

Albuquerque, NM

Chapter 179 Enchanter



September
2011

2011 Officers

Area 505 (New Mexico)

President:

Bob Waters- 844-4672
vertiev@earthlink.net

Vice President:

Steve Rokicki - 898-6383
rokicki@aol.com

Secretary:

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

Treasurer:

Curtis Smith - 899-2696
matchtwo@nets.com

Directors:

Chuck Swanberg - 281-2984
chucks@higherspeed.net

Dan Friedman - 823-9689
tobydan@juno.com

Bonnie Mauldin - 440-8481
bjmauldin@gmail.com

Dean Wadsworth - 907-5051
deanwads@gmail.com

Russ Prina - 856-6246
rfprina@wans.net

Standing Committees

Budget & Finance:

Curtis Smith, Dan Friedman,
& Russ Prina

Promotions, Publicity & Membership:

Curtis Smith - 899-2696

Newsletter:

Harley Wadsworth 453-6369
harleywads@comcast.net

Fly-In & Librarian/Historian:

Don Gillmore 385-4549
dgillmor@rt66.com

Young Eagles:

Ken Dominy - 453-7262
abqmooney@hotmail.com
Robert Hartman 565-2743

Scholarship Committee :

Steve Rokicki - 898-6383
Keith & Joy Beasley—898-0425

Visit Albuquerque EAA Chapter 179 Web Site: www.179.eaachapter.org

Upcoming Events & Chapter Meetings .

20 September, Tuesday, EAA Chapter 179 Meeting, eat at 5:30 PM, meeting at 6:00PM, Copper Canyon Café, 5455 Gibson SE

24 September, Saturday, Socorro (KONM) M Mountain Fly In, pancake breakfast starts at 0800. Chile Proppers Green Chile Burgers for lunch!

1-8 October, EAA B-17, Aluminum Overcast. At Double Eagle II Airport for the week of the Balloon Fiesta. See details on the chapter website, at the link in the header of this page.

B-17 Volunteers,

Thanks to the many of you who have already volunteered to help at the B-17 tour at Double Eagle October 1 through 8. I haven't reached everyone yet, but will try again after September 17, when we return from a short vacation. If you're interested, please don't hesitate to contact me at 898-0425.

Joy Beasley



Land Of Enchantment Fly-In and Young Eagles. See pages 6-7

Inside This Issue

Upcoming Events & Chapter Meetings.....	1
From the Editor.....	2
From the President.....	2
Chapter 179 Meeting Minutes.....	3
Clearance Limits, By Rose Marie Kern.....	4
Clearing Out The Hangar	5
Land Of Enchantment Fly-In, Sept. 10, 2011.....	6
Young Eagles, Sept. 11, 2011, Moriarty, NM.....	7
Ongoing Events	8

From the Editor, Harley Wadsworth

I will vouch for Bob having made his predictions (at right) ahead of time. I have the benefit of 20-20 hindsight for the LOEFI and Young Eagles Event. Bob was right about the fun and the great volunteers.



The weather on Saturday kept a lot, but not all of the Albuquerque airplanes away. We had rain at the airport and poor visibility in the mountains for the morning, but it was a very comfortable day and the airport was VFR.

First arrivals were Tom Benedict from Dexter, an Er-coupe from Artesia, and then Curtis Smith and Bob Waters from the west side of the mountains. The Fly-In was relaxed but then Sunday we got swamped with kids eager to fly. The weather on Sunday was perfect, but we had over 136 kids registered. The pilots, registration workers, and food service crew deserve extra thanks for efforts above and beyond extraordinary. I have included some pictures in this issue, but I will save some for next month's issue when our leaders have had time to send in their reports. HW



From the President, Bob Waters

Things future and past...

Writing this the week before the Land of Enchantment Fly In, I need to do a little predicting about the future that will be past by the time



this newsletter is published. And I predict that it was awesome! Curtis did an excellent job organizing everything and as usual many, many people came out to volunteer your time setting up, cooking, checking people in, judging planes, talking planes and the chapter, and cleaning up. On Sunday, I predict that Ken did his usual awesome job of coordinating the Young Eagles flights and we had an unusually large number pilots, cooks, kids, families, and fun under a clear blue New Mexico Fall sky. I predict it was a great fly in!

And here's some more prognosticating: The B-17 will be here the week of Balloon Fiesta. The weather will be perfect EVERY day – the only Overcast will be Aluminum. Lots of volunteers will show up and have an excellent time every day showing off this few-remaining-of-their-kind airplane. Hundreds of people will come to Double Eagle to tour and fly in Aluminum Overcast. Bob Hartman will be the ambassador of aviation that he is and wow the crowds as one of the humans that made that machine do its business. And everyone will leave exhausted and happy. That's my prediction – come out and help and see how well I guessed!

If you haven't looked lately, please check out our Chapter website that Kevin Banks is bringing to life: <http://www.179.eaachapter.org/>. We have lots of space for pictures, news, events, and other things we'd like to show off about our chapter. What do you have to share and display? When you see him, please thank Kevin for his great work.

One last prediction: At the meeting this month, our very own Laura Tweed will have pictures and commentary about her award-winning experience in the Air Classic race and puddle jump! I look forward to seeing you all there. And remember, bring a friend.

Chapter 179 Meeting Minutes

Minutes of Meeting held 8-16-11

The meeting was convened by President Bob Waters at 6:15PM.

Minutes of July 19, 2011 meeting as published in the Newsletter, were accepted as published.

Treasurers Report was given by Curtis Smith. Motion and Second to accept was made. Accepted.

President Waters called for introduction of guests. None in attendance.

Bob recognized the Board decision to grant an honorary membership to Mr. Richard Wright in recognition of his donation of Aviation books and unique coffee table for possible sale by the chapter.

Mr. Wright and his wife were unable to attend due to his treatment for cancer.

In response to an email from New Mexico Tech students soliciting donations for their Aero Design competition to Joyce Woods at New Mexico Pilots Association then passed on to Bob, the board has agreed to investigate that Chapter 179 act as a conduit for dona-

tions to the group.

Ken Dominy gave a short update on Young Eagle rally at Moriarty and the LOE fly-in. Ken also indicated that a final Young Eagle event at Double Eagle is tentatively set for the last of October or first of November.

Joy Beasley asked for volunteers for the B17/Balloon Festival October 3 – October 9. Tentative shifts to be 10am-1pm and 1pm to 4pm. Volunteers will be needed for all days of the event. Joy will firm up list the first week of September.

Rick Richter needs volunteer(s) to pick up supplies for Fly-in.

Konrad Werner announced that the B-17 will depart on Saturday, October 8.

A Motion was made, seconded and accepted to adjourned. Meeting was adjourned by President Waters at 6:35PM followed by a video presentation by Bob Waters on his rip to Oshkosh.

Respectfully submitted:

Todd Blue, Secretary



Double Eagle II Airport Open House Event



A CLEAN PLANE IS A HAPPY PLANE! The Rio Grande Norte 99s Plane Wash Fundraiser

Make your plane happy!
(for a small donation of course)

Come to Santa Fe

September 24 between 9am & 3pm

Skyland Aircraft hangar (next to Sierra Aviation)



(Minimum Suggested Donation)
\$25 Single Engine \$35 Twin Engine

Proceeds to benefit the

Amelia Earhart Memorial Scholarship Fund

For more information, please contact Tandra Hicks 505-994-4231 TLCPmtg@aol.com

Clearance Limits, By Rose Marie Kern

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Greetings!

This month I would like to share with you a couple of the questions that have been sent to me this past year concerning IFR clearances.

Rose



Hi Rose

I am a student pilot and a little confused about IFR clearance limits? If I am cleared to the NDB by my airport do I go to it and then continue on to my destination?

---Jackie

Hi Jackie,

Clearance limits can be NAVAIDs, intersections, other airports or in some cases recognizable physical landmarks – such as a power plant or race track.

When you are issued a clearance limit short of your destination it is because you are entering an area of high density traffic and ATC needs you to stay in place while they figure out a way to work you into the flow safely. The airspace from your departure airport to the clearance limit is held sterile of other IFR traffic until you appear on radar and are in contact with air traffic. Once you have come up on frequency and they can “see” you, they give you the rest of the clearance to your destination.

--Rose Marie

Rose Marie

I have had many students ask me how long is a IFR clearance good for in hours? As an example can I get a clearance and then go back in the FBO and come out later and still have the IFR clearance valid? From the time I receive the clearance until I take off how long is this good for. I have delayed as much as an hour and things have worked. What is the FAA's take on this? I understand if I am issued a "void time" I would have to re-file a new flight plan.

--John

Greetings John,

The truth is that it varies by whether you are receiving the clearance from a towered airport or a small field with no ATC presence. If you receive the clearance from a Tower you are normally not actually cleared to depart - you are given the clearance routing, altitudes and frequencies, but are expected to get a separate taxi clearance to the runway and then wait for the Tower to clear you onto the runway then cleared to depart. That clearance should remain good until the flight plan expires.

When you are flying off of a small airport with no ATC on the field and you call for clearance from flight service, or in some instances from an approach control governing the airspace, this normally gives you all the data, releases you and clears you to depart the field. That clearance is good until the void time. The 7110.65 - the bible of air traffic - instructs controllers to issue void times of no more than half an hour, and I have seen them as short as 3 minutes. The airspace over your departure airport is held sterile until you have departed and are in contact with air traffic.

Some pilots, mostly small commercial aircraft, will call for a clearance well in advance of their planned departure time to get the route, altitude and frequencies, knowing that they will have a Hold For Release. They have the information but cannot depart until they call back and ask for a release. Once they call back they are given the release and the void time.

Of course, if other IFR traffic is inbound to their airport, ATC will not release them until after that aircraft cancels IFR or they have other confirmation that the inbound aircraft has landed.

If you are given a void time and you miss it, you do not have to file another flight plan, just call flight service or approach back and ask for another void time. The other elements of the clearance should still be good unless ATC changes it at that time. You only have to file a new flight plan if the one you are using times out. Again, it will normally time out two hours after your proposed time of departure.

--Rose Marie

--Notes from Rose Marie

Remember to always be an active participant in
(Continued on page 5)

Clearance Limits (Continued from page 4)

getting your clearance. If you are departing from a non-towered field and have to call flight service or an approach control, give them the alpha-numeric designation of the departure airport as well as the name of the town and state you are calling from. There have been numerous instances of confusion over the airport identification that have resulted in operational errors and could have resulted in accidents.

ATC wants the same information for the intended destination airport – so they can ensure that the flight plan they are clearing your aircraft with is the correct one. There have been instances where two pilots have filed totally different flight plans using the same call sign, usually in a situation where there are multiple users of the same aircraft.

If there is no frequency coverage on the airport grounds and you plan to use a cell phone to call for clearance, be sure that this is the number filed on your flight plan in case ATC or flight service needs to call you back. Sometimes cell phones will cut out in the middle of the clearance or towards the end – do not assume you have the entire clearance until you have read it back to ATC and they have stated “read back correct”.

Rose Marie Kern has worked in ATC for 28 years. If you'd like to ask her a question send an email to author@rosemariekern.com.

Clearing Out The Hangar



Table & Saw \$125.00

Contact Rick Richter, netric@comcast.net



Isaac Flying a radio control simulator at the Young Eagles Event Sept. 11. See more on page 7...

Dean,

I am assisting in the parting out of a Zenair 601 as part of an estate sale here in Albuquerque. Would you advertise these items in your next EAA Chapter Newsletter and "word of mouth". Basically, I am asking for 50% of the current retail prices for the instruments/avionics. There is a "Firewall Forward" Jabiru 3300 engine with about 50 hours total time that is also for sale for \$13,000.

I can be contacted via email or via my cell phone at 703-698-9576.

Thanks for your help in this endeavor.
Steve Rotherth



Compressor, it has a 220V motor, \$195.00

Contact Rick Richter, netric@comcast.net

Land Of Enchantment Fly-In, Sept. 10, 2011



It was a rainy morning, but these aircraft all made it. This was the calm before the storm. The storm was the number of kids that came on the next day, which was a perfect weather day with many Young Eagles wanting to fly (see next page).

Young Eagles, Sept. 11, 2011, Moriarty, NM



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

Artesia Breakfast Fly-In: Free and discount on gas **1st Saturday of every month**. 8:30 till 10:00 a.m. until time change then will be 7:30 til 9:30 a.m. Hope some of you all would like to come down. Info: Lance Goodrich, Airport Manager.

EAA Chapter 179

P.O. Box 3583

Albuquerque, NM 87190-3583