating slowly, but what you see are the outside edges. Inside the winds are much stronger.

Standing lenticular clouds are also seen primarily at mid and higher altitudes, but they appear to have a long smooth cigar shape, or can appear saucer shaped like the classic UFO. These are encoded in METAR's as either ACSL (Alto Cumulus Standing Lenticulars) or CCSL (Cirrus Cumulus Standing Lenticulars). Frequently both the Rotor clouds and the lenticulars will form on the lee side of mountains. If you see them, you may want to avoid flying into or near to them as they contain rapidly rotating horizontal tunnels of air.

Winds Aloft Forecasts or FD's are good indicators of expected wind shear. Recently I briefed a pilot at Double Eagle Airport in Albuquerque. He told me the winds at the airport were very light, and the nearby TAF at ABQ also indicated surface winds were expected to be light, but the Winds Aloft indicated winds of 230045kt at 9,000 – which is only about 3,500ft AGL.

The FD may also predict winds to be relatively light at two succeeding forecast altitudes, but the direction may be as much as 180 degrees different! For example, the FL060 winds are forecast to be 09015 (east at 15 knots), while the FL090 winds are forecast as 27015 (west at 15 knots). The shearing effect on your aircraft will happen somewhere between the two alti-



(Continued from page 16)

tudes, sometimes in as small as 500 feet elevation.

Remember that Pilot Reports are your way of helping other pilots fly safely – be sure to speak up and call Radio or Center if you get some rough air!

Rose Marie Kern is the author of “Air to Ground” – a book about Air Traffic control and aviation weather interpretation. For more information or to ask questions go to her website www.rosemariekern.com

<https://www.weather.gov/>



FAA Safety Team | Safer Skies Through Education

Flight Service Transitions to Leidos Pilot Web Portal

Notice Number: NOTC7670

Flight Service Transitions to Leidos Pilot Web Portal

The FAA will discontinue the Direct User Access Terminal Service (DUATS II) Program, effective May 16, 2018. Internet services, including access to weather and aeronautical information, flight plan filing and automated services will remain available at no charge to pilots at www.1800wxbrief.com.

To continue to receive free services, users are encouraged to register with www.1800wxbrief.com. Over the next 60 days, the FAA will work with current DUATS II providers on transition activities, including conducting pilot outreach, establishing commercial interfaces, and providing user migration assistance.

Please contact FAA Flight Service at our customer feedback website if you have any questions. https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/contact_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, 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 179's **IMC Club** is underway and meeting 9:30am the 3rd Saturday every month at AEG, led by Marc Coan. The sessions are really good. Those interested can go to the following link for the current link for location, information and registration:

<https://www.faasafety.gov/SPANS/events/EventList.aspx?statecd=NM>

**FAA Safety Team | Safer Skies Through
Education**

EAA Chapter 179

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