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Visit Albuquerque EAA Chapter 179 Web Site: [www.eaa179.com](http://www.eaa179.com)

**Upcoming Events & Chapter Meetings .**

**19 April, Tuesday, EAA Chapter 179 Meeting,** eat at 5:30 PM, meeting at 6:00PM, Copper Canyon Café, 5455 Gibson SE

**21 May, Saturday, EAA Young Eagles,** Double Eagle II Airport, AEG, 8:30 AM to 12:00 noon. Pancake breakfast from 8:00 AM to 11:00.

Chapter 179 meetings are on the third Tuesday each month.



Young Eagles at Midvalley. See page 6...

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## From the Editor

Unfortunately, Bob, these spring time winds are normal for Albuquerque. But hang on another month and it will be much better.



The foothill winds and canyon winds are more intense than we get on the west side. As Al Santilli would say, "You can't fly every day."

We did get a great day for the Midvalley Young Eagles event, see pictures inside this issue. Our chapter's next Young Eagles day is coming up next month at Double Eagle II. I look forward to flying some youngsters in the C170A.

Harley Wadsworth, editor



*One way in and the other way out at Los Alamos. Jocelyn Buckley flies there every day from Albuquerque to work.*



*Sunset on Cactus, by Joyce Woods*

## From the President, Bob Waters

Ah, Springtime in New Mexico!

This time of year, if you're going the right direction you can really get there fast! But if you're going the wrong way, you may never get there.



Last Saturday at the Sunport, the ground-level winds were higher than the stall speed of our T-craft. We wondered what the pattern would look: start base leg at the up-wind end of the runway? We also wondered what landing backwards would be like. I've been in New Mexico for just 17 years, but it seems like the spring winds are stronger than they used to be. Is it just me? I'd like to hear from others who have a lot more experience.

At this month's meeting, JD Huss from the local FSDO will be talking to us about aviation safety, which is always a good topic, especially as many of our birds are just coming out of hibernation. I think he'll also have some good information about the registration process for our planes, which is something new from what used to be a one-time process. Bring your questions for JD and I'm sure he'll tell us what he thinks! Also bring a friend to the dinner and meeting. See you there.

Bob



*Filler picture from the Cactus Fly-In. B-17 & B-25*

*Photo by Joyce Woods*

## Search and Rescue – ATC Procedures, By Rose Marie Kern

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Flight Service people would make great private detectives. I cannot tell you how many times we have found pilots who have not canceled flight plans on the thinnest of possibilities.



According to the records, between 50 and 70 pilots per day nationally simply forget to cancel their flight plans by the ETA. Of those, about half will call and cancel within the first 30 minutes. That leaves about 25 to 35 who cause us to start looking for them.

The first step Flight Service takes in SAR is to determine whether or not the aircraft has landed at his destination and simply forgotten to cancel the flight plan. If they landed at a towered airport during the time the tower is open, it is usually a short search. If they land at an airport with an open FBO, the first thing we do is call the FBO, who very graciously sends someone outside to check all the tail numbers on the ramp. I cannot say enough about the patience and willingness to help we receive from the FBO managers everywhere.

AFSS's have lists of phone numbers for every airport within their area of responsibility. We usually call the airport manager next, but that is a business phone and if it is nighttime there may be no one there. Frequently we call the sheriff or the state police and ask them to dispatch a unit to the airport to see if an aircraft with that tail number is on the ground. If it is, the flight plan is simply cancelled.

Most of the time the pilots do not even remember that the flight plan was not cancelled, and since we found them we normally do not send it on to Flight Standards. The exception is a pilot who chronically forgets to close.

The first official step in SAR begins at 30 minutes after the ETA with a QALQ. This is a request sent by the destination AFSS to the filing facility, wherein we are asking them to send the whole flight plan. What most of you do not know is depending on who you filed with, we may not have your full flight plan when you activate. If you filed with any Flight Service we should have the data, but when you file with DUATs, a military baseops or another private vendor the only

information we have is: VFR, Aircraft ID, type of aircraft, departure airport, destination airport, Proposed Time and Estimated Time Enroute.

When the departure station receives the QALQ, they research their records for the flight plan and any subsequent contacts with that aircraft and squirt it back to Flight Service. Now we can look for the pilot's data – name and phone number primarily. This is where we have come to love cell phones. Briefer at Flight Service hate those things when we are briefing someone who is on a ramp in the wind with a noisy engine behind him, but they have significantly changed our ability to find someone who has simply forgotten to close a flight plan.

If it is a home phone, we will call there and hope to find you. If someone's wife or husband answers we try to identify ourselves and ask if they know where you are without alarming them. If no one is at the phone number, or if they do not know where you are, then we prepare to expand our search. Of course we leave a message with them to have you call us whenever you get in.

At one hour after the ETA the real work begins and we begin to be concerned that there is a possibility that you encountered conditions which forced you to land somewhere besides where you wanted to. We send out an INREQ, or information request, to all the Air Traffic Facilities along your route of flight, and we copy the information received from them to the national Rescue Coordination Center (RCC) giving them a heads up.

All AFSS's, ARTCC's and DUATs are required to check their records to see if there has been any contact with your aircraft. It comes in handy if you have called Flight Watch and given a pilot report – which will automatically include a position report – or had any other contact with air traffic. If so, it narrows our search corridor from that point to your intended destination.

We are also required to physically check ALL airports within 50 miles either side of your route to see if you have landed short. Do you know how many airports there are in southern California between San Diego and San Francisco? If so, you have a clue as to how much effort goes into this step. This includes little dirt runways out in the middle of the desert as well as

*(Continued on page 4)*

**Search and Rescue** (Continued from page 3)

places as big as LAX.

Though this procedure normally takes more than an hour, if the pilot still has not been located and his ETA is exceeded by two hours, we must send out an ALNOT or Alert Notice. We continue with the communications search as the Rescue Coordination Center begins to organize an air/ground search.

The AFSS station that the pilot filed his flight plan with may at this point pull the tape recording of the briefing and flight plan and listen to it to determine if the pilot said anything that would indicate if he could perhaps have deviated from his route – or landed at another airport than the one listed.

I remember one guy who was filed to a small airport late on a Sunday night, said on the tape that he was going to visit his Dad. He had filed to Clovis, New Mexico, but a check of the phone book found a man with the same last name living in Portales, New Mexico – close by. Dad confirmed that Junior had come to visit. Turned out he had hangered the aircraft because of storms in the area – which is why the sheriff could not find it.

An ALNOT remains current until the aircraft is located – or the Rescue Coordination Center gives up the

search – usually at least three weeks. If you are not on a flight plan, concerned family members can initiate the SAR process by phoning flight service. Be sure they have your Aircraft ID because all of our data is based on it – not on the pilot's name.

Statistics show that if people survive a crash landing, their chances are good if they can be located within 24 hours. Help Flight Service help you by doing two things. File VFR flight plans that are less than 4 hours in length. The pilot who wants to save himself some effort by filing a 12 hour flight plan from Olivia, Minnesota to Medford, Oregon is doing himself a real disservice if he doesn't show up – that's one heck of a search area.

Please give position reports, better yet – give pilot reports. That way Flight Service will have a better idea on where to search. Please do not file the phone number of your FBO if you are landing at an airport 1200 miles away. If you know you will be staying at a hotel – just mention which one and we will grab a phone book.

Oh, yeah, and don't forget to cancel your flight plan!

*Rose Marie Kern has worked in ATC for over 26 years. If you'd like to ask Rose a question send her an email at [author@rosemariekern.com](mailto:author@rosemariekern.com).*

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From: JASON UNWIN <jasonunwin@wildblue.net>

Date: March 29, 2011 11:39:23 PM MDT

Subject: Your EAA Chapter is invited to Armed Forces Day Celebration at the Pueblo Weisbrod Aircraft Museum (PUB)

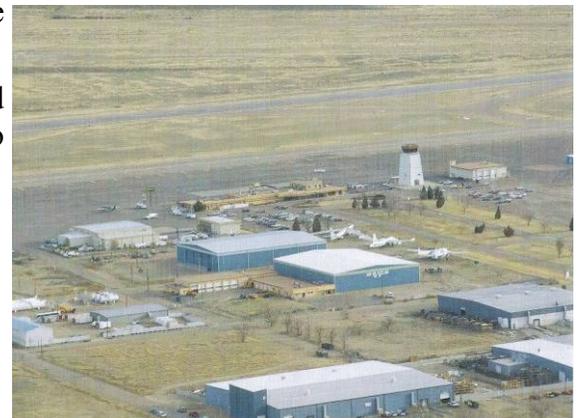
Your EAA Chapter is invited to participate in the Pueblo Weisbrod Aircraft Museum's Armed Forces Day Celebration on 21 May 2011. Pilots, historical reenactors, veterans organizations, and aviation related clubs, schools, and organizations are invited to participate in this event. There is no charge for your organization to participate. I am including with this email a flyer publicizing this event. Feel free to share this with your members or students in newsletters, web pages etc. .

Secondly, if you haven't been to the museum in a few years, we have made significant improvements. The museum now has two 20,000 square foot hangars housing the majority of the aircraft collection. I am also including with this email an aerial photo of the museum and its two massive hangars. The second hangar was dedicated in December of 2010.

The volunteers of the Pueblo Weisbrod Aircraft Museum look forward to meeting you all at our Armed Forces Day Celebration. Feel free to share this information with anyone you think might be interested.

Sincerely,

Jason Unwin  
Education Officer  
Pueblo Weisbrod Aircraft Museum  
[www.pwam.org](http://www.pwam.org)



## Chapter 179 Meeting Minutes

Regular meeting of EAA Chapter 179 was held March 15, 2011 at the Copper Canyon Café, convened by Vice President Steve Rokicki at 6:00 PM. The Minutes of the February 15, 2011 were accepted as published in the Newsletter.

The treasures report was given by Treasurer Curtis Smith. Motion to accept was made, seconded and accepted.

### OLD BUSINESS

Ken Dominy noted Young Eagles Event at Mid Valley. Ken solicited volunteers and pilots to assist at the event. Ken received a letter from National indicating the credits for 2010. Some of the money was used to buy the camera, printer and supplies. Ken thanked Bob for his continued help at the schools to get information out about the Young Eagles.

### NEW BUSINESS

A question from the floor about the B-17. The B17 will be in conjunction with the Balloon Festival.

Curtis Smith held a drawing for numerous items for St Patrick's Day.

Joyce Woods asked for any information about the last 20 year history of Chapter 179.

Curtis indicated that planning for the Land of Enchantment Fly-in at Moriarty is underway .

A motion to adjourn was made, seconded and passed. Meeting adjourned at 6:20PM followed by presentations by Fred Fuchs on Aerial Forest Fire fighting and a short presentation by the New Mexico Tech students with their aircraft design completion.

Respectfully submitted by;

Todd Blue, Secretary



Fred Fuchs gave us an appreciation for history of aerial fire fighting. We all gained a new appreciation for the similarities to bombing runs and the intensity of this kind of flying, both for the pilots and the equipment. JW



NM Tech students and their “flying wing” prototype. They are building one for competition that has to fit in a suitcase for transport and be a quick build in the field. They have 3 performance competitions: volume of golf balls it could carry, distance in a prescribed time, and weight. JW



Rick celebrated his 81<sup>st</sup> birthday, not by jumping out of an airplane this year. However, the Thursday lunch crowd devoured a cake in his honor.

Pictures and sub text, this page, sent in by Joyce Woods (JW). Thanks Joyce!

## Young Eagles, 3-19-2011, at Midvalley Airpark, E98



*The volunteers are very well organized and efficient.*



*Nothing like the real thing!*



*Bill Worthy from NM Tech brought the Kiddie Hawk to entertain the kids too young for a Young Eagle ride. He learned of the event from our preceding meeting. He would like for local EAA chapters to use his design and build more of these "Kiddie Hawks" to use at such events. He said materials cost about \$300.*

*JW*



## Boeing 787, by David Mick

I was fortunate to get a complete tour inside and out, front to back by one of the plane's five engineers of the 41 engineers on board to run tests on the aircraft. I could not take pictures inside the airplane. I took the picture on my way home from work.

Nine aircraft (787s) have been built (or are being assembled). S/Ns 1, 2, 3, & 4 are in flight test. S/Ns 5, 6, 7, & 8 are being assembled in the Boeing, Everett, WA factory. S/N 9 is already sold to a Saudi Arabian prince and is awaiting certification. Assembly problems have been caused by having parts manufactured overseas, i. e. Japan, Italy, etc. Parts didn't fit and required a lot of rework.

I am convinced the Boeing 787 will put the French Airbuses out of business. Plane is made of spin cast, titanium / composite fiber which is then autoclaved and cured. Fuselage is one big diameter, long hollow sausage from nose to rear with no bulkheads in-between or ribs until the rear. Aircraft has 5 aux power units — enough to light a small city! No ground power unit is required to start the engines as an electric starter starts engine #1 (in this case a G.E. — Rolls Royce were big failure) which in turn is used to power up #2. I estimate engine duct diameter over 10 ft.

The wings flap up and down 38 ft when flying through turbulence to give passengers a smooth ride. The wheels and lightness of the aircraft allow the plane to land and take off on all commercial 5000 foot runways. Flaps, rudder, and steering are hydraulic, but brakes are electric actuators. Both actuators and brake disc pads can be changed quickly without having to remove tires. Cargo / Passenger door have self contained electric driven hydraulic pumps.

Cockpit instruments are all electronic flat screen LCD displays — Nothing mechanical — No manual toggle switches — All electronic. Systems are all redundant. Control is with finger tips, e.g. expand, contract and move displays much like Apple I-Pod.

I and only another FAA traffic controller (Kirtland's main tower) got the tour. FAA guy beat me to the pilot's seat. The guide was in the co-pilot's seat and I in the engineer's seat (most appropriate — since I'm a

mechanical Engineer) The guide explained everything in the cockpit. Both pilot & co-pilot can flip down a glass visor which allows them to see the runway on landing, but also gives a "heads up" display of instruments they wish.

S/N 4 contained "water bottles" behind which the test engineers sat with their computer display panels recovering flight data. Water was pumped from bottle to



*Boeing 787 (S/N 4) on Cutter Aviation's ramp*

bottle to change the CG. A 1000 ft. cable reel was mounted in back internally which extended a funnel attached to it to get air and turbulence data.

I was told that the next day the plane was scheduled to leave. I waited outside a hangar on runway 3 to take a picture of the takeoff with my digital camera (I carry it everywhere). The plane taxied for takeoff then returned to Cutter. I then went to Cutter and found out they "scrubbed" the flight.

The next night after work, I got to talk to the "Top Dog" of the graveyard shift of engineers, who was in charge. They were preparing the plane for flight to Porto Rico (non stop) then to Bolivia, then back to Washington State. Sunday noon I witnessed its takeoff ("High Rise") from I-25 on the way to work at Hard Rock Casino.

More to tell — but tired of writing!

EAA#10309, Chapter Sect/Treas of EAA 179 (Oct. 1963)

David Mick

## 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

**Artesia Breakfast Fly-In:** Free and discount on gas **1st Saturday of every month**. 8:30 till 10:00 a.m. until time change then will be 7:30 til 9:30 a.m. Hope some of you all would like to come down. Info: Lance Goodrich, Airport Manager.

**EAA Chapter 179**

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