

Albuquerque, NM

Chapter 179 Enchanter



**September
2014**

2014 Officers

Area 505 (New Mexico)

President:

Will Taylor -256-0681
apdpilot@aol.com

Vice President:

Robert Richter-Sand (Bob)
- 299-1007, rrsand@aol.com

Secretary:

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

Treasurer:

Art Woods - 974-5301
turbo182rg@flylonecone.com

Directors:

Joyce Woods -974-5305
chapter@eaa179.org
niner3echo@flylonecone.com

Russ Prina - 856-6246
rfprina@wans.net

Bob Waters- 366-3107
bobbywaters60@gmail.com

Harley Wadsworth - 453-6369
harleywads@comcast.net

Laura Tweed -463-4766
laurafly4@msn.com

Standing Committees

Budget & Finance:

Art Woods, Curtis Smith, Dan
Friedman, & Russ Prina

Membership:

Joyce Woods -974-5305
chapter@eaa179.org
niner3echo@flylonecone.com

Newsletter:

Harley Wadsworth 453-6369
harleywads@comcast.net

LOEFI:

Will and Edy Taylor -256-0681
apdpilot@aol.com

Web Master:

Cael Chappell
cael@chappellweb.com

Young Eagles:

Todd Blue - 266-1491

Scholarship Committee:

Steve Rokicki - 898-6383
Keith & Joy Beasley - 898-0425
keithjoyair@q.com

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

16 September, 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 See inside...

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From the Editor, Harley Wadsworth

The NMPA had a fly-out to Mystic Bluffs Airstrip (NM56). It is a beautiful place with a private dirt airstrip, see pictures below.

Our LOEFI Fly-In was a



great event, thanks to all who volunteered. We have a few pictures in this issue and will hopefully have more info in our next newsletter.

LEFT: Mystic Bluffs Airstrip owner, Cindy Crawford and Ed. Ed bladed the runway and got it in good shape for the fly-out.



From the President, Will Taylor

2014 LOEFI goes down in chapter history as another successful event! The reason for the success is because of all of the folks that took their time to volunteer and make it possible! I couldn't



possibly name everyone one who helped out at LOEFI as I would need a couple of pages in the newsletter to do that and probably still manage to miss folks, however, I do want to sincerely thank each and every one of you who came out and volunteered. Whether you helped with months of planning, cooking, gaining sponsors, greeting folks and pilots, setting up, tear down any other roll what so ever, THANK YOU! I also want to thank all of the DEAA alums who showed up to help as well as the CAP, you all made it happen!

The early morning weather did prevent some aircraft from attending (I received emails from some that scrubbed due to weather) as some surrounding areas had clouds and fog, but it cleared up offering a beautiful day for the event with over 30 aircraft still making their way in. We had a decent flow of folks coming to the event in the morning, but had a rush start about 10am. After adding up the counters for general public, pilots, crew and all of our volunteers, the 2014 LOEFI attendance came in at 1000 people!

Joy and Keith as always had their work cut out for them, every time I looked over at the food tent they had a long steady line of people ready to eat. Joy told me she had purchased extra sausage this year (27 bags) and ran out of them just before lunch! The cheese didn't quite hold up through lunch but the burgers did so everyone that wanted to eat was fed.

So again, a huge thank you to each and every one of you that helped out and made this another fun, wonderful and very successful event! -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

Chapter 179 Meeting for August 20, 2014

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

President's Report: Will Taylor gave the floor to Randy Reimer. Randy would like to engage young persons to assist in riveting a tail section. This is to be patterned like the Oshkosh sessions giving the young persons actual experience working on an airplane. Volunteers are welcome.

Vice President's Report: Bob Richter-Sand asked for any science /aviation "junk" for the fly-mart. Bob also requested any suggestions/volunteers for future presentations.

Secretary's Report: Todd Blue requested motion and second to accept minutes as published in the July News letter. Motion and second. Passed.

Treasurer's Report: No report

Membership, Promotion and Publicity Report: No Report

Young Eagles: Todd called for volunteers for the Young Eagle event September 13 at Moriarty. Todd also shared a letter from EAA thanking Chapter 179 for scholarship support with an enclosed letter from the Chapter 179 scholarship recipient Mark Chapell.

Todd also reported on chapter 530 YE event with only 1 pilot, Doug Warwick. Chapter 691 also held a YE rally in Los Alamos with 35+ YE flown.

Land of Enchantment: Will mentioned last planning meeting is September 2, at Double Eagle

Old Business: None.

New Business: None

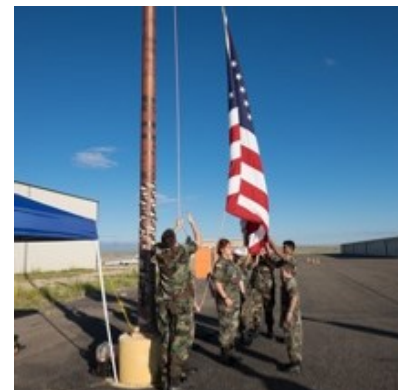
Meeting was adjourned at 6:20 by President Taylor, followed by a presentation by Bob Richter-Sand.

Respectfully Submitted,

Todd Blue, Secretary

Check out our new website! Still
www.eaa179.org

LOEFI



Clearance Limits,

by Rose Marie Kern

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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?

---Joyce



Hi Joyce,

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.

--Gary

Greetings Gary,

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, the clearance contains all required 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 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 been working in ATC since 1983. If you have questions you want answered you can contact her at author@rosemariekern.com.

LOEFI Sep. 6, 2014





BEST ANTIQUE 1941 Waco, Restored by Greg Sullivan's father



BEST CLASSIC 1947 PA-12 Supercruiser, Larry Shapnek



BEST CONTEMPORARY 1957 PA22/20, Roald Lutz



BEST KIT BUILT 2000 Rans S6S, Owner/Builder Richard Nichols

BEST LIGHT SPORT TRIKE 2008 Aeros WSC Trike, Ed Guedel



BEST WARBIRO 1957 T-34 Primary naval trainer



BEST LIGHT SPORT Rans S-7S "Squatch" Owner/Builder, Jon Farley

FOR SALE;

2008 CZAW Sport Cruiser • \$80,000 • **OR BEST OFFER!** • N4590U, Rotax 912 ULS 100HP, Dynon EMS D120 and EFIS D100 Panels, Garm GPS 396, Bendix-king radio KY97A w/ intercom, Garm transponder GFX327, 3 Blade Woodcomp Prop, Elect Trim/Flaps, Fresh Annual 05/2014 TT AF 403.1. Will consider reasonable Offers only from serious buyers. • Curtis Smith, Owner - located Corrales, NM • phone: 505-710-4186 machpilot1@gmail.com.



Tools and equipment:

No. 3 Pipe Cutter - \$10 8 Piece Compression Test Kit \$10 - Knee pads \$8

Grease gun \$5 - Spark plug cleaner \$9

3/8" Torque wrench w/ case \$11 - 3 Piece hose Clamp Set \$6

Contact: Curtis Smith, Corrales, NM • phone: 505-710-4186 machpilot1@gmail.com.

Upcoming Young Eagles at Moriarty, NM Sep. 13

With the LOEFI successfully completed, I just want to send a last call for pilots for the Young Eagle Rally this coming Saturday at Moriarty. Thanks to those who have already responded. We can still use pilots so let me know if you are able to fly Saturday September 13 at Moriarty 0E0. Pilot brief at 0800 with first flights commencing at 0830 or earlier. Pancakes will be ready. Ground volunteers are also needed for registration etc.

Thanks.

Todd

tblue@ix.netcom.com

263-6657

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

Albuquerque, NM 87190-3583