

Albuquerque, NM

Chapter 179 Enchanter



**July
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 .

15 July, 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:

September 13 @ Moriarty (OEO)

November 8 @ Double Eagle II (KAEG)

Chapter 179 meetings are on the third Tuesday each month.



LOEFI Ahead.

See pages 2-4...

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From the President, Will Taylor

Hello all, I hope everyone had a fun and safe Independence day weekend!

Here it is July, and I know at least a few of you are going to AirVenture at Oshkosh, and to those that are I wish a fun and safe trip whether your flying or driving! I myself hope to journey out to AirVenture in the next year or two when my work scheduling allows, but in the meantime and on the upside I do get to go to the annual ALEA Conference next week in Phoenix.

The Airborne Law Enforcement Association (ALEA) has a large week long annual conference that is sort of like a mini Oshkosh for those in the Airborne Law Enforcement field (it is held in a different state each year), lots of workshops, classes, legal updates and of course lots of aircraft displays and even flight demos.

As I will be in Phoenix for the conference next week and VP Bob Richter-Sand will also be unavailable, our Secretary Todd Blue will be there to lead the meeting on!

On a side note, for those that can and are interested in attending we will be having our July LOEFI meeting at Copper Canyon Thursday July 24th, at 6:00 pm (come a little earlier for dinner).

Take care everyone, I'll see you next month! -WT



Land of Enchantment Fly-in (LOEFI)

Saturday, September 6, 2014

Double Eagle II Airport (KAEG), Albuquerque

Mark the Date! Plan now to join us for the best New Mexico Fly-In! Come for great food and aviation fun for kids of all ages! Stroll the flight line of static displays including amateur built, production, and vintage aircraft from all over the state . . . and beyond. Airplanes! Helicopters! Gliders! Automobiles! Expect an appearance of the Chile Flight (RV formation team) and the Lobo Wing of the Commemorative Air Force. Browse the expanded Exhibit Hall, Fly-Mart, and attend WINGS Safety Seminars for updates on ADS-B, Flight Service, and NMPA backcountry pilots. Gates open at 7am. Opening Ceremony 8am. Exhibit Hall open from 8-3pm.

Want to get involved? Volunteers are still needed for pilot welcoming, public welcoming, food serving, setup/takedown, etc. Contact Will or Edy Taylor at apdpilot@aol.com if you're interested! It's a great way to get to know others in our friendly aviation community! And don't forget to spiff up your aircraft for display and judging!

Got Aviation Treasures? Donate aviation items for sale at the Fly Mart to benefit Chapter 179 activities and scholarships! Contact Rick Richter at 296-5050.

Sponsorships?

Know an aviation business or organization that could benefit by promoting their organization with a display booth in our Exhibit Hall? If so, let us know! We request a minimum donation of \$200 for a basic booth (approximately 8 feet by 6 feet), \$50 for non-profit organizations. Booths available on a first come, first serve basis – so reserve early! With exhibits open the entire day (8am-3pm), it is a terrific opportunity to reach out to pilots, homebuilders, and the future flying public of all ages. Other opportunities include workshop sponsors (\$100), tie-down sponsors (\$25), providing items for Fly-In pilot welcome gifts, or general financial support. For more info, contact either Bob Waters bobbywaters60@gmail.com or Joyce Woods at chapter@eaa179.org.

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>

LAND OF ENCHANTMENT

EAA CHAPTER 179

FLY-IN 2014

DOUBLE EAGLE II AIRPORT (KAEG)

Albuquerque, New Mexico

SEPTEMBER 6, 2014

Saturday 7:00 am - 3:00pm

OPENING CEREMONY AT 8:00am



- ★ STATIC AIRCRAFT DISPLAYS ★ AIRCRAFT JUDGING
- ★ EXHIBIT HALL ★ KIDS ACTIVITIES ★ CAR CLUB DISPLAYS
- ★ WINGS SAFETY SEMINARS ★ MILITARY VEHICLES
- ★ GREAT FOOD & DRINKS

FREE ADMISSION !!!

WWW.EAA179.ORG



Is Flight Following What You THINK it is?, by Rose Marie Kern

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Is Flight Following
What You THINK it is?

Last week I took a call from a pilot who wanted to file a VFR flight plan and get a standard briefing. I got to the AIR-SPACE NOTAM section of the brief and was about to give him information on parachute jumping and unmanned rocket activity enroute when he stopped me



and said “I don’t need those, I’ll be doing flight following and the Center will keep me away from them.”

Houston, we have a problem. This pilot expressed a belief that Flight Following would give him all the same benefits as flying IFR but without the hassle of having ATC direct his every move. The reality is that VFR Flight Following can be very helpful to the pilots, but has its limitations.

The controller’s bible, FAA Order 7110.65, and the Aeronautical Information Manual (AIM) both describe

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Flight Following as simply “Traffic Advisories”. These Advisories are issued to alert pilots to other known or observed air traffic which may be in such proximity to the position or intended route of flight of their aircraft to warrant their attention.

The manuals go on to note that traffic advisory service will be provided to the extent possible depending on higher priority duties of the controller or other limitations; e.g., radar limitations, volume of traffic, frequency congestion, or IFR traffic workload. Traffic advisories do not relieve pilots of their responsibility to see and avoid other aircraft. Pilots are cautioned that there are many times when the controller is not able to give traffic advisories concerning all traffic in the aircraft’s proximity; in other words, when a pilot requests or is receiving traffic advisories, he/she should not assume that all traffic will be issued.

ATC is not required to do VFR traffic advisories at all if their IFR traffic levels are high, and if they do the advisories then the VFR aircraft will receive indications when there are other aircraft at about their altitude. If someone is doing parachute jumping from 10,000 feet, and you are traveling at 6,500 feet, that is not traffic and may not be pointed out. The Center may know that there is parachute jumping scheduled in that area from sunrise to sunset, but the controller may not know which aircraft are pushing people out of the airplane at what precise moment. It is expected that all pilots, IFR and VFR have received NOTAM information prior to flight and are on the lookout. IFR traffic might be routed around the area, but VFR are not under direct control.

Same with Military Operating Areas. IFR traffic is not allowed into a MOA at all when they are active or expected to be active. VFR traffic can transit a MOA at their own risk. If he has time, a Center controller should mention when the MOA is occupied by F16’s doing fighter practice maneuvers...but I’ve spoken to several pilots who were transiting the area and had the daylight scared out of them.

Another big concern should be the unmanned rocket NOTAMs. Unmanned aircraft should be treated by ATC the same way that manned aircraft are – they have transponders and are being operated in a specific area – so you should get point outs. Unmanned rockets on the other hand do NOT have transponders. They are small and fast. Again, ATC controllers have access to the same NOTAMs that pilots do. They know that an area is expected to have rocket launches

during a certain time period up to a predicted altitude. ATC cannot see the rockets on RADAR therefore they cannot point them out. ATC will direct IFR traffic around the area, but aircraft on VFR flight following are supposed to have gotten the NOTAMs and be doing their own navigation.

Something else that pilots using Flight Following should be aware of, once an aircraft is RADAR identified, squawking a discrete code and talking to ATC, they must not stop the service without telling ATC about it. If you are suddenly quiet and switch your transponder back to VFR, the controller is required to initiate search and rescue protocol as soon as he notices your Aircraft ID has disappeared from his scope.

If you are flying low enough, you may go out of radio communication – as soon as you notice this you must try to get hold of some other entity, like Flight Service, Flight Watch, etc... and ask them to contact the ATC facility you were speaking with to let them know you are all right, just no longer able to maintain contact. Should you be flying into an area where ATC knows their RADAR coverage will not extend down to your altitude, they will terminate the Flight Following.

Flight Following is very handy for VFR pilots as it helps to know where to look for other aircraft. It is not a substitute for knowing where there could be hazards along the route and planning accordingly. Be sure you know in advance all the things that could affect your flight enroute – get those NOTAMs for parachute jumping, pyrotechnic (fireworks) demonstrations, unmanned rockets, unmanned aircraft, balloon launches, so you can avoid them before they can become a problem.

Rose Marie Kern has worked in ATC for over 30 years. You can contact her with questions at author@rosemariekern.com.

Chapter 179 Meeting Minutes

Chapter 179 Meeting Minutes for June 17, 2014

Call to Order: President Will Taylor called the meeting to order at 6:00 p.m.

Introduction of Guests: President Taylor introduced guests Barbara Fricke and Peter Cuneo.

President's Report: President Taylor announced that he will be out-of-town for July's regular meeting. The next LOEFI planning meeting will be June 26 at Copper Canyon.

Vice President's Report: Bob-Richter-Sand reported on preparations for the fly-mart at LOEFI. Members are urged to stuff together and get it to Bob for storage in either his garage or hanger at DE.

Secretary's Report: Joy Beasley requested approval of the May minutes prepared by Todd Blue and published in the News Letter. Motion was made, seconded and passed to do so.

Treasurer's Report, Membership, Promotion and Publicity Report and DEAA report were delayed until July meeting as Art and Joyce Woods were out-of-town.

Young Eagles: President Taylor on behalf of Todd Blue thanked all the pilots and volunteers who assisted with the Young Eagle flights for DEAA students.

Land of Enchantment: Will has been in contact with the SAMS Academy. There is a possibility of running a shuttle from DE to SAMS for trying out their simulators.

Old Business: None.

New Business: None

Meeting was adjourned by President Taylor at 6:12 p.m. followed by a presentation by Barbara Fricke on the winning flight she and Peter Cuneo made October, 2013 in the Gordon Bennett gas balloon race from Balloon Fiesta Field and ending in Canada.

Respectfully Submitted,

Joy Beasley for Todd Blue

Hello EAA 179 members,

Our **July 15 chapter meeting** at Copper Canyon Café (5455 Gibson NE) starts with a no host dinner at 5:30pm, chapter business meeting at 6pm, followed by a presentation about our 2014 Double Eagle Aviation Adventure. Public welcome.

Upcoming Young Eagles Rallies: Can you help? There are two Young Eagle events scheduled for **July 19**. EAA 691 hosts one at Santa Fe Airport and EAA 530 at Mid Valley Airpark. Pilots need to be active EAA members but do not need to be Chapter members. For Santa Fe, contact Amy Ross at mous69q@gmail.com. For Mid Valley, contact Doug Warwick at sdwarwick@msn.com. Our next EAA179 Young Eagle event is September 13 at Moriarty.

Safe flying,

Joyce Woods

Membership and Publicity

Albuquerque EAA Chapter 179

chapter@eaa179.org

SAVE THE DATE! The **Land of Enchantment Fly In** (LOEFI) and airport open house will be at Double Eagle II Airport Saturday, **September 6, 2014**.

Visit EAA179 on FACEBOOK and share your aviation adventures! Or visit our [chapter website](#).

FOR SALE: Flight Line Radio for Oshkosh. If you are going to the big event, listen to the tower and aircraft. Lots of fun and interesting. \$5 I will bring it to the July meeting.

Curtis [Curt] Smith
mach2@centurylink.net
1127 Camino Hermosa
Corrales, NM 87048

SAMS Academy Student Inspires DEAA Students

Min Edwards, a 2014 graduate of SAMS Academy (located at the south end of Double Eagle II Airport) addressed students of the 2014 Double Eagle Aviation Adventure at their graduation ceremony in June. Through the SAMS aviation program, she was able to complete private pilot training and recently passed her private pilot checkride. Congrats Min!!! We're proud of your accomplishment!

Her inspirational comments and advice to DEAA students follows:

Dieter Uchtdorf, a retired fighter pilot of the German Air Force and chairman of the Flight Operations Committee of the International Air Transport Association, tells a story that we can relate to our lives and our situations. He says, "Have you ever been in an airplane and experienced turbulence? The most common cause of turbulence is a sudden change in air movement causing the aircraft to pitch, yaw, and roll. While planes are built to withstand far greater turbulence than anything you would encounter on a regular flight, it still may be disconcerting to passengers.

What do you suppose pilots do when they encounter turbulence? A student pilot may think that increasing speed is a good strategy because it will get them through the turbulence faster. But that may be the wrong thing to do. Professional pilots understand that there is an optimum turbulence penetration speed that will minimize the negative effects of turbulence. And most of the time that would mean to reduce your speed. The same principle applies also to speed bumps on a road.

Therefore, it is good advice to slow down a little, steady the course, and focus on the essentials when experiencing adverse conditions."

He continues, "The wise understand and apply the lessons of... air turbulence. They resist the temptation to get caught up in the frantic rush of everyday life. They follow the advice "There is more to life than increasing its speed." In short, they focus on the things that matter most."

What matter most to us? Family, work, flying; it's different for everyone, but it's important for us to establish those in our minds. Our desire to keep those things close are our thoughts. Our thoughts lead to action, actions to habit, habits to character and our character determines our destiny. Where we want to be in 50 years from now is determined by where we place our priorities today.

Our futures are bright! We have much to look forward to. Even with the hard times and uncertainty that lie ahead, we can move forward with confidence as we hold to the things that matter most.

Everyone tells us that the sky is the limit. But for us pilots, not even the sky can hold us back.



Solar Flight Reports First Two-Person Electric Aircraft Flight

See link below...

<http://www.eaa.org/en/ea/ea-news-and-aviation-news/products/2014-06-04-solar-flight-reports-first-two-person-electric-aircraft-flight>

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

EAA Chapter 179

P.O. Box 3583

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