



The Leader In Recreational Aviation

Albuquerque, NM Chapter 179 Enchanter



May
2016

2016 Officers

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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 .

13-15 May, Aluminum Overcast at KAEG, see flyer on page 7.

17 May, 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.

6-10 June, DEAA, at Double Eagle II Airport

Young Eagles Flights, EAA Chapter 179, Albuquerque KAEG, 2016

September 10, November 5

Chapter 179 meetings are on the third Tuesday each month.



Great B-17 weekend ahead, May 13-15

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From the Editor, Harley Wadsworth

The May 7 Young Eagles Event had to be cancelled due to high winds. That will sometimes happen with our springtime winds here in the Land of Enchantment. We got great weather for our first two events this year, and this weekend (May 13-15) looks good for the B-17 visit. DEAA is just about here too.



The B-17 arrived at Double Eagle II Airport this morning, 5/11/16. It was a beautiful morning for flying and after I landed I grabbed the photo op for the picture below. HW



Cabazon Peak

From the President, Will Taylor

Been keeping very busy at work lately flying the helicopter fulltime and finally getting use to my new work schedule. Fortunately, amongst the changes at work, my wife Edy and I were still able to keep our vacation plans as we are on our way to Nashville to see her brother and take in another passion and pastime of ours, hotrods. We're going to be heading over to the Nissan Stadium to see over 2,500 custom hotrods and ol' iron machines at the Good Guys Hotrod event; some of these rides will even be sporting some very custom interiors done by Edy's brother Gil who is incredibly gifted and talented at upholstery and interiors. Unfortunately, our vacation conflicts with Aluminum Overcast's visit which I am very sorry to be missing but sometimes that's just the way it goes.



I plan on being back for our May meeting on the 17th, so I hope to see you all there! -WT

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

Chapter 179 Meeting Agenda for April 19, 2016

Call to Order: President Will Taylor called the meeting to order at 6:00PM

Introduction of Guests/ New Members: President Will Taylor recognized guests and new member Barry Kromer.

Presidents Report: Will discussed his trip to the Spaceport.

Vice Presidents Report: Robert Richter-Sand reported that presenters for the next couple meetings have been lined up.

Secretaries Report: Todd Blue requested a motion to accept the minutes as published with corrections made. Motion made, seconded, and passed.

Treasurers Report: President Taylor request that treasurers report be deferred due to absence of Art Woods.

Membership, Promotion & Publicity: In Joyce Woods's absence, President Taylor read a summary of activities on the DEAA event. Some applications for the DEAA have been received. The cut off for applications is April 29, 2016. Aspen Avionics have again agreed to sponsor the DEAA T-Shirts. Joyce also left word that Dave Otero has upgrades to Face Book for Chapter 179.

Young Eagles: Todd Blue reminded the membership that the Young Eagle event will be May 7 at Double Eagle and all pilots and ground help would be appreciated.

Land of Enchantment: Bob Waters gave a short update on LOEFI and requested a short meeting after adjourn with the Leads. Bob indicated that the planning is going along well.

Scholarship Report: Joy Beasley requested any help to defer the transportation cost for Ryan Moloney. Ryan is available for any help needed.

Old Business: Nettie Richter handed out posters for the B-17 event for distribution in town. Nettie has also arranged for a Journal piece. Since Rick will not be available during May, Chuck Swanberg is asking Konrad Werner to help.

New Business: Keith Beasley reported that the Tiger Moth has gone trans-Atlantic with shipping paid by the recipient and a donation to the Chapter of \$500.00.

Adjourn: Motion to Adjourn was made and seconded. President Taylor adjourned the meeting at 6:45PM followed by a meeting of the LOEFI Leads with Bob Waters.

Respectfully Submitted :

Todd Blue, Secretary



EAA's B-17G, "Aluminum Overcast" is here for the three day flying expedition May 13-15 at Double Eagle II Airport. See flyer on page 7.



Randy Reimer making progress on his GlaStar. It has wings, engine, prop, and gear. Getting there!

Practice Low Approaches

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Recently my friend, Drew Gillette, a pilot who flies between New England and New Mexico a lot, sent me an email asking if it was possible to do practice low approaches (PLA) to closed runways. I felt that was worth some investigation and the answers I found were varied depending on the airport and the controlling facility.



As for airports under direct control: Order 7110.65 is the FAA's guide to ATC. Section 3-3-2 directs controllers to not allow landings on closed runways, but gives them leeway to allow practice approaches if in their opinion it will not adversely affect other traffic, (both on the ground and aloft) but to inform the pilot the operation will be at his/her own risk.

I took my investigation a step further by calling several ATC towers of varying traffic levels to determine how they handle PLA requests to closed runways.

The largest traffic towers such as LAX do not allow them at all...but the controller stated it is not a problem there since all the approaches are for parallel runways and the aircraft is simply given one of the parallels on which to practice.

If we come down a step to a fairly busy airport with an approach control with no parallel runways but a lot of converging or crossing runways, the answer is different. The controllers there stated that they do not allow PLAs to closed runways because necessarily the traffic patterns are set up for the active runways.

The towers most likely to grant PLAs to closed runways are ones with lower traffic levels. They know when the activity taking place on the runway will be affected by overhead maneuvers and if they see the approach is not a factor, they will allow it.

The biggest factor of course is safety. At airports that have towers the controllers are the ones who assess the situations and determine if a PLA is safe. When it comes to uncontrolled airports there is no one to stop a practice low approach... but I think I'd want to know why the runway is closed.

If there are people and equipment working on the surface, doing a low approach could distract them at critical moments. Closed Runway NOTAMs do not normally specify the reason for the closure – they may be

allowing the local high school to send up drones or rockets, or there may already be an accident that is in the midst of cleanup, with news helicopters hovering overhead. I know of one airport that routinely closes the runways for an hour at a time because a parachute jumping school on the airport schedules times they plan to drop students on them.

I think if I was going to a non-towered aircraft VFR, I'd probably contact the airport first and ask what is going on and maybe get their permission just to be safe. Also, if you are flying IFR and want to do a PLA to a non-towered airport, it will help if you can advise the approach or ARTCC controller that you know why the runway is closed and the manager has indicated a PLA would be allowed.

Rose Marie Kern has worked in the Air Traffic Control arena for over 30 years. You can send your questions to her at author@rosemariekern.com.



Quick Notes

Dear fellow pilots and members of EAA. This is Jim Davis, EAA member 596830 of Chapter 775, the 74 year old pilot who flew the Sport plane he built to all 48 states last summer on a cancer awareness mission.

Check out the article in November issue of EAA's Sport Aviation Magazine page 92.

I have written a book about that historic flight that I think you will enjoy reading. It will encourage cancer patients as well. Prices:

Paperback B&W. Pictures \$14.95

Paperback color pictures. \$19.95

Hardcover color pictures. \$31.95

Postage for 1 book. \$2.95

Postage for a box of 10. \$11.95

Chapters that buy 9 books receive tenth book free.

Please share this with friends, especially aviators and cancer patients.

Email me for more info @ n341jd@gmail.com



2004 VM-1 Esqual (LSA qualified)

1/5 Ownership: \$9000

Monthly Dues: \$110

Hourly Rate: \$30 dry

2 place, 132 mph, 4.5 gal/hour, 26 gal capacity
Less than 200 hours total time

Hangared at Mid-Valley

Congenial partners

Call: Jack 505/268-4762 or Harv 505/797-1097

FlyHobbs Aviation Day and Fly-In

The **2nd annual FlyHobbs Aviation Day and Fly-In is June 18 at Lea County Regional Airport!** 8am to 1pm. Free meals vouchers and gift bags for all fly-in pilots! See the poster and [web-site](#) for details and updates.

We are expected over 100 aircraft and 5,000 attendees again this year! Exhibit hall, many food trucks, activities for kids.

Save the date and come join in one of the largest general aviation events in the area!

<http://flyhobbsaviationday.com/>



I'm writing in the hope of getting some advice. I was a member of EAA 179 years ago, and am still a member of the national EAA. Also many years ago, after selling our Beech Musketeer, I started construction of a LongEZ. After completing perhaps half (fuselage on the gear, main spar installed, engine mount, canopy, right wing and canard complete, left wing complete except for winglet installation, about half the controls) family and work stopped construction. I also have two engines, Lycoming O235L2C, with logs. I planned to finish after retirement, but a medical problem (heart valve replacement) has permanently excluded a medical certificate. I need to do something with the airplane. The engines certainly have some value, and, frankly, I would like to use one as incentive to take the airframe.

Anyway, I'm looking for suggestions. Donation to an aviation school? Somebody interested in finishing it? (sounds unlikely, but maybe). We will be downsizing our living quarters in the next year or two, so it is sell it, give it away, or pay to dispose of it (sad, a lotta work in it). If you or someone you know can point me in a useful direction, I would greatly appreciate it. I would also like to hear what others have done in a similar situation.

Thanks

Terry

Terry Crow: jtcrowmsg@gmail.com

Dear Chapter Newsletter Editor,

I'm asking that you include the article below in your next chapter newsletter. This STC is a major breakthrough in safety and affordability for EAA members. This is on par with EAA's landmark autogas STC work of the 1980s. Every member needs to hear about this landmark work.

Thanks for your hard work on behalf of your chapter!

Tailwinds,

Charlie

Charlie Becker, EAA Lifetime #515808

Director of Chapters, Communities & Homebuilt Community Manager

Sonex completed, Building a Super Cub clone www.facebook.com/PirateCub

EAA Chapter 252 President www.eaa252.org

EAA—*The Spirit of Aviation*

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www.eaa.org See you at EAA AirVenture Oshkosh—July 25th–July 31st, 2016

EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners

EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.

EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!



JOIN THE FLIGHT!



Climb aboard EAA's B-17G *Aluminum Overcast* for a once-in-a-lifetime opportunity to fly in one of World War II's most vital aircraft.

Albuquerque, NM Double Eagle II Airport May 13-15, 2016

FLIGHT EXPERIENCE PRICING AND TIMES

Flights available 10 a.m. to 1 p.m.

EAA MEMBERS
\$435

NONMEMBERS
\$475

Includes a FREE one-year EAA membership



GROUND TOURS PRICING AND TIMES

Ground tours available 2 to 5 p.m.

INDIVIDUALS
\$10

8 & under w/paid adult are FREE

FAMILIES
\$20

Adults and children up to age 17

**VETERAN/
ACTIVE MILITARY**
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Visit B17.org or call **800-359-6217**.



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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