

Mar-April 2007

EAA Chapter 251 Newsletter

Alamogordo NM USA



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Special Interest Items:

- Our next Meeting is Tuesday April 10, 2007 6:00 P.M. Alamogordo White Sands Regional Airport. Directors please be an hour early I think?

Join us (505) 437-1571

Contact any officer or member to join.

Young Eagles a Success

Mar 10, 2007 Young Eagles Flights seem to bring out the best in pilots and kids. Again our efforts were very successful, we managed to get 28 kids flown with no major gastric catastrophes. And the new photo project seemed to be well received. Parents donated \$93.00 to our general fund and I think we can make this a viable part of our Young Eagles program.



Getting a lot of work done



These people are smiling so much they broke a sweat, putting kids in airplanes is enjoyable work. I understand Maurice Morgan is very good if you need someone to catch sheet rock mud.



Our Officers

President:

Ken Henderson 505-437-1571
kenhenderson@zianet.com

Vice President:

Kelsey Scribner 505-682-1207
scribner932@wmconnect.com

Secretary:

Brad Bowen 505-479-1162
vegas2224@aol.com

Treasurer:

Will Stigers 505-682-3445
tigerdin@tularosa.net

Directors:

Jim Fairhurst 505-
swifty@hauns.com
Bob Hurd 505-
rhurd@zianet.com

Young Eagles:

John Wareing 505-434-3682
jshocker@aol.com

Newsletter Editor:

Jim Holder 505-443-3668
holder@netmdc.com

Webmaster:

Jim Holder 505-443-3668
holder@netmdc.com



The Dreaded TFR

By Rose Marie Kern

Temporary Flight Restrictions, or TFRs are becoming the most dreaded portion of a pilot briefing. Frequently a pilot will call and say that the only thing he wants to know is if there are any TFRs between his departure and his destination.

If that is the only thing you call for – GOOD! These days busting a TFR can get you either a heavy fine or a suspended license. Trust me, ATC will do all it can to make sure you know where not to fly.

TFRs can be issued to protect airspace over airshows, major sporting events, volcanoes, forest fires, aircraft accident sites or anywhere else it is deemed unwise for aircraft to fly either for their own protection, or for security reasons.

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.

Shortly after the events of September 11, 2001, the Secret Service requested larger TFRs, limiting the ability of aircraft to fly in any

airspace over or near wherever the President happens to be.

Prior to this time, if the President landed at any airport, no other aircraft were allowed to takeoff, land, or taxi until he physically departed the airport grounds, this is still the case. However, once he left, the airport's traffic flow returned to normal.

This is no longer true. 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 President 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 . The bad part about this is that any airports that exist within that 10 mile radius cannot have any activity at all for the duration of the TFR, which can be from a few hours to several days. This means no landings and no departures by civilian aircraft, with the exception of those involved in emergency operations and law enforcement.

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.

Many times the fact that the President is planning a visit to a community is published in the local newspapers even before a TFR is issued as the TFR may only come out a few days in advance.

If you are planning any future flights you can access all the 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. 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

All TFRs are an inconvenience, but a necessary one. If you look outside and it is a beautiful day to fly, we still encourage you to call for a brief, even if your only question is "Are there any TFRs today?"

Rose Marie Kern works at Lockheed Martin's ABQ AFSS. If you'd like to ask Rose a question send her an email at solarranch@ispwest.com.

March 10 Young Eagles Pictures





Are You Blind?

By **Len Kauffman** EAA chapter 105

Last month we talked about a mid-air nightmare emphasizing the importance of keeping heads-down time to a minimum. This month we'll consider a related topic - the blind spot in our eyes. Under certain conditions this phenomenon could prevent a pilot from seeing an airplane even if he/she is looking outside. The blind spot is nothing new to most, if not all, pilots but is worth revisiting from time to time. Let's take a look at it again using the two small aircraft pictured above. Hold this page at arms length in front of your eyes. Close your left eye and stare at the center of the Cessna while moving the page slowly toward you. The RV disappears. Now close your right eye, look at the center of the RV and bring the page closer. The Cessna disappears. The brain cleverly fills in the blank spot to match the surrounding area.

The blind spot is about $\frac{3}{4}$ inch in diameter at one foot from the eye. At a distance of 800 feet, however, it's about 50

feet across and could easily hide an airplane. Move out to one mile and the blind spot is over 300 feet. That's enough to hide a 747 or our entire Home Wing Squadron leading the Blackjacks in a huge diamond formation. Something you really don't want to miss! Remember last month we said two aircraft (at RV speed) heading toward one another will close one mile in less than 10 seconds.

So, what's up with this blind spot? Light entering the eye is focused on the retina at back of the eye where millions of rods and cones sense incoming rays. They send their signals to an area called the optic disc, where they connect to the optic nerve. This circular area, the optic disc, has no rods or cones and is unable to sense light – resulting in the “blind spot.”

Normally the blind spot in one eye is covered by vision in the other eye so objects are not missed. A person with only one functional eye can overcome the blind spot by constantly moving the eye so an object will not remain in that spot. Those of us with two good eyes could still “lose” an object (perhaps a plane) by staring in one direction while something (side or center windscreen

trim, roll bar, pedestal mounted mag compass, large nose, etc.) blocks vision in one eye.

Let's look at a couple examples. First, stare at a prominent object (doorknob, light switch, etc.) ten or more feet away. Now, hold up your hand at arm's length to block vision of that object with your left eye. You'll see it only in your right eye. Keep your hand in place and slowly move your eyes to the left (maintaining the same elevation). The object disappears. If you're outside, try it with a car at around 300 feet away or an airplane at 800 plus feet.

What about that “large nose” -- you thought I was joking, right? For those of us blessed with a particularly prominent proboscis, try this. Look at the object again, but this time turn your head so left-eye vision is blocked by your nose (those with a small nose can experience it by placing a finger on your nose to make it larger.) Now, slowly move your eyes (don't turn your head) to the left. It's gone again.



The nose deal is not likely to be a problem since it requires a somewhat contorted position – but the other examples using cockpit obstructions are quite real. The normal blind spot is about 15 degrees outboard of center-vision for each eye. Anything in your airplane that blocks vision in that position can create a blind spot (obviously, if the obstruction is wide enough it will block both eyes). The solution, of course, is to ALWAYS keep head and eyes moving. We normally do, but at times could we be tired and maybe a bit bored on a long crosscountry flight over uninspiring terrain? Maybe daydreaming a bit? Could we stare long enough for that unseen plane one mile away to come within 200 feet where its wingtips begin to appear? Remember that the “collision” airplane will have no relative motion in the windscreen and could remain in a blind spot if we let it.

All this might be just an interesting academic exercise. It's ROBABLY not a real threat. Right?

EAA Chapter 251 Alamogordo, NM 88310 - Minutes of the February 13, 2007 MTG.

The meeting was called to order at 6:00 pm by Chapter President Ken Henderson.

There were 9 members and 2 guests present.

The guests were Robert Williams and wife Yolonda Williams, who were on their 4th tour of duty here at Holloman, AFB, having returned to stay, this time. They were recently from the Texas area.

The usual round robin of project reports was accomplished.

The president then made the following announcements:.....

A board of directors meeting was held on Saturday, February 10th at the Airport Grille (no mention of directors names who were present).

It was decided to raise the yearly dues to \$ 25.

A report was made about the January meeting presentations on hangars proposed by Kevin Dunshee and Richard Finch.

Ken reported that Brett Haun, President of EAA Chapter 555 in Las Cruces, NM had donated \$ 100. to our chapter at our recent Christmas dinner at Memories Restaraunt, and he also reported that he and Kelsey Scribner had also donated \$ 100 each to our Chapter for hangar building funds. Ken suggested that the other Chapter members do the same.

Ken announced that he planned to fly an Aero Club T-41 (C-172) to the Las Cruces EAA Chapter breakfast on February 17th and asked if others wanted to ride along. Members Richard Tingley, Kelsey Scribner and Paul Smith agreed to fly along. The planned trip was to depart KALM at 0800 hours.

Things to do to make Chapter money during Young Eagles flights were discussed.(Printing and selling picture t-shirts now that the Chapter has a Cannon printer).

John Wareing announced that the \$800. from the Alamogordo High School was forthcoming as John had done the agreed on presentations to the JROTC at the high school.

It was announced that the Chapter would change the meeting format to do the Round Robin project reports before the refreshments, then do the business meeting after the refreshments, to make the meetings more acceptable to visitors.

Kelsey Scribner reported that wife Thelma had broken her right arm and wrist in several places while demonstrating ice skating for kids at The Cloudcroft ice rink on December 23rd, 2006. She is healing but must do physical therapy for a while and can only work 1/2 day for a while. Kelsey reported that they are seriously planning to sell their new mountain home and move down to the flat lands.

John Wareing is to talk to the local Boys Club regarding free Young Eagles flights. John also reported about the coming FAA rule that could affect Y.E. flights. June 9th 2007 is national YE day. We subsequently have decided to move the next YE day to Saturday, March 10th, 2007

Richard Finch volunteered to replace Brad Bowen as Chapter Secretary and was voted in by unanimous vote. Brad Bowen is leaving the area to attend an Air Force school in Florida and will not likely return to the area when the school is done in several months. (secretary's note: We will all certainly miss Brad , his wife Laura and their young daughter).

Brad Bowen will email the YE Co-coordinator records to John Wareing and to Ken Henderson.

John Wareing furnished cookies and pop for the snack time.

The meeting was adjourned after the snack break and the members all drove to hangar # 15 to view Kelsey Scribners, " Sticks-N-Stuff" and the new main gear on Jim Holder's Nesmith Cougar / Whittman Tailwind.

new addresses and names for the chapter records are: See Secretaries E-Mail



Classifides

For Sale:
1972 Grumman 4 place
traveler...REDUCED
Price \$ 12,500.
Low time, only 1,400
hours tt. 90% restored,
all new tinted plexi-
glass. New PPG paint,
new interior, new seats.
Needs a Lycoming
O-320 engine and mount
and prop. Wings need
paint, needs radios,
some interior finish
work. You can haul
home on a flat trailer.
That is how I got it here
from California. Contact:
Richard Finch cell 1-
505-430-1258.



For Sale: 1982 Buick
225 hp, 231 cid engine
and Prop Speed
Reduction Unit, gear
drive. Gear box made by
Casale Mfg, 1991.
Engine has around 44.3
hours since overhaul,
test stand time only.
This engine and PSRU
was developed for a
book article. The engine
weighs less than a 200
hp Lycoming. It includes
a P-51 style radiator that
uses ethylene glycol
coolant. for more info,
call Richard Finch,
cell # 1-505-430-1258,
asking \$3,500 for the
whole package.



Editors ramblings

March saw some good things with Young Eagles successfully completed again. Then I had a 4 year old hard drive fail. I am thankfull I had backups, but just reinstalling 40ish software programs took up about 20 days. Everything is up and running again and my suggestion is make sure you back up your data, especially checking, My Documents files and anything else you hold dear. This was only the second drive I had fail in 15 years, not bad but time consuming. My plane is coming along, just waiting on resin to arrive to lay up the new cowl. I am slowly building taildragger time and have resolved to polish my landings a little more, after a 14 year break things are finally coming back. I know the new airport management is looking to possibly get some drone building/flying for economic activity, after reading Rose Marie's Article on TFRs we need to think about this?? a TFR is usully implemneted any time a unmanned vehicle is flying in the area. See you at the next meeting.

Jim Holder

EAA Chapter 251 Alamogordo NM

Meets 2nd Tuesday 6 PM
Alamogordo White Sands
Regional Airport Terminal

Mailing Address:
1816 Alaska Ave
Alamogordo, NM 88310

PHONE:
(505) 437-1571

E-MAIL:
kenhenderson@zianet.com

We're on the Web!
See us at:
www.eaa251.org