

Albuquerque, NM Chapter 179 Enchanter



May
2017

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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

May 16, 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.

June 5-9, Double Eagle Aviation Adventure (DEAA), KAEG

Young Eagle Dates for 2017 at KAEG. February 11, May 6, June 10 (DEAA) students, September 9, and November 4.

Chapter 179 meetings are on the third Tuesday each month, except in December when replaced by our Christmas Party.



Randy Reimer gets his Glaser in the air!!!

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From the Editor, Harley Wadsworth

Congratulations to Zachary Andrews for his first solo flight - see photo below.



We had another big turnout for our May 6, Young Eagles. Kids do want to fly!

DEAA is close. And lots of other fun activities coming up this year.

I have the Pober Pixie and RV-6 in annual. Looking forward to a great summer.



Zachary Andrews, one of our recent scholarship winners, has recently soloed at KAEG. Congrats Zachary!

From the President, Robert Richter Sand (Bob)

LOEFI planning has started and will continue to need volunteers to fill various shared functions. Dan Horschel has graciously accepted the LOEFI chair position and if his contributions to the scholarship



committee are any indication, his tip of the spear leadership of the LOEFI planning will be exceptional. The next LOEFI planning meeting is on Tuesday 23 May (a week after the Chapter meeting), so standby for an announcement of when and where. A Board of Directors meeting was also held last month, and a number of new activities for the year were discussed. When they come into better focus, we'll brief the Chapter membership on some of the more exciting plans ahead of us. As always, members are invited to attend the quarterly board meetings with the next one likely to be in July and probably a week before folks leave for Oshkosh. On a personal note, Kat and I are new grandparents to Eli James, born to our daughter in Los Angeles early April. This is more motivation to finish the Kitfox, so we can take additional trips to southern California since our 8-month old granddaughter lives in Orange County. I don't relish the idea of flying into Santa Monica (while it's still open), so John Wayne airport without a Harrison Ford approach and touchdown is a more likely bet for visiting our extended family. See you at the meeting. Bob RS

Speaker

The speaker at our May 16 Chapter 179 meeting will be Randy Reimer. He just completed and test flown his Glastar. His presentation will review the three year project and the thrill of flights ahead. For a preview, see page 4 of this newsletter.

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

EAA CHAPTER 179 MINUTES FOR APRIL 18, 2017

Call to Order: Vice President Walcott called the meeting to order.

Presidents report: (Absent)

Vice President Report: *Gwen Walcott* Called the meeting to order at 6:05PM

Gwen mentioned the recent board meeting which included discussion on name tags and the Golden Eagle program. Also mentioned that Randy Reimer would give next meetings presentation on successful completion of his plane.

Secretaries Report: *Todd Blue* requested approval of the March minutes as published in the March Newsletter. Motion made, seconded and passed.

Treasurer Report: *Art Woods*

Young Eagle Report: *Todd Blue* Announced that next Young Eagles Rally will be May 6. Initial call for pilots and ground volunteers will be sent out. Pilots and volunteers are still needed.

LOEFI: Joyce indicated that there is interest from two car clubs. Will be discussed at next LOFI meeting.

DEAA: *Joyce Woods* Announced name change to Double Eagle Aviation Academy. Applications are coming in due April 25,2017.

Membership report: *Scott Speirer* Scott indicated one new member.

Old Business: Joyce gave a recap on the tri motor activities. 39 flights made with 429 passengers flown. Saturday and Sunday shut down due to wind. Joyce also reported the receipt of a Plaque from EAA for the support and help of the Tri Motor as well as the B17 from EAA Chapter 179.

Chris Grotbeck gave a short acknowledgement to the first Golden Eagle trip to Farmington.

New Business:

Motion to adjourn made, seconded and adjourned at 6:20. Followed by a Presentation by Mr. Leon Cooper.

Respectfully Submitted: Todd Blue, Secretary



Mr. Leon Cooper presenting "Blown to Bits"

AOPA Rusty Pilots Seminar

May 20, 2017; 9AM – 12PM

Hosted by the New Mexico Pilots Association and Bode Aviation

Life may have gotten in the way, but the dream of flight can be yours again. Returning to the skies is not as difficult as most rusty pilots think. We're inviting you back in the cockpit and will help you get there. Come and participate in this Rusty Pilots program with fellow lapsed pilots. We will help you understand what's changed in aviation since you last took the controls and brush up on your aviation knowledge. The Rusty Pilots program is developed by AOPA in partnership with local flight training providers in order to create the best environment for getting you back in the air and a part of the general aviation community.

- *It is easier than most people think – no FAA check ride or test*
- *Might not even need a medical*

Plus, by attending, you'll be getting two to three hours of ground instruction towards your flight review!

Venue: Bode Aviation, Double Eagle II Airport (KAEG)

Free for AOPA members or [join AOPA](#) for \$69.

[For more information](#) or [Register Now!](#)

RAF (Randy's Aircraft Factory)

"I built her one piece at a time, cost me a little more than a dime. You'll know me when I fly through your town. I'm gonna fly around in style, I'll drive everybody wild, 'cause I'll have the only one around!" (paraphrased from Johnny Cash). I am the original "cheap" builder!! Glasair N628RS had her first flight on Saturday, April 22nd, after 3 years, 6 weeks, and about 3,226 hours. She performed very well for the .6 that we flew. No stalls, just gentle stuff. My Lycoming 0-320 A2B, with a 72" Hartzel C/S prop came off of a Glasair, in New Jersey, that was being parted out. It has about 230 hours on it since overhaul. My steam gauge panel came from an RV-6 that went to glass. Thank you Art and Joyce. Radio



a jack of all trades, Lee Otto, the best fiberglass guy around, Hank Ogrodnik, and dog Honey, my first assistant and paperwork guy. Dick Nichols for many, many tools, and good war stories, my son-in-law Eric for his flexibility in tight spaces, and Gwen Walcott for her helping hand; and the many other pilots and homebuilders who stopped by. Without their help I would still be in my garage where this all started March of 2014.

and exhaust came from Konrad. Susie knew a foam guy who knew an upholstery guy who did my seats. It was his first airplane, I'll ask him if it's true that you never forget "your first". My ELT, battery, and position lights were given to me. I used auto fuses, and some really nice switches I found on Ebay. I did use real aircraft wire though. My FAA guy told me about a plane that he had checked, and the guy had used speaker wire for all of his wiring. Home builders option I guess. Frank Waterhouse from the FAA gave me my Airworthiness inspection. Over the course of two years "Randy's Diner" supplied about 900 sandwiches for my helpers. Special thanks to Susie the Riveter, the best wife a home builder could ask for, Fred Loehr, who is



Hobbs meter for build hours

The Agony and Ecstasy of ADS-B

By Rose Marie Kern

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I've heard a lot of complaints about the fact that the FAA is requiring anyone who flies in controlled airspace to purchase ADS-B by 2020. I feel your pain.

The FAA is trying to make it more affordable by offering rebates, but it is still one more piece of equipment most GA pilots feel is unnecessary. There are actually two very good reasons however to get ADS-B on board your aircraft.

Right now all air traffic control uses radar to separate aircraft. The FAA is in the process of upgrading all its equipment so that in the future ATC will primarily use satellites to determine an aircraft's location. Ground based radars send/receive signals that slant from the base location upwards and outwards. That slant angle means there is an error factor depending on the distance of the aircraft from the ground based unit. It is for that reason the center controllers must ensure the computer readouts are at least five miles between targets (aircraft) at the same altitude.

Satellite readouts are much more precise and unlike ground based RADAR's they can read aircraft locations across oceans and in mountainous terrain.

Obviously trying to mix the radar returns and the satellite returns is problematic. In order to have the most precise display of aircraft location, ALL the aircraft must be monitored using the same system. That is why ATC wants everyone on ADS-B.

Now, there is another compelling reason why every VFR pilot should also want ADS-B in his aircraft... search and rescue.

Right now if a pilot files a VFR flight plan and something goes wrong which forces him to land here is what happens. Half an hour after the ETA on the flight plan, Flight Service contacts the aircraft's destination airport to inquire if the aircraft landed. Then they call the number on the flight plan. If they get no response then they start the communications search and alert RCC that there is a potential for an overdue/missing aircraft. The com search includes querying all the air traffic facilities on the aircraft's route and calling every airport on the route to see if the aircraft land-



ed short.

Two hours after the aircraft's ETA, RCC takes over and sends aircraft out to begin searching the route for the missing aircraft. They start by flying a search pattern along and 50 miles either side of the whole route.

So essentially, if you were on a four hour flight and something caused you to land unexpectedly just an hour into the trip, the physical search for your aircraft would not begin for five hours after your accident. Assuming you lived through the landing but injured, that's a long time!

If you are on that same flight plan and your ADS-B is registered and operational, the satellite pings every couple minutes. If your aircraft stops moving before it is supposed to and the flight plan is active an alarm tells flight service that something is wrong. They can then open a screen that shows the track your aircraft took and the precise location where of the last satellite hit.

The physical search is begun immediately and the rescue crews know exactly where to go to find you!

So when you go to get your ADS-B, don't think of it as something forced on you by the Feds, think of it as your personal safety net.

Rose Marie Kern's book *Air to Ground, a Guide to the World of Air Traffic Control and Aviation Weather*, is now available on Amazon and on her website at www.rosemariekern.com. She will be touring the country this spring speaking to various aviation groups – if you'd like to meet her check out the calendar on her webpage.

*NOTE: Here are some dates that Rose will be speaking to EAA groups in New Mexico

June 20 Albuquerque, NM EAA Chapter 179

Location: Copper Canyon Café on Gibson Blvd

For info contact: Gwen Walcott gsw2@ix.netcom.com

Topic: Graphical Area Forecasts

June 26 Edgewood, NM EAA Chapter 1306

Location: Sandia Credit Union Conference Room Edgewood, NM

For info contact: NDuffey@aol.com

Topic: The New ICAO Flight Plan requirements

Rose will also be at the Land of Enchantment Fly IN – August 26th and at Oshkosh.

Young Eagles, May 6, 2017 at KAEG



Thanks to all the Young Eagle pilots and ground volunteers, including all those who joined us from Chapter 530 and 1306! We flew 100 kids but unfortunately the wait was so long that over 20 had to leave without a flight. The wind shifted just before the first flights causing a slow start due to the long taxi to runway 4. Most aircraft were two seaters, providing a nice 1:1 experience for many Young Eagles.

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Flights were extra special for some with Doug Rhodes flying his gyrocopter and Jim Britt his Trike. A big THANKS as always to the wonderful AEG tower controllers who worked in transients and other locals with the heavy Young Eagle traffic. As usual, they managed it well and kept their cool throughout the event. Did we mention pancakes? Yum!

Pilots were Vern Dudley, Doug Warwick, Arnold Bronson, Doug Rhodes, Richard Perry, Art Woods, Joyce Woods, Mike Rehberg, Berry Kromer, Jim Britt, Ken Summers, and Ryan Carson. A special thanks to them for volunteering their time and aircraft expenses to give these young people an experience they will remember.

Remaining Young Eagles events scheduled are September 9 and November 4, 2017. We also need pilots to fly students of the Double Eagle Aviation Academy on June 10.

Go to the following link to see a fun blog posted by Vivian Elizabeth Marquez:

<http://www.elizabethsite.com/eaas-chapter-179-young-eagles-quarterly-event-may-2017/>

Upcoming New Mexico Pilots Association (NMPA) events to note!

AOPA Rusty Pilots Seminar at Double Eagle II Airport 9am to noon on May 20, sponsored by NMPA and Bode Aviation. Free for AOPA members.

If you haven't been flying, here's a good way to get back in the cockpit! It's easier than most people think - no FAA check ride or test. Might not even need a medical! Plus, attendees get 2 - 3 hours of ground instruction towards your flight review! For information or to [Register Now!](#)

NMPA Annual Meeting and Social, May 20, 2017

Mid Valley Airpark (E98), Los Lunas

NMPA Annual Membership Meeting: 1:00pm - 2:30pm

The board and NMPA committees will review accomplishments and plans for the next year. There are no officer elections this year. NMPA's fiscal year is from July 1 to June 30. If you are interested to get more involved in NMPA, it is a good time to explore options and express your interest.

NMPA Social: 3:00pm to approx. 6:00pm

Join us for a hangar party and photo slideshow by Mike Marker. Dinner will be buffet style for \$25 per person. RSVPs requested by 5/10/17 if possible.

To pay by credit card, please register online at: http://nmpilots.org/registration.asp?event_id=NMPASocial2017

Or to pay cash on site, you may [register online](#) or RSVP to either:

Jerry Donovan at 505-450-3892 or E-Mail JDEC97@Live.com

Rose Longmire at 505-865-5516

Lori Myers at lmyers428@comcast.net

DIRECTIONS

FLYING IN: The hangar is located on the north end of the airport. There will be tie down areas but you should bring your own tie downs.

DRIVING IN: When entering the airport at the north entrance (Luscombe), you will see Gabe Trujillo's hangar to your left as soon as you cross the railroad tracks. There is a large sign on the hangar, that reads ELITE. There will be plenty of auto parking.

Local Support of Ford Tri-Motor Pilots and Maintenance Crews – by Joyce Woods

After the Tri-Motor tour stop, EAA’s pilots convened at Double Eagle II Airport for recurrent training in the Ford. Their interest piqued about Albuquerque’s Transcontinental Air Route (TAT) history, I got to show the way to 2 remaining TAT beacon foundations/concrete arrows – in the FORD! Thanks also to EAA pilots Bill Thacker and Steve Lambrick for delivering on special requests for enroute flyovers at Grants-Milan Airport and the city of T or C!

Mentioned last month, 179 chapter members and friends made incredible contributions to EAA’s routine maintenance inspection while in Albuquerque. Besides helping with standard 100 hour inspection items and washing the plane, we were able to draw on experts to repair seats (welding donated by Larry Rydberg and upholstery by others) and even replace all the curtains! During the plane wash, we gained a new appreciation for just how high the wings are and how much surface area there is! Thanks again to all who gave their time!



Paul Cross, Arnold Bronson and Lee Otto (tail shot)

Lee Otto, spraying the Ford (on the ladder)



TAT arrow from the Ford Tri-Motor



A&P, Robert Larranaga volunteered his skills and tools



Jeanne Gallacher made curtains over a weekend

THE BASH IS BACK!



WHEN: JUNE 3, 2017 5 P.M. TO 8 P.M.

**WHERE: CUTTER AVIATION HANGAR
ALBUQUERQUE SKYPORT**

→ **Free Admission For All**

(Individuals under the age of 21 must be accompanied by an adult.)

→ **Donations accepted to help support NMAAA's Aviation
Aerospace STEM Expo.***

→ **Food available via food trucks**

→ **Cash Bar for Beer and Wine and Soft Drinks**

→ **Flyins Welcome**

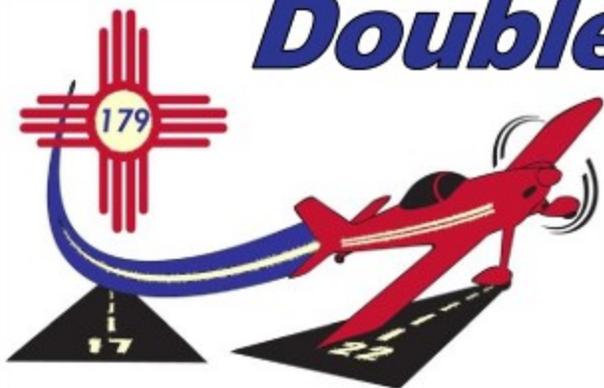
Free Parking on Cutter Ramp and Special Fuel Prices

→ **Aviation Exhibits**

Hosted By:



* The STEM Expo is an ongoing (5th Annual) educational event which promotes careers in aviation and aerospace. Our goal for this event is to bring mid and high school students out to see aircraft and aerospace displays while providing them an opportunity to talk with pilots, engineers and professionals working in the industry. To date we have enlightened over 15,000 New Mexicans about opportunities here in our great state.



Double Eagle Aviation Academy

June 5-9, 2017

Double Eagle II Airport, Albuquerque

Explore a Future in Aviation

- ✚ Consider aviation careers
- ✚ Learn about aircraft, how they fly, aircraft building, pilot communications
- ✚ Plan a flight, check weather, conduct pre-flight checks
- ✚ Meet pilots, mechanics, engineers, air traffic controllers, and other specialists
- ✚ Invited for a Young Eagles flight Saturday, June 10

Ages 14 – 17

Application deadline April 29, 2017

Selection based on applications. Previous aviation knowledge or experience not required.

Get application at www.eaa179.org

\$99 tuition includes T shirt, Lunch & Snacks, all class / workshop materials. Tuition due after acceptance. Inquire per need-based scholarships.

Sponsored and directed by volunteers of Albuquerque EAA Chapter 179, a 501(c)3 tax exempt charitable organization.

Contact us at: chapter@eaa179.org



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, and continues until 11:50. Then onto Lunch at T J's New Mexican Restaurant at 235 Highway 314 SW, Los Lunas.

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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