

Albuquerque, NM Chapter 179 Enchanter



**August
2016**

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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 .

16 August, Tuesday, EAA Chapter 179 Meeting, eat at 5:30 PM,
meeting at 6:00PM, Copper Canyon Café, 5455 Gibson SE. Guests and visi-
tors are welcome.

27 August, Saturday, Land of Enchantment Fly-In (LOEFI),
Double Eagle II Airport (KAEG), 8 AM

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

September 10, November 5

Chapter 179 meetings are on the third Tuesday each month.



AirVenture 2016

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From the Editor, Harley Wadsworth

AirVenture keeps getting bigger and better. One can't see it all but thanks to the internet, we can enjoy it all year long and eventually see a lot of it.



I especially enjoy sitting on the flight line and watching the arrivals and departures. One gets to see all types of planes share the same runway from a 747 arrival to light sports. And off to the side, at the ultralight field, are powered parachutes, STOL competitors, helicopters, trikes and everything that likes short grass strips.

LOEFI is just around the corner, it is expected to be another great one. Visit our web site for the latest info.

HW



Wadsworth Clan at AirVenture 2016

Left to Right: Harley, Tom, Van, Connor, Dean, and Brandon



Beautiful Pober Pixie on display by the Brown Arch with Owners/Builders Tom Vandel Linden and Rick Gritters

From the President, Will Taylor

I just can't believe how fast the year is flying by, AirVenture has come and gone (I hope that all of you that made it out to Oshkosh had a wonderful time) and now we find ourselves into August. So that means that the Land of Enchantment Fly-in is upon us! Bob Waters and his core group have done an amazing job organizing this event, it's going to be a great time with lots to see! Please come out and enjoy the event and if you're interested in volunteering day of, just let Bob know as there are always plenty of different and fun ways to be part of the action! -WT



New Boeing 747 cargo plane.



Watching departures Saturday morning

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.

TFRs – An Airspace Shell Game, By Rose Marie Kern

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It's that time of the decade again...politicians abound, bouncing from place to place across the country, usually getting in everyone's way while spouting their messages of discontent. Whether you root for Republicans, dig the Democrats or (like me) lean towards the Libertarians, you have got to keep at least three flight levels ahead of them if you don't want to be caught in their jetwash.

The FAA tries to give you as much information about political movements as possible with Temporary Flight Restrictions (TFR's). You can expect them whenever the seated President or Vice-President is on the move, and once all the teams have selected their quarterbacks you will see them popping up to protect airspace around them as well.

Any TFR restricts certain aircraft from flying within specific areas. These areas are defined both geographically and by altitude. For instance, a TFR that is issued for a forest fire may restrict all aircraft from flying within a 10 mile radius of a navaid, such as a VORTAC, or Latitude/Longitude (L/L) point, or if the area is particularly large, a series of radial/DMEs or L/L points may be used to define it. The TFR will also contain an altitude from the surface upwards which may be defined as either MSL or AGL. Aircraft must fly over it or around it.

The TFRs are issued according to specifications in the Code of Federal Regulations. If you look it up, find 14 CFR. Each type of TFR relates to a different section of that document. Some of them have exceptions to the rule, as with a forest fire TFR where the pilot's home base is within the restricted area, but you have to thoroughly read the section of 14 CFR that is specified in the TFR to determine if it allows any exceptions.

A Presidential TFR, also known as a VIP TFR is more complicated, and pilots in those areas are monitored intensely. It is issued several days in advance and effective throughout the Presidential visit. Several days prior to a Presidential visit, the FAA issues a VIP Temporary Flight Restriction (TFR) which is transmitted to all Air Traffic Control facilities and online to those websites that serve the aviation community. The TFR describes concentric circles around wherever the Presi-



dent is planning to be. Typically, the outer circle may be a radius from 10 to 30 miles wherein all aircraft flying below 18,000 feet must be in contact with Air Traffic Control and identified on radar. Aircraft can still land and depart from airports located in that area. You must be on a VFR or IFR flight plan, and a transponder code is required.

The inner circle is usually a 10 mile radius wherein only specific aircraft are allowed to fly at all, usually military, police and emergency medical flights, and scheduled air carriers. Any airport existing inside that 10 mile radius is restricted from any other activity by civilian aircraft.

In other words, if you are flying on an airline, your landing or departure will be delayed while the president is physically at the airport, but once he leaves you will be allowed to continue. However, say you wanted to hop into your private plane and get your currency, or fly up to Aunt Mabel's place, until the TFR is lifted you will not be allowed to leave or arrive at that airport – or any other airport within the 10 mile boundary. This also applies to part 135 air taxis and package haulers.

For example, let us assume Air Force One were to land at Phoenix International, and then the President was driven to a hotel 5 miles east where he was to stay during the course of his visit. For whatever length of time he was there, no unauthorized aircraft would be allowed to land or depart from the airports located at Mesa, Stellar, Williams or Chandler airports, as well as Phoenix itself.

TFR's issued for the Vice-President and white house hopefuls are much smaller, usually a 3 nautical mile radius below 3,000 AGL. Unfortunately, these grand-standing politicians tend to be bodies in motion – and the TFR's move with them – if they land and do a bus or train tour – the TFR's get very complicated. The Lockheed Martin pilot briefers receive daily updates on these movements and have maps showing which airports are affected.

If you are planning any future flights you can access the official TFR information through WWW.TFR.FAA.GOV. The information is arranged by the city and state closest to the TFR and the type of TFR it is.

Presidential TFRs are listed under VIP. If you click on a listing, the computer will bring up a map and dialogue concerning when and where pilots are not allowed to fly. If you access the list, you can limit the

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list by clicking on TYPE and then selecting VIP from the dropdown list. Under the map there is a link called “sectional chart” which shows the boundaries in more detail including what airports will be affected. The information concerning Time periods in a Presidential TFR are written in both Universal Coordinated Time (UTC) and in local time using a 24 hour clock

The graphic seen here is from the PilotWeb site (afss.com). When your route of flight has been entered

in the pilot briefing tool you can open the TFR Tab and see whether or not your route of flight intersects a current TFR. This is valuable as it gives you a chance to figure out if you are going to need a re-route before you fly. The text to the left describes the area and the restrictions associated with it in greater detail. If you have problems interpreting it, just call flight service.

Rose Marie Kern has worked in ATC since 1983. If you'd like to ask Rose a question send her an email at author@rosemariekern.com.

Land of Enchantment Fly In Goes International, by Bob Waters

Our annual Fly In is on Saturday, August 27 at Double Eagle II and we just learned that the Air Force will be participating...the Netherlands Air Force that is! They will be training at AEG the week of the Fly In and asked if they could participate. We hope to have one of their Chinooks and Apaches in on display. What a wonderful addition!

Everything is coming together. The booths are filling up quickly with aviation-related businesses and non-profits; three great seminars are set; many sponsors are donating food and other supplies; the grills just waiting to be lit up under a newly made all-metal cooking tent; we'll be serving and eating under new Fire Marshal-approved tent covers!

It's going to be a great day of flying, fun, visiting with friends new and old, eating, seminars, airplane viewing, booth browsing, and sunshine. Mark your calendars and plan to join us for a great day that begins with the flag raising at 8AM.

There are still plenty of opportunities to get involved on Saturday and the Friday set up that begins at 1pm.

We still need aviation-related objects the chapter's FlyMart. The chapter is a 501(c)3 nonprofit corporation, so your donations are tax deductible. We have space to store your items ahead of the fly in, so bring them soon.

If you are interested in volunteering or making donations, please contact me at bobbywaters60@gmail.com or 366-3107 and I will help get you involved.



AirVenture 2016



Enchilada Air Force (not sure who's this is)

Harley appreciating a newly completed Pober Pixie (NX321PX) built by Tom Vandel Linden and Rick Gritters



Bonanza Mass arrival begins.



Paul Dye (Kitplanes) RV-3B, "Tsamsiyu", parked by the Woods' yellow RV-6A



Art and Joyce met up with Bryan Toepfer,



A New Mexico rendezvous: Joyce and Art Woods, Chris Grotbeck, Art and Linda Tangen, Eric Sheldon



Van, Harley, and Tom Taking in the exhibits

now with the Rotax part of Aircraft Spruce.

photos from Joyce and Art Woods



David Cheung (previously of Santa Fe) who we miss handling Young Eagles admin and our LOEFI public greeter and van driver.



Harrison Ford taking EAA's 2 millionth Young Eagle for a flight

Vintage Beauties at AirVenture





AirVenture Warbirds in action

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

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