

Albuquerque, NM Chapter 179 Enchanter



**December
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

December 9, Saturday, EAA Eagle Flights. 8:00 AM, KAEG, Reservations Required, Adults 18 + only. (Registration is now full and closed)

December 12, Tuesday, EAA Chapter 179 Christmas Party. (see below)

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



12 December, Tuesday, EAA Chapter 179 Christmas Party, 6:00 PM at the home of Russ and Margaret Prina, 10812 Anaheim Ave. NE, Albuquerque, NM. Phone: 505 856 6246.



This will be a Pot-Luck event, so please bring a dish to pass. Roasted turkey and non- alcoholic beverages will be supplied. Just bring a salad, side dish or dessert. Optional grab bag gifts (\$15 or less) for those wishing to participate in the exchange. Visitors welcome. The Christmas party will replace our chapter meeting for December, as usual.

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From the Editor, Harley Wadsworth

My regular doctor signed my BasicMed form. So when my third class medical expires this spring, I will be set to go BasicMed. I recommend printing out the Info packet and giving it to the doctor's assistant ahead of time with your section completed, like I did.



I like to take this opportunity each year to thank all of those who have contributed to the newsletter!!! It makes my job of putting it together so000... much more fun. This is really a fun job in todays computer age. Thanks everyone!!! If any of you are inclined to be a part of this effort, I would be glad to help you get started.

I look forward to our annual **Christmas Party**, which is Tuesday, December 12 and the Prina's (see page 1). Remember, there will be no chapter meeting on the third Tuesday this month, as it is replaced by the Christmas party.



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 MINUTES FOR NOVEMBER 21, 2017

Call to Order: President Richter-Sand called the meeting to order.

Introduction of Guests: President Richter-Sand introduced guests John DeWitt and Steve Chapman.

Presidents Report: President Richter-Sand Announced Eagle Flight event December 9 at Double Eagle. Event by reservation with capacity of 15. We are full at 15 participants and 5 on the waiting list. The event starts at 0800 and pilots and mentors are needed.

The **IMC club** held meeting November organized by Marc Coan. Meetings 3rd Saturday of every month at Double Eagle at 0930.

President Richter-Sand asked Dick Perry for update on Route 66 Air Tour. Dick indicated that itinerary has been published in the newsletter. Help is still needed for volunteers and mount an advertising campaign.

LOEFI is scheduled for Saturday August 25, 2018. Will require a working group starting in January. Start cleaning hangers for Fly-Mart Donations.

President Richter-Sand announced election results: President-Bob Richter-Sand; Vice-President-Dave Otero; Secretary-Todd Blue; Treasurer-Dan Horschel. New Directors: Lee Otto and Gwen Walcott, with remaining directors Randy Reimer, Scott Speirer, and Will Taylor (last President).

President Richter-Sand announced the December meeting will be the **Christmas Party** at Russ and Margret Prina's home at 6PM, Tuesday, December 12.

Secretaries Report: Todd Blue corrected

omission from last meeting of Treasurers report. Request for acceptance of October minutes as corrected. Motion made, seconded, and accepted.

Treasurers Report: Art Woods gave current status of Chapter 179 current accounts. Motion to accept report as given was made, seconded, and accepted.

Young Eagles: Todd Blue indicated praise of the last YE for 2017 as a great success with thanks to all. Full report as in the October News Letter. Dates for 2018 events are tentatively February 10, May 5, September 8, and November 3, 2018.

Old Business: None

New Business: It was noted that the **B17** will again be at Bode for annual maintenance which will need volunteers.

Meeting was adjourned at 6:25 followed by a presentation by John DeWitt on Basic Med.

Respectfully Submitted; Todd Blue-Secretary



John DeWitt presenting on Basic Med.

Don't Go There!

By Rose Marie Kern

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It is amazing to me that there have been very few in-flight accidents involving civilian VFR and military aircraft flying low level training routes. Military route charts look like a cat got into the yarn basket – they are incredibly difficult to interpret, and most pilots don't have them lying round for easy access. There are very few areas of the country which do not contain any military training routes or MOA's – northwestern Colorado, eastern Utah, Wyoming and Montana are the least crowded.



Of course the low level routes are shown on sectionals and in low altitude IFR charts – with no indication of how to tell if they are active. This is because they are not regularly active – the wing commander wakes up in the morning and decides which aircraft will fly which route and at what time randomly. Some routes are more popular than others.

The military publishes textual and graphic descriptions of all military training routes in the country.

The VFR sectional chart contains all **Special Use Airspace (SUA)**, **Military Training Routes (MTR – IR and VR)**, **Aerial Refueling (AR)**, **Slow Speed Routes (SR)** and **Restricted** airspace. They are continuously active unless otherwise specified in a table shown on the chart.

Having said that, I will mention that though **Military Operating Areas (MOA)** may be scheduled active on the charts daily, this does not mean that there are any aircraft currently playing inside of them. These are the places that fighter jets practice maneuvers. IFR aircraft are routed around the areas automatically by Center, but VFR can transit if they wish to. The Center or Approach Control governing the area always knows when aircraft are actually using the area, and they are notified at least half an hour before the aircraft will be entering the area.

VFR aircraft can call the Center controllers directly and ask if a MOA is occupied when they get close to that airspace and are thinking of taking a shortcut. If

Flight Service is called they won't know – they have to call Center and ask as well.

I would recommend that any VFR pilot thinking about cutting through those areas be extra cautious. When I worked at the ARTCC we'd occasionally listen in on the frequencies used by the military pilots in those areas while they were practicing dogfights – they are enthusiastically focused on search and destroy. Of course, in practice they are using "electronic" simulation instead of actual bullets.

The pilot of a Cherokee told me he made the mistake of flying through an active MOA once and the jet jocks decided it would be fun to dive bomb and buzz around the slower aircraft.

Remember that **Prohibited** Areas are off limits continually to protect the people or facilities they serve. Many **Restricted** areas are also permanently closed to civilian traffic; others have the active hours published on sectionals and IFR Enroute Low Altitude charts.

Restricted airspace has a wide variety of purposes. Like the MOA's some of it is for Military use – bombing practice areas for instance. Some of it is to protect aircraft from the results of ongoing scientific research. White Sands Missile Range is exactly that – a location to lob missiles from place to place covering hundreds of miles.

During the heyday of NASA's shuttle program, they would use restricted airspace for astronauts to practice landings – take the modified G2 trainer aircraft up to 35,000 feet and feather back their engines then glide like a rock towards the desert floor. Not something any sane pilot would like to fly through accidentally.

So what happens to a civilian who flies accidentally into restricted airspace? I have a friend who loves to fly gliders and is very good at it. He departed Moriarity airport one time and managed to get up to 15,500 feet VFR on the thermals. The flow aloft that day was primarily from the north and before he knew it he was heading into a really large restricted area. He found a place to land and was immediately surrounded by green vehicles and people with guns.

Military radars are both on the surface and aloft, mounted on large aircraft (E3s) which fly a pattern in the flight levels. They are aloft whenever the president and vice-president travel as well. Many small aircraft which have not familiarized themselves with the VIP TFR's will penetrate those zones and the airborne radar records their transgression and relays it to the fighter jets protecting the area. The pilot is forced to land and the best he can hope for is that FSDO fines him.

(Continued on page 5)

(Continued from page 4)

The United States is rich with large uncontrolled regions of airspace. But there are walls in the sky drawn by men with invisible ink. Stay aware. Stay away.

“Air to Ground” is the title of Rose Marie Kern’s book on Air Traffic Control and aviation weather products. She is currently touring the country giving presentations to pilot groups which are listed on her website: www.rosemariekern.com. She will be speaking at AirVenture in Oshkosh on July 29th



Route 66 Air Tour

The Route 66 Air Tour is on for President’s Day weekend in February, and we are in need of volunteers to bring the final details together for a really great event! We will work to implement an on-line registration process within the next few weeks, and there are jobs that need work immediately as well as jobs needing a more extended planning period leading up to implementation. Look over the job descriptions, and let us know where you’d like to apply your talents. Contact Dick Perry at rperry@comcast.net or (505) 263-0763 to volunteer.

Communications – Send electronic communications to organizations with potential participants, send print advertising to airports, and send tour information to participants. Maintain a central telephone/e-mail address list for principal contacts.

Location Coordinator – one for each stop on the Tour, will be the single Point-of-Contact to coordinate details with the local airport, community, or business representative who is responsible for the detailed planning and work assignments at each stop. Ensure transportation, lodging, meal, aircraft parking plan and servicing details are in place for the stop for which you are responsible. Plan to arrive first at your stop to facilitate implementation of the plan, direct parking, etc. Pick your location: Tucumcari, Moriarty, Grants-Milan, Winslow.

Door Prize and Handout Coordinator – solicit contributions for door prizes and swag for participant packages. Assemble the participant packages for distribution on the Tour. Each location will be providing publicity about their area to encourage participants to return in the future.

Historic Site Contributor – For each of the historic sites we will overfly on the tour, there will be a half-page (max) description with coordinates and photo (supplied by Dick). We need volunteers to research and write the descriptions for each site. Volunteer for as many or as few sites as you want and work your own schedule over the next month.

See next page for tentative flyer



ROUTE 66 Air Tour

February 16 – 19, 2018

Sponsored by the Albuquerque EAA Chapter 179



PILOTS! *Celebrate history, promote general aviation, and enjoy sights along the Mother Road!*

RESERVE THE DATES!

The following schedule is TENTATIVE.
Expect final details in December.

Friday, February 16

- 1600 Tucumcari Municipal (KTCC)
Presentation, Community event
Tour Tucumcari + Route 66 Museum
- 1830 Social and Dinner
Route 66 History presentation
Overnight: Tucumcari historic motels

Saturday, February 17

- 1100 Moriarty Airport (0E0)
Presentation, Community event
Lunch
View historic sites enroute to KLVS.
- 1500 Las Vegas Municipal Airport (KLVS)
Presentation, Community event
- 1830 Social and Dinner
Las Vegas History presentation
Overnight: Historic 1882 Plaza Hotel

Sunday, February 18

- Breakfast at the Plaza Hotel
View historic sites enroute to KGNT
- 1200 Grants-Milan Airport (KGNT)
Presentation, Community event
Lunch
Tour Cibola County Airway Museum
View airway markers, Painted Desert, and Meteor Crater enroute to KINW
- 1700 Winslow-Lindbergh Regional Airport (KINW)
See the original TAT hangar and terminal & enjoy "Standin' on a Corner in Winslow, Arizona"
Overnight and dinner at La Posada/Turquoise Room or other accommodations of your choosing

Monday, February 19 (Presidents Day)

- 0900 Depart for Home

Since the beginnings of aircraft production, pilots have been flying air tours to exhibit aircraft capabilities and share their passion for aviation. This tour will highlight aviators, aircraft and significant historical events along Route 66.

Pilots and crew will fly the planned route, landing at community airports for commemorative celebrations, museum visits, and brief presentations highlighting general aviation.

The public is invited to share the celebration first hand, viewing aircraft and interacting with pilots and crew at each stop.

The Air Tour will focus on Route 66, and the route will take you over the original alignment of the historic "Mother Road." The route will overfly sites relating to other significant New Mexico transportation history, including the Camino Real, the Santa Fe Trail, the Atchison Topeka and Santa Fe Railroad and the visual airway system used by the Air Mail and the Transcontinental Air Transport on the first transcontinental air/rail service which carried passengers from New York to Los Angeles in 48 hours.

You will see some great New Mexico and Arizona scenery along with the historic sites, and all will be described in the Air Tour handbook with history, photos, and coordinates to aid in identifying the locations from the air. You'll hear presentations to provide an historic context for the Air Tour, and you'll even have the opportunity to land on the original Route 66 highway (at the Santa Rosa Route 66 Airport enroute to Moriarty).

You'll enjoy overnight accommodations in restored historic hotels and motels with modern amenities.

Expect full Route 66 Air Tour information in December that will include registration, cost, final itinerary, lodging rates, and contact information.



THE CLUB JUST FOR INSTRUMENT PILOTS (AND STUDENTS)

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



- 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



Please note the change in location of the December IMC Club meeting to Santa Fe. See below...

FAA Safety Team | Safer Skies Through Education

You have asked us to notify you when a seminar is scheduled that meets your criteria. The following seminar may be of interest to you:

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

Topic: Scenario Based Discussion Focused on Building Instrument Flying Proficiency

On Saturday, December 16, 2017 at 09:30 Mountain Standard Time

Location:

Sierra Aviation, Santa Fe Airport
87 Aviation Dr

Santa Fe, NM 87507

Select Number:
SW0179805

Description:

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. Membership in EAA and a local chapter is encouraged but not required.

To view further details and registration information for this seminar, [click here](#).

The sponsor for this seminar is: **Albuquerque FAA Safety Team**

The FAA Safety Team (FAASafetyTeam) is committed to providing equal access to this meeting/event for all participants. If you need alternative formats or services because of a disability, please communicate your request as soon as possible with the person in the 'Contact Information' area of the meeting/event notice. Note that two weeks is usually required to arrange services.

The following credit(s) are available for the WINGS/AMT Programs:

Advanced Knowledge 2 - 1 Credit

[Click here to view the WINGS help page](#)

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

IMC Club meeting: see page 7

EAA Chapter 179

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