

# Albuquerque, NM Chapter 179 Enchanter



October  
2013

## 2013 Officers

### Area 505 (New Mexico)

#### President:

Bob Waters- 366-3107  
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#### Vice President:

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#### Secretary:

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#### Treasurer:

Curtis Smith - 899-2696  
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#### Directors:

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Dean Wadsworth - 907-5051  
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Russ Prina - 856-6246  
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## Standing Committees

### Budget & Finance:

Curtis Smith, Dan Friedman,  
& Russ Prina

### Promotions, Publicity, & Membership:

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[chapter@eaal179.org](mailto:chapter@eaal179.org)  
niner3echo@flylonecane.com

### Newsletter:

Harley Wadsworth 453-6369  
harleywads@comcast.net

### LOEFI:

Will and Edy Taylor -256-0681  
apdpilot@aol.com

### Web Master:

Kevin Banks  
KKB2B@hotmail.com

### Young Eagles:

Todd Blue - 266-1491  
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](http://www.179.eaachapter.org)

The Web Site for the LOEFI is: <http://www.loefi.com>

## Upcoming Events & Chapter Meetings .

**15 Oct, Tuesday, EAA Chapter 179 Meeting,** eat at 5:30 PM, meeting at 6:00PM, Copper Canyon Café, 5455 Gibson SE. Guests and visitors are welcome. **This meeting is our annual meeting at which we will elect officers for 2014.**

### Upcoming Young Eagles Events for 2013:

*November 9 at Double Eagle (KAEG)*

*Chapter 179 meetings are on the third Tuesday each month.*



Balloon Fiesta Time...

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## From the Editor, Harley Wadsworth

The nominating committee submitted their nominees for 2014 chapter officers and directors. The nominees are as follows:



**President:** Will Taylor

**Vice President:** Robert Richter-Sand (Bob)

**Secretary:** Todd Blue

**Treasurer:** Art Woods

**Class III Director:** Two positions up for election currently held by Russ Prina & Chuck Swanberg. The following candidates nominated to fill those two spots.

Russ Prina

Jason Parker

Joyce Woods

The election will be at our annual meeting which is our next meeting, Tuesday, Oct. 15, 2013 (see page 1). Please try to attend so that you can participate in the election.

Balloon Fiesta is a fun week for all the young at heart. My cousin, Peggy, is here again with her StarLite Balloon and I enjoy crewing for her on the weekends. My personal favorite is the humming bird in the photo below. I got this photo off the bike path on my way to work.



## From the President, Bob Waters

### Election Time is Here!

With all that is going on in Washington these days, I'm glad that we



don't have to go through a national election. But an election near and dear to the hearts of this chapter is going to occur at our next monthly meeting – the election of officers and directors for the next year. Last month we were presented with a slate of able candidates and there will be an opportunity for write-in candidates for those who want to make a last-minute case. Just remember: Voting is for chapter members! It is one of the few things in our chapter that is truly reserved for the membership. So check that your dues are paid up, or if you're on the fence, sign up quickly! Elections only come around once a year.

At this month's meeting we will continue last month's experience of showing pictures during dinner. After the meetings and elections, we'll have another great speaker: Patti Farley of Angel Flight, who will be talking about that fine organization and opportunities to get involved with using our planes to help people get medical care that they desperately need. I'm a member of that group and think it is a wonderful organization, so I'm looking forward to hearing Patti talk. It will be a fun evening, so please plan to come out and, as always, bring a friend!

Bob

# Election Time!

## Chapter 179 Meeting Minutes

### Chapter 179 Meeting Minutes September 17, 2013

**Call to Order:** President Bob Waters

**Introduction of Guests/New Members** President Waters introduced guests and new members including: Gary Rivera (guest speaker); Norm Schippers; Roland Penttila; Pete Zaitcer; and Tandra Hicks.

**Presidents Report:** Bob advised the receipt of a note about Ford Motors discount to EAA member's. Per By-Laws a Nominating committee has been made up.

Thanks to Will and Edy Taylor for Successful, well planned Land of Enchantment Event. Thanks to Todd Blue for 50<sup>th</sup> anniversary event.

Model Airplane drawings still in Bob's hanger if anyone wants some get them now. Otherwise CAP to take them.

**Vice Presidents Report:** Steve Rokiki Inventory of de Havilland still on track. Bob said may have found a possible customer.

**Secretaries Report:** Todd Blue - Correction to Minutes of August meeting: Under scholarship: "Conner Welch, one of the chosen recipients last March, has requested that we set up an account for him at Bode's he will be training there. Also there was an inquiry re. when the next scholarships would be available. Joy indicated that applications were welcome any time before February 15, but would not be granted until next March. Joy did not know if he was one of the DEAA students."

Motion made, seconded and passed to accept minutes with correction. Vote by Board via email passed the following items with full quorum. Pay for LOEFI Permit fee Approved; Treasures Audit (See below) Approved.

**Treasurers Report:** Curtis Smith -Report accepted.

**Board Actions 1. Treasury Audit per Curtis Approved\*\***

*\*\*Proposal for Treasure Audit: Add the following as a fourth paragraph under the Treasurers duties section. In addition to the transition meeting, an audit of the Chapter's treasury will be conducted by two members selected by the President and the newly elected treasurer after the election and prior to January 1 of each year. The Treasurer will provide them all the records needed to verify the accuracy of the report.*

[This to be adopted as a Standard Operating Procedure [SOP] so we would not have to pay for a corporation change with the state.]

**Budget and Finance Report:** Curtis Smith, Dan Friedman, Russ Prina None

**Promotion, Publicity & Membership:** Joyce Woods - Some new members.



*Slide Show by Gary Rivera*

**Young Eagles: Todd Blue** - YE Cancellation at Moriarty due to weather.

Need pilots/volunteers for chap 530 event at MidValley September 28. Bob Waters announced that Bob Hartman passed away. Services at French on Academy.

Ken Dominy gave a short talk on Bob Hartman. Rick Richter suggested a scholarship in Bob Hartman's name. Bob suggested that Scholarship Committee consider and report at next meeting.

**Land of Enchantment: Will & Edy Taylor** Will thanked everyone who helped. Special thanks to core committee. Special thanks to Rick Richter for obtaining all the donations. Special thanks to Joy and Keith and their crew. Thanks to Copper Canyon for beans. Joy thanked all volunteers for help on food line. Bob suggested a follow up meeting to recap planning. Nettie thanked Joyce for publicity. 44 pilots. 70 airplanes landed/took off during day.

All agreed that Young Eagle separation was a good idea.

**Scholarship Report: Steve Rokicki, Joy & Keith Beasley** Joy indicated one inquiry

**Old Business:** NONE

**New Business:** Recognition of Sue for the Beans from Copper Canyon

Nominees proposed by Nominating Committee: **President-** Will Taylor; **VP** -Robert Richter-Sand; **Secretary-** Todd Blue; **Treasurer-** Art Wood; **Directors Class 2-**Russ Prina; Jason Parker; Joyce Woods

**Adjourn:** Motion to adjourn passed at 6:45 Followed by a photo Slide Show by Gary Rivera.

Respectfully Submitted by;

Todd Blue

## Finding Flight Watch

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A pilot recently emailed a complaint expressing his confusion over what Flight Watch was, and how to use it. Like many pilots he was confusing Flight Watch with



Flight Following. Flight Following is a service provided by an Air Route Traffic Control Center wherein a VFR pilot can ask the Center to follow his flight on radar and time permitting, give him traffic point outs. Since Center is primarily concerned with IFR traffic, taking on VFR traffic is optional and at the discretion of the controller on duty, though most of the time they accommodate the pilots.

Flight Watch is the radio designation for Enroute Flight Advisory Service (EFAS), and is a Flight Service function designed to help pilots maintain awareness of the weather conditions prevalent along their current route of flight. This service is not for future flight planning, only for the flight you are currently making. If you took off an hour ago from Anniston, Alabama on a 3 hour flight to central Louisiana and your preflight weather briefing included a forecast for afternoon thunderstorms, this is where you can call to ask for weather updates enroute.

Flight Watch handles both high and low altitude aircraft and the specialists working it are sensitive to the needs of each kind of aircraft. If a Beechjet takes off out of Phoenix going to Chicago and he know that there are thunderstorms from Canada to Mexico, he can call the specialist at Albuquerque Flight Watch who is maintaining radar awareness to request where the lowest tops in the line are showing. An SR22 or Mooney can call to ask if pilots ahead of their location have confirmed forecast icing or turbulence, then ask for current weather at their destination.

Part of the Flight Watch function is to take pilot reports and continuously update the NWS on observations that pilots make. Pilot reports are really the only way to confirm that forecast turbulence, icing and other weather hazards to aviation do or do not exist.

Flight Watch boundaries coincide with the boundaries of the Center's airspace it is based in. The hours that Flight Watch is open are 6am to 10pm local time

based on the physical location of that center. Although Lockheed Martin operates the Flight Watches from only three Hubs, the hours are still associated with the location of the Center. For example: Albuquerque Center is located in (duh) Albuquerque, the association Flight Watch is currently located at the Lockheed Martin Hub in Prescott, Arizona. The hours of the Albuquerque Flight Watch are 6am to 10pm – Mountain Local Time – which is the Mountain time zone rather than on the Pacific Time Zone – which is what Prescott observes.

When Flight Watch is closed, Radio is still open 24 hours a day to update weather and take pilot reports. The reason Flight Watch was created to begin with has to do simply with the expansion in aviation. Radio deals with opening and closing VFR flight plans, relaying clearances and a plethora of other tasks. They are supposed to take calls on a first come basis generally. If an aircraft calls and asks them for weather updates – this takes several minutes to get the needed data from the pilot, input it into the computer and relay back the weather info. In the meantime you have to put several aircraft on standby who only want to take 15 seconds to activate, or possibly need a clearance ASAP.

Radio will still answer weather calls and the specialist can choose to answer the questions himself, or hand you off to Flight Watch if he is busy. However, keep in mind that calling Flight Watch is the best bet to begin with for several reasons.

Flight Watch specialists have received advanced weather training from the NWS that most specialists working Radio have not had.

Flight Watch is required to maintain awareness of the weather in their area at all times – Radio is involved with numerous other tasks and has to change gears and computer screens to bring up requested weather.

Calling Flight Watch at low altitudes is easy. The frequency is 122.0 across the country. It is not necessary to know which flight watch to call, but it is vital that your position be given reference an airport or navaid in the initial call up. If you simply call “Flight Watch, N123.” You may not get an answer, or you may get three answers from three different places causing an ear splitting heterodyne and a lot of confusion. Be-

*(Continued on page 5)*

**Flight Watch** (Continued from page 4)

cause it is a common frequency, if you call close to a border between radio receivers you may be heard by several locations. Over time we have learned which receivers tend to light up close to the borders and we know that if they are the only receivers lighting up, the aircraft may actually be in adjoining airspace. Frequently we wait for a subsequent call, and hope the pilot attaches a location.

Above 14,000 feet or so, an aircraft will hit multiple receivers distorting the receiver. Aircraft in the flight levels will light up receivers across several states. For this reason each Center's airspace has a discrete frequency for high altitude aircraft.

Flight Watch is your best source for current weather all along your route of flight. Do not ask for a pre-flight briefing for a future flight, they are required to only take current flight requests. Their purpose is to help you maintain a good picture of the weather as it is. If all you call for is to give a pilot report – this is good! That is a key element in establishing the credibility of the NWS forecasts. So the next time you are out flying over west Texas and see a dust storm below – give Flight Watch a call!

Rose Marie Kern has worked in ATC since 1983. Questions or comments may be sent to [author@rosemariekern.com](mailto:author@rosemariekern.com).



Ninety-Nines

## *Thanks to LOEFI Sponsors, Exhibitors, and Presenters!*

This year's fly-in would not have been successful without the support of many generous sponsors. Please show your appreciation to these organizations!

Key event sponsors were **Aspen Avionics, Bendix/King, Bode Aviation, NMDOT Aviation Division, and Custer Aviation**. **Aspen Avionics** also sponsored safety seminars, hosted by the **Albuquerque Police Department**.

Additional sponsors included in kind donations from **Culligan Bottled Water, Costco, Pepsico, Copper Canyon Café, Frito Lay, Reddyce, and Flowers Baking Co. of El Paso**. We also greatly appreciated the special (expensive) fire extinguisher provided by **Simplex Grinnell** and support from the **AEG Air Traffic Controllers Union**.

Participating in the bustling Exhibit Hall were:

Air Care Alliance (Angel Flight, LightHawk, Recreational Aviation Foundation, etc.)

Aspen Avionics

Bendix / King

Bode Aviation

Cavalcade of Wings

Center Weather Service Unit

City of Albuquerque – Aviation Dept.

Civil Air Patrol – Eagle Squadron

CNM Advanced Technology Center - Aviation

Commemorative Air Force, Lobo Wing

EAA Chapter 179 Fly Mart

Embry Riddle Aeronautical University, Albuquerque

FAA, Albuquerque FSDO

National Museum of Nuclear Science and History

New Mexico Pilots Association (NMPA)

Ninety-Nines, Rio Grande Norte and Albuquerque Chapters

NMDOT Aviation Division

SAMS Academy

Sandia Soaring Association (SSA)

US Hang Gliding and Paragliding Association (USHPA)



*Thanks to the 20 dedicated cadets from the Eagle Squadron, led by 1<sup>st</sup> Lt. Diane Roszkowski and 2<sup>nd</sup> Lt. Joseph Roszkowski. They assisted on the ramp, in the exhibit hall, and outside the gate, safely and efficiently parking cars, airplanes, and otherwise directing attendees. Great*

Thanks also to our safety seminar presenters: J.D. Huss, FAAS Team Manager from the FAA Albuquerque FSDO; Larry Filener, Director of the Recreational Aviation Committee for NMPA; and Jim Reynolds, Meteorologist in Charge at the ZAB Center Weather Service Unit. All three seminars were well attended, despite everything else going on!

**Thanks to the Civil Air Patrol Cadets of the Eagle Squadron for their support of the LOEFI:** CMSgt Darsey, Airman Salberg, Airman McKelvey, 2nd Lt McGregor, MSgt Delgado, Cadet Martinez, Cadet Moloney, 1st Lt McGregor, Cadet Dematties, CMSgt Neal, 1st Lt Neal, 1st Lt Roszkowski, 2nd Lt Roszkowski, Airman Liles, Cadet Liles, 2nd Lt R. Liles, 2nd Lt E Liles, Mjr Stallard, Col Selph, Tsgt Feaster, and Maj Selph.



*Reprinted from the Albuquerque Journal, September 18, 2013*



HARTMAN, ROBERT EZRA Age 94, a resident of Los Lunas, died Sunday, September 15, 2013. He is survived by his loving companion Marilu Hibbard and her family - son Kim Hibbard, daughter Kathie Hibbard and her partner Kristina Johnson, daughter Cyndi Mimovich and her husband Michael, and granddaughter Alexis; his children Susan Peifer and her husband Chris, son Bill Hartman and his wife Annie, daughter Sally Roberts, and son Matthew Hartman; grandchildren Brian, Chris, Katie, Sarah, Molly, William, David, Tommy and Kelly; 12 great-grandchildren; and sister Ann Carter. Robert was preceded in death by his son, Robert E. Hartman, Jr. and brother, John W. Hartman. Robert grew up in Detroit during the early heydays of the automobile industry, with his father Hap serving as Chief Counsel to Henry Ford and the Ford Motor Company, and other prominent Detroit industries. Hap was also a participant in the incorporation of the original Detroit Lions National Football League team, and, along with son Robert, attended their first game. Robert developed a life-long love of tennis, swimming, golf and other sports during his early Detroit years through summer-long participation both by himself and with his brother John at Camp Chikopi and with his sister Ann at Camp Akomak near Magnetawan, Canada. He was a volunteer member of the National Ski Patrol in Wisconsin and later in New Mexico for many years. Robert continued snow skiing into his late 80's, played tennis into his 90's, and last golfed a mere three months before his death. Robert was a lifelong pilot, falling in love with flying as a ten-year old after getting a hop in a Ford Trimotor with the airplane's designer, William Bushnell Stout. He attended Antioch College in Ohio, participating in their COOP program with stints at NBC Radio and Macy's in New York City before graduating and landing his first sales position with International Business Machines in Ohio. He then served in the US Army Air Corps during World War II and achieved his aviator wings, becoming a B-17 command flight instructor in Roswell, New Mexico, and later a B-29 combat command pilot, achieving several thousand flight hours between the two aircraft. Robert returned to IBM computer sales after the close of WWII, but never lost his love of flying. He flew in the Air Force Reserves until the outbreak of the Korean War, leaving the Reserves to devote his full attention to IBM, where he was a first-hand participant bringing the first digital computer advances to customers in applications in the Federal government, credit cards, automated stock exchange transactions, advertising, and many other industries. He remained in IBM Sales until retiring from Big Blue in 1975. Upon retirement from IBM, Robert moved back to New Mexico and continued to develop a number of different sales representative businesses, selling consumer electronics and other products in New Mexico and adjacent states well in to his late 80's. For many years, Robert incorporated flying into many of his out-of-Albuquerque sales calls. In New Mexico Robert also became active in the local chapters of the Experimental Aircraft Association Young Eagles program, which fosters youth interest in science, technology, engineering, math and flying. For many years Robert was both a volunteer pilot who donated his time and his airplane to take young people ages 8-17 on local orientation flights, as well as a leader of the Young Eagles' school recruitment and media efforts. Robert continued to meet with Albuquerque schools on behalf of the Young Eagles until this month. In 2009 the EAA recognized Robert with their Wright Brothers award for his many years of flying and service to flying. Since 1992, more than 1.6 million Young Eagles have enjoyed their first flight through the program. With thanks to Jeff and his many co-pilot friends Robert flew his last flight only a few days before his death. A Memorial Service will be held on Thursday, September 19, 2013 at 10:00 a.m. at FRENCH-Wyoming. Should friends desire, memorial contributions may be made to the Experimental Aircraft Association Young Eagles Program, [www.youngeagles.org](http://www.youngeagles.org). Please visit our online guestbook for Robert at [www.FrenchFunerals.com](http://www.FrenchFunerals.com) FRENCH - Wyoming 7121 Wyoming Blvd. NE (505) 823-9400

**We will miss him.**

## 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 Fellowship Christian Reformed Church, 4800 Indian School NE, (just west of San Mateo, across from the Heights YMCA). 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

**EAA Chapter 179**

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