

# Albuquerque, NM

## Chapter 179 Enchanter



December  
2011

### 2011 Officers

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### Standing Committees

#### Budget & Finance:

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& Russ Prina

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

### Upcoming Events & Chapter Meetings .

**13 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.



**12 January, Thursday, Chapter 179 Annual Board of Directors meeting. 6 PM Dinner, 6:30 Meeting.** See page 3 for more information.

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



Merry Christmas! See you at the Christmas Party, December 13...

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## From the Editor, Harley Wadsworth

This was my 5th year editing the Newsletter. I appreciate all of the great input. Our chapter has a lot of fun activities and lots of people pitch in to help do the work. It was very impressive to see the long list of volunteers who helped with the B-17 visit. People who don't usually make it to the meetings, helped with the B-17. It was wonderful.

We hope to see lots of people at the Christmas party. We appreciate Russ and Margaret opening up their home to us once again. Info about the party is on the front page of this issue.

Merry Christmas,  
Harley



## From the President, Bob Waters

Looking Back and  
Looking Forward

It's hard to believe that this is my twelfth article; time sure flies when you're having fun! And it's been a fun and pro-



ductive year for the Chapter. We've hosted and participated in several Young Eagles events and flew over two hundred kids thanks to Ken Dominy and Bob Hartman and many volunteer pilots! We participated in open houses at Cutter and Bode. Many of us went to Airventure. We hosted the EAA's B-17 for an entire week and had many volunteers led by Konrad Werner. Our free pancakes and sausage are the best in the state! We had a great time at the annual Land of Enchantment Fly In thanks to Curtis' good planning and the support of many volunteers. We've had excellent turnout at our eleven dinner meetings and had outstanding speakers throughout the year. Our membership numbers are up. We have an outstanding newsletter thanks to everyone's contributions and Harley's editing – Thanks Harley! We've re-launched our chapter website, which is quickly filling up with good and useful information thanks to our webmaster, Kevin Banks – Thanks Kevin! And most importantly, I think we all had a very good time doing it. This is a great chapter and I'm proud to be a member!

Looking ahead, we have one more big event this year, our annual Christmas party at Russ and Margaret Prina's home on December 13 – that's next Tuesday. I hope to see you there.

Next year is shaping up to be another fun-filled year. The success of the Young Eagle program has caused EAA to initiate a similar program for adults, which will be an amazing opportunity to help introduce people to aviation who are ready to make that next flight.

Please come to our annual Chapter Board meeting on Thursday, January 12 at 6PM at Copper Canyon and help us plan for next year – the more input the better. It should be a very production and fun meeting and the start to another very fun year. I hope to see you there, too.

Happy flying!

## Chapter 179 Meeting Minutes

### MINUTES OF EAA CHAPTER 179 MEETING

Regular meeting of EAA Chapter 179 was held November 15, 2011 at the Copper Canyon Café, convened by President Bob Waters at 6:10 PM.

Motion & second to accept The Minutes of OCTOBER 18, 2011 was accepted as published in the Newsletter.

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

Bob Hartman and Ken Dominy gave a report on the recent Young Eagle event at Double Eagle. A total of 40 Young Eagles were flown with one Young Eagle flown for the second time after registering again. Ken also reported that during the last two years, each rally has flown an average of 84 Young Eagles. Ken extended his thanks to all the pilots and volunteers for their assistance in making the YE events successful.

Ken brought up the plan to fly the CAP Cadets at a special rally. The cadets would not be in uniform to allow meeting CAP restrictions. Ken indicated that approximately 35 cadets would be involved. He also recommended that each Cadet be flown one on one to allow each one to actively participate in the flight. The date is to be determined.

Ken also indicated that he was looking for a volunteer replacement Young Eagles Coordinator as he offered his resignation.

Russ and Margaret Prina once again have offered to host the Chapter Christmas party at their home. The date is December 13 at 6:00PM. Bring a side dish for the potluck. Russ and Margaret will furnish the Turkey and Ham. Gift exchange for those who wish to participate limited to \$15.00.

Joy Beasley gave a report on the Chapter kitchen upgrades approved by the Chapter. The monies approved allowed the purchase of power cords, power strips, a heat resistant table, a large cooler and a 3-place warmer. Also included is rewiring of chuck wagon.

Bob Waters is to set a date for the annual Board of Directors meeting. This meeting is to set goals and mission for the upcoming year. The meeting is to be at the Copper Canyon on a date to be determined. All members are invited to attend.

A motion to adjourn was made, seconded, and passed. Meeting was adjourned by President Waters at 6:30 PM followed by a slide/movie presentation on the B17 trip to Las Vegas.

Respectfully submitted by; Todd Blue, Secretary

## EAA Chapter 179 Annual Board Meeting

**Who:** All members of Chapter 179 invited to participate

**What:** EAA Chapter 179 Annual Board Meeting

**Where:** Copper Canyon Café, 5455 Gibson

**When:** Thursday, January 12, 6 PM Dinner, 6:30 Meeting

Come participate in the planning for the future of the chapter. The Board will be reviewing and revising our chapter goals, planning for the major activities of the coming year, and setting the annual budget.

### Planned topics:

- Review and revise the Chapter Goals
- Land of Enchantment Fly In
- Young Eagle Rallies and NEW Eagle Flight Rallies
- 2012 Budget
- Chapter Meetings and After-dinner Program
- Website and News Letter
- Disposition of Chapter merchandise and projects

Bring your ideas for the future of the chapter or talk to one of the Board members ahead of time! See you there.

Bob





## ATC Speak, By Rose Marie Kern

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Student pilots have a lot to absorb about aviation. Ground school, aircraft instruments and capabilities, weather and once all that is all of a sudden you have to pick up a microphone and talk to Air Traffic!



Figuring out what to say and how to say it without sounding stupid is a challenge- the Tower and/or Flight Service can usually tell a new student within three words. To prepare yourself (or your students) there are several steps you can take.

First, be very familiar with the aviation alphabet. (alpha, bravo, Charlie, etc...) Standard phraseology was developed because radio transmissions are not always clear. The other aircraft and the ATC controllers are listening for certain things, if you speak in a non-standard way, ATC may not understand what you want.

Get used to hearing yourself talk. Practice with a tape recorder going over some of the more commonly used phrases. Speak distinctly and slowly. One of the most common student errors is to rush the contact, which muddles communication. Do not be afraid to ask the Tower or Flight Service specialist to slow down – let them know you are a student and they will go out of their way to work with you.

As you practice speaking into the microphone, envision the flight. Mentally do your preflight check list, get in the plane and strapped in. Have on a clipboard next to you all the frequencies that you will probably be required to dial into the radio. Including UNICOM, Flight Service, ATIS, Approach, Tower and Ground Control. Crank up the engine. Visualize picking up the microphone and dialing the local UNICOM frequency into the radio. Listen first for a moment in case someone else is calling in. Now speak into the microphone as you depress the button, “UNICOM, Skyhawk one-two-three four Foxtrot (remember to say the numbers individually) taxing from Cutter to Runway 8.” Don’t forget to let go of the button.

Taxi to the runway, keeping a look out of the windows to see any other ground traffic. Once you have

reached the runway and looked to see if anyone is landing or departing, you pick up the microphone again and announce your intentions.

If you have a flight plan, you will want to dial the flight service frequency into the radio. “Prescott Radio, this is Skyhawk 1-2-3-4foxtrot, departing Flagstaff, over.” Remember to give your position on initial call up. Sometimes more than one frequency will light up on Radio’s console and you want them to use the one closest to you for clarity.

If Radio or any other ATC facility does not answer immediately, it may mean that they are talking to another aircraft on a different frequency, or that they are coordinating something on the landlines with another ATC facility. Wait about 30 seconds and try again. If you have tried three times and not received an answer, check to make sure your volume is up and the correct frequency dialed in. If it is, and you have a backup radio, try using that one. Eliminate the possibility of mechanical problems on your end first. If another frequency for radio is in the area, try using that one – just in case the Remote Communications Outlet (RCO) is down. If you still cannot get radio, then try contacting Flight Watch on 122.0. They can relay your request to Radio and inform them that the RCO does not seem to be working.

AFSS: “Skyhawk one-two-three-four foxtrot Denver Radio.”

PILOT: “Radio, Skyhawk one-two-three-four foxtrot departed Pueblo, request activate flight plan to Santa Fe”

AFSS: “Skyhawk 34 foxtrot, roger flight plan activation, verify you have the AIRMET for turbulence en-route.”

PILOT: “November 34 foxtrot has airmet for turbulence.”

AFSS: “November 34 foxtrot roger, Monitor Pueblo AWOS for current Altimeter

All transmissions from you and from the ATC facility you are speaking to must be prefaced by your call sign. This eliminates the possibility that other aircraft in the area may think ATC is talking to them. Notice that after the first transmission, you can drop the first two numbers in the call sign. You can also use November rather than your aircraft type. But whichever way you

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*ATC Speak (Continued from page 4)*

do it be consistent.

Before you call Albuquerque Approach dial in the ABQ ATIS frequency to listen to the weather and NOTAM information on the field. Make a note of the ATIS letter designation. Just before Approach's boundary, dial in the approach frequency, pick up the microphone and depress the button.

PILOT: "Albuquerque Approach, November 1-2-3-4 foxtrot, thirty-five northwest with Information Romeo."

APPROACH: "November 1-2-3-4 foxtrot, Albuquerque Approach."

PILOT: "November 1-2-3-4 foxtrot, inbound VFR for landing at Double Eagle."

APPROACH: "November 3-4 foxtrot, roger, squawk one-three-four-five, turn right heading one-two-zero vectors to runway four, Double Eagle altimeter three-zero-zero-four"

PILOT: "November 3-4 foxtrot, squawking one-three-four-five, turning to 120 degrees, three zero zero four."

Think of all the options that Approach could give you and practice responding aloud while visualizing the physical actions you need to take to comply. Keep an ear out for Approach to call you and give you the next instruction. You already know that he will be giving you a frequency for Tower shortly, so be ready to dial it into the transmitter.

APPROACH: "November three-four foxtrot, contact Double Eagle Tower one-two-four-point-seven."

PILOT: "November three-four foxtrot, roger."

Dial in the new frequency, wait a beat to see if anyone else is talking, then:

PILOT: "Double Eagle Tower, Skyhawk one-two-three-four foxtrot turning final for runway four, over."

TOWER: "Skyhawk three-four foxtrot, roger, cleared to land runway four, Double Eagle altimeter three-zero-zero-four."

Once you are cleared to land Tower will not normally address you again until you have touched down because they know that landing and departing takes all your concentration. Once you are on the ground they will tell you to contact ground control and give you a frequency. Change to that frequency for taxi instructions.

The language seems stilted and formal at first, but

when you find yourself dealing with a lot of ATC instructions and radios alive with static, communication will be greatly enhanced when you know what to listen for. ATC greatly appreciates pilots who correctly and clearly use the language of aviation.

*Rose Marie Kern has worked in ATC since 1983. To ask questions you can contact her email at [author@rosemariekern.com](mailto:author@rosemariekern.com).*

1979 182 Skylane II, 2175 TTA&E,  
Cessna IFR, excellent P&I, NDH, fresh annual,  
hangared, long range  
tanks, all logs. \$65k. (505) 321-  
8312. **1401498**





## Young Eagles, Double Eagle II Airport, Nov. 12, 20011

### Young Eagles Coordinator Report

Well, we did it again! We defied gravity and gave airplane rides to no less than forty youngsters. All this was accomplished despite a weather forecast predicting strong surface winds before noon. Now this may



seem like a small accomplishment when compared to the average number of Young Eagle candidates at previous rallies, but it is an accomplishment none the less. Our last rally at Moriarty was staffed by an equal number of pilots and airplanes, but we had to turn down no less than twenty candidates owing to the high winds. This event, though only responsible for forty Young Eagles, was carried out without a hitch (one candidate did get a bit airsick) because the volunteers showed early, and flying began early. The wind arrived as scheduled (can you believe?) about 1130 am, causing the event to terminate, though we had two more candidates show up after 1100 am. A consultation between the parents of the aforementioned candidates and the coordinator, Ken Dominy, resulted in no hard feelings and a willingness on the part of the parents to return to the next planned rally.

Our average number of candidates flown for the past two years and 8 scheduled rallies has been 84 per event. The high was achieved at the September 12, 2010 (121), while the low was 40 at this rally. One event (Feb. 26, 2011) had to be cancelled due to weather conditions, and similar conditions predicted for the rain date (Feb. 27, 2011.)

Success is measured not merely by the total number of candidates flown, but, rather, by the smiles on the fac-

es of the Young Eagles and the participation of the volunteers that keep the "show" going.

The paperwork is always daunting, but ably accomplished by volunteers: Toby Friedman, Sandy Waters and Chris Tucker (of CAP fame.) Certificates were handled by Todd Blue. May I say that the new program to print the certificates using a computer as opposed to the pilots having to hand-print them is finally coming of age. Todd has taken the EAA provided program, compiled the pilot database, and printed the certificates prior to the pilot's/young eagle's return. Incorporating this program into our system has not been without problems, but we are now realizing the benefits.

No flights would be possible without the participation of pilots and their airplanes. The "fly-boys", uh "fly-persons" numbered 10, aviating in 9 aircraft. The usual suspects: Joyce and Art Woods ( a tag-team entry flying Joyce's Skyhawk); Curtis Smith flew his newly acquired LSA; Bob Waters flew 3 at a time in his Comanche; Harley Wadsworth (our usual scribe and photographer) flew his Cessna 170; Dan Friedman provided his Skyhawk, as did Chuck Swanberg. Mike



Madlener flew Laura Tweed's Skylane to round out the Chapter 179 pilot group. Once again Chapter 530 came to our aid in the form of Doug Warwick, the Chapter 530 YE Coordinator, in his Skylane and Vern Dudley with his Comanche. I am deeply sorry to report that Vern was the pilot that had to clean up after the single sick Young Eagle. He did take it with good

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humor, and I think we should at least provide him with a complimentary Ozium. We really do appreciate the help provided by the Los Lunas pilots, so please give them a hand with their rallies.

No event would be complete without the ubiquitous “pancake breakfast.” Our chefs were Keith and Joy Beasley, and Chuck Alden. The food was excellent, as usual, and I can speak from experience. I know everyone in attendance enjoyed it as much as I. In fact, Joy informed me that one donor (name withheld at donor’s request) was very generous in expressing his appreciation. (Rumor has it that the cooks are planning a vacation to Cancun.)

We also owe a debt of gratitude to the Civil Air Patrol cadets that perform any and every task assigned with competence. The following cadets assisted our chapter in making the event a success: Renalynne Tucker, David Mann, Neal Conner, Garrett Phelan, and Katlyn Delagarza. Lt. Chris Tucker was in charge of the detail, and provided assistance at the registration desk.

No YE event in my memory would be successful without public relations. Mr. Bob Hartman spent many hours speaking with school officials and students promoting our rallies.

Thanks to all, named or not, that helped to make the EAA Chapter 179 Young Eagle events a success. I sincerely appreciate your help.

Respectfully submitted;  
Ken Dominy, Coordinator



## 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**

**P.O. Box 3583**

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