



Albuquerque, NM Chapter 179 Enchanter



October
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 .

October 17, 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. This meeting is our annual meeting for election of officers.

ELECTION of OFFICERS At Oct. meeting.

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.



*Balloon
Fiesta
2017*



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From the Editor, Harley Wadsworth

Balloon Fiesta is super good this year! Wonderful

weather for it. Check out the picture of cousin Peggy’s Starlite balloon (purple/green/yellow with small stars) over the Rio Grande. The picture was taken by a ballooning friend of hers on Sunday. Gregg, a crew member from California, described the event as a “sensory overload” because all of his senses were maxed out. The box was working and the sky was spectacular!



Starlite



After meeting Speaker 10-17:

Greetings Gwen:

We will be there for dinner and presentation. My wife Zia and I were frequent attendees at the EAA monthly dinner meetings when we were building our plane - the demise of which is the subject of my talk.

When I gave the talk at Oshkosh, it ran about 40 minutes. I will try to cut that down to 30 minutes, but it may run a bit over.

I have arranged to have a professional videographer come to video and audio record the session. I hope that won’t be a problem. The folks at CloudAhoy want a copy for their web site.

Zia and I will bring our own Mac and projector, but it wouldn’t hurt to have yours as a back-up, just in case Murphy strikes.

I look forward to seeing everyone at the October 17 meeting.

Thanks and Regards,
Dan Telfair

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.



EAA has this trailer at the Balloon Fiesta



Chapter 179 Meeting Minutes

EAA CHAPTER 179 SEPTEMBER 9 MEETING MINUTES

INTRODUCTION OF GUESTS & NEW MEMBERS: BOB RICHTER-SAND

Bob recognized Ryan Carson, Daniel Herr (Chapt. 46) and Bob Clark.

CALL TO ORDER: BOB RICHTER-SAND: Bob called the meeting to order at 0600

PRESIDENTS REPORT: BOB RICHTER-SAND: Bob thanked Dan Horschel and volunteers for their efforts in making LOEFI a great success. Bob indicated that we need to start collecting fly mart material for next year. Bob announced that Rick and Nettie Richter were dry and safe in the Florida storms. Bob announced that the IMC Club held their first meeting. Meetings to be held 3rd Saturday every month at Bode Conference room.

Bob announced that the nomination committee for Chapter 179 officers is Harley Wadsworth, Bob Waters, and Emilio Verastegui will be recommending candidates for membership approval.

VICE PRESIDENTS REPORT: GWEN WALCOTT: Announced that next month presentation will be on the Dan Telfair Accident.

SECRETARY REPORT: TODD BLUE: Request that the August Chapter meeting minutes be accepted as published in the Newsletter. Motion was made to accept, was made, seconded and accepted by majority vote.

YE REPORT: TODD BLUE: Todd reported that a total of 94 young persons were flown with the efforts 12 pilots. All registered were flown. The last YE event will be November 4 with possible flights on the 5th in case of weather.

SCHOLARSHIPS: President Richter-Sand indicated a need to set a more stringent selection process of giving out the scholarships. Further discussion of criteria is recommended.

TREASURERS REPORT: ART WOODS: Art announced results of LOEFI expenditures and receipts.

MEMBERSHIP/PROMOTIONS/PUBLICITY: No Report

NEW BUSINESS: Bob indicated the December Christmas meeting will be December 12 at the Prina Residence.

OLD BUSINESS: Dick Perry went over plans for Route66 Air tour, tentative date February 17-18-19.

Meeting adjourned at 0630

Respectfully Submitted;

Todd Blue-Secretary

Quick Notes

Request for pilots to fly a Young Eagles event at KLAM, October 14th

All, I have recently become the Young Eagles coordinator for the EAA 691 Chapter (Santa Fe/Los Alamos). We are having a **Young Eagles event at KLAM on Saturday, October 14th**, with a back up date of October 21st.

If you are available and willing to fly for this event, please contact me You need to be a current EAA member (so the event insurance applies to you). Thanks.

Tina Andres

cb2andres@yahoo.com

Hi Everyone,

I am currently working with Alamogordo Public Schools assisting them in creating an Aviation Technology Course. We are building a lab and I am securing aircraft parts and tooling for this. In my search I came across an individual at OE0 (Moriarty) who has a ton of stuff to donate-super generous individual. In return I am helping him get the word out on a uncompleted project which he wants to sell. The owner has approximately 18K into the following and is looking to get "Best Offer" to get this aircraft out the door.

Here's what I know and I have attached basic photos. I can pull out items to get better photos or arrange a meeting to view.

Aircraft kit and all parts are there except the propeller. What's not pictured is the panel and instruments--he does have instruments and material for panel.

Engine is a Lyc 0290- complete - rebuilt/zero time

If you guys have a way to send this out to our local community it would be appreciated. The owner is really donating some great items to this project and I want to help him with moving out this kit.

Thanks

Bill Shuert

505-414-5548



THE EXPERIMENTAL EXPERIENCE

Building, Flying and Maintaining an Experimental Airplane

For more information, go to the following URL:

https://web.mail.comcast.net/service/home/~/?auth=co&loc=en_US&id=245068&part=2



*"To invent an airplane is nothing.
To build one is something.
To fly is everything."
Oto Linnik*

*From the first rivet, to the first flight, and through the first five years of flying, **The Experimental Experience** story is told in 248 pages and more than 233 pictures, diagrams, and official forms.*

Whether you are already involved in building an airplane, seriously considering it, or just curious about what's involved, here's answers to many of the questions that come up. Every builder eventually learns much of what's in this book, and has his or her own set of experiences, but it sometimes can be a long and difficult process. Gathered together, in picture and text format, is a collection of ideas, experiences, and considerations relating to building, flying, and maintaining an experimental airplane that come under

the category of "good things to know." Learn this information ahead of time to make the work more efficient, cost effective, and enjoyable.

EAA Chapter 538 "All In" Poker Run Mesa, AZ October 27 and 28

Hello fellow EAA Chapter officers and members near and far!

My name is Carlos Hernandez and I am the current President for Chapter 538 here in sunny Phoenix, Arizona. The Copperstate Fly-in is one of the largest SW fly-ins and is returning to Falcon Field (KFFZ) in Mesa, Arizona. EAA Chapter 538 would like to offer some more flying fun to your agenda if you are planning to visit Copperstate this year. I would like to invite you to take part in our EAA Chapter 538's "All In" Poker Run!

This poker run is a two day event, in which you will have 5 airports to stop at which are Cottonwood (P52) - Sedona (KSEZ) - Winslow (KINW) - Payson (KPAN) - Falcon Field (KFFZ). You may complete the run in any order, but must end at Falcon Field. Fun flying, photo opportunities along the entire route, and the last stop is a fly-in to boot! Come out and join us in this fantastic fall weather in Arizona!

This poker run is open to all members, non-members, families and friends! Your first hand is \$20 and each additional hand is \$5 (no limit). In addition to the poker run, there will be a 50/50 raffle. Two days of ticket sales, one winner, that means big money! 10% of EAA 538's winning of the 50/50 raffle will be donated to EAA's Air Academy Scholarship to help sponsor two or more future aviators to attend the Air Academy in Oshkosh, WI during Airventure.

For complete details and registration information, [visit our webpage here!](#) We can also be found on Facebook [here](#). Please Like and Share to spread the word of the Poker Run.

Chapter Officers, I respectfully request that you forward this email to your membership.

I thank you for your time and do hope to see and meet more fellow aviators at the Poker Run!

Best regards,

Carlos Hernandez President, Chapter 538

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THE CLUB JUST FOR INSTRUMENT PILOTS (AND STUDENTS)

WHEN

3rd Saturday Each Month
9:30-11:00am

WHERE

Bode Aviation,
Double Eagle II Airport (KAEG)

Sponsored by



- Discuss IFR video scenarios produced by EAA
- Review IFR regulations
- Get tips from CFII's and other pros
- Find a safety pilot to fly with
- Meet local CFII's who can get you current
- Find out about changes in local ATC procedures or approaches
- Practice flying suggested scenarios in the plane or sim



EAA 179's **IMC Club** is underway and meeting 9:30am the 3rd Saturday every month at AEG, led by Marc Coan. The first session in Sept was really good. Those interested can [register online](#) for WINGS credit or RSVP to [Marc Coan](#).

FAA Safety Team | Safer Skies Through Education

"IMC Club Meeting - Mastering the Art of Instrument Navigation"

Topic: A Scenario Based Discussion Focused on Building Instrument Flying Proficiency
On Saturday October 21, 2017 at 09:30
at Bode Aviation; Albuquerque Double Eagle II Airport

EAA's IMC Club, provides organized "hangar flying" focused on building instrument flying knowledge and skills. The club promotes a safety culture through continued education and believes that we develop safety and proficiency through education and real life experience. Monthly meetings offer an opportunity to share in -flight experiences and valuable safety tips.

You do not have to be an instrument rated pilot to attend.

"Secrets of New Mexico" by Jeff Gilkey

Wednesday November 15
6:30 p.m. – 8:00 p.m.

NM Museum of Natural Science and History - Albuquerque

Jeff Gilkey returns with an ALL NEW aerial tour of the "Secrets of New Mexico." From the unrestricted open cockpit of Jeff's ultralight trike, we will gaze down on many of the lesser known and secret scenic treasures of our state. This will include dozens of obscure ruins of the ancient civilizations of southwest. Jeff's photos and high definition video projected on the five-story Dynatheater screen will give you a first-person, "bird's eye-view" unlike anything you have experienced before.

If you have attended Jeff's previous talks, you know that it is always standing-room only. Buy your ticket early and prepare for an exhilarating evening.

Jeff Gilkey flew hanggliders for 10 years in the '80s and '90s and has been flying trikes since 2004. He has logged over 1600 hours in his Aerotrike Cobra on cross country adventures into nearly every corner of New Mexico with many extending into Colorado, Arizona, Utah and Texas. For more information, visit his website at <http://www.jeffsflightlog.com>

Tickets and more info at: <http://www.nmnaturalhistory.org/events/evening-lecture-secrets-new-mexico-views-ultralight-pilot-jeff-gilkey>

Young Eagles

DATE: September 9, 2017 Young Eagle Rally
LOCATION: Double Eagle Airport[KAEG]

The line had already formed by 7:30 by parents and potential Young Eagles and the race was on!

George Young again greeted the youngsters with introduction to what they were going to experience, while Lori Myers helped assign pilots and planes. Eric Goldman did a flawless job of printing Certificates for the returning Young Eagles.

With the efforts of pilots Vern Dudley, Doug Warwick, Doug Rhodes, , Art Woods, Joyce Woods, Barry Kromer, Jim Britt, Gary Williams, Lee Otto, Emilio Verastagui , Chris Grotbeck, and Ryan Carson, 93 new Young Eagles were flown. Fortunately, the winds cooperated until all were flown.

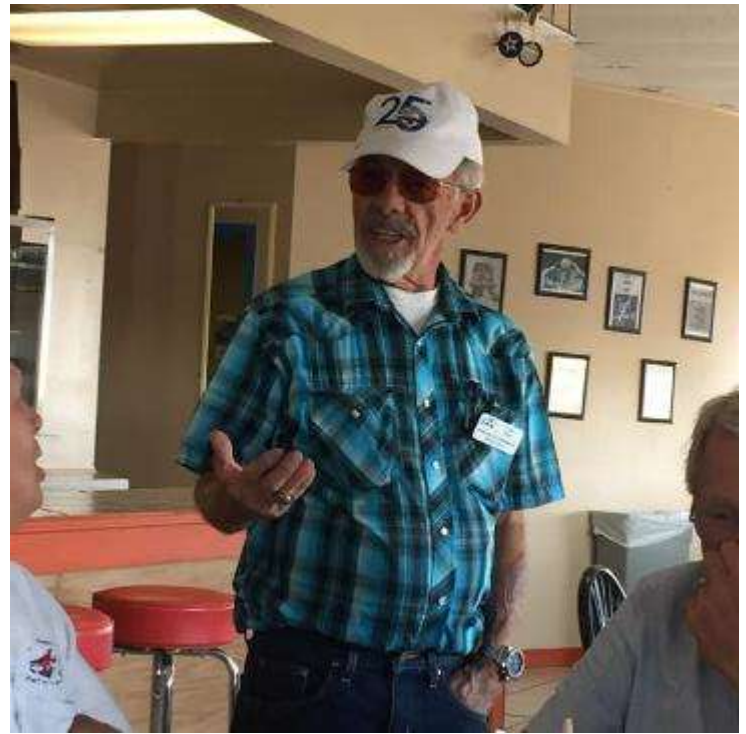
While this was going on, Randy and Susie Reamer, along with Carol Kromer, and Fred Loher were busy dishing out Pancakes.

A big thanks to BODE Aviation for the use of their facilities and the efforts of the line staff directing the ramp traffic.

A special thanks to the KAEG tower controllers.

To all who helped, my sincere thanks. If I have missed anyone, please accept my apologies.

Our last Young Eagle event for 2017 will be Novem-



ber 4. As is usual, pilots and ground personnel are needed.

Todd



Settling Disputes with Private Companies

By Rose Marie Kern

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A possible future where all of ATC is managed by private corporations is causing a great deal of concern in the general aviation community. It can be difficult for individuals to get information from them as they are not covered under the Freedom of Information Act. So why is this the case and what do you do?



When any entity, government or corporate, contracts another entity to do work for them, the contractor is responsible to the business or government which hired them. As an example, Fedex has a world wide delivery system which includes subcontractors in smaller communities. If a box is delivered to the wrong address, placed in the wrong place or incurs damage, people don't complain to the local subcontractor – they call Fedex.

The FAA has contracted several corporations to manage Towers and Flight Service. Those contractors are serving the pilots, but they are primarily responsible to the FAA. If an individual has a dispute with the tower or FSS and wishes satisfaction, these companies have no requirement to provide the pilot with their tapes or documentation. However, they do have a legal requirement to provide the FAA with that data.

The FAA Hotline phone number is (866) TELL-FAA ((866) 835-5322). When they receive a call from a pilot complaining about a contractor, the FAA in turn queries the contractor concerning the complaint. The contractor must gather and investigate all data related to the incident and be accountable to the FAA. The FAA can request the data be sent to them for resolution.

Something to be aware of, the FAA Orders require the audio tapes and all data to be kept for 15 days – after that it can be destroyed. If within the 15 days an accident/incident occurs the data is retained for up to 2.5 years pending litigation.

Recently several pilots have asked me if briefing and flight plan filing information they have received from independent companies such as Foreflight is retained in any way. Let me elucidate the process.

There are only two access points for all general avia-

tion flight plans to be entered into the ATC system – both of them are private contractors – Leidos Flight Service and Duats. All the others, Foreflight, Navia-tor, IFlyGPS, etc...must route the flight plans filed through those two. The computer systems in each company also retain weather briefing and flight plan information for a period of time.

When there is an accident or incident the FAA requests information from all sources as they investigate all equipment, ATC instructions, weather data, TFR's and everything else that might have contributed. This includes whatever information and actions the pilot requested and received from Flight Service and any online briefing sources.

Something to be aware of, the computer reports will show everything the pilots request – whether they actually read it or not. Say NOTAMs are requested at a non-towered airport which has a NOTAM showing a runway will be closed, the aircraft lands on the closed runway and damages its landing gear. The computer programs show that the briefing information was requested by the pilot – whether he read and interpreted it correctly is another matter.

That is the greatest difference between calling Flight Service versus self-briefing. In a self-briefing the computer shows what information was available and viewed. The computers also show what information was requested by the FSS Briefers and the audio tapes reveal what was delivered to the pilots.

FSS Briefers are required to follow a specific format for briefing which ensures pilots receive all the data available to them. Many who self-brief look at the Adverse Condition screens, the RADAR and the current conditions and perhaps the wind forecasts without going into the forecasts. They do tend to look at the NOTAMs at the destination, but frequently skip over the rest unless they've seen something, like a WST or IFR advisory, which drives them to discover when the activity is supposed to abate.

Currently, "privatization" is the FAA contracting other companies to manage their facilities according to the regulations and orders already in place. Half the towers and flights are already privately managed. As I wrote in my last article the FAA is already 80% finished with the process of changing over from a RADAR based surveillance system to a satellite one.

I have no personal preference. What we have had in the past works, what has changed in the last few years is working too. When I saw the big signs screaming "Modernization Not Privatization!" at Oshkosh this year all I could think was "Who is linking these two completely disparate topics in a method calculated to induce fear?"

The ATC system is in the throes of modernization already. The change from RADAR to Satellite surveillance began over a decade ago and is scheduled for completion in 2020 – which, by the way marks the 100th anniversary of the implementation of Air Traffic Control.

Whichever way it goes, whatever opinions you en-

gender, I highly recommend you ask questions.

Rose Marie Kern worked in ATC for over 34 years. Her book “Air to Ground” is a guide to pilots on all aspects of Air Traffic Control. It is available on her website: www.rosemariekern.com.

Privatization May Jeopardize FAA Modernization

September 7, 2017 - A Government Accountability Office report [released September 7](#) revealed that a rush to ATC privatization could have a negative effect on modernization and undo progress already made on the NextGen system, with no promise of greater benefits. The report concludes that NextGen modernization is still within the cost estimates first provided a decade ago and NextGen has provided operational improvements at 39 of the 40 busiest airports in the U.S. It also stated that the risk of privatizing the U.S. air traffic control system presents a major challenge to NextGen implementation. “The GAO report is another piece of evidence that EAA’s stated position of ‘Modernize, Not Privatize’ is the correct path,” said EAA Chairman and CEO Jack J. Pelton. “Contrary to what ATC privatization proponents claim, the data shows that modernization is threatened more by privatization that would undo all the progress already made. The total cost has stayed within the initial estimates and is well below the \$100 billion that privatization would add to the federal deficit – with absolutely no promise of improved technology or efficiency.”

There are continued challenges to NextGen, according to the GAO. Those include uncertainties regarding future funding; whether aircraft owners equip their aircraft to use NextGen improvements; FAA’s leadership stability; and cybersecurity issues. The GAO also called out potential air traffic control restructuring as a major challenge. “This non-partisan review by the GAO refutes the claim that NextGen is running over budget,” Pelton added. “It further proves that ATC privatization has little to do with funding and efficiency – it is a power grab by commercial aviation interests designed to enhance their profitability instead of the public good.”

EAA and other GA organizations continue to fight H.R. 2997, which includes language for ATC privatization. All EAA members are encouraged to contact their House representatives via ATCNotForSale.com or EAA’s [Rally Congress](#) website to express opposition to the legislation.

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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