

## 2018 Officers

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## Albuquerque, NM Chapter 179 Enchanter



June  
2018

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 .

**June 19, 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

**LOEFI 2018: August 25, 2018**

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



**THE CLUB JUST FOR  
INSTRUMENT PILOTS  
(AND STUDENTS)**

See page 7...

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## From the Editor, Harley Wadsworth

Our dear friend, flight instructor, Center controller, A&P mechanic, FAA examiner, and EAA 179 member, Chuck Tuberville, passed away peacefully after a long illness. He will be missed. Below is a picture of him taken at our celebration party for him in March. It was good to have had that time with him to thank him for his life in aviation and his friendship.



## From the President, Bob Richter Sand

Greetings Chapter 179

LOEFI is almost upon us and we'll need as many "hands-on-deck" a few days before August 25th to prepare for another great fly-in at Double Eagle airport. Publicity will be important this year for both pilots and the general public, please collect a couple of posters at next week's meeting to place in key locations around the area.



Bob & Kat's Kitfox is more than half-way through the Phase I fly off with travel and work interfering with test flight time. Nearly all of the flight characteristics have been mapped and only a few tweaks of the instrumentation were required.

I wanted to take just a moment to cover a few initiatives that I'd still like to accomplish this Chapter year. With a number of active build projects underway, and a few of us still working on/repairing/refurbishing our planes, here were a few of my seminar idea's: Basic Machine Shop fabrications skills (I plan to bring my mill and lathe out to KAEG), intro to 3D printing design (for a/c nonstructural parts), 3D printing (using our printer demo'd at LOEFI the last two years), a/c airworthiness inspections (lessons learned from our recent experiences), and at least one more Eagle's Program after LOEFI but before the end of the calendar year. There are more initiatives that have been discussed at the BoD meetings but they will require more time and effort on the part of our Chapter. See you at next Tuesday's meeting!

Bob Richter-Sand

Chapter 179, President

Find or Become a Tech Counselor and/or Flight Advisor:

(your EAA login is required to see this information)

<https://www.eaa.org/en/ea/ea-chapters/ea-chapter-resources/chapter-programs-and-activities>



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

## 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

MEETING MINUTES FOR: May 15, 2018

**Call to Order:** President Richter-Sand called the meeting to order at 0600.

**Presidents Report:** Bob Richter-Sand discussed numerous items including:

Pay your dues.

**Discussion and request or help for the NM Aviation Aerospace Association (NMAAA) June 2 event.** Support for EAA 179 table is needed. The IMC Club will meet May 19 at Bode Aero.

**Secretaries Report:** Todd Blue: In absence of Todd, president Richter-Sand requested approval of January minutes as published. Motion to approve was made and passed.

**Young Eagle Report:** Todd Blue: No Report

**Treasurers Report:** Dan Horschel: Report was given. Accepted as presented.

**Scholarship:** Dan Horschel indicated the need to start thinking about Eagle Scholarships.

**Membership:** Scott Speirer: Scott indicated still needs dues from some members.

**Old Business:** Discussion by Bob on LOEFI. Meeting planned at Copper Canyon April 22 for LOEFI planning. Poster has been generated and Bob requested distribution to business and work places. Still need Fly Mart stuff.

Short discussion about Boy Scout merit badge.

**New Business:** Bob announced that Jim Talbert, Alamogordo Airport Manager, has an opening for a few people going to Oshkosk. House is rented 30 miles from Oshkosk. \$350. Bob also indicated that two T-hangers for rent at Mid Valley; \$230/Month. AOPA Volunteers are needed to populate booth in Santa Fe, September 14-15.

**Pilot Bash at KAEG Saturday June 2, 5-8pm**

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

Respectfully Submitted;

Todd Blue

**NOTE:** Thanks to Bob for meeting information since I was missing from action.

## After Meeting Presentations



*Bob Richter Sand brought an interesting video about our quest towards eventually landing a man on the moon. It include a barrel roll of a Boing 707 on its introductory flight demonstration.*



*Scott Speirer and George Young maned our Chapter 179 booth at the NMAAA Pilot Bash.*



## **ANNOUNCEMENT**

***The New Mexico Aviation Aerospace Association***  
**In conjunction with**  
***White Sands Regional Airport***  
***City of Alamogordo***

**Presents the Sixth Annual**

# **NEW MEXICO AVIATION AEROSPACE STEM EXPO**

This event focuses on Science, Technology, Engineering and Mathematics which informs students for careers in the Aviation Aerospace field. Students will get to meet with industry leaders, higher education representatives while getting to explore and interact with some of the most advanced Aviation and Aerospace equipment in the world!

**Thursday, September 27th, 2018 9 a.m. – 3 p.m.**  
**White Sands Regional Airport, Alamogordo, NM**

For information or to register visit our website: [www.nmaaa.net](http://www.nmaaa.net)  
Event Contact: [President@NMAAA.net](mailto:President@NMAAA.net)

Note: Participation is Limited and by Invitation only - So please register early.

This is a partial list of our MISSION PARTNERS:

City of Alamogordo	Ed's Flying Service	Exile Aviation	Eastern NM University
Embry-Riddle Aeronautical University	Aspen Avionics	DeVore Aviation Corp	Main Gate United
Civil Air Patrol	NM Senator Bill Burt	Congressman Steve Pearce	



# Land of Enchantment Fly-In

**August 25, 2018**

**Double Eagle II Airport**

Albuquerque – KAEG    Open 7am



[EAA179.org](http://EAA179.org)

**FREE ADMISSION & PARKING    AIRCRAFT DISPLAYS    YOUTH ACTIVITIES**  
**Pancakes & Burgers    Exhibit Hall    Car Clubs    Military Vehicles    Aircraft Awards    Pilot Seminars**



## How Do Flight Plans Get Filed?

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As of May 16, 2018 the FAA discontinued its relationship with the DUATS II program. While it may seem that this simply refers to those pilots who actively used the DUATS II program, the reality is many private companies were affected.



The inputting of flight plans into the National Airspace System computers is tightly controlled. Until May 16th there were only two access points available for general aviation outside of the air traffic facilities: Leidos Flight Service and DUATS II. Flight plans filed through Foreflight, SkyVector and all other private companies are not sent directly to the FAA, they had to funnel through one of those two government contractors. Now that DUATS II is not an option, all private companies that offer an online service for pilots to file are required to upload the flight plans through the Flight Service access point.

This is beneficial to the pilots in ways they can't see directly. By reducing the access points to one – specifically the one that also allows pilots to call for other services – it will reduce the errors and problems which sometimes caused the flight plan to reject. It also means that your flight information is all in one place.

In the past, when a VFR flight plan came into the ATC system from a vendor, the only information received by Flight Service was the Call Sign, Type Aircraft, Departure Point, Destination and ETA. If the aircraft went overdue, the first step taken by flight service was to send a message to the company who took the flight plan requesting the rest of the information. This was

necessary to begin Search and Rescue.

IFR flight plans sent to the ARTCC's and Towers were also truncated. They showed the above information plus altitude, speed, route and remarks. If ATC needed anything more they also had to contact the vendor. With all the flight plans going to Flight Service, the extra data is more readily available.

Another advantage of the flight plans all going through Flight Service is the ability to make changes to one that was previously filed. In the past when a flight plan was filed through the DUATS2 access point, if a pilot called FSS to make changes to their IFR route, the specialist had no way to do that other than to try and call the ARTCC. Flight plans do not upload to the ATC computer until an hour prior to flight time, so if it was filed earlier in the day, neither ATC nor FSS would be able to access the data. The only option FSS had was to have the pilot file another one with them. This sometimes led to complications when the flight plan originally filed through the DUATS2 access point dropped into the ATC system because now there were two of them.

VFR flight plans also suffered from having duplicates created as Flight Service did not receive them from the other server until two hours prior to the departure time. With the reduction of flight plan input to one access point, this type of problem is eliminated.

Flight Service has undergone massive changes as technology advances and it's not over yet. In my next article I will go into details of what pilots can expect, when it happens, and why it is happening.

*Rose Marie Kern worked in ATC for over 34 years. She is an FAA Safety Team member. Her latest book "Stress is Relative" is a memoir of what it was like working in this profession in the years after the infamous ATC strike when the entire workforce had to be rebuilt. For more information go to:*

[www.rosemariekern.com](http://www.rosemariekern.com)



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

### **Mystic Bluffs Fly-In,**

Saturday, August 18, 2018

See NMPA web site for details





## THE CLUB JUST FOR INSTRUMENT PILOTS (AND STUDENTS)

### WHEN

**9:30 - 11:00am**

**3rd Saturday Each Month**

### WHERE

June 16, 2018: KLAM, Main Terminal

July 21: 2018 KAEG, Bode Aviation

Aug 18, 2018 KSKX, Taos Aviation Svcs

Sept 15 NO Meeting (AOPA Fly-In at SAF)

Oct 15, 2018 TBD (check website)

Nov 17, 2018 KAEG, Bode Aviation

Dec 15, 2018 KSAF, Sierra Aviation

- Discuss IFR video scenarios produced by EAA
- Review IFR regulations
- Get tips from CFII's and other pros
- Find a safety pilot to fly with
- Meet local CFII's who can get you current
- Find out about changes in local ATC procedures or approaches
- Practice flying suggested scenarios in the plane or sim

Qualifies for



FAA Wings Credit!

Sponsored by  
Albuquerque EAA  
Chapter 179  
[www.eaa179.org](http://www.eaa179.org)

See more information on the next page...

Hey Pilots!

What something to do this weekend? EAA Chapter 179 (Albuquerque) will be holding a special fly-out to the Los Alamos Airport for our next IMC Club meeting. That would be **9:30-11:00am this Saturday, 6/16, in the airport terminal**. Hopefully, the winds and weather will cooperate for those flying in, but we will still hold the meeting regardless of weather. All pilots are welcome; you do not need to be an EAA member.

If you're not familiar with IMC Club, it's **"organized hangar flying"** for instrument pilots, instrument students and any pilot who likes talking about small airplanes or just listening to other pilots' perspectives.

Each month, we present 1-3 video scenarios produced by EAA. The scenarios are short; less than 5 min. in most cases. Each scenario ends with, **"What would YOU do?"** We then discuss what we would have done, based on our experiences. (Summaries of each scenario are posted at the end of this message.)

Meetings begin with an EAA-provided Question of the Month. This month's question is, **"What is a diverse vector area?"** (See attachment of an example.) If you don't know the answer, then come to the meeting!

Typically, we have 15-20 pilots in attendance. They come from all walks of life: Airline, ATC, FAA, Cargo, Air Ambulance, ex-Military, and GA. It's the perspectives of such a diversity of pilots that make the discussions interesting! **You are guaranteed to learn something**, or your money back (OK, there is no charge, but if there was...).

**WINGS program Advanced Credit** will be offered to all participants who register first at FAASafety.gov:

[https://www.faasafety.gov/SPANS/event\\_details.aspx?eid=83591](https://www.faasafety.gov/SPANS/event_details.aspx?eid=83591)

Seating is limited to 25. Coffee will be provided.

Note: The next IMC Club meeting will be Double Eagle on July 21 (but we're getting some pressure to skip that one due to OSH beginning the following week). Then, for August, we'll be flying up to Taos, KSKX, on August 18 at Taos Aviation Services. Meetings always begin at 9:30 and wrap at 11:00.

Check out the scenarios below, then plan your flight to KLAM for this Saturday. (If you're not familiar with arrival procedures and restrictions at KLAM, see the attachments (net page). Bonus: I just found a video of flying a Remos LSA into LAM on Youtube, <https://www.youtube.com/watch?v=3kvmVF9cjeAj>. A student recorded it with me as instructor, but I don't remember the flight whatsoever! However, it's the best one I could find online. Note CTAF is 123.00. One-way airport: Land on 27, takeoff on 9 unless tailwind component >10 kts. Contact me if you need help planning your flight to LAM.)

See you there!

Marc Coan, CFII,  
IMC Chapter Coordinator  
Santa Fe  
[marc@marccoan.com](mailto:marc@marccoan.com)

PS: Please distribute this email. EAA Chapter 691 and NMPA notification especially helpful!

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THIS MONTH'S SCENARIOS  
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Title: **Where Are My Glasses?**

Aircraft: Airplane of your choice

Destination: Little Rock, AR (KLIT) (not relevant)

Weather: Dark, with scattered clouds (not relevant)

Scenario: You recently replaced your prescription eyeglasses; you can barely read the eyechart without them, let alone say, an Aspen PFD. You are on the last vector for the ILS 4L. Suddenly, one of your eyeglass lenses pops out! You are unable to find it while flying around. Your depth perception is very affected. **What would you do? Has anything like this happened to you?**

Bonus: Marc will tell his story of flying from the Bahamas to Ft. Lauderdale Intl., to St. Petersburg, to Memphis, to Lawrence, KS, mostly at night, all after his eyeglasses (20/200 vision) were stolen in the Bahamas. Fortunately, he was only 19, knew everything, and only used up 3 of his 9 lives during this trip.

Title: **Would You Like Some Ice with That?**

Aircraft: 1981 Cessna 182 w/GNS430W, Cessna 300 roll control autopilot with STEC 30 altitude hold module.

Departure: Waukegan, IL (KUGN)

Destination: New Garden Airport, Toughkenamon, PA (N57)

Weather: It's the beginning of May. There is no frontal activity or precip. A deep low north of the route should provide strong westerly tailwinds. There is an Airmet Zulu (icing) along the entire route. Freezing levels are forecast for 5000 ft. MSL. Departure weather is 3000' ovc, with 4000-5000 overcast over Indiana and Pennsylvania. The Area Forecast calls for tops to 10,000, but clearing over central and eastern PA. ADDS icing tool shows light icing at 7000, trace to negative icing at 9,000, negative icing at 11,000 through IN, OH, and western PA.

Scenario: You have flown this 5-hour route several times previously. This time, you have already been delayed for two days due to severe weather en-route. Today's your mother's 98<sup>th</sup> birthday. You plan to depart IL VFR under the clouds and pick up an IFR clearance at Ft. Wayne, IN for the rest of the trip. For that portion, you expect 9000 (hopefully, to



be on top), and are ready to climb to 11,000 as necessary. 40-50-kt. Tailwinds will cut an hour off the flight time. The clouds should dissipate well before the time to start descent into N57. Over Ft. Wayne, you receive your clearance and climb to 9000. Clouds are broken, and you are able to climb through a hole to reach your altitude with only a trace of airframe ice. In that area, bases are at 4500', and tops to 7500'. When tops increase to 9000', you climb to 11,000'. You see light ice on the airframe. You try to climb to 13,000', but the airplane is unable to climb higher than 11,000'. Ice is now accumulating rapidly. **WHAT WOULD YOU DO?**

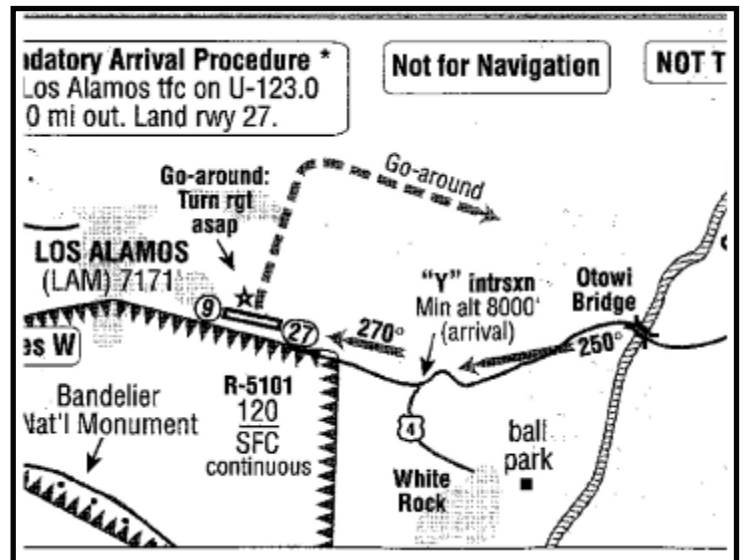
Bonus #1: The Area Forecast has been discontinued. What should you use in its place? What is now an "official" forecast source for alternate weather planning at airports without TAFs?

Bonus #2: What is the FIRST thing every pilot should do when they encounter airframe icing?

Bonus #3: The Flight Path Tool. What and where is it?

**BOSTON, MA (CONT)**  
**GENERAL EDWARD LAWRENCE**  
**LOGAN INTL (CONT.)**  
**DIVERSE VECTOR AREA (RADAR**  
**VECTORS)**  
**ORIG 16119 (FAA)**

**Rwy 14**, heading as assigned by ATC; requires minimum climb of 240' per NM to 1100. **Rwy 22L**, heading as assigned by ATC; requires minimum climb of 330' per NM to 1200. **Rwy 22R**, heading as assigned by ATC; requires minimum climb of 310' per NM to 500. **Rwy 33L**, heading as assigned by ATC; requires minimum climb of 300' per NM to 1200.



**LOS ALAMOS (LAM)(KLAM) 1 E UTC-7(-6DT) N35°52.78' W106°16.12'**

7171 B NOTAM FILE LAM

RWY 09-27: H6000X120 (ASPH-GRVD) 8-43 PON 35 F/C/X/T MIRL

1.5% up W

RWY 27: REIL PAPI(P2L)—GA 3.0° TOH 45°. Rgt tfc.

SERVICE: S2 FUEL 100LL LGT ACTIVATE MIRL Rwy 09-27 and REIL

Rwy 27—CTAF.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z, Sat-Sun 1430-2000Z. For arpt attendant after hrs and weekends call 505-417-7481. Wildlife on and invof arpt. Strong gusty crosswinds. Radio communication required before entering tfc pat. VFR ldg tfc remain 5 miles east of the arpt until turning final for Rwy 27 to avoid rstd area south of the arpt. Rwy 09-27 all ldg to the West and all take offs to the East. No touch and go ldg. Rwy 27 make rgt turn on go-around or missed apch, rstd area adjacent to south side of arpt. Blast barrier AER 09.

**AIRPORT MANAGER:** 505-662-8420

**WEATHER DATA SOURCES:** ANVS-3 124.175 (505) 662-8423.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

ALBUQUERQUE CENTER APP/DEP CON 132.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SAF.

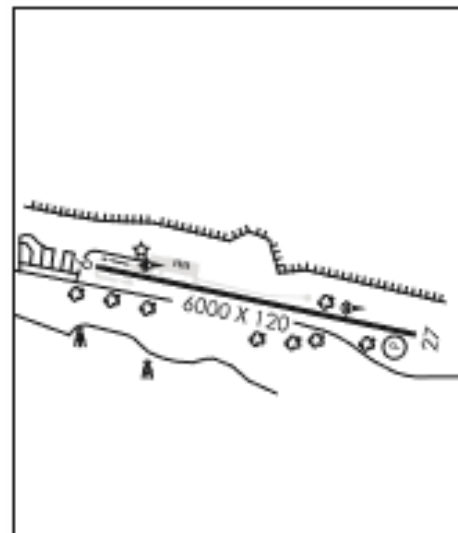
SANTA FE (L) VORTACW 110.6 SAF Chan 43 N35°32.43'

W106°03.90' 321° 22.6 NM to fld. 6268/13E.

VORTAC unusable:

015°-030° byd 30 NM bla 14,600'

DENVER  
H-4L, 6F, L-8I  
IAP



## 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/EI 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!

**Albuquerque Aviation Historic Group (AAHG) —First Thursday of the Month**, Formation begins at 7:00 PM at following:

North Domingo Baca Multigenerational Center

**Note: New location**

7521 Carmel Ave NE (north of Paseo del Norte on Wyoming Blvd).

Albuquerque, NM 87113

**2<sup>nd</sup> Floor – Classroom 5; TAKE THE ELEVATOR; (505) 764-6475**

**EAA 179's IMC Club** is underway and meeting 9:30am the 3<sup>rd</sup> 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>

**EAA Chapter 179**

**P.O. Box 3583**

**Albuquerque, NM 87190-3583**