

Albuquerque, NM

Chapter 179 Enchanter



February
2012

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Robert Hartman 565-2743

Scholarship Committee :

Steve Rokicki - 898-6383
Keith & Joy Beasley—898-0425

Visit Albuquerque EAA Chapter 179 Web Site: www.179.eaachapter.org

Upcoming Events & Chapter Meetings .

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

25 February, Saturday, EAA Young Eagles at Double Eagle/pancake breakfast at 8:30AM, start flying at 10AM, fly til 1:30PM rain day Feb 26.

Cactus Fly In: The Cactus Antique Aircraft Fly In at Casa Grande, AZ is coming up the first weekend in March. The group always bases themselves at the Holiday Inn. For reservations at the Holiday Inn, call (520) 426-3500 and make sure you tell them these are reservations for the Cactus Fly In. Time is running out...

Chapter 179 meetings are on the third Tuesday each month.



Chapter Fly-Out to Vaughn See page 3 for video link..

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From the Editor, Harley Wadsworth

It didn't take Curtis long to latch on to a good idea. Someone suggested we should have a fly-out, at our last chapter meeting... and presto! Sorry I missed it, but January is my month to ski. And a good ski year it has been. Check out the "flight to no where" pictures and the video link on page 3.



Also, There is some important Scholarship information on page 7. If you know any candidates, please let them know how to apply. Thanks to Joy and the Scholarship Committee for following EAA recommendations and implementing a good and fair scholarship program.

Time to wind up my rubber bands and get back in the saddle wrangling some \$100 hamburgers. Airplanes really perform great in February. And I have missed my flying friends. HW



From the President, Bob Waters

A Real Good Start!

Its still winter (but you can't tell by the weather), and we're already busy in the new year. We had good turn-out at our board transition meeting



and decided, among routine budget issues, to expand involvement in the Land of Enchantment Fly In and to form a committee to look into and propose other activities that might be of interest to the Chapter. Spurred on by that latter discussion, Curtis organized a fly out to Penny's Diner in Vaughn, and we had over 20 planes and 30 people show up for a fun event. We even got a new member or two from Curtis' effort – Thanks Curtis! Laura has organized our first Young Eagles event at Double Eagle for February 25 at 10AM; let's see if Laura can organize the weather as well as she does pilots and volunteers!

You'll be hearing more about the LOEFI from Curtis soon; he'll be asking for volunteers to help divide up the work into smaller chunks so that a few people can get more accomplished in less time than one person. These will be great volunteer opportunities, so get ready to say yes! You'll also be receiving a survey organized by a team led by Chris Grotbeck and include Chuck Swanberg, Curtis Smith, Todd Blue, Dan Friedman, and myself. The survey is to find out what capabilities we have as a chapter and what kinds opportunities we are interested in pursuing. I remember soon after joining the chapter that I attended a great introduction-to-welding workshop at Russ Prina's hanger. Our members have a lot of skills, and sharing them with others is one of the things that adds fun to our chapter. Its one of the many things that make EAA what it is. Anybody know anybody who'd like to share their skills with others?

After last month's mix up, I'm pleased to have Bill Marcy and his NM Tech students come to this month's meeting and present their plans for their next model plane build and fly competition, which is always interesting. I look forward to seeing you at meeting. Remember, bring a friend interested in aviation. Happy flying!

Bob

Young Eagles Chapter 179 Calendar of Events, 2012

- 1) February 25 at Double Eagle/pancake breakfast at 8:30AM, start flying at 10AM, rain day Feb 26
- 2) May 5 at Moriarty rain day May 6
- 3) Land of Enchantment Flyin Sept 9 (Sunday) rain day Sept 15 at Moriarty
- 4) November 3 at Double Eagle – rain day Nov 4

Laura Tweed – 2012 Young Eagle Coordinator

Laurafly4@msn.com (505) 463-4766

WE need pilots for the upcoming Young Eagle's event at Double Eagle [AEG]. It will be held on February 25 at 10:00 AM until 1:30 PM.

Please contact Laura Tweed 505-463-4766 or laurafly4@msn.com if you can help



This diesel twin Diamond stopped in at KAEG

Chapter 179 had its first fly-out of 2012 on the last Saturday of January. This fly out was to Vaughn's International Airport. I had promised to be there by 9 AM to help bring the planes in. However, my battery had different ideas. Some of those in attendance also received raffled items.

We had to deal with 10-15 crosswinds but everyone handled it well. We wound up with 20 aircraft on the ramp and 30 people eating Penny's cuisine.

Below are some photos of this event: (Curtis Smith)



Guy Prevost mounted a Drift HD 170 video camera to his wingtip & took this of our 3-ship flight to Vaughn for last weekend's EAA 179 flyout. I may have to get me one of these cameras!! (Jon Farley)

<http://www.youtube.com/watch?v=yI9X3GY0nig&feature=youtu.be>

Chapter 179 Meeting Minutes

Regular meeting of EAA Chapter 179 was held January 17, 2012 at the Copper Canyon Café, convened by President Bob Waters at 6:10 PM.

Motion & second to accept The Minutes of November 15, 2011 were accepted as published in the Newsletter.

The Treasures report was given by Curtis Smith. Curtis discussed proposed budget for 2012 as presented at Board of Directors 12, 2012 meeting. The Scholarship account will be set up as a separate account to be in line with EAA National recommendations. Ken Dominy explained that all expenditures for Young Eagles had to be in by December 31 for the 2011 year. A motion to accept the 2012 Budget was made, seconded and accepted.

President Waters discussed the purpose for the separate scholarship account, with further explanation by Joy Beasley as to EAA suggestions and recommendations. All Scholarship donations are to be totally isolated from Chapter funds. Scholarship applications will be received up to September 15th and will be awarded at the October meeting. Scholarship criteria was discussed.

President Waters recognized Laura Tweed who is taking over from Ken Dominy as Young Eagles Coordinator. Tentative dates for Young Eagles events include Chapter 530 March 10, June 9, And October 20, 2012. Chapter 179 events February 25 with starting time of 10:00 AM at Double Eagle. May 5 at Moriarty, September 9 at Moriarty and November 3 at Double Eagle are also tentative dates for Young Eagle events.

President's Report by President Waters: The Board Transition meeting went seamlessly. Discussion of methods and suggestions to revitalize the Land of Enchantment Fly-in, possibly set up committee(s) to contact various groups to participate. (i.e., Setup possible workshops.) Curtis is to lead the charge.

Bob read the section of Chapter 179 by-laws which

outlines current purposes of Chapter 179. A volunteer small working committee was formed to look at various events that the Chapter can be involved in. Chuck Swanberg indicated interest in Aerobatic. Discussion followed of goals and purposes of the Chapter. The Committee will send out a poll for suggestions from Chapter members. Laura suggested visiting various member projects etc.

President Waters presented Chapter Service Awards to Bob Waters-President; Steve Rokicki-Vice President; Curtis Smith-Treasurer, Membership Chairman; Todd Blue-Secretary; Keith Beasley-Flight Advisor; Emilio Verastegui-Technical Advisor; Don Jackson Technical



Michelle Boyko shared interesting information about accident investigations at our chapter meeting.

Councilor; Don Gilmore-Web Master; Kevin Banks-Web Editor; Harley Wadsworth- News Letter Editor; Robert Hartman- Young Eagles Coordinator; Ken Dominy-Young Eagles Coordinator.

A motion to adjourn was made, seconded, and passed. Meeting was adjourned by President Waters at 6:40 PM followed by a presentation by Michelle Boyko.

Respectfully submitted by; Todd Blue, Secretary

Air Space Division and Separation of ATC Duties, By Rose Marie Kern

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Tower? Center? Or
Flight Service

Do you know who the first Air Traffic Controller was? Wilbur Wright, as he yelled "It's clear - go ahead Orville!"



Although there are three divisions of Air Traffic Control, most people only see Towers – and from TV and movies they know about radar, but they think that if you are an Air Traffic Controller it follows that you must work at an airport.

New pilots are taught that there are three major divisions of Air Traffic –Air Route Traffic Control Centers (ARTCC or Center), Air Traffic Control Towers (Tower) which may also have an Approach or Departure Control, and Flight Service Stations (FSS)– also known as Radio. Improved technology is changing these definitions and many Approach/Departure control facilities are completely separate from the Towers, and not necessarily located at the airport they serve.

The Airspace above us in the United States is divided up into areas that are either controlled or uncontrolled. Uncontrolled airspace is everything that is not designated as something else, and it is one of the most precious things that pilots here in the United States have access to.

The largest areas of uncontrolled airspace are out west – which is where students come from all over the world to learn to fly, and many European pilots come to build their hours so they can apply for jobs with air taxis and airlines once they return home.

The U.S. was the first country to develop a National Airspace System (NAS), and in addition to our own people, the Air Traffic Control academy in Oklahoma City has taught hundreds of classes in the basics of the NAS to representatives from other countries who then take that knowledge home. By doing this, the U.S. not only promotes a system whereby any pilot knows what to expect no matter where they fly, but they also have established that English is the language of Aviation throughout the free world.

Before the existence of Air Traffic Control Towers (ATCT or Tower), early controllers used flags and lights to signal landing and departure instructions to pilots. In 1930, the first airport to have a radio-equipped control tower was built in Cleveland. The Towers are always located at airports wherein the landing, departing and overflight traffic has grown to the extent that accidents are likely without someone on the ground keeping an eye on the sky. Smaller airports rely on pilots to tune to a common radio frequency (UNICOM) and announce their intentions. Busier airports may also have an Approach/Departure Control co-located with the Tower. These structures “own” the airspace immediately above and surrounding the airport.

Air Route Traffic Control Centers - The Centers cover huge areas, usually several states wide. These huge facilities have 40 or 50 radar scopes and employ about 300 controllers. Their airspace is divided both geographically and into high altitude and low altitude sectors.

Have you looked on aviation charts and noticed that the Center boundaries are oddly shaped? That's partially because they were not all created at once. A consortium of commercial airlines and airport operators established the first three Centers, Cleveland, Chicago and Newark during late 1935 through June 1936. The Bureau of Air Commerce, within the Department of Commerce (DOC), took over their operation when it assumed responsibility for En Route ATC in July 1936. As air traffic density moved west, new Centers were created to manage the flows. Each time, the protected airspace was built primarily around the areas containing a dense population of aircraft.

Early en route controllers tracked aircraft positions on maps and blackboards using little boat-shaped weights called “shrimp boats.” There was no direct communication capability between controllers and aircraft at the time, so they used telephones to stay in touch with airline dispatchers, airway radio operators, and airport traffic controllers, who also fed information to the en route controllers and relayed their instructions to pilots.

Today each Center handles several states traffic, and advances in technology have increased the ability of the Controllers to more accurately determine the place-

(Continued on page 6)

ment of aircraft in their airspace. The latest mergence of radar, satellite and computer functions used by the Centers is known as the En Route Automation Modernization (ERAM) computer. The accuracy of this system allows closer, more accurate placement of aircraft in our increasingly crowded airspace.

The Automated Flight Service Station (AFSS) handles a diversity of pilot needs. The physical structure can be located at an airport, but modern technology has removed that requirement since everything the AFSS does is by phone or radio. Flight Service briefs pilots on preflight conditions including weather, hazardous conditions and anything significant they may encounter on their flight. They take flight plans and they monitor the progress of VFR aircraft (aircraft flying uncontrolled below 18,000 feet). They also are the initiators of search and rescue should a VFR aircraft become overdue, act as an interface with both the other branches of ATC and related government agencies, such as Customs, Homeland Security, and the military. Other duties of Flight Service include Flight Watch, a service to update pilots on weather enroute; Broadcast, recording weather and other information that is available by phone or radio; and Flight Data.

We live in exciting times right now because the FAA is in the process of revising the entire ATC system. In 2005 this process began with the FAA Administrational offices being redistributed along regional lines. The first of the field operations to adjust their boundaries and begin consolidation was Flight Service in 2006, shortly after being taken over by Lockheed Martin Information Technologies.

Within the next twenty years you will see the Approach/Departure controls being completely separated from the airports they serve and many will be housed with the Centers. The Center boundaries will be changing as well.

Currently the government is working to implement the Next Generation Air Transport System, which will primarily affect the airlines and executive aircraft, and dramatically change ATC as we know it. For more information go to www.jpdo.aero.

Rose Marie Kern has worked in ATC since 1983. If you have questions you can contact her at author@rosemariekern.com.

Sandia Airpark Properties For Sale:

48 Blanco Road:
The 50 x 50 hangar/workshop comes complete with a charming 3 bedroom/ 2 bath ranch style home in the airpark.
\$289,000.00



www.48blancoroad.com

72 Blanco Road:
Airpark living at its best-- 100 x 50 horse barn (can be easily converted to a hangar) and horse corral on over an acre of land are complimented by the



3000 square foot custom home with a 10 car garage, cooks kitchen, 2-4 bedrooms, luxurious Master suite, wrap around deck with 360 degree views of mountains, pasture and the runway. \$685,000.00

www.72blancoroad.com

For both properties please contact Konrad L. Werner, Qualifying Broker, K.L. Werner & Associates Real Estate, LLC, Office: 505-265-9136 / Mobile: 505-480-4545

Epoxy pump (Michael Engineering "Sticky Stuff Dispenser"). \$125.

John Derr

846-7640 (office)

281-0969 (home)

shakyace@yahoo.com



Hot wire tool: 5 ft long wire, variable transformer power supply. \$25.

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Chapter 179 Scholarship Process

At the transition meeting in January, the Board of Directors approved granting three \$400 scholarships again this year. Also approved was a more formalized approach to our scholarship process. All applicants must submit their applications by September 15 each year. The Scholarship Committee will then analyze them and select recipients based upon our criteria and in accord with how much funding the Board has set aside that year. Recipients will be notified and awarded certificates at the Chapter's regular October meeting. Checks will be paid directly to the school/instructor on behalf of the student recipient. Basic criteria are those up to 25 years of age who are currently seeking education in aviation such as flight training, A&P certification, etc. The application includes a statement about their interest in and future goals regarding aviation, any experience and/or achievements regarding aviation to date, and a reference from someone other than a family member (i.e. flight instructor, teacher, EAA member, CAP leader) familiar with their motivation, ability and potential regarding aviation.

Applications will be available through flight instructors, staff at charter schools with an aviation program, CAP squadrons, and our Chapter website. Please help us get the word out to anyone you know who might qualify.

A separate bank account has been set up for the scholarship fund. This ensures that other Chapter monies are not co-mingled with funds designated for scholarship use. As we are a 501c(3) organization, any donations to the fund qualify as tax-deductible. Interested? Just make your check payable to "EAA Chapter 179 Scholarship Fund" and hand it to Treasurer, Curtis Smith, or mail to P.O. Box 3583, Albuquerque, NM 87190.

Scholarship Committee,
Keith & Joy Beasley, and Steve Rokicki.



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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