

Albuquerque, NM

Chapter 179 Enchanter



February
2014

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

The Web Site for the LOEFI is: <http://www.loefi.com>

Upcoming Events & Chapter Meetings .

18 February, 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.

Our Young Eagles events are scheduled for 2014 as follows:

February 15 @ Double Eagle II (KAEG)

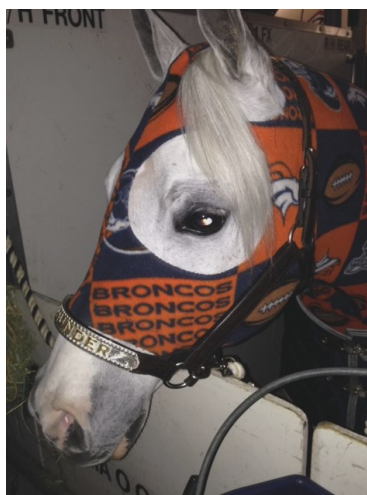
May 10 @ Moriarty (OEO)

June 7 @ Double Eagle II (KAEG) - Limited to DEAA Students Only

September 13 @ Moriarty (OEO)

November 8 @ Double Eagle II (KAEG)

Chapter 179 meetings are on the third Tuesday each month.



Nice Flight. See page 2...

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From the Editor, Harley Wadsworth

Some interesting and good news from our Chapter 179 member Emilio Verastegui (see below). Congrats to him and thanks for sharing your Fed Ex pilot experience.



I am not going to make the YE Fly-In this weekend, so could some of you please send me some pictures of it for the newsletter? Thanks.

HW

Hi!

FYI - on Saturday, the 25th of January, I passed my Oral & Practical exams for my FAA Aircraft Airframe mechanic license (I had already passed the writtens). So, I guess, now I am a certified FAA licensed "knuckle buster"!

See you at the next meeting,
Emilio



One of Emilio's passengers on his Fed Ex flight.

He is an Arabian. Took everything in stride according to his handlers, even my landing in Denver today!

From the President, Will Taylor

We are already off and running with our 2014 events! Joyce held the first DEAA 2014 organizational meeting on February 2nd at KAEG with a great turnout of volunteers for the core team. The next DEAA 2014 planning meeting will be March 1 at 12:30pm in the Bode conference room for those interested in participating. Even if you don't care to teach a class or function as a core member, we need plenty of volunteers to help make this event happen so please contact Joyce if you would like to help out in any way! Additionally, a DEAA Open House has been set for March 15th, from 10am-Noon at Double Eagle.



Of course Saturday, February 15th, kicks off 2014's first Young Eagles event at Double Eagle. Anyone willing and able to fly Young Eagles please contact Todd Blue, pilot briefing will be at 08:00am. Anyone who might be available for taking photos (back up photographer) of YE's please contact Todd Blue or myself.

On February 5th, I met with Colleen Langan with the Bernalillo Open Space and her planning group who are organizing their "Soaring the South Valley" event slated to take place on May 10th 2014 08:00am-Noon. This event will take place at the Durand Open Space (formerly the Durand Airfield) and they are hoping the "Chili Flight" will be willing to perform a flyover for them once again. They have also kindly offered our chapter a booth should we wish to have one.

Last but not least, just a reminder that the first LOEFI 2014 planning meeting will be Tuesday, February 25th, starting at 6:00pm at Copper Canyon. Come help us make this year's LOEFI another quality event!

As always, I look forward to seeing all of you at this month's meeting; please see the write up in this newsletter about this month's presentation being presented by Jack Hickman. WT

Other NM EAA Chapter Newsletters

EAA 691, the Green Chile Chapter: <http://eaa691.org/PreFlight.html>

EAA 555, Triple Nickel Chapter: <http://www.zianet.com/eaa/>

EAA 251, White Sands Chapter doesn't have a new newsletter since 2009 but they do have a home page: <http://www.eaa251.org>

Chapter 179 Meeting Minutes

The regular meeting of EAA Chapter 179 was held January 28, 2014 at the Copper Canyon Café.

PRESIDENTS REPORT: The meeting was convened at by President Will Taylor at 6:05PM. Guests and new members were introduced including Will Fox of Chapter 691, Dan and Zia Telfair, and Tom Denton .

Will reported a meeting concerning an event at the South Valley Duran Open Space. He will have more information at next meeting.

VICE PRESIDENT REPORT:

Vice President Robert Richter-Sand indicated that 17 guest speakers are on his list of presenter scheduled for the coming year.

SECRETARIES REPORT: Secretary Todd Blue reported no December minutes due to Christmas party at the Prinas. All again expressed their thanks for the Prinas hospitality.

TREASURER REPORT: Treasurer Art Woods indicated that report is mainly unchanged since the previous report. The CD is still only drawing a minimum return.

SCHOLARSHIP REPORT: Joy Beasley indicated that the Budget and finance for FY 2014, as approved by the Board Meeting January 13, 2014, included increases to the scholarships to \$1000.00 each which reflected an increase donation from Joyce Schmidt of \$800.00. This also included a raise in the Bob Hartman scholarship from \$300.00 to \$1000.00. Must have applications by February 27. If CNM applicant is picked, money can paid to reimbursed for CNM costs. (AP program).

Young Eagle pilots earned enough YE credits for a full scholarship to Oshkosh camp. Must have name by March 1. Board also approved a contingency expense for travel to Oshkosh if parents can't afford successful applicants travel fare.

MEMBERSHIP REPORT: Membership Joyce Woods said dues are due, with single \$20.00 and family \$30.00. At year end membership was 61 members with 10-12 new members during 4th quarter.

DEAA: Joyce Woods discussed DEAA summer camp again June 2-7. Limitation

on students based on available pilots. Mentioned possible Nuclear Museum February 3 participation.

YOUNG EAGLE REPORT: Young Eagles Coordinator Todd Blue discussed Young Eagle event at Double Eagle II February 15 Looking for pilots and ground volunteers. We now have one contact for CAP. Continued communication with EAA chapters in New Mexico will continue. At present Chapter 691 and 530 have been great, as well as the 99s. Amy Ross and Doug Warwick can always use help. Nettie made flyers to pass out and distribute.

Edy Taylor has a job change and may not be available to take pictures on some events. Will asked for volunteers to take pictures at event.

LAND OF ENCHANTMENT: Will and Edy to chair again. Will set February 25 as first planning meeting at 6:00 PM at Copper Canyon. All 2013 LOEFI committee member are welcome as well as all who can help.

WEB Site manager. Kevin Banks to note LOEFI September 6 at KAEG on website.

OLD BUSINESS: Bob selling EAA Calendars (last 2)

NEW BUSINESS: KAEG tower requested survey. Joyce Woods had forms. Randy Reamer—wants to build and airplane, needs help. Would like partnership.

President Taylor called for Motion to adjourn, seconded and accepted at 6:40PM.

The meeting was followed by an informative presentation on Home Built Aircraft by Will Fox.

Respectfully submitted by;

Todd Blue, Secretary



Upcoming Events and Information

Hello EAA 179 members and friends,

Here are EAA179 updates plus a couple events with NMPA and The Ninety-Nines . . .

EAA 179 Young Eagles Flights – Saturday February 15, 2014, 8:30 – 11:30am at Double Eagle II Airport. FREE flights offered for youth 8-17, parental permission required and weather permitting. Pilots with aircraft always needed! If you are a national EAA member and would like to help fly kids, contact Todd Blue at: tblue@ix.netcom.com. Check EAA's [pilot requirements](#).

EAA179 Chapter Meeting Tuesday, February 18: Jack Hickman will share with us his experiences building a VariEze. Jack is a long time Mid Valley Airpark pilot with a great sense of humor. Today, he and his wife Glena travel in their beautiful 1958 Cessna 172 which has donned the cover of Cessna Pilots Association magazine. In the early fifties, he was a Navy radio crewman on "Dew Line" Constellation aircraft. Join us at Copper Canyon Café at 5455 Gibson SE for a no host dinner starting at 5:30pm, business meeting at 6pm, and program immediately following.

NM Wing Angel Flight Fly-In, Saturday, February 22; 8:30am – 12:30pm. *Everyone welcome! Join Angel Flight for this headliner event* in the Aspen Avionics hangar Double Eagle II Airport (south of the tower). Guest speakers are **Dave Hirschman**, senior editor for AOPA, **Senator Jack Schmitt**, former astronaut for Apollo 17, and **Jerry Van Slambrook**, a local Angel Flight pilot. Program starts at 9:00am with Angel Flight and guest introductions. From 9:30 – 11:00, a WINGS Safety Seminar, "*Cockpit Resource Management in an Emergency*" will be presented. An Angel Flight informational session starts at 11am. Door prizes include a new STX165 transponder donated by Sandia Aerospace, a Torgoen T16 Swiss-made watch, donated by Shelton Jewelers. Coffee and lunch provided. [Click for details](#).

Double Eagle Aviation Adventure application deadline April 18: Applications are now being accepted for our aviation summer camp at Double Eagle II Airport, June 2-7, 2014. Ages 13-17 are eligible to apply. Bring candidates out to an **Informational Open House** in the Bode Aviation lobby Saturday, March 15 from 10 am – Noon to meet instructors, see some aircraft, ask questions, and better yet, submit an application! Space limited. See attached flyer and application.

NMPA Emergency Procedures WINGS Safety Clinic: The New Mexico Pilots Association is offering pilots an opportunity to participate in an Emergency Procedures Safety Clinic in Douglas, Arizona on **February 28, March 1-2** from the Cochise College Airport (P03). The clinic location will provide pilots varied topography, airspace and airports to review Emergency Procedures while flying with a CFI. The clinic will provide simulated emergency scenarios for both high and low altitude events. Registration includes flight time with CFI, transportation, meals and ground school. [REGISTER HERE](#) by February 25. Hotel reservations can be made directly with the Historic Gadsden Hotel at 520-364-4481. Info: Cathy Myers 575-694-2136 or nmpa@nmpilots.org

Women Take Flight, Girls Too! March 8th, 8:30 am to noon. FREE FLIGHTS for eligible women and girls from at the Double Eagle II Airport. Local members of The Ninety-Nines will offer free flights (weather permitting) to females who have never flown in a small aircraft. Although targeting women of at least high school age, girls 12 years or older will be accommodated as possible. Space limited, register in advance at www.womenofaviationweek.org/rsvp/albuquerque

SAVE THE DATE! Our next **Land of Enchantment Fly In** and airport open house will be Saturday, **September 6, 2014**.

If you aren't a Chapter 179 member, we hope you'll consider joining us! Dues are \$20 for an individual member, \$30 for a family. Click [HERE](#) for membership form and further details.

Enjoy the extra lift from cold weather flying . . .

Joyce Woods

Membership, Promotions and Publicity

EAA Chapter 179

chapter@eaa179.org

Please pass this email along to anyone that may be interested. Not getting these directly? Let us know if you want to be added to our distribution list.

Search and Rescue is Changing, by Rose Marie Kern

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One of the first responsibilities of flight service when it was created in 1920 was to keep track of VFR aircraft and if they did not arrive at their destination, to initiate search and rescue procedures. That responsibility is still one of their top priorities.



According to the records, between 50 and 70 pilots per day nationally simply forget to cancel their flight plans by the ETA. Of those, about half will call and cancel within the first 30 minutes. That leaves about 25 to 35 who cause us to start looking for them.

The first step Flight Service takes in SAR is to determine whether or not the aircraft has landed at his destination and simply forgotten to cancel the flight plan. If they landed at a towered airport during the time the tower is open, it is usually a short search. If they land at an airport with an open FBO, the first thing we do is call the FBO, who very graciously sends someone outside to check all the tail numbers on the ramp. FBO managers have earned a lot of gratitude from flight service over the decades for their gracious service.

AFSS's have lists of phone numbers for every airport within their area of responsibility. We usually call the airport manager next, but that is a business phone and if it is nighttime there may be no one there. Frequently we call the sheriff or the state police and ask them to dispatch a unit to the airport to see if an aircraft with that tail number is on the ground. If it is, the flight plan is simply cancelled.

Most of the time the pilots do not even remember that the flight plan was not cancelled, if we find them we

normally do not send it on to Flight Standards. The exception is a pilot who chronically forgets to close.

The first official step in SAR begins at 30 minutes after the ETA with a QALQ. This is a request sent by the destination AFSS to the filing facility, wherein we are asking them to send the whole flight plan. What most of you do not know is depending on who you filed with, we may not have your full flight plan when you activate. If you filed with any Flight Service we have the data, but when you file with DUATs, a military baseops or another private vendor the only information we have is: VFR, Aircraft ID, type of aircraft, departure airport, destination airport, Proposed Time and Estimated Time Enroute.

When the departure station receives the QALQ message, they research their records for the flight plan and any subsequent contacts with that aircraft and squirt it back to Flight Service. Now we can look for the pilot's data – name and phone number primarily. This is where we have come to love cell phones. Briefers at Flight Service hate those things when we are briefing someone who is on a ramp in the wind with a noisy engine behind him, but they have significantly changed our ability to find someone who has simply forgotten to close a flight plan.

If it is a home phone, we will call there and hope to find you. If someone's wife or husband answers we try to identify ourselves and ask if they know where you are without alarming them. If no one is at the phone number, or if they do not know where you are, then we prepare to expand our search. Of course we leave a message with them to have you call us whenever you get in.

At one hour after the ETA the real work begins and we

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begin to be concerned that there is a possibility that you encountered conditions which forced you to land somewhere besides where you wanted to. We send out an INREQ, or information request, to all the Air Traffic Facilities along your route of flight, and we copy the information received from them to the national Rescue Coordination Center (RCC) giving them a heads up.

All AFSS's, ARTCC's and DUATs are required to check their records to see if there has been any contact with your aircraft. It comes in handy if you have called Flight Watch and given a pilot report – which will automatically include a position report – or had any other contact with air traffic. If so, it narrows our search corridor from that point to your intended destination.

We are also required to have someone physically check ALL airports within 50 miles either side of the route to see if the aircraft landed short. Do you know how many airports there are in southern California between San Diego and San Francisco? If so, you have a clue as to how much effort goes into this step. This includes little dirt runways out in the middle of the desert as well as places as big as LAX.

Though this procedure normally takes more than an hour, if the pilot still has not been located and his ETA is exceeded by two hours, we must send out an ALNOT or Alert Notice. We continue with the communications search as the Rescue Coordination Center begins to organize an air/ground search and calls in the Civil Air Patrol.

An ALNOT remains current until the aircraft is located – or the Rescue Coordination Center gives up the search – usually at least three weeks. If you are not on a flight plan, concerned family members can initiate the SAR process by phoning flight service. Be sure they have your Aircraft ID because all of our data is based on it – not on the pilot's name.

There is a new service available to VFR pilots that will revolutionize our ability to find them. You can purchase a SpiderTracks position reporting device, and register it with Flight Service on their Pilot Portal. They will monitor your flight and detect if you stop moving, stop reporting, or send an SOS. This allows them to initiate Search and Rescue procedures sooner (versus waiting until you are 30 minutes overdue), and the position history narrows the search area dramatically if an actual search is required.

Statistics show that if people survive a crash landing, their chances are good if they can be located within 24 hours. Help Flight Service help you by doing two things. File VFR flight plans that are less than 4 hours in length. The pilot who wants to save himself some effort by filing a 12 hour flight plan from Olivia, Minnesota to Medford, Oregon is doing himself a real disservice if he doesn't show up – that's one heck of a search area.

Please give position reports, better yet – give pilot reports. That way Flight Service will have a better idea on where to search. Please do not file the phone number of your FBO if you are landing at an airport 1200 miles away. If you know you will be staying at a hotel – just mention which one while filing a flight plan and we will grab a phone book.

Oh, yeah, and don't forget to cancel your flight plan!

Rose Marie Kern has worked in ATC for over 30 years. If you'd like to ask Rose a question send her an email at author@rosemariekern.com.

Landing at Queenstown , New Zealand

I have seen this before but I don't think I sent it to the Chapter:

An interesting approach to landing at Queenstown , New Zealand .

A nice day "up", until things start to get S.E.R.I.O.U.S. as it dawns on the viewer that there is supposed to be an airport down there somewhere - And the passengers are paying the fliers to go land there.

Click on the link.

An interesting head camera video from a pilot flying a new instrument approach into Queenstown , New Zealand . A straight-in approach like this without the nearby mountains is not unusual, but a double-curved one like this through clouds with nearby terrain used to be something countries would not even publish, let alone authorize. The key here is development of GPS technologies. This flick has gone viral among aviators. It's worth viewing.

You must have total faith in God, your instruments, and yourself to properly fly this approach.

<http://www.chonday.com/Videos/pilotnewzda1nd1>

Curtis Smith



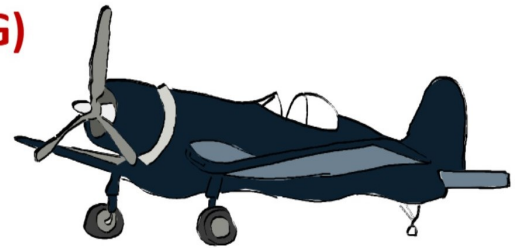
EAA CHAPTER 179

Young Eagles Rally



WHERE: Double Eagle (KAEG)

**WHEN: FEBRUARY 15, 2014
8:30-11:30**



**What: Free Airplane Rides for kids 8-17 years old.
(with parental permission. Parental permission
forms will be provided at sign in)**

8:30-11:30 Registration and flights.

Pancake Breakfast. Donations gladly accepted

All Flights Dependent on weather

**ALBUQUERQUE EAA CHAPTER 179
FOR INFORMATION CALL TODD BLUE AT
505 263 6657 OR EMAIL tblue@ix.netcom.com**



**EAA Chapter 179/P.O. Box 3583/ Albuquerque NM 87190
www.eaa179.com**

a 501(c)3 tax exempt charitable organization

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 Fellowship Christian Reformed Church, 4800 Indian School NE, (just west of San Mateo, across from the Heights YMCA). Contact Harry M. Davidson, Ph (505) 256-7212

EAA Chapter 179

P.O. Box 3583

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